Prepared for
Transport for New South Wales
ABN: 18 804 239 602

AECOM

Transport Access Program 3 Waitara Station

Statement of Heritage Impact

25 Mar 2022
Waitara Station Upgrade

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Statement of Heritage Impact

Transport Access Program 3: Waitara Station

Client: Transport for New South Wales

ABN: 18 804 239 602

Prepared by

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Executive summary

Transport for NSW (Transport) is proposing the upgrade of Waitara Station (the Proposal). The Proposal forms part of the Transport Access Program (TAP), a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure across NSW.

Transport considered four options for the accessibility upgrade of Waitara Station to address accessibility deficiencies at the station to meet its accessibility obligations in an efficient and cost-effective manner.

The preferred option (Option 4) has been identified and is subject to environmental impact assessment. As part of the Review of Environmental Factors (REF), AECOM has been commissioned by Transport to undertake a Statement of Heritage Impact assessment for the construction and operation of the Proposal.

Waitara Station is located around 20 kilometres north of Sydney's Central Business District (CBD) located within the Hornsby Shire local government area. Waitara Station is listed on the NSW Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register.

The Proposal would include the following key elements:

- construction of a new pedestrian underpass at the northern end of the platform to provide a new accessible station entrance
- installation of two new lifts at the new northern station entrance including a lift from the commuter car park to the underpass and a lift from the underpass to the platform, including associated landings, canopies and support structures
- construction of new platform stairs and associated canopy to provide access from the new pedestrian underpass to the station platform
- construction of a new northern station entrance including a lift entrance and entrance stairs from the commuter car park off Waitara Avenue, and an eastern entrance from Alexandria Parade
- construction of an accessible pedestrian footpath on Alexandria Parade connecting to a new pedestrian crossing on Alexandria Parade
- provision of seating and wheelchair spaces at the two boarding assistance zones (BAZ) and installation of one canopy on the station platform
- modifications to the station building to provide additional Station Services Equipment (SSE)
- reconfiguration of the existing toilet facilities in the station building to provide a new family accessible toilet and new unisex ambulant toilet
- modifications to the commuter car park including relocation of the turning circle, relocation of two accessible parking spaces and provision of kiss and ride bays
- modifications to the parking on Alexandria Parade to provide a new station entrance including provision of two new accessible parking spaces adjacent to the new station entrance
- modifications to the parking on Alexandria Parade including provision of two new accessible parking spaces adjacent to the new station entrance
- ancillary work including platform stabilisation and regrading, station power supply upgrade, protection and relocation of existing services and utilities, installation of new services and utilities, new or reinstatement of Tactile Ground Surface Indicators (tactiles) where required, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) and wayfinding signage.

The potential impacts to the Waitara Railway Station Group have been assessed against the criteria outlined in the NSW Heritage Division guidelines (NSW Heritage Office & Department of Urban Affairs & Planning, 2002). The impacts of the Proposal have been graded against the significance of the site and are outlined in Table i.

Table i Summary of the nature of the direct and indirect impacts

Impact type	Impact
Major negative impacts (substantially affects fabric or values of state significance)	None.
Moderate negative impacts (irreversible loss of fabric or values of local significance; minor impacts on State significance)	The construction of the new northern station entrance including the pedestrian underpass, two new lists and stairs and associated canopies would have a moderate negative impact to significant heritage fabric. The removal of an internal wall in the station building for the SSE work would have a moderate negative impact, resulting in an irreversible loss of fabric. The modification of the two boarding assistance zones to provide seating, wheelchair spaces and a canopy on the platform would have a moderate negative impact on the aesthetic significance associated with the station.
Minor negative impacts (reversible loss of local significance fabric or where mitigation retrieves some value of significance; loss of fabric not of significance but which supports or buffers local significance values)	The removal of original fabric (brickwork) from the station building to widen the entrance door to one of the existing toilets for the creation of the new family accessible toilet would have a minor negative impact to the station building.
Negligible or no impacts (does not affect heritage values either negatively or positively)	The internal reconfiguration of the existing toilets into the new ambulant toilet, and creation of a family accessible toilet is not considered to have a negative or positive heritage impact. This work would be contained within the existing toilets, which were upgraded recently. All current fixtures and fittings, including tiles, are non-original. The interchange works including new accessible pathways and pedestrian crossing would not have an impact to the heritage significance associated with the station. The regarding of the station platform surface and installation of the tactile ground surface indicators would have a negligible impact to the heritage significance associated with the station.
Minor positive impacts (enhances access to, understanding or conservation of fabric or values of local significance)	None.
Major positive impacts (enhances access to, understanding or conservation of fabric or values of state significance)	The Proposal would improve safety and accessibility and the station would be enhanced following its refurbishment. The construction of the new lift structures would enable access to and appreciation of the station by a wider demographic.

Mitigation measures and recommendations to minimise impacts to the heritage listed Waitara Station Group include:

Recommendation 1 – Heritage advice

A heritage consultant would be engaged to provide ongoing heritage and conservation advice throughout the detailed design process. In addition to ongoing heritage advice, the nominated heritage consultant would:

- undertake heritage fabric analysis of the areas impacted by the work
- confirm and document options analysis around impacts to significant elements and design mitigation to avoid or reduce adverse impacts, including visual impacts from the intersection of Orara Street and Alexandria Parade
- ensure that the final design adheres to the relevant policies, including but not limited to the *Heritage Platforms Conservation Management Strategy, Canopies and Shelters: Design Guide for Heritage Stations* and the *Station Access Heritage Conservation Guide*.

The nominated heritage consultant may be required to update this assessment when impacts are defined during the detailed design phase and record the above additional analysis in an updated report.

Recommendation 2 – Specialist construction contractors

A specialist construction contractor experienced in working with heritage fabric should be engaged to undertake work associated with the widening of the toilet entrances during the construction stage of the Proposal.

Recommendation 3 – Modification for Station Services Equipment (SSE)

Alternatives to the demolition of the wall separating rooms 1 and 2 should be explored (see Recommendation 1). If no feasible alternatives can be found, it is recommended that the SSE room in its current form is archivally recorded prior to any works taking place.

Recommendation 4 – Toilet refurbishment

The following recommendations are made with relation to the station building refurbishment:

- care would be taken when undertaking all demolition work so as not to damage significant fabric. Demolition would be limited to brickwork that may be required to be removed to widen the entry door to both toilets
- any new brickwork should match the original in terms of brick colour, mortar composition and brick orientation (bricks should be laid in the Flemish bond – alternating between header and stretcher alignment)
- new services, including outlets, wall units and brackets should be located internally in areas already modified and/or consolidated in one location. Existing openings in ceilings are the preferred location for the installation of new services. New services and fittings should use existing fixing points or be located at mortar joints
- impacts to the detailed architraves around the current toilet entry door and transom window should be minimised
- new interior tiling should consider the Sydney Trains *Draft – NSW Heritage Station Passenger Tile Finishes (2020).*

Recommendation 5 – New lifts (including canopies) and stairs

In accordance with Strategy 10 of the Heritage Platforms Conservation Management Strategy (CMS) (Australian Museum Consulting, 2015) and Design in Context, Guidelines for infill development in the historic environment (NSW Heritage Office, 2005) the following principles should apply to the detailed design of the new lifts and stairs on the platform:

- upgrades should support their ongoing use without obscuring or damaging significant built heritage fabric or the integrity of the original designs

- the new lifts and stairs should not overwhelm the heritage fabric of the platform or associated features, either in scale, mass or colour, and should complement the character of the station precinct. They should also blend into the broader landscape setting of the station.

Recommendation 6 – Platform upgrade work

Where required, platform re-grading would not cover any existing wall vents that have been installed along the lower course of the brickwork to the station building. If cast iron gratings are removed, these should be stored for future reuse.

Recommendation 7 – Boarding assistance zones and canopy design

The height of the eaves associated with the new boarding assistance zone canopy should be lower than the height of the eaves of the existing station building. The lower height of the introduced canopy would retain the physical dominance of the heritage station building.

Recommendation 8 – Interpretation

A heritage interpretation plan must be prepared and implemented for the station in accordance with NSW Heritage Office (former) publication *Interpreting Heritage Places and Items and the Sydney Trains Heritage Interpretation Guideline*.

Recommendation 9 – Installation of services

All ancillary work (CCTV, PA, communications, air-conditioning etc) would be undertaken in accordance with the relevant Sydney Trains heritage guidelines. Alternative solutions must be explored where any impacts to significant fabric are identified. Work would proceed with the principle of avoiding fixing new services to the façade of the exterior building, and should be contained/ concealed in new development areas. A complete services plan is to be reviewed and assessed by a qualified architect with heritage experience identifying alternative solutions, and submitted to the Associate Director Environmental Impact Assessment (AEDIA) for endorsement prior to service relocation and ancillary work commencing

Recommendation 10 – Heritage induction

A heritage induction would be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly describe the heritage constraints of the site.

Recommendation 11 – Unexpected finds and stop work procedure

The Construction Environmental Management Plan (CEMP) for the Proposal would include stop work procedures in accordance with Transport's *Unexpected Heritage Finds Guideline* (Transport, 2016) to manage activities in the unlikely event that intact archaeological relics or deposits are encountered.

1.0 Introduction

1.1 Background

The NSW Government is improving accessibility at Waitara Station. This project is being delivered as part of the Transport Access Program (TAP), an NSW Government Initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

As part of this program, the Waitara Station Upgrade (the Proposal) would provide a station precinct that is accessible to those with a disability, limited mobility, parents/carers with prams, and customers with luggage.

Options for improving access to Waitara Station were developed following preparation of a scoping report and a series of workshops with Transport for NSW (Transport) and the project design team. Four options were developed to address deficiencies at Waitara Station and to meet the accessibility obligations in an efficient and cost-effective manner, while being easy to maintain. These options are discussed in detail in Section 6.1. Through the multi criteria analysis process, the preferred option (Option 4) was selected, further refined and is subject to environmental impact assessment.

As part of the Review of Environmental Factors (REF), AECOM has been commissioned by Transport to undertake a Statement of Heritage Impact (SoHI) assessment of the construction and operation of the Proposal.

1.2 Site identification

Waitara Station is located around 20 kilometres north of Sydney's Central Business District (CBD) located within the Hornsby Shire local government area (Figure 1).

The Proposal encompasses Waitara Station, which is listed on the NSW Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register (Figure 2).

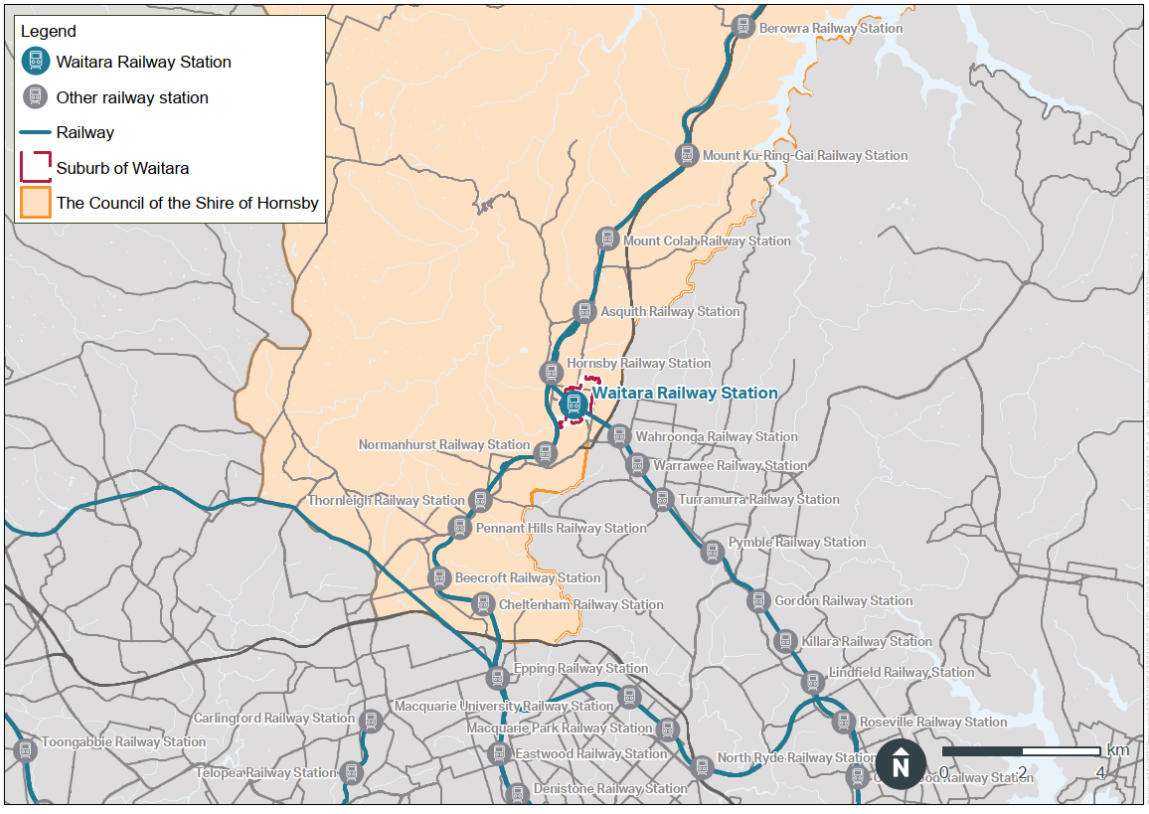

Figure 1 Waitara Station location

Figure 2 Waitara Railway Station Group s170 Heritage Curtilage Plan (NSW Heritage Division, 2009)

1.3 Waitara Station upgrade

The Proposal would involve an accessibility upgrade of Waitara Station as part of the Transport Access Program which would improve accessibility and amenities for customers.

The Proposal would include the following key elements:

- construction of a new pedestrian underpass at the northern end of the platform to provide a new accessible station entrance
- installation of two new lifts at the new northern station entrance including a lift from the commuter car park to the underpass and a lift from the underpass to the platform, including associated landings, canopies and support structures
- construction of new platform stairs and associated canopy to provide access from the new pedestrian underpass to the station platform
- construction of a new northern station entrance including a lift entrance and entrance stairs from the commuter car park off Waitara Avenue, and an eastern entrance from Alexandria Parade
- construction of an accessible pedestrian footpath on Alexandria Parade connecting to a new pedestrian crossing on Alexandria Parade
- provision of seating and wheelchair spaces at the two boarding assistance zones and installation of an associated canopy on the station platform
- modifications to the station building to provide additional Station Services Equipment (SSE)
- reconfiguration of the existing toilet facilities in the station building to provide a new family accessible toilet and new unisex ambulant toilet
- modifications to the commuter car park including relocation of the turning circle, relocation of two accessible parking spaces and provision of kiss and ride bays

- modifications to the parking on Alexandria Parade to provide a new station entrance including provision of two new accessible parking spaces adjacent to the new station entrance
- ancillary work including platform stabilisation and regrading, station power supply upgrade, protection and relocation of existing services and utilities, installation of new services and utilities, new or reinstatement of Tactile Ground Surface Indicators (tactiles) where required, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras) and wayfinding signage.

A full description of the Proposal is provided in Section 6.2.

1.4 Methodology

This heritage assessment has been undertaken in accordance with the NSW Heritage NSW documents *Assessing Heritage Significance* (NSW Heritage Office, 2001) and *Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs & Planning, 2002). It includes:

- desktop searches of relevant heritage registers
- review of Proposal drawings and scoping design reports
- review of the following key documents:
  - heritage register listings for the station
  - historic plans for the station held by the Sydney Trains Plan Room
  - previous reports and other relevant documentation provided by Transport
- background research into the historical development of the station using the historic plans, historical photographs, newspapers and other primary and secondary historical sources as relevant
- site inspection on 7 October 2020 by AECOM staff assessing the existing station (both internal and external) along with the existing character of the Proposal area and surrounding land uses. Note: all photographs within this report were taken during the site inspection unless otherwise stated.

1.5 Report limitations

The purpose of this report is to identify and assess historic heritage and archaeological potential that might be impacted by the Proposal. Predictions have been made within this report about the probability of subsurface archaeological materials occurring within the site, based on surface indications and environmental contexts. However, it is possible that materials may occur in areas without surface indications and in any environmental context. Should subsurface archaeological materials be uncovered during construction, these would be addressed in accordance with Transport's *Unexpected Heritage Finds Guideline* (Transport, 2016).

This report is based on the design schematic provided by Transport, dated January 2022 and is subject to detailed design. It is noted that during detailed design, details of the Proposal may change or be refined. Further heritage assessment would be required to assess the potential additional impacts to the heritage value of Waitara Station during detailed design as outlined in Section 8.0.

A summary of the statutory requirements regarding historical heritage is provided in Section 2.0. The summary is provided based on the experience of the authors with the heritage system in Australia and does not purport to be legal advice. It should be noted that legislation, regulations and guidelines change over time and users of the report should satisfy themselves that the statutory requirements have not changed since the report was written.

1.6 Authorship

This assessment was written by Principal Heritage Consultant Chris Lewczak, with inputs from Senior Heritage Consultant, Deborah Farina and Heritage Consultant, Tilly Stevens. Technical review was provided by Technical Lead Dr Darran Jordan and Chris Lewczak.

2.0 Statutory context

A number of planning and legislative documents govern how heritage is managed in NSW and Australia. The following section provides an overview of the requirements under each as they apply to the Proposal.

2.1 Commonwealth legislation

2.1.1 Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historic cultural heritage items. Under the EPBC Act, protected heritage items are listed on the National Heritage List (NHL) (items of significance to the nation) or the Commonwealth Heritage List (CHL) (items belonging to the Commonwealth or its agencies). These two lists replaced the Register of the National Estate (RNE). The RNE has been suspended and is no longer a statutory list; however, it remains as an archive.

Under Part 9 of the EPBC Act, any action that is likely to have a significant impact on a matter of National Environmental Significance (known as a controlled action under the EPBC Act), may only progress with approval of the Commonwealth Minister for the Department of the Environment (DotE). An action is defined as a project, development, undertaking, activity (or series of activities), or alteration. An action would also require approval if:

- it is undertaken on Commonwealth land and would have or is likely to have a significant impact on the environment on Commonwealth land
- it is undertaken by the Commonwealth and would have or is likely to have a significant impact.

Waitara Station has not been identified on the NHL, CHL or RNE and therefore the Proposal would not require a referral under the EPBC Act with respect to heritage.

2.1.2 Disability Discrimination Act 1992

The Commonwealth *Disability Discrimination Act 1992* (DDA) aims to reduce discrimination against people with a disability. The DDA requires that people are given equal opportunity to access public transport and buildings, including those with heritage significance. The Proposal is being undertaken, in part, to comply with the requirements of the DDA.

2.2 State legislation

2.2.1 Environmental Planning and Assessment Act 1979

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) allows for the preparation of planning instruments to direct development within NSW. This includes Local Environmental Plans (LEP), which are administered by local government, they principally determine land use and the process for development applications. LEPs usually include clauses requiring that heritage be considered during development applications and a schedule of identified heritage items be provided. The EP&A Act also allows for the gazettal of State Environmental Planning Policies (SEPP).

2.2.2 State Environmental Planning Policy (Infrastructure) 2007

SEPPs are environmental planning instruments which address planning issues within the State. SEPPs can make the Planning Minister the consent authority for the types of development they relate to. The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP 2007) is of relevance to this Proposal.

Clause 14 of ISEPP 2007 applies to infrastructure developments carried out by, or on behalf of, a public authority if the development is likely to impact a local heritage item or heritage conservation area (other than a heritage item that is also a State heritage item). Under ISEPP 2007, a public authority, or person/s acting on behalf of a public authority, must not carry out a development to which this clause applies, unless an assessment of the proposed impact has been prepared and forwarded to the local

government of the area for comment. Comments received within 21 days must be taken into consideration.

2.2.3 Heritage Act 1977

The *Heritage Act 1977* (as amended) was enacted to conserve the environmental heritage of NSW. Under Section 32, places, buildings, works, relics, movable objects or precincts of heritage significance are protected by means of either Interim Heritage Orders (IHO) or by listing on the NSW State Heritage Register (SHR). Items that are assessed as having State heritage significance can be listed on the SHR by the Minister on the recommendation of the NSW Heritage Council. Waitara Station is not listed on the SHR.

Under Section 170 of the *Heritage Act 1977*, NSW Government agencies are required to maintain a register of heritage assets. The register places obligations on the agencies, but not on non-government proponents, beyond their responsibility to assess the impact on surrounding heritage items.

The Waitara Railway Station Group has been identified on the TAHE Section 170 Heritage and Conservation Register under the State Heritage Inventory database (SHI # 4802058). Under Section 170A(1)(c) Sydney Trains must provide the Heritage Division with written notice prior to demolition of any place, building or work entered in its register.

Archaeological features and deposits are afforded statutory protection by the 'relics provision'. Section 4(1) of the *Heritage Act 1977* (as amended 2009) defines 'relic' as follows:

> *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.*

The 'relics provision' requires that no archaeological relics be disturbed or destroyed without prior consent from the Heritage Council of NSW. Therefore, no ground disturbance works may proceed in areas identified as having archaeological potential without first obtaining an Excavation Permit pursuant to Section 140 of the *Heritage Act 1977*, or an Archaeological Exception under Section 139 of the *Heritage Act 1977*.

The Heritage Council must be notified of the discovery of a relic under Section 146 of the *Heritage Act 1977.*

2.3 Local government

Waitara Station is located within Hornsby Shire Council LGA. The relevant LEP applying to the site is Hornsby LEP 2013 and its application is outlined below.

2.3.1 Hornsby Local Environmental Plan 2013

Part 5, Section 5.10 of the Hornsby LEP 2013 deals with heritage conservation within the area covered by this LEP. All heritage items listed in the LEP are included in Schedule 5. The Hornsby LEP 2013 states:

(1) The objectives of this clause are as follows:

- *a. to conserve the environmental heritage of Hornsby,*
- *b. to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- *c. to conserve archaeological sites,*
- *d. to conserve Aboriginal objects and Aboriginal places of heritage significance.*

(2) Development consent is required for any of the following:

- *a. demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):*
  - *i. a heritage item,*

ii. an Aboriginal object,

iii. a building, work, relic or tree within a heritage conservation area,

b. altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

c. disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

d. disturbing or excavating an Aboriginal place of heritage significance,

e. erecting a building on land:

i. on which a heritage item is located or that is within a heritage conservation area, or

ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

f. subdividing land:

i. on which a heritage item is located or that is within a heritage conservation area, or

ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

Waitara Station is not listed as an item of environmental heritage on Schedule 5 of the Hornsby LEP 2013 and is not located within a heritage conservation area.

2.4 Summary of statutory controls

Waitara Station has been identified by Sydney Trains as holding local significance and is listed on TAHE's Section 170 Heritage and Conservation Register. In addition, the register search was extended to 100 metres from the curtilage of Waitara Station to establish if there were surrounding registered items or conservation areas that may be affected by the Proposal. Table 1 summarises the heritage listings identified as a result of this search.

There are several local heritage items located within 100 metres of Waitara Station. The items are listed in Table 1 and shown on (**Figure 3**)

Table 1 Summary of listed heritage items within 100 metres of the Proposal

Heritage list	Items within the Proposal area	Level of significance	Items adjacent to the Proposal area	Significance	Distance to Proposal area (metres)
World Heritage List	Nil	n/a	Nil	n/a	n/a
National Heritage List	Nil	n/a	Nil	n/a	n/a
Commonwealth Heritage List	Nil	n/a	Nil	n/a	n/a
Register of the National Estate (non-statutory)	Nil	n/a	Nil	n/a	n/a
State Heritage Register	Nil	n/a	Nil	n/a	n/a
TAHE Section 170 Heritage and Conservation Register	Waitara Railway Station Group (SHI #4802058)	Local	Nil	n/a	n/a
Hornsby LEP 2013	Nil	n/a	Street Trees, Alexandria Parade (#772)	Local	30
			Curiosity Shop, 37 Alexandria Parade, Waitara (#773)	Local	50
			Waitara Park (#783)	Local	18
			Barker College Heritage Conservation Area	Local	165
			Barker College Centenary Design Centre, McCaskill Music Centre and Development Office (#782)	Local	165
			Shop (#773)	Local	16

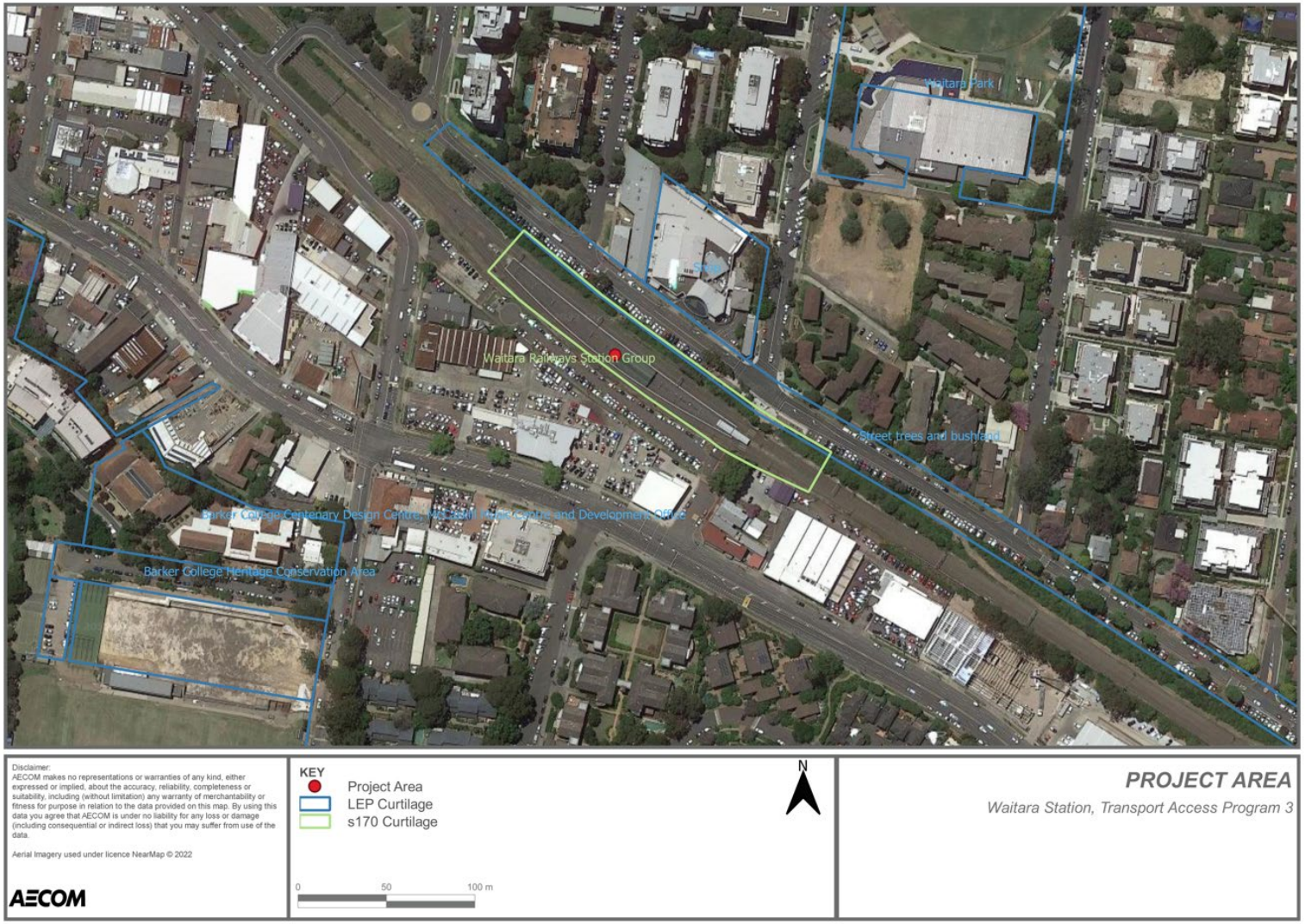

Figure 3 Location of nearby heritage items to Waitara Station

3.0 Historical context

In order to appreciate the heritage significance of an item, it is important to understand the historical context in which it was constructed and the subsequent factors that have influenced its development.

A detailed analysis of Aboriginal cultural heritage is beyond the scope of this report; however, it is important to recognise the Darug and Guringai people who occupied and thrived in the Hornsby area prior to European occupation.

The following sections outline the development of Waitara Station.

3.1 Early European settlement

The Hawkesbury River was known to Europeans from the onset of colonial history, when in 1788, Governor Phillip voyaged west, exploring its islands and river banks (Hornsby Shire, 2017). Over time, settlements grew along the river, attracted by the richness of available resources (Higginbotham, 1993).

Settlement was concentrated along the river sections before the search for more farming land led to surveyors being sent out to map greater areas between Sydney and the Hawkesbury areas. By 1816 Timber getters were sent to the Hornsby area to fill the need for supplies back at the main settlement areas in Sydney. By the 1829 the Great North Road from Parramatta to Wisemans Ferry has been constructed, and specific areas and allotments were granted along the road for agricultural purposes, predominately used for orchards. The greater Hornsby area started to be populated during the 1840s.

3.2 A ‘United Australia’: Railway Developments

The first railway in the Colony connected Sydney to Parramatta Junction in 1855. Following this, proposals for further lines were numerous, as the benefits of transporting goods from inland centres were immediately recognised by “landed interests” (RailCorp, 2009).

In the lead up to Federation, development focus shifted to uniting railways between the eastern colonies, and a continuous rail line was envisaged that would facilitate communication and transport from Charlestown, Queensland right through to Port Augusta, South Australia (Hornsby Shire, 2017). The Hawkesbury River formed a major challenge in this pursuit as its steep river banks necessitated the funding and construction of “the largest iron bridge in the southern hemisphere”, which would allow the railway to continue uninterrupted (Davison, 1978) (The Australian Town and Country, 1889).

3.2.1 Sydney to the Hawkesbury River then Waitara

With plans for the railway bridge already set in motion, railway lines in the north and south were extended towards Hornsby and then further to the Hawkesbury River, and camps were established along the routes to house railway construction workers (NSW Heritage Division, 2009). A station to present day Hornsby was not opened until September 1886. The creation of the line out to Hornsby became the focal point for construction of the line further to the north toward and eventually crossing, the Hawkesbury River. Branch lines were then added from Hornsby back towards the south to connect with the then single-track North Shore line. As these lines were constructed, the surrounding areas to the stations began to transform and become populated with both industries and suburban transformation.

Waitara Station was not conceived until the early 1890s, when land for subdivisions to the south of Hornsby were called for. The original Waitara Station consisted of a narrow timber platform with a single waiting shed.

By 1909, a new station was required to replace the original timber station. Duplication of the North Shore line between Hornsby and Lindfield allowed for the construction of a standard island platform between the two tracks. Duplication resulted in the existing track becoming the up main and the new line to be placed on the western side to become the new down track. The new station was to be placed closer to Hornsby, with the original station located immediately to the east, city end, of the new (current) station platform (Figure 4).

The track and station were located above the surrounding road levels, and it was decided that access to the station would be from a subway entrance, rather than a pedestrian overbridge. A brick subway entrance was designed and constructed at street level from the northern, Alexandria Parade, side, while the southern, Pacific Highway, side would require stairs down to the subway. Entrance up to the platform was from a single brick staircase leading up to the city, eastern, end of the platform. The location of the subway also allowed for the Station Master to have direct access to the station from their house (Figure 5).

Once constructed in 1909, the station consisted of the brick island platform, brick standard station building and a separate bookings office located at the entrance from the station subway onto the platform (Figure 7). The original station building was a typical A8 design, that included a booking office building at one end, a waiting room and ladies rest room in the centre, and separate waiting room and men's restroom at the other. The building included an overhanding awning out to both railway lines, but no additional awning from the booking office to the station building.

Other station fabric included picket fencing leading to the booking office from the subway, electrical lighting and notice boards and fountains. The Station Master's Cottage remains on the southern side of the site; however, it is unknown if it remained as a station master's cottage in 1919 (see Figure 4, Figure 5 and Figure 6).

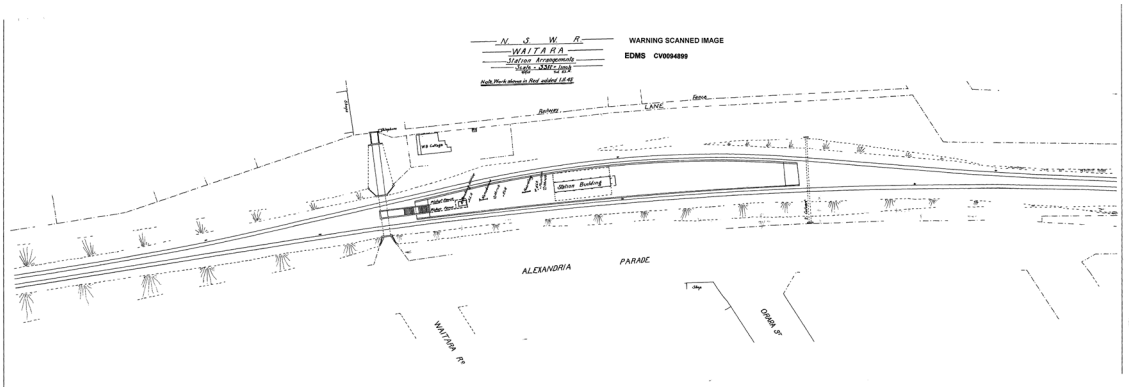

Figure 4 Plan of Waitara Station as constructed and completed in 1915. (Source: Sydney Trains Virtual Plan Room)

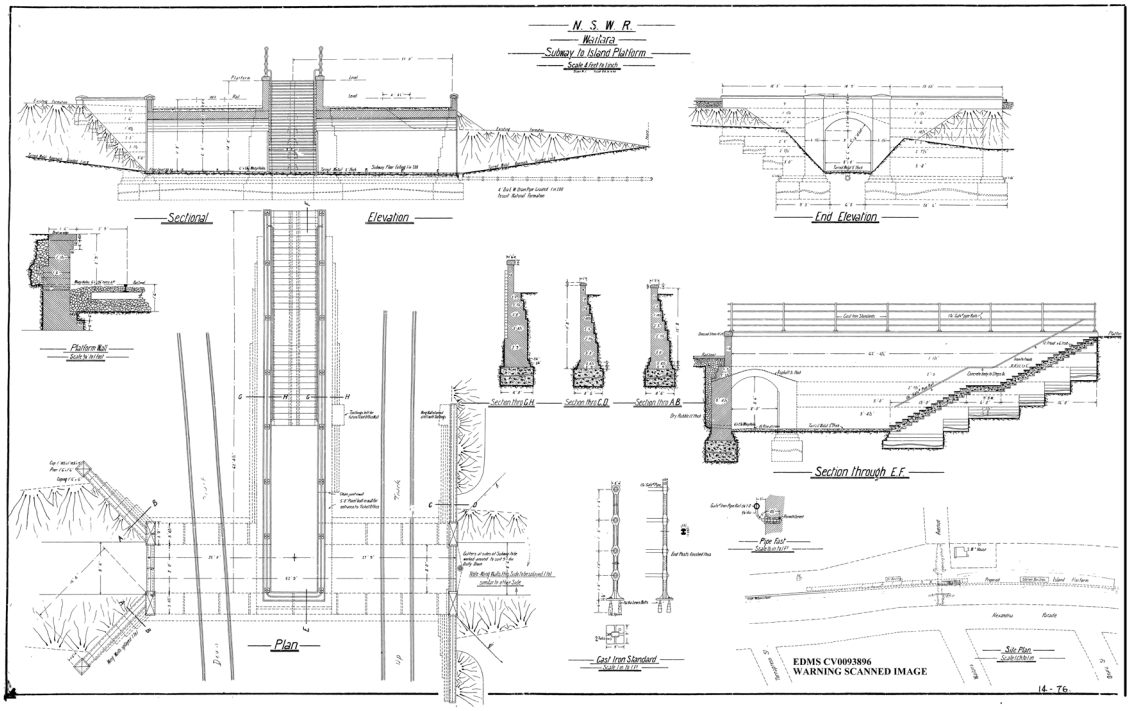

Figure 5 Plan of the subway design associated with Waitara Station, dated 1908. (Source: Sydney Trains Virtual Plan Room)

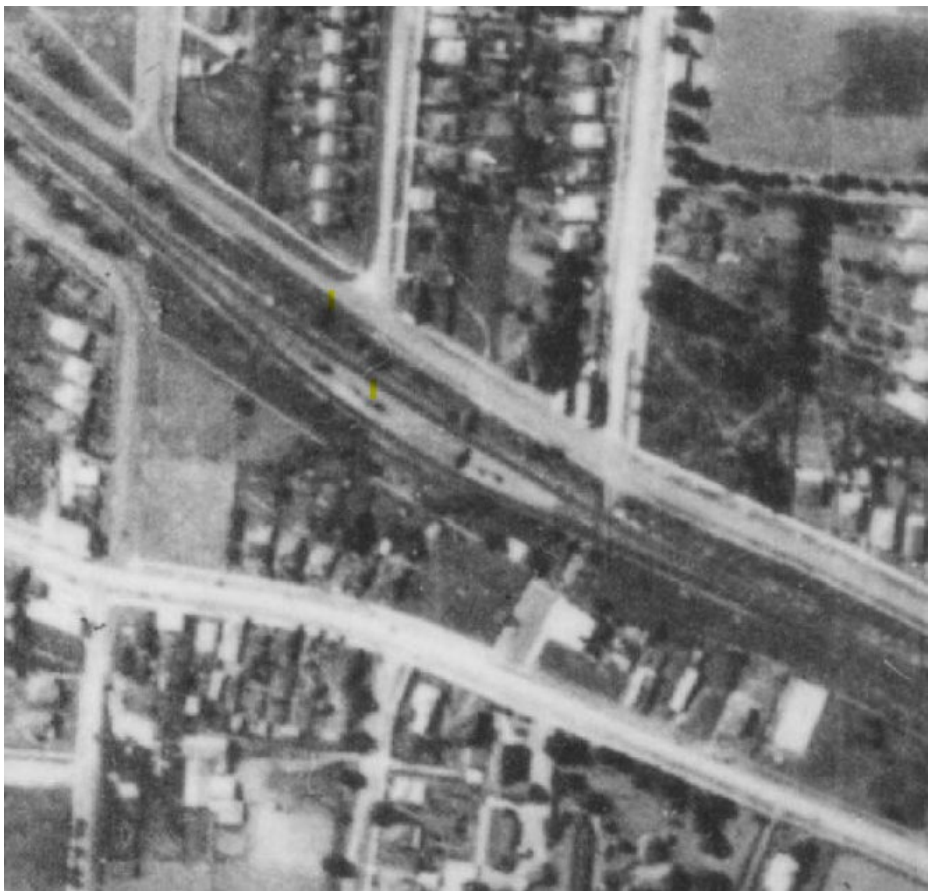

Figure 6 1930 aerial photograph showing the configuration of Waitara Station. (Source: NSW Spatial Data Services)

In 1938, two small brick ticket collecting booths with concrete roofs were constructed at the top of the staircase leading to the subway. By 1946, plans were drawn to remove the existing timber booking office building and replace it with a modern brick faced booking office (Figure 7). However, it appears that this booking office was never constructed.

The ticket building appears to have been modified in the late 1960s, with the asbestos awning removed from the site. The station platform also appears to have been given a hard-wearing surface, and the other features, such as the fountain and noticeboard and hoardings removed. The booking office was removed from the site in the early 1980s and was not replaced.

The Station Master's Cottage was also removed from the site in 1971 to make way for a portion of the current commuter car park.

The western, country, end of the platform was extended in 2011. This extension occurred on the northern side of the platform only, but it appears that the platform ramp located at this end was removed at this time. Resurfacing work have also been undertaken, however, it is unknown if this was undertaken at the same time.

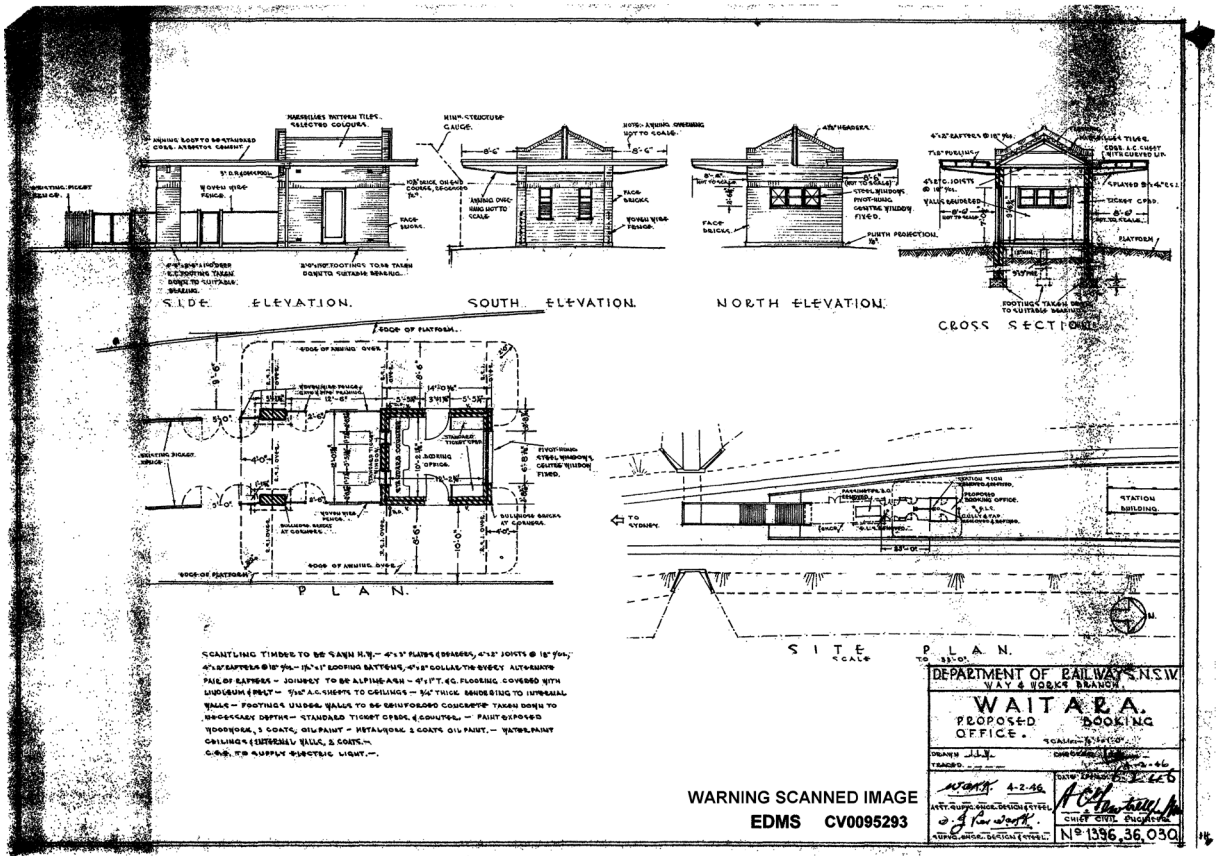

Figure 7 Plan of the upgraded Booking Office building, dated 1946. (Source: Sydney Trains Virtual Plan Room)

3.3 Development of Waitara Station

Waitara Station has been subject to a number of modifications since its opening in 1887. The original fabric and known upgrades are summarised in Table 2.

Table 2 Chronology of Waitara Railway Station Group

Original station	
1890	Single line – timber platform and timber waiting shed
1909 station	
1909	Island platform is built
1909	Duplication of the rail line from Hornsby to North Sydney
1909	Type A8 station design used on the Northern line
1909	Brick subway entrance to island platform
1909	Station Master's house built
1938	Ticket Booth at the top of the subway entrance on the platform
1946	Original ticket booth is replaced with a new booking office
1960s	Ticket booth is modified, removing the awning and fencing
1960s	Hard wearing surface is added to the platform
1979	Station Master's house is removed and the first half of the car park is constructed

Original station	
1998	Roof added over the Subway entrance lightwell
2000s	Commuter car park stair entrance is upgraded with new treads and landings
2011	Small concrete platform finger extension added to the western platform end.

4.0 Physical evidence

This section provides a physical description of Waitara Station to provide an understanding of the physical elements that contribute to the station's heritage significance.

4.1 Waitara Station – major group elements

4.1.1 General overview

Waitara Station has a single island platform, accessed by a subway from Waitara Avenue (south) on the southern side, and via Alexandria Parade from the north. The Waitara Avenue (south) entrance begins from the end of Waitara Avenue, the commuter car park and the pedestrian footpath, providing a path down a series of stairs, with separated landings to the subway entrance (Plate 1 and Plate 2). The walls either side of the stairs are brick with brick bullnose bricks used as capping. The stair treads are concrete and are likely to related to the early 2000s upgrades at the station and do not tie into the staircase walls (Plate 3).

The entrance from Alexandria Parade is at street level. The subway entrance at this end includes the brick winged retaining walls that lead to the brick façade and parapet (Plate 4).

Plate 1 Waitara Avenue (south) stairs leading down to the existing subway entrance at the south of the platform (view to northeast)

Plate 2 Detailed view of the existing Waitara Avenue (south) subway entrance (view to the northeast)

Plate 3 Detailed view of the brick work associated with the retaining walls located on either side of the stairs to the existing Waitara Avenue (south) subway entrance

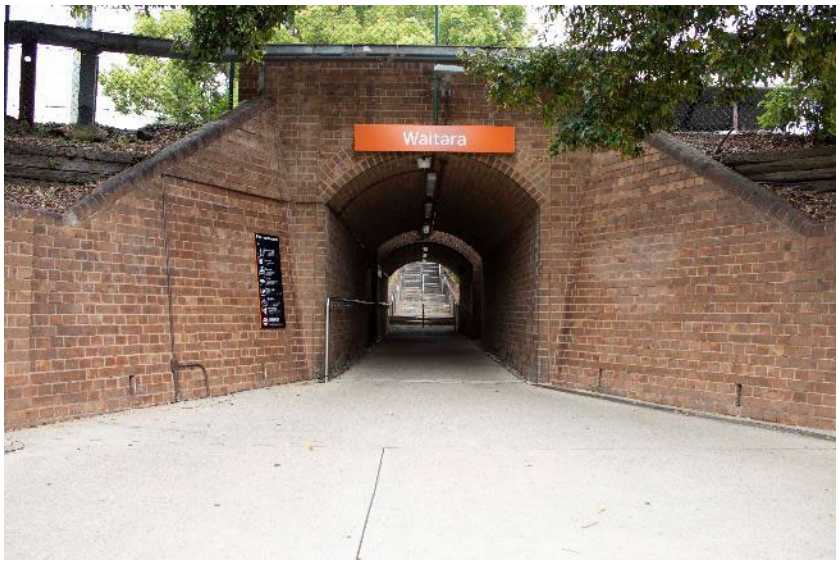

Plate 4 Detailed view of the existing subway entrance from the Alexandria Parade side of the station (view to southwest)

The subway entrances on both sides of the station consists of an arched ceiling leading to a central staircase which provides access to the eastern end of the platform (Plate 5 and Plate 6). At the point where the subway meets with the landing for the platform staircase, the arched ceiling ceases and merges into the back wall of the staircase, forming an open lightwell above the stairs which lead to the platform (Plate 7 and Plate 8). These stairs are modern concrete rises and treads and are similar to the entrance down to the subway from Waitara Avenue (south). The handrail attached to the brick walls either side are also modern.

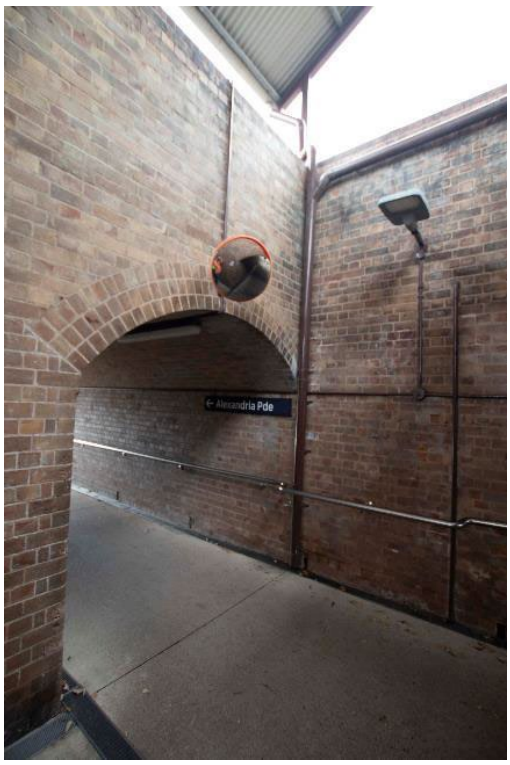

Plate 5 Arched entrance to the existing subway from Alexandria Parade showing the lightwell formed above it by the brick work (view to east)

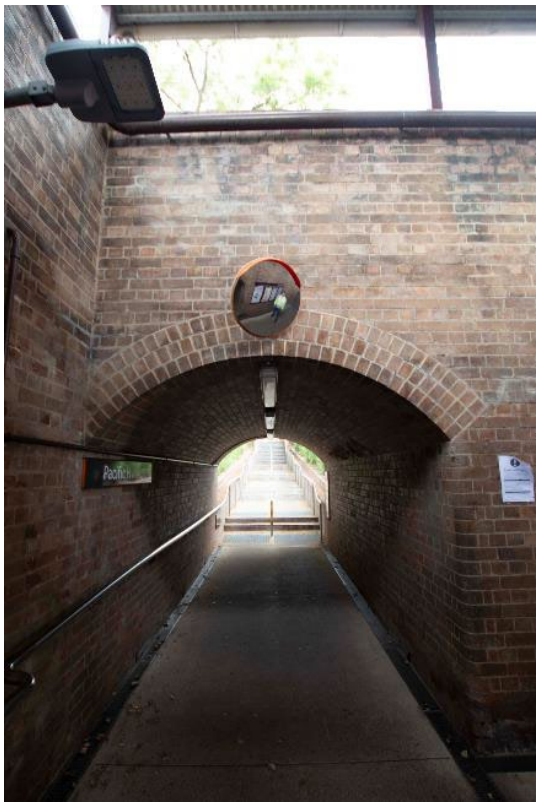

Plate 6 Detailed view of the existing subway entrance toward the commuter car park (view to southwest)

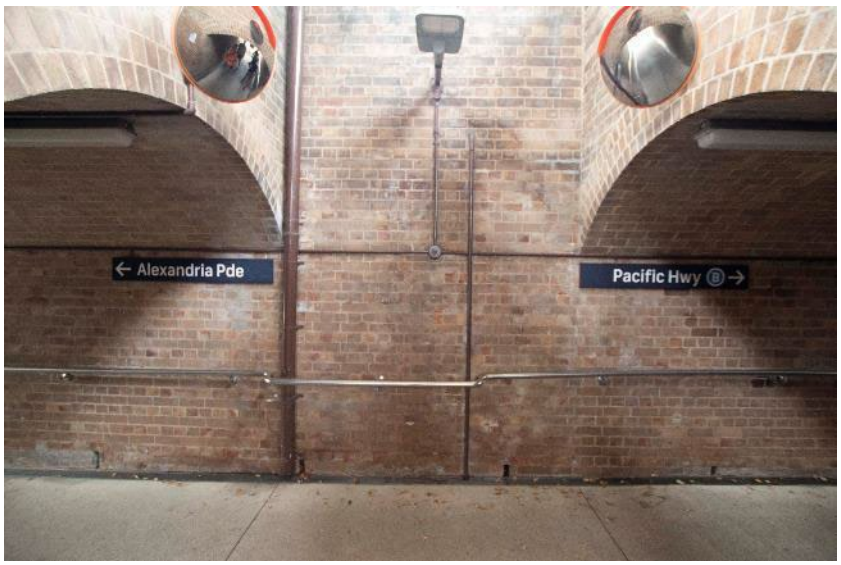

Plate 7 **View of the rear brick wall of the subway that forms the wall of the lightwell for the stairs leading up to the platform. Note: the arched ceilings to the subway entrance on either side. (View to southeast)**

Plate 8 **View from the top of the existing subway entrance stairs from platform level. Note the brick walls that form the lightwell walls either side of the staircase (view to southeast)**

The station consists of an island platform with a single station building. At the eastern, subway entrance end, the end of the platform includes a modified brick coping ramp on both sides of the subway entrance / lightwell (Plate 9 and Plate 10). The platform itself is occupied by the station building and associated station platform furniture and lighting. The western end of the platform is a flush brick end with a badly worn brick stairs. The finger platform extension on the northern side of the platform remains today (Plate 11 to Plate 14).

Plate 9 **View of the northern side of platform at the eastern end. The remains of the original brick coping ramp are still present (view to the southeast)**

Plate 10 **Detailed view of the ramp located on the southern side of the platform at the eastern end of the station. Note the brick coping detailed to the platform and ramp**

Plate 11 Platform view from the top of the subway entrance looking toward to the station buildings (view to the northwest)

Plate 12 Platform view looking from the station building back towards the subway entrance (view to southwest)

Plate 13 View of the platform configuration from the location of the proposed subway at the platform's northern end, looking back toward the station building (view to the southeast)

Plate 14 View of the western end of the station where the c2011 finger platform extension and the badly worn brick stairs are located

The station building is a single storey face brick structure with a corrugated iron gable roof. On either side, adjoining the platform, there is a large awning supported on cast iron brackets attached to the station building on top of a sandstone plinth. The station building features rendered detailing, including cornices, architraves, string-courses and sill, with recently refreshed tuck-pointing, timber-framed double-hung sashed windows and transom windows above the doors (Heritage NSW, 2009).

The existing male and female toilets have been updated recently, with all of the walls, floors, tiling and ceiling having been replaced, and all fixtures are modern, including both entry doors (Plate 15 and Plate 16). Both internal spaces used for the male and female toilets have altered the internal original station layout that was formerly the Ladies Restroom (Figure 8).

Apart from the changes to accommodate the toilets, the building façade is considered to be original. The detailed architrave around the transom windows and detailed finishes have been preserved and recently repainted (Plate 17).

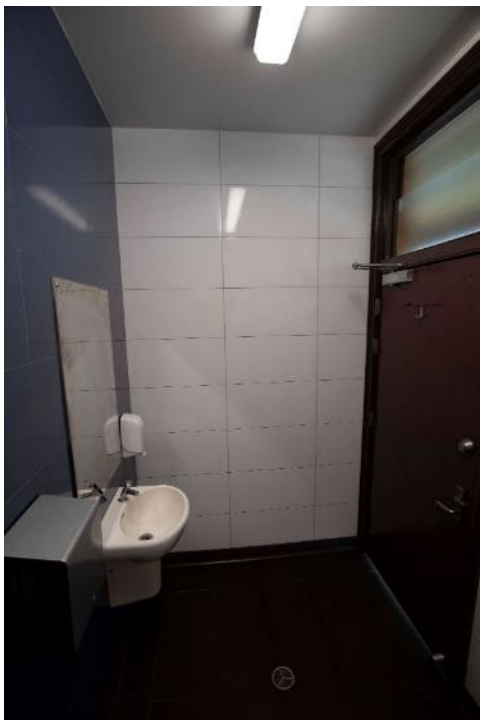

Plate 15 Internal view of the male toilet at Waitara Station

Plate 16 Internal view of the male toilet at Waitara Station

Plate 17 **Toilet entry door, transom window and associated detailed architraves around the female toilet. This is the same configuration as to the male toilet on the opposite side of the building (view to southwest**

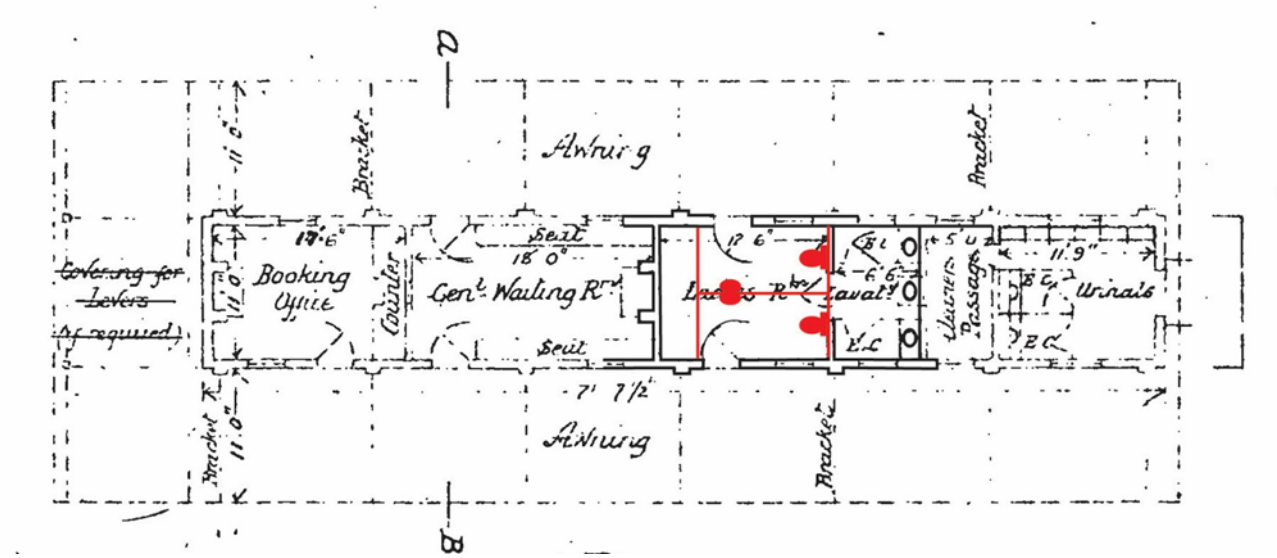

Figure 8 **Plan of the original configuration of the Waitara Station building showing the modifications (in red) to the former Ladies Restroom to create the current male and female toilet configuration. (Plan Source: Sydney Trains Virtual Plan Room CV0241734) Note – outline of the Ladies Restroom added in black for clarity**

The existing SSE room is located at the northern end of the station building and comprises three rooms. The northern-most room (room 1) is currently used as a storeroom for cleaning equipment (Plate 18), while the middle room (room 2) is currently used as a staff toilet and storage. The southern room (room 3) is also used for storage (Plate 24). Original fabric associated with the station building is considered to be of high heritage significance (refer to Table 6).

Room 1

Room 1 was formerly used as the men's toilets (marked "urinals" in Figure 8) and retains original double timber casement windows in its east and west elevations, parts of the urinal (Plate 19) on the east elevation, as well as remnant floor and wall tiling. Figure 8 shows the men's toilets to have a row of urinals along the eastern elevation, with two stalls along the brick dividing wall between rooms 1 and 2. With the exception of the urinal noted in Plate 19, all of the toilet and urinal fixtures have been removed. The blue wall and floor tiling, however, appears to have mostly survived in this room.

It is clear that the room has undergone multiple modifications since its construction. The ceiling is not original and appears to be composed of metal panels. The lighting is modern fluorescent strip lighting, and the door and door jamb between rooms 1 and 2 is modern. A brick lintel is visible above the doorway in Room 1 and is slightly larger than the existing doorway, suggesting that the location and/or size of the door has been modified since construction. There is also a rectangular area of bare concrete flooring in the doorway between rooms 1 and 2, with a single course of floor-level, remnant brick work (probably relating to the toilet stall wall) along its west margin. Significant fabric of room 1 comprises the original fabric, i.e. the walls, windows, original tiling and urinal fixtures.

Plate 18 SSE Room 1 (Gartner Rose)

Plate 19 Room 1, with urinal system and box over urinal, to the left of the CCTV box (Gartner Rose)

Plate 20 Original brick lintel above doorway between room 1 and 2 (Gartner Rose)

Room 2

This room is marked as “Cleaners Passage” in Figure 8. The original details include the floor and wall tiling and while a single timber casement window is located in the west elevation, it is marked as a doorway on Figure 8. This may be a drafting error, as the brickwork beneath the window appears to be original, indicating it too is original. Access to this room is likely to have been through the men’s toilets.

Figure 8 shows no fixtures planned for the cleaners’ passage. It is noted that there is no ceiling in room 2, and a wooden access hatch is noted leading from the floor space of room 2 to that of room 1 (Plate 22). The floor is bare concrete.

While no original fixtures appear to have been planned for this room, it is noted that there is a modern toilet installed for staff use. The plumbing for the toilet is not affixed to significant fabric. Modern metal shelving has also been installed for storage, however this too does not appear to have been affixed to the walls (Plate 21).

Significant fabric of room 2 comprises the original brick walls and timber casement window. The access hatch in the roof space also appears original.

Plate 21 SSE Room 2 (Gartner Rose)

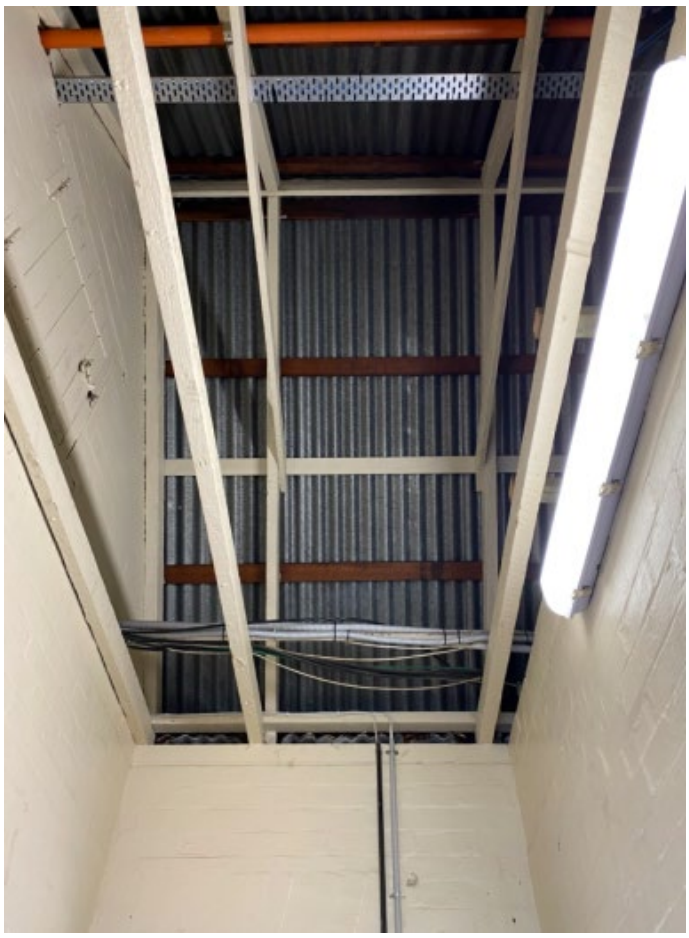

Plate 22 Open ceiling in room 2. Note timber access hatch at left (Gartner Rose)

Room 3

This room was once the ladies' lavatories, marked as "Lavats" in Figure 8. The lavatories originally led off the ladies' waiting room and comprised a toilet stall on each of the east and west elevations, with a basin in the middle. There does not appear to be any access between the cleaners' passage and the ladies' toilets.

Original features in this room include the single timber casement windows in the east and west elevations, the corrugated ceiling with ceiling rose, a patterned vent above the eastern casement window, the cornicing and the blue wall and floor tiles. The toilets were located along the dividing wall between rooms 2 and 3, with the stall walls running the entire length of room 3. It is noted that locations of the former doorway and the walls of the stalls are not tiled but have been painted a slightly darker shade of blue than the surrounding wall tiles (Plate 24).

Modern plumbing appliances are located in the south eastern and south western corners of the room and are affixed to timber battens which are in turn attached to the tiled walls. Flooring in the former western toilet stall is bare concrete, with a floor drain installed, original blue tiling is present in the rest of the room. Shelving is noted on the dividing wall between rooms 2 and 3. Fluorescent lighting is affixed to the original ceiling rose (Plate 23).

Significant fabric includes the ceiling, cornices, original walls, vent(s), floor and tiling.

Plate 23 Original ceiling in room 3 (Gartner Rose)

Plate 24 SSE Room 3 (Gartner Rose)

5.0 Significance assessment

5.1 Introduction

In order to understand how a development would impact on a heritage item, it is essential to understand why an item is significant. An assessment of significance is undertaken to explain why a particular item is important and to enable the appropriate site management and curtilage to be determined. Cultural significance is defined in *The Australia ICOMOS Charter for Places of Cultural Significance 2013* (ICOMOS (Australia), 2013) as meaning "aesthetic, historic, scientific, social or spiritual value for past, present or future generations" (Article 1.2). Cultural significance may be derived from a place's fabric, association with a person or event, or for its research potential. The significance of a place is not fixed for all time, and what is of significance to us now may change as similar items are located, more historical research is undertaken, and community tastes change.

The process of linking this assessment with an item's historical context has been developed through the NSW Heritage Management System and is outlined in the guideline *Assessing Heritage Significance* (NSW Heritage Office, 2001), part of the NSW Heritage Manual (Heritage Branch, Department of Planning). The *Assessing Heritage Significance* guidelines establish seven evaluation criteria (which reflect four categories of significance and whether a place is rare or representative) under which a place can be evaluated in the context of State or local historical themes. Similarly, a heritage item can be significant at a local level (i.e. to the people living in the vicinity of the site), at a State level (i.e. to all people living within NSW) or be significant to the country as a whole and be of National or Commonwealth significance.

In accordance with the guideline *Assessing Heritage Significance*, an item would be considered to be of State significance if it meets two or more criteria at a State level, or of local heritage significance if it meets one or more of the criteria outlined in Table 3. The Heritage Council requires the summation of the significance assessment into a succinct paragraph, known as a Statement of Significance. The Statement of Significance is the foundation for future management and impact assessment.

Table 3 Significance assessment criteria

Criterion	Inclusions/Exclusions
Criterion (a) *– an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).*	The site must show evidence of significant human activity or maintains or shows the continuity of historical process or activity. An item is excluded if it has been so altered that it can no longer provide evidence of association.
Criterion (b) *– an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local to area).*	The site must show evidence of significant human occupation. An item is excluded if it has been so altered that it can no longer provide evidence of association.
Criterion (c) *– an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).*	An item can be excluded on the grounds that it has lost its design or technical integrity or its landmark qualities have been more than temporarily degraded.
Criterion (d) *– an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.*	This criterion does not cover importance for reasons of amenity or retention in preference to proposed alternative.
Criterion (e) *– an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area). Significance under this criterion must have the potential to yield new or further substantial information.*	Under the guideline, an item can be excluded if the information would be irrelevant or only contains information available in other sources.

Criterion	Inclusions/Exclusions
Criterion (f) *– an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).*	An item is excluded if it is not rare or if it is numerous, but under threat. The item must demonstrate a process, custom or other human activity that is in danger of being lost, is the only example of its type or demonstrates designs or techniques of interest.
Criterion (g) *– an item is important in demonstrating the principal characteristics of a class of NSW's (or local area's):* • *cultural or natural places cultural or natural environments.*	An item is excluded under this criterion if it is a poor example or has lost the range of characteristics of a type.

5.2 Waitara Railway Station Group

5.2.1 Section 170 register listings

Waitara Station has been assessed against the heritage criteria in the Section 170 Heritage and Conservation Register listing to determine the level of significance and related statutory protection as outlined in Table 4.

Table 4 Significance assessment – Waitara Railway Station Group

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	*Waitara Railway Station has historical significance at a local level, because like many areas, although there was an established community in Waitara by the late 1880s, the construction of the railway encouraged rapid subdivision and the development of the suburb.*
Historical association significance SHR criteria (b)	*The item does not meet this criterion.*
Aesthetic significance SHR criteria (c)	*Waitara Railway Station has aesthetic significance at a local level. The station is a good example of early twentieth century station design with fabric and details typical of this period and is similar to other rail buildings of the late nineteenth and early twentieth century in the Sydney region. The design of the station building makes a contribution to the overall character of the North Shore line, with its homogenous set of historic station buildings. The station building sits in an elevated position and is clearly visible from both sides of the line and is a well-known local landmark. The elevated position does however detract from the historic setting of the station, as modernisation of the urban environment in Waitara is clearly evident. Other stations on the North Shore line better retain their historic setting because they are screened by trees and/or embankments.*
Social significance SHR criteria (d)	*The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.*
Technical/Research significance SHR criteria (e)	*The item does not meet this criterion.*
Rarity SHR criteria (f)	*The item does not meet this criterion.*

Significance Criteria	Application of Criteria (Existing Assessment)
Representativeness SHR criteria (g)	*The platform building, island platform and subway are representative of structures built at Sydney railway stations between 1892 and 1929, particularly the period between 1909 and 1917. The subway, with its high quality bricklaying and ticket collecting booths at the top of the stair, is a particularly fine example of its type.*
Integrity/Intactness	*Although some modifications have been carried out internally, the platform building displays a high level of integrity and intactness. Modern renovations have been carried out in sympathy with the original plan of the building which retains a large amount of original fabric.*

The existing Statement of Significance reads as follows:

> *Waitara Railway Station Group has significance at a local level. The present station was opened in 1909 following duplication of the line and relocated slightly north of the original. The station is historically significant for although there was an established community in Waitara by the late 1880s, the construction of the railway encouraged rapid subdivision and the development of the town. Waitara Railway Station has aesthetic significance at a local level as a good example of early twentieth century station design with fabric and details typical of this period and is similar to other rail buildings of the late nineteenth and early twentieth century in the Sydney region. The platform building, island platform and subway are representative of structures built at Sydney railway stations between 1892 and 1929, particularly the period between 1909 and 1917. The subway, with its high quality brickwork and ticket collecting booths at the top of the stair, is a particularly fine example of its type.*

This Statement of Significance was last updated 7 May 2009.

5.2.2 Discussion

The heritage significance associated with Waitara Station relates to the station's historical, social and aesthetic significance. Historically, the construction of the station allowed for the development of the surrounding area, both for industrial and residential purposes. That growth also led to the expansion of the railway line itself, leading to the duplication of the line in 1909 and construction of the new station.

The station platform and building is recognised as a good example of early twentieth century design, with the exterior of the station building still reflective of the original design. The location of the station building is also recognised as a landmark building, with views to and from Waitara Avenue (south) and Alexandria Parade. Areas of reduced integrity to the station and the station platform building are limited to the interior renovation of the current male and female toilets. The toilets were formally the 'Ladies Restroom' that has been divided and modern fixtures and fittings added. The remainder of the station building, including the exterior façade, have been retained as they were originally constructed.

The subway also contributes to the historical, social and aesthetic significance of the station due to the presence of the original 1909 subway and its continued use as the entrance to the platform and given the subway remains as a high quality example of brickwork used in creating the entrance to the station.

5.3 Grading of significant elements

As different elements of an item can have a different contribution to its heritage significance, it is sometimes useful to define which elements are of significance and which may detract from its significance. The NSW Heritage Division (NSW Heritage Office, 2001:11) use the grading criteria provided in Table 5. The grading of significant elements associated with Waitara Station are outlined in Table 6.

Table 5 Grading of significance criteria (from NSW Heritage Office, 2001:11)

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfils criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item's heritage significance.	Does not fulfil criteria for local or State listing.

Table 6 Waitara Station grading of fabric (Heritage NSW, 2009)

Grading	Element meeting criteria
Exceptional	n/a
High	Station building (1909) Platforms (1909) Subway (1909)
Moderate	Brick walls either side of the staircase entrance from the commuter car park to the subway Ticket collecting booths (1938)
Little	n/a
Intrusive	Subway modern staircase treads and risers and balustrades, modern stairs and balustrades on the Waitara Avenue entrance to the subway.

6.0 Proposal description and impacts

The following section provides a description of the Proposal and is followed by a detailed assessment of the potential impacts to identified heritage significance.

6.1 Options assessment

Options for improving access to Waitara Station were developed following a series of workshops with Transport and the project design team. Four scoping design options were developed as a result to address accessibility and customer experience needs. The ‘do nothing’ option was also considered.

The four options had a number of common elements including; installation of new lifts at both station entrances, new accessible parking spaces and a kiss and ride bay, refurbishment of the existing platform buildings and facilities (with new family accessible and ambulant toilets), upgraded footpaths to the station and ancillary work such as utility relocations, improvements to wayfinding signage, lighting and CCTV. The key differences between Options 1-3 involved the placement of lift structures, while Option 4 proposes the provision of new accessible infrastructure at the northern end of the platform.

6.1.1 The ‘do-nothing’ option

Under a ‘do-nothing’ option, access to the platform would remain the same and there would be no changes to the way the station currently operates.

The NSW Government has identified the need for improving the accessibility of transport interchanges, train stations and commuter car parks across NSW as a priority under the TAP.

The ‘do nothing‘ option was not considered a feasible alternative as it is inconsistent with NSW Government objectives and would not encourage the use of public transport or meet the needs of the Waitara community.

6.1.2 Option 1

Option 1 achieves compliance to DSAPT standards through the provision of:

- one lift to the existing pedestrian underpass to the platform level
- a new walkway connecting the lift landing to the existing platform
- an extension on the western end of the platform including ground surface tactiles and a fence
- a pedestrian ramp on the west side of the rail corridor to provide access from the street level to the pedestrian underpass, including modification of the existing stairs to allow a flat landing at the end of the connecting ramp
- upgrade of all stairs with new compliant hand railing, tactiles and nosing
- relocation of the existing bin storage area, upgrade and relocation of the accessible car parking bays, a new pedestrian crossing located at the commuter car park entry and lining and tactile upgrades to the platforms
- conversion of the existing male and female toilets to a family accessible toilet and an ambulant toilet by shifting the internal wall and lowering the floor slab to allow for level access from the platform.

6.1.3 Option 2

Option 2 achieves compliance to DSAPT standards through the provision of:

- two lift connections, one from the existing pedestrian underpass to the platform level with a new walkway to connect the lift landing to the existing platform and a second lift on the south side of the rail corridor to connect the commuter car park to the pedestrian underpass
- removal of the bricks at the top of the stair parapet and addition of a new glazed screen to the top of the brick wall

- modification of the existing stairs to allow a flat landing connection to the second lift. Due to the unavailable circulation space on the eastern end of the platform, an extension would be required on the western end of the platform and would include ground surface tactiles and a fence
- upgrade of all stairs with new compliant handrail, tactiles and nosing
- relocation and upgrade of the existing bin storage area and accessible car parking bays
- conversion of the existing male and female toilets to a family accessible toilet and an ambulant toilet by shifting the internal wall and lowering the floor slab to allow for level access from the platform.

6.1.4 Option 3

Option 3 achieves compliance to DSAPT standards through the provision of:

- a new pedestrian bridge with two stair runs and two lifts to connect the west side of the rail corridor to the platform. The first lift would connect the platform to the bridge level and the second lift would connect the bridge level to the commuter car park level and would also continue further down to an underground connection to the existing pedestrian underpass
- modification of the existing stairs to allow access to the new underground lift connection
- upgrade of all stairs with new compliant handrail, ground surface tactiles and nosing
- relocation and upgrade of the existing bin storage area and accessible car parking bays
- conversion of the existing male and female toilets to a family accessible toilet and an ambulant toilet by shifting the internal wall and lowering the floor slab to allow for level access from the platform.

6.1.5 Option 4 (preferred option)

Option 4 achieves compliance to DSAPT standards through the provision of:

- a new pedestrian underpass at the northern end of the platform to provide a new accessible station entrance, in addition to the retention of the existing station entrance
- two new lifts at the new northern station entrance including a lift from the commuter car park to the underpass and a lift from the underpass to the platform, including associated landings, canopies and support structures
- new platform stairs and associated canopy to provide access from the new pedestrian underpass to the station platform
- a new northern station entrance including a lift entrance and entrance stairs from the commuter car park off Waitara Avenue, and an eastern entrance from Alexandria Parade
- an accessible pedestrian footpath on Alexandria Parade connecting to a new pedestrian crossing on Alexandria Parade
- seating and wheelchair spaces at the two boarding assistance zones and installation of an associated canopy on the station platform
- reconfiguration of the existing toilet facilities in the station building to provide a new family accessible toilet and new unisex ambulant toilet
- modifications to the commuter car park including relocation of the turning circle, relocation of two accessible parking spaces and provision of kiss and ride bays
- modifications to the parking on Alexandria Parade to provide a new station entrance including provision of two new accessible parking spaces adjacent to the new station entrance.

6.1.6 Assessment of identified options

The options were assessed in a multi criteria analysis that included factors such as accessibility, facility operations and maintenance, customer experience, transport integration, urban design, precinct planning, environment, sustainability and heritage to select a preferred option.

6.1.7 Justification for the preferred option

Option 4 was identified to best meet the specific objectives of the Proposal and the wider TAP Program. This option proved to be the less disruptive design for the heritage character at Waitara Station and was most cost-effective to construct, operate and maintain.

Community feedback received for Option 2 identified a preference to deliver a new station entrance, separate to the existing station entrance. In addition, Option 2 would have also involved modification of heritage-significant brickwork associated with the subway wall and existing retaining wall at the existing entrance which would have impacted the heritage significance of Waitara Station.

Having regard for the feedback received in relation to Option 2, Option 4 was developed. A multi criteria analysis shows that Option 4 scores the highest deliverability, customer experience, transport integration and urban design and precinct planning categories. Option 4 (preferred option) would include the provision of a new accessible pedestrian underpass, new station entrance and two new lifts located at the northern end of the platform providing additional access to Waitara Station, with the existing station entrance remaining. The proposed location of this infrastructure would avoid the requirement to modify the southern entrance brickwork, therefore reducing potential impacts to the heritage significance of Waitara Station.

6.2 Proposal impacts

This section provides a more detailed explanation of the elements of the Proposal which would have a potential heritage impact on Waitara Station.

6.2.1 New pedestrian underpass and station entrance

The Proposal includes a new pedestrian underpass at the northern end of the platform to provide an additional station entrance including excavation underneath the existing railway track beneath the station platform. This would include new entrance to the pedestrian underpass on Alexandria Parade and from the commuter car park.

6.2.2 New lifts and stairs

The Proposal includes the installation of two new lifts and staircases at the new northern station entrance. The first lift and staircase would be placed in the north-west corner of the commuter car park that would allow access down to the new pedestrian underpass entrance.

The second lift and staircase would be placed at the northern end of the platform. Both elements would require new passages to be excavated through the existing platform to create an entrance way to the new lift and staircase. Weather protection canopies would also be installed at the lift and staircase landings.

6.2.3 Upgrade of boarding assistance zones

New seating and wheelchair spaces would be provided at the two existing boarding assistance zones, including the addition of one new canopy on the platform either side of the existing station building. The canopy structure would consist of four engineered steel posts that support the outriggers for the canopy roof design. The roof of the canopy would be a metal cladding, with a parallel flange channel eave. The height of the eave from the finished platform surface would be approximately 2.8 metres. An example of what the boarding assistance zones would look at a similar station to Waitara is provided in Figure 9.

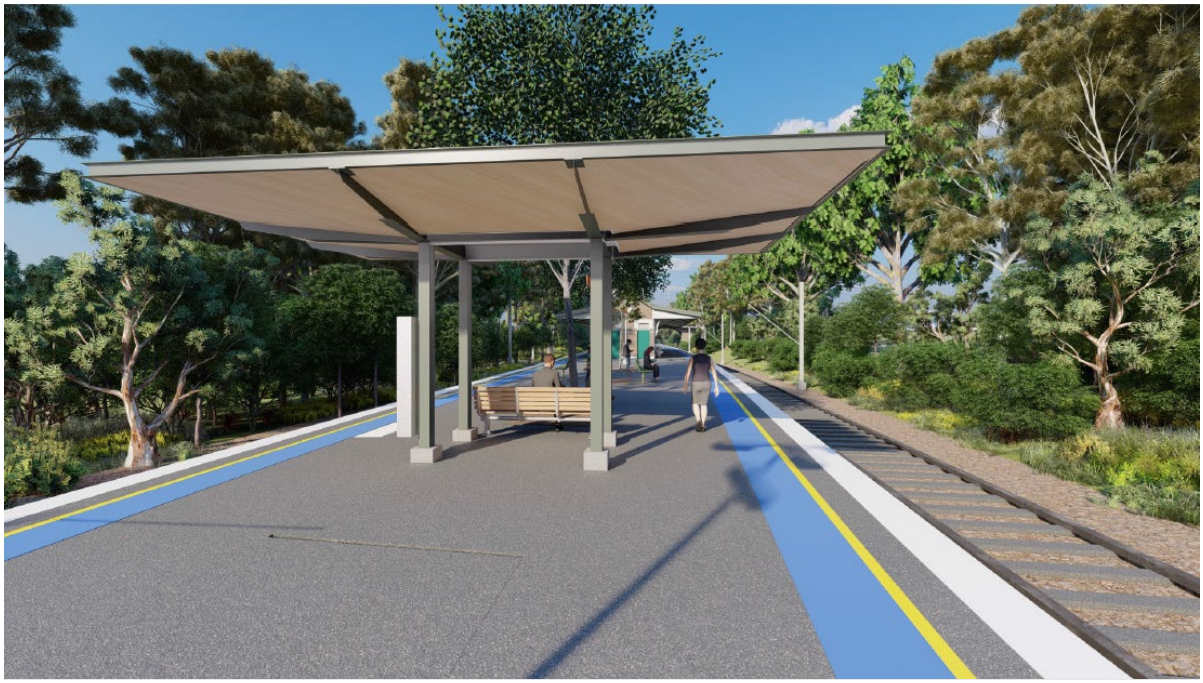

Figure 9 Example of an artist impression of how the boarding assistance zones would look at a similar station to Waitara

6.2.4 SSE work

Proposed modifications to the station building to provide additional SSE include:

- installation of additional rack for equipment (drilling into wall) in rooms 1 and 2
- demolition of dividing wall between rooms 1 and 2
- removal of urinal in room 1
- installation of fire protection for windows (internal fire dampers/fireboard sheeting)
- sealing of vents
- installation of air conditioning.

6.2.5 Toilet refurbishment work

The Proposal includes alterations to the interior of the station building's male and female toilets to create a family accessible toilet, and modification of the other toilet to create a unisex ambulant toilet. It would also require modification of the station building to provide additional SSE. The Proposal would alter non-significant fabric as the male and female toilets have been recently upgraded. The toilet refurbishment work is not expected to have a heritage impact. Both doorways, however, would be required to be widened to meet all current DDA requirements. This work would have an impact to the brickwork associated with the station building (Plate 17).

6.2.6 Ancillary work

Additional ancillary work within the station precinct including:

- electrical and power supply upgrade work including a new substation and padmount, a new Installation Main Switch Board (IMSB) room, two new underground to overhead poles and installation of two new Combined Services Routes (CSRs)
- stormwater drainage upgrade work on the eastern side of the railway track
- upgrades to lighting and CCTV cameras to comply with the Disability Standards for Accessible Public Transport
- protection and relocation of services and utilities as required

- new fencing and upgrades to existing fencing where required by the new installation
- upgrades to the public address system, including relocating existing speakers and extending the system to the new lift areas
- other work including installation of new opal card readers and wayfinding signage
- new tactiles on the platform, as required.

Details of the Proposal are illustrated in Figure 10 to Figure 12.

6.2.7 Visual impacts

A Landscape Character and Visual Impact Assessment (LCVIA) was undertaken for the Proposal (AECOM, 2022). Five representative viewpoints were assessed in relation to the Proposal including from:

- Magpies Waitara
- the intersection of Orara Street and Alexandria Parade
- Alexandria Parade Overbridge, Waitara
- the intersection of Pattinson Avenue and Romsey Street, Waitara.
- Waitara Station Commuter Car Park.

The assessment found that, the change in the views seen from these key locations around the station ranged from Moderate to Low (neutral). All viewpoints except from the intersection of Orara Street and Alexandria Parade were assessed as Low (neutral), with the changes assessed as neither adding nor subtracting from the quality of the existing view. In relation to the viewpoint at the intersection of Orara Street and Alexandria Parade, the change in view represents additional station infrastructure, with such changes to the station platform being seen in relief against the sky (AECOM, 2022:51).

Overall, the assessment found that:

> *The station precinct is therefore visually insulated with views to and from limited by these factors. Tall and dense vegetation within the rail corridor to the south of the station further restrict views to the Proposal*
>
> (AECOM, 2022:52)

From within the station precinct, no visual impacts were identified in relation to heritage. However, the LCVIA recommended that design elements and materiality reference the heritage character of the Landscape Character Zone of the rail corridor (LCZ 1), but maintaining the visual quality of a “new” piece of infrastructure rather than attempting to replicate heritage items (AECOM, 2022:5.).

Three key existing views of the station and photomontages of the operation of the Proposal from these views are provided in Figure 17 to Figure 15.

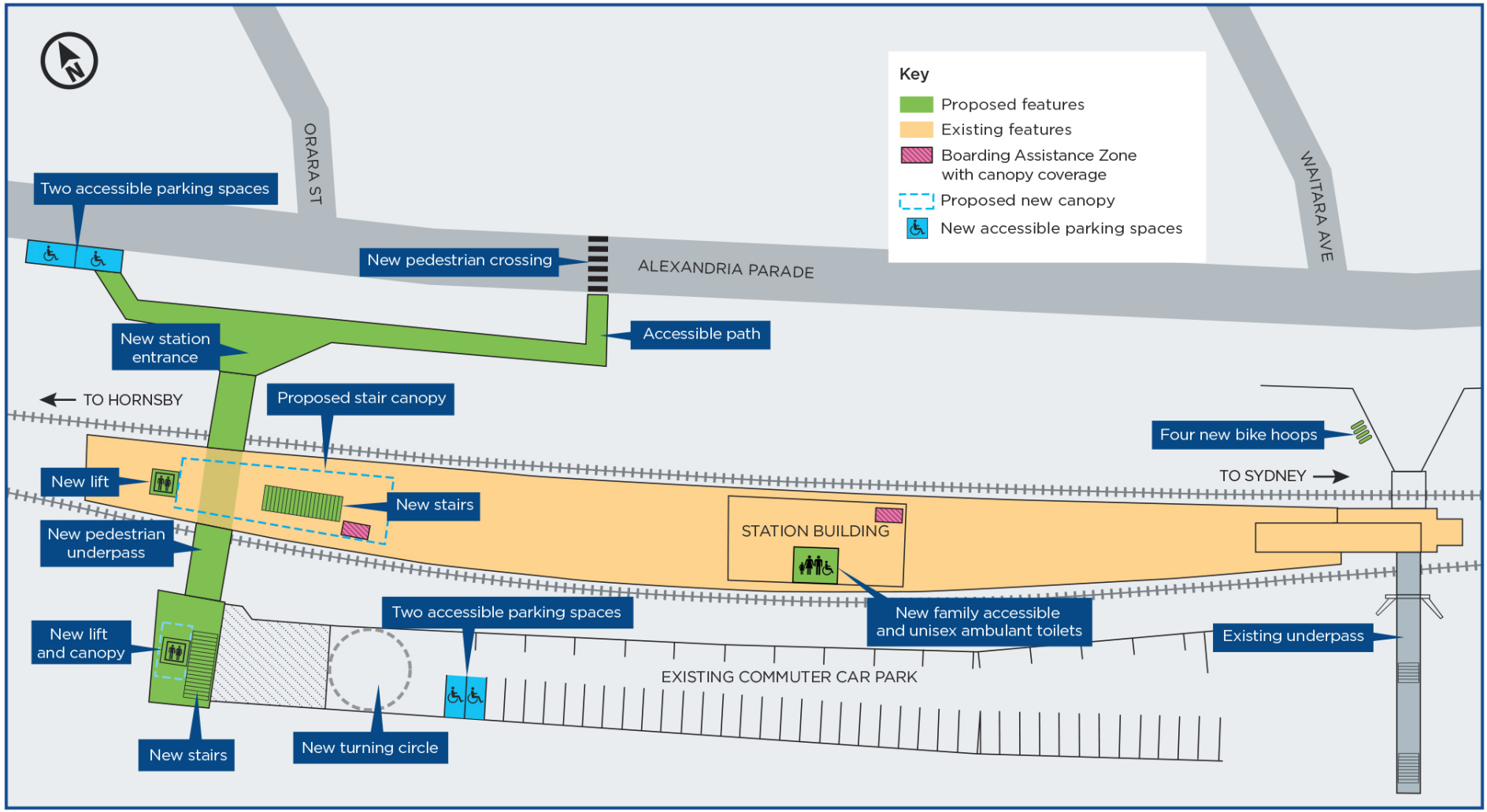

Figure 10 Schematic showing elements of the Proposal (Transport for New South Wales)

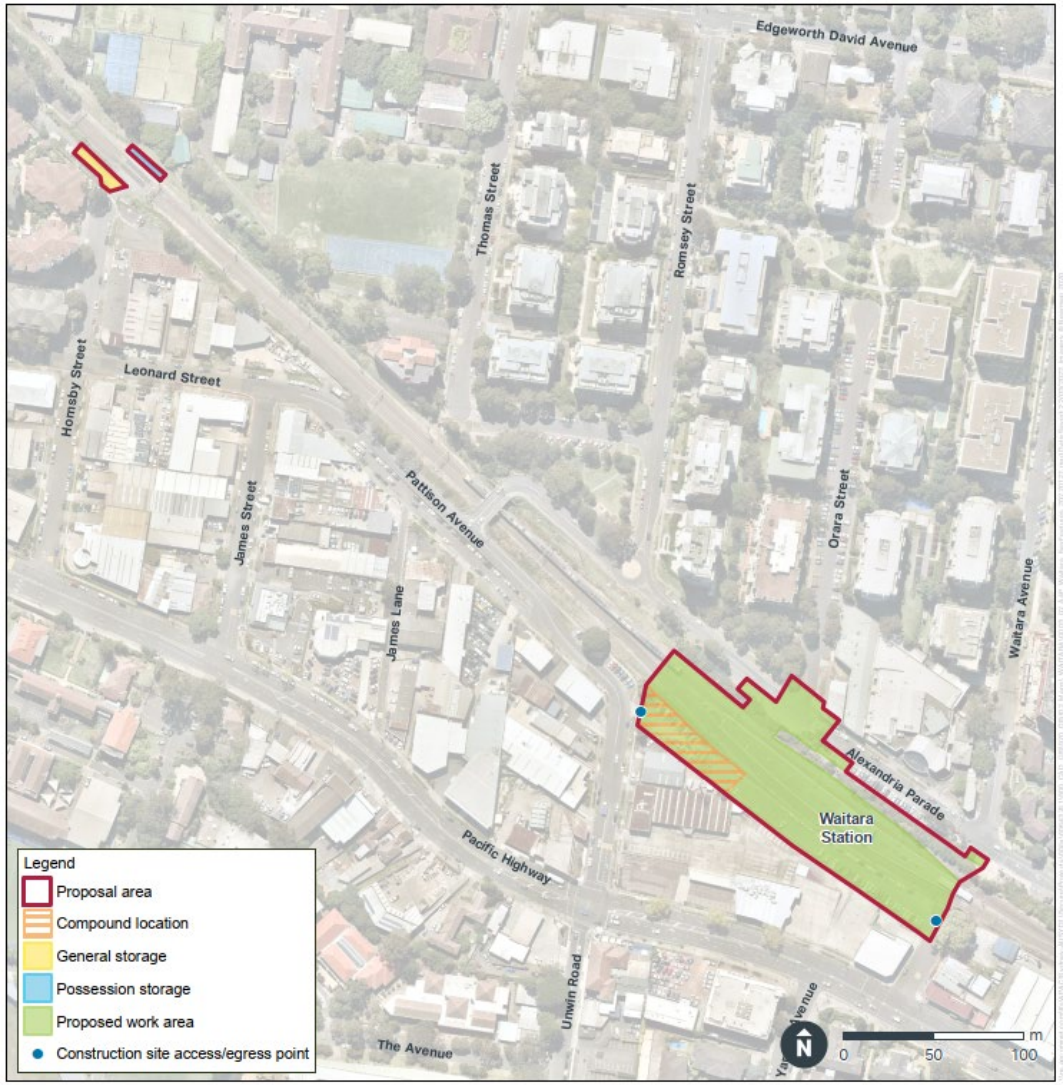

Figure 11 Plan showing the construction area required for the Proposal

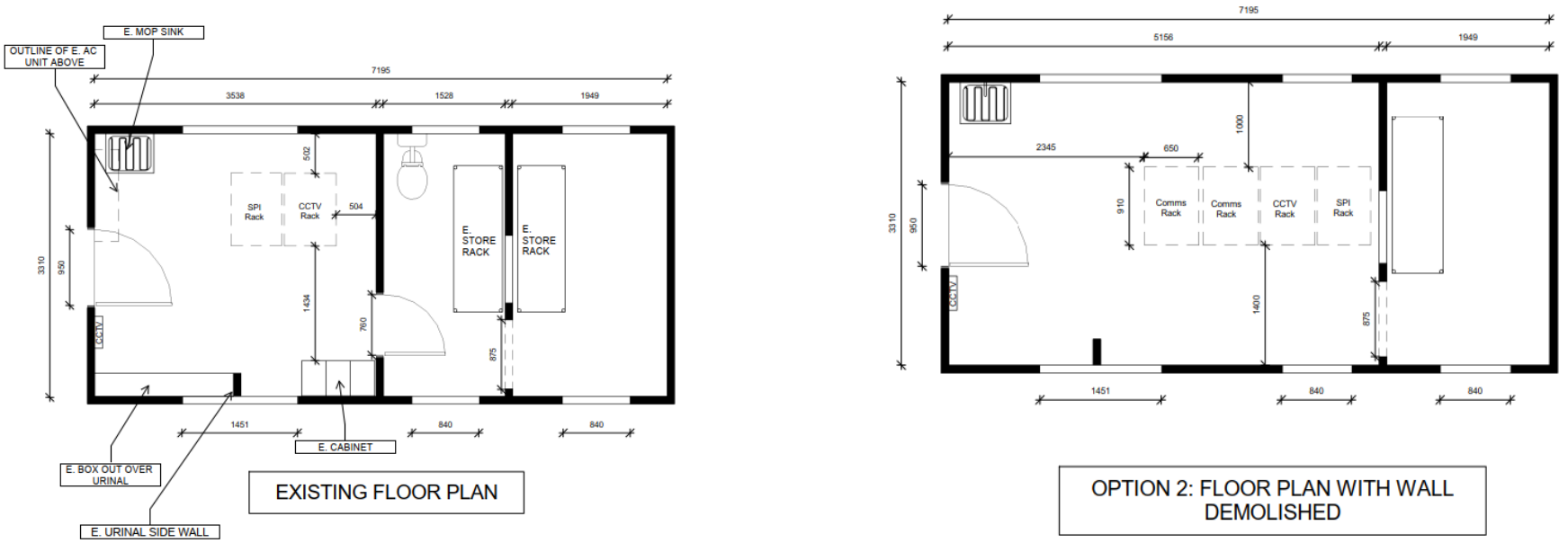

Figure 12 Existing and proposed floor plan of SSE room (Gartner Rose/Transport)

Figure 13 Existing view towards Waitara Station from Magpies Waitara

Figure 14 Photomontage of proposed change in view towards Waitara Station from Magpies Waitara

Figure 15 Existing view towards Waitara Station from the intersection of Orara Street and Alexandria Parade

Figure 16 Photomontage of proposed change in view towards Waitara Station from the intersection of Orara Street and Alexandria Parade

Figure 17 Existing view towards Waitara Station from the commuter car park

Figure 18 Photomontage of the proposed change in view towards Waitara Station from the commuter car park

6.3 Impacts to heritage significance

Potential impacts to the heritage significance of Waitara Station as a result of the Proposal are summarised in Table 7.

Table 7 Assessment of impacts to heritage significance of the Waitara Railway Station Group (Heritage NSW, 2009)

Criterion	Significance	Action
Historical significance SHR criteria (a)	**Waitara Railway Station has historical significance at a local level, because like many areas, although there was an established community in Waitara by the late 1880s, the construction of the railway encouraged rapid subdivision and the development of the town.**	***New pedestrian underpass and station entrance*** The proposed construction of the new pedestrian underpass at the northern end of the station would be in addition to the existing main entrance to the station and therefore alter the current configuration of the station. However, the existing main entrance at the southern end of the station and its existing significant subway would be retained. As a result, there would be a negligible impact to the historical significance of the station. The proposed new station entrance and underpass would also allow for continued and equitable use of the station while retaining elements of historical significance.
		New lifts (including landings and canopies) and stairs The key elements that contribute to the station's historical significance (station building and subway) would remain largely intact. The proposed work would have a negligible impact to the historical significance of the station. The new lifts at the northern end of the platform would provide equitable access that would enable the continued use of the station by increasing its efficiency and longevity; thereby ensuring the station is retained as a tangible link to the construction of the line. The construction of the new stairs linking the new pedestrian underpass with the platform would cause physical impact to the platform. However, the historical significance of the platform lies in its continued use rather than its fabric. It is also noted that the condition of the platform is described as "moderate" with repeated asphalt resurfacing and drainage issues indicating a lower intactness and integrity. The additional staircase would therefore have a minor impact on the historical significance on the platform's layout. This fabric is not considered to be of historical significance.
		Boarding assistance zones The configuration of the station and the key elements that contribute to the station's historical significance (station building and subway) would remain intact. The proposed work would have a negligible impact to the historical significance of the station. The provision of seating, wheelchair spaces and a canopy at the two existing boarding assistance zones would provide additional shelter, improve customer experience and enable the continued use of the station.

Criterion	Significance	Action
		Modification of station building for SSE The reconfiguration of the existing SSE room would involve: • demolition of the existing brick dividing wall between rooms 1 and 2 • removal of the urinal and its cistern in room 1 • mechanical affixing of the rack to original tiled walls in rooms 1 and 2 • modification of original windows for fire protection and the sealing of original vents. These works would substantially alter the historical layout of the three rooms, which aside from minor alterations is largely intact. Although much of the significant fabric is in moderate condition at best, the original elements are still able to be seen and interpreted. The proposed modification works would remove and obscure these original elements. The works would therefore have a major adverse impact on the historical significance of these rooms.
		Toilet refurbishment work Both existing toilets appear to have been upgraded recently, with all interior walls, floor, ceiling and door being upgraded. The internal fixings are also modern. The refurbishment of the internal areas would not impact on historically significant fabric. The previous upgrade work did not impact on the arrangement or width of both toilet doors or windows. The proposed work would require the existing original doorway to be widened to allow for DDA compliance. The impact would be to the external façade brickwork, including detail architraves and possibly to the transom window above both toilet's external entrance doors. These alterations would not have an impact on the historical significance of the station as the item would continue to act as a tangible link to the development of the railway network and to the surrounding area. The proposed modifications would still allow the contributory elements of the station building to be interpreted as the earliest and key phase of the historical development of the station.

Criterion	Significance	Action
		Ancillary works Ancillary work, including tactile ground surface indicators, handrails, new ticketing facilities and CCTV upgrades would have a negligible impact to the station's historic heritage significance.
Aesthetic significance **SHR criteria (c)**	**Waitara Railway Station has aesthetic significance at a local level. The station is a good example of early twentieth century station design with fabric and details typical of this period and is similar to other rail buildings of the late nineteenth and early twentieth century in the Sydney region. The design of the station building makes a contribution to the overall character of the North Shore line, with its homogenous set of historic station buildings. The station building sits in**	***New pedestrian underpass and station entrances*** The new pedestrian underpass and station entrances would fundamentally modify the station's existing layout. However, it is noted that the aesthetic significance of the station is related to its fabric and detail typical of early twentieth century station design and the character and visibility of the station building. It is also noted that there are better examples of the early twentieth century characteristics on the North Shore Line than Waitara Station. As the new underpass and station entrances would be generally at ground level and underground, the details noticeable from ground level in the vicinity of the station would generally be signage marking the station's new entrances and the lifts and associated canopies. It is considered that this would have a minor adverse impact on the existing platform.

Criterion	Significance	Action
	an elevated position and is clearly visible from both sides of the line and is a well-known local landmark. The elevated position does however detract from the historic setting of the station, as modernisation of the urban environment in Waitara is clearly evident. Other stations on the North Shore line better retain their historic setting because they are screened by trees and/or embankments.	***New lifts (including landings and canopies) and stairs*** The construction of the proposed lifts would have a minor adverse impact on the aesthetic significance of the station. The station is elevated above the surrounding roads and is altered slightly, with the 1909 layout still apparent. The overrun of the new lift on the platform would create new elevated elements that would be visible. However, the design has minimised these impacts to the overall character of the building by siting the lift away from the aesthetically significant station building, thereby allowing for views to be retained and to allow for the continued appreciation of the building's aesthetics values. Given its distance from the station building and existing subway, it would likely have a minor adverse impact on the aesthetic significance of the station. The new stairs on the platform leading from the new pedestrian underpass would be a new element within the station, however given the presence of an existing stairway leading from the existing pedestrian underpass at the southern end of the platform, the new stairs may serve to provide an aesthetic symmetry. Strategy 10 of the Heritage Platforms Conservation Management Strategy (CMS) states that new fabric should be sympathetic to the existing heritage character of the place, but still be readily identified as new work. It should not overwhelm the heritage fabric of the platform or associated features, either in scale, mass or colour and should complement the character of the station precinct. They should also blend into the broader landscape setting of the station (Australian Museum Consulting, 2015:124). The current design for the new lifts and stairs on the platform complies with this strategy. It is recommended that these principles are carried forward through to the detailed design stage. In addition, the heritage principals of the Design in Context guideline should be considered for the detailed design of the new lifts, stairs and associated canopies. (NSW Heritage Office, 2005). Materials and finishes to be used for the proposed work would be sympathetic and consistent with materials used for station upgrades. Originally constructed out of timber, the station evolved to be rebuilt using brick, the modern and acceptable building material of the time. Subsequent work through the 1940s through to the 1980s, including the construction of a new ticket building and later roof over the subway stair entrance, used similar design materials specific to the time, being brick and corrugated iron. The proposed materials for the work would continue to use the modern materials for upgrading the station that has now been utilised for over 100 years at this station.

Criterion	Significance	Action
		Boarding assistance zones The new boarding assistance zone canopy would have a minor adverse impact on the aesthetic significance of the station, largely owing to the station's elevated position above the surrounding roads and the little-altered character since construction in 1909. The placement of the new canopy would partially interrupt the view from the top of the new northern pedestrian underpass entrance along the platform. However, the boarding assistance zone structure has been designed to be as lightweight and visually recessive as possible. The structure would not be connected to the station building and would easily be recognisable as a new structure. The view to the station building from the commuter car park would be retained, with the almost flat roof structure of the boarding assistance canopy not dominating the view. The station building's elevated position, including its pitched roof, would continue to serve as a landmark to the immediate surrounding area.
		Modification of station building for SSE The aesthetics of the station building rests with its overall external character and its position in the landscape. The modification of the station building for the SSE room would not impact on these values.

Criterion	Significance	Action
		Toilet refurbishment work The refurbishment of the internal male and female toilets would not have an impact to the aesthetic significance associated with the station. Both toilets were recently renovated, and there are no original fixtures remaining in either toilet. The proposed work would require the existing toilet door associated with the new family accessible toilet to be widened to comply with the DDA standards. This would impact the existing brick work and detailed architraves, and possibly the transom window. The impact caused by this widening should be kept to a minimum and only impact bricks on one side of the door opening. This impact would be considered to be minor adverse, as the original layout of the station building would remain the same. The architraves would be retained and refitted or new architraves that are subtly different (Article 22.2, The Burra Charter) installed. The upgrade of one of the existing toilets to the unisex ambulant toilet would not require the existing door to be widened.
		Ancillary works Ancillary work, including platform regrading, tactile ground surface indicators, handrails, new ticketing facilities and CCTV upgrades are not expected to have an impact to the station's aesthetic heritage significance.
Social significance SHR criteria (d)	**The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.**	***New pedestrian underpass and station entrances*** It is not anticipated that the new underpass and station entrance will have any significant impact on the social significance of the station. It is likely, however, that the new facilities will provide equitable access to the platform, thereby enhancing its social significance for the community.
		New lifts (including landings and canopies) and stairs The construction of lifts would provide equitable access to the island platform, which would allow a wider range of the community to appreciate the heritage significance of the station. The installation of the new lifts would allow for the continued use of the station, and would retain the connection between the local community, the railway station and the wider rail network.

Criterion	Significance	Action
		Boarding assistance zones and canopies The provision of seating, wheelchair spaces and a canopy at the existing boarding assistance zones would not impact on the social significance associated with the station.
		Modification of station building for SSE The modification of the station building for the SSE room would not impact on the social significance associated with the station.
		Toilet refurbishment work The proposed removal of the current male and female toilet fittings and fixtures, installation of a family accessible toilet, and widening of the entrance doorways would be unlikely to have a negative adverse impact on the social significance associated with this station as the proposed alterations would make the toilets more user friendly. It is anticipated that the construction of the family accessible toilet would have a positive impact on the local community by providing essential amenities for equitable access.
		Ancillary works Ancillary work, including platform regrading, tactile ground surface indicators, handrails, new ticketing facilities and CCTV upgrades are not expected to have an impact to the station's social heritage significance.
Representativeness SHR criteria (g)	**The platform building, island platform and subway are representative of structures built at Sydney railway stations between 1892 and 1929, particularly the period between 1909 and 1917. The subway, with its high quality bricklaying and ticket collecting booths at the top of the stair, is a particularly fine example of its type.**	***New pedestrian underpass and station entrances*** The construction of the new pedestrian underpass and station entrances would not impact the platform building, platform or existing subway. As these items would be retained, so would the ability to interpret these items as representative of early 20th century station buildings.
		New lifts (including landings and canopies) and stairs The construction of the new lifts would not have a direct impact to the station building. However, one lift would have a minor adverse impact to the platform in relation to the placement of the new lift at the northern end of the platform. This is however, not expected to have an impact to the representativeness associated with the station.

Criterion	Significance	Action
		Boarding assistance zones The new boarding assistance zone canopy would not have a direct impact on the representative significance associated with Waitara Station as the new structure would not have a physical impact on the station building or its other key elements. The new structure would create a new visible structure; however, it would be easily recognisable as modern and would be reversible without impacting the significant fabric associated with the station.
		Modification of station building for SSE The modification of the station building for the SSE room will not impact on the representativeness associated with the station.
		Toilet refurbishment work Both the current male and female toilets have recently been refurbished, including with new internal fixtures. Internally there are no remaining original fabric associated with these toilets. As such, the internal refitting of both toilets as a family accessible toilet and unisex ambulant toilet would not have a negative impact to the significance under this criterion, as the work would be contained to areas that have already been modified. Externally, the toilet entry door for the new family accessible toilet would be required to be widened to meet DDA compliance. This widening would require an impact to the external façade brickwork to the station building. This impact would be up to once course of brick wide. This impact is not likely to alter the appearance or intactness of the station building if managed in a sympathetic way. The upgrade of one of the existing toilets to the unisex ambulant toilet would not require the existing door to be widened.
		Ancillary work Ancillary work, including platform regrading, tactile ground surface indicators, handrails, new ticketing facilities and CCTV upgrades are not expected to have an impact to the station's representativeness heritage significance.

6.3.1 Summary of archaeological potential and impacts

The potential for the presence of archaeological relics in particular places is significantly affected by activities which may have caused ground disturbance. These processes include the physical development of the site and the activities that occurred there. The likelihood for the presence of these relics (i.e. their archaeological potential) is distinct from the archaeological/heritage significance of these remains, should any exist. For example, there may be 'low potential' for certain relics to survive, but if they do, they may be assessed as being of 'high significance'.

The former Station Master's house was located on the southern side of the station, in what is now the commuter car park. The building was likely a brick and weatherboard building, likely built on raised timber footings. The age of the building is not known, but the house is likely associated with the construction of the 1909 Waitara Station, and not the original 1894 station.

Overlaying historic maps and plans show the building was located at the entrance to the commuter car park (Figure 19). The house remained on the site until the late 1960s, when the site was transformed into the commuter car park. The impact to the site would have likely removed the raised house and likely cleared out any archaeological potential below the footprint of the house, however, deeper structures, such as chimney foundations, and the remains of the rear of house privy may remain on the site.

Excavation is not proposed in the area of the former Station Master's house in the current design of the Waitara station upgrade. If this remains the same, potential impacts to historical archaeological remains associated with the Station Masters' house would be not expected. There are no known areas of archaeological potential located at the northern end of the station.

There are not expected to be archaeological remains associated with the former ticketing office buildings present below the platform surface at the station. Their demolition from the site, and subsequent resurfacing work are likely to have removed foundation remains associated with the 1909 and later 1940s ticketing offices.

Notwithstanding the above, the Heritage Council must be notified of the discovery of a relic under Section 146 of the *Heritage Act 1977.*

Figure 19 Overlay of a 1915 plan of Waitara Station showing the location of the former Station Master's cottage on the southern side of the car park (shown by red arrow)

7.0 Statement of heritage impact

7.1 Introduction

The objective of a SoHI is to evaluate and explain how the proposed development, rehabilitation or land use change would affect the heritage value of the site and/or place. A SoHI should also address how the heritage value of the site/place can be conserved or maintained, or preferably enhanced by the Proposal.

This report has been prepared in accordance with the NSW Heritage Office & Department of Urban Affairs and Planning *NSW Heritage Manual* (1996) and NSW Heritage Office *Statements of Heritage Impact* (NSW Heritage Office & Department of Urban Affairs & Planning, 2002). The guidelines pose a series of questions as prompts to aid in the consideration of impacts based on the type of Proposal. The Proposal involves major additions to the station, being the proposed construction of the new lifts, minor alterations to the station building toilets and platform extensions and re-surfacing. Work also includes changes to the entrance way to the subway entrance from the commuter car park, footpath and new kiss and ride bays. The guideline suggests the following questions be used to direct discussion in relation to these two modification types:

Minor partial demolition (relating to the station building toilet refurbishment work)

- is the demolition essential for the heritage item to function?
- are important features of the item affected by the demolition (e.g. fireplaces in buildings)?
- is the resolution to partially demolish sympathetic to the heritage significance of the item?
- if the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?

Major partial demolition (relating to the station building SSE work)

- Is the demolition essential for the heritage item to function?
- Are particular features of the item affected by the demolition (e.g. fireplaces in buildings)?
- Is the detailing of the partial demolition sympathetic to the heritage significance of the item (e.g. creating large square openings in internal walls rather than removing the wall altogether)?
- If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?

Major additions (relating to the new station entrances, pedestrian underpass, lifts, stairs and boarding assistance zones upgrades)

- how is the impact of the addition on the heritage significance of the item to be minimised?
- can the additional area be located within an existing structure? If not, why not?
- would the additions visually dominate the heritage item?
- is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?
- are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design).

These questions are addressed below, based on the impacts to the heritage significance of the station.

7.2 Process questions

7.2.1 Minor partial demolition (relating to the station building toilet refurbishment work)

Is the demolition essential for the heritage item to function?

The remodelling of the existing male and female toilet is essential to provide DDA compliant facilities at the station. Both toilets were upgraded recently, and modifications to the internal layout are not expected to have an impact to the heritage significance associated with the station.

Both entrances that lead from the platform into the lobby room, current female toilet, and current male toilet would need to be widened. This work is not essential for the station building to function but are required to meet current DDA compliance and hence are a necessity.

Are important features of the item affected by the demolition (e.g. fireplaces in buildings)?

There are no internal features associated with the current male and female toilets that are considered to be important. The current fixtures and fittings were installed recently and are all modern. Important original features such as windows would not be impacted.

The widening of the toilet entrance doors would impact on original significant fabric associated with the station building. This extent of widening has not been determined, but is expected to be up to one brick, approximately 200 mm, wide. This impact would be to brick work and surrounding architrave detail on the external façade of the station building. The current door and transom window have been replaced; however the new work may require the removal of the transom window as well.

Re-grading of the platform surface is not considered to impact on any important features.

Is the resolution to partially demolish sympathetic to the heritage significance of the item?

The proposed reconfiguration of the existing male and female toilets into a family accessible toilet and ambulant and staff toilet respectively, would be contained within the existing toilets. Both toilets were upgraded recently, with all current fixtures and fittings being modern and not original. As such, this work would be considered to be undertaken sympathetically as they would be contained in areas already modified.

The widening of both doors would impact on significant fabric (brick work) associated with the station building. The impact is expected to be less than 200 mm to each door. This impact is considered to be minor, as the remainder of the station building would be retained. The work to the entrances would also allow for the continued use of the station building, making it easier and more accessible to public transport customers.

If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?

The demolition is not as a result of the condition of the fabric.

7.2.2 Major partial demolition (relating to the station building SSE work)

Is the demolition essential for the heritage item to function?

The modifications for the SSE would be essential for the continued provision of services for both station staff and passengers. This room would contain electronic equipment necessary for security and communications, as well as provide storage for station equipment. Some of the modifications are for safety reasons, such as the installation of fire dampers, sealing of vents and air conditioning, all designed to prevent fire through overheating electronic equipment.

Are particular features of the item affected by the demolition (e.g. fireplaces in buildings)?

The proposed modification for the SSE would involve the removal of one of the original internal walls to combine existing rooms 1 and 2 into a larger space, thereby altering the original layout of the former men’s toilets and former cleaners’ passage. This wall has been previously impacted by the removal of the original toilets and stalls, and while evidence of these former fixtures is still visible, the fabric of the walls and floors has nonetheless been damaged, leaving them in a poor-moderate condition. The upgrading of safety features in the room would require the installation of fire dampers on the existing

windows, the sealing of original vents and the installation of air conditioning to providing cooling for electrical equipment. These would have a direct impact on the original windows, vents and walls.

Is the detailing of the partial demolition sympathetic to the heritage significance of the item (e.g. creating large square openings in internal walls rather than removing the wall altogether)?

The removal of the internal wall is not sympathetic to the heritage significance of the item, as it permanently alters the building's original layout. However, the remainder of the proposed modifications, such as the fixing of fire dampers to the windows rather than removing then are sympathetic to the heritage significance.

If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?

The modifications are not as a result of poor condition of the fabric, but for the improvement of station services and continued use.

7.2.3 Major additions (relating to the new station entrances, pedestrian underpass, lifts, stairs and boarding assistance zone upgrades)

How is the impact of the addition on the heritage significance of the item to be minimised? Are the additions sympathetic to the heritage item? In what way?

The impact has been minimised through design. It is proposed that the new pedestrian underpass, station entrances, lifts and stairs would be added to the northern end of the station platform, away from the existing subway and station building. Through this impact, the new lift that allows access to the platform would be placed at the northern end of the existing platform and minimise impacts to the existing platform itself. The location of this new lift would be visually separate from the platform building and would therefore minimise visual impact to the station. The new pedestrian underpass and entrances represent a major departure from the current station design and therefore a change in historical layout, however it also allows for safe and equitable access to the platform by all abilities while retaining significant heritage elements such as the existing subway and stair accesses at the southern end of the station. The design of an underground pedestrian walkway to connect the lift to the platform rather than an overbridge also minimises the visual impact on the station building.

The addition of the canopy structures for one of the boarding assistance zones has been designed to be as visually recessive as possible. The location of the structure would be on the existing station buildings and would not have a direct impact on any fabric associated with it. Also, the design has been minimised to include no internal walls or other elements that would obscure the view to the station building from on the platform. The eave and roof design would be flat, resulting in the aesthetic change being as minimal as possible. It is recommended that the height of the boarding assistance zone canopy should match, as close as possible, the height of the eaves associated with the station building.

The Proposal would contribute to demonstrating the capacity for this small railway station to evolve based on changing expectations and requirements of rail passengers. The proposed work can be considered as the next stage in the pattern of human use and adaptation. The station's historical purpose – to facilitate the movement of people – would continue into the future.

Can the additional area be located within an existing structure? If not, why not?

The additional area would consist of a new underground pedestrian underpass and lift shafts, which represents an alternative to major adverse impacts to the existing subway. New lifts connecting the new entrances and pedestrian underpass to the platform would allow access from the eastern car park and Alexandria Parade.

The boarding assistance zone canopy has been located in areas where they can maximise coverage across the platform area, provide shelter and not impede onto the track. Relocating the structures further away would result in the canopies becoming too small due to the tapered shape of the platform at either end.

Will the additions visually dominate the heritage item? Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?

The new pedestrian underpass would be underground, and therefore would have no visual impact on the aesthetic values of the item. The location of the new lift and stairs at the northern end of the platform would be of sufficient distance so as to allow for them to be viewed separately from the station building.

The design of the boarding assistance zone canopy minimises its form and scale. The new structure would be supported by four steel posts only, with a canopy roof design that is as thin and flat as possible. This design has allowed for the structure to be visually recessive, minimising the visual dominance of the structure on the station platform.

The Proposal has been designed to also minimise the visual impact of the new elements on the station group. Materials and finishes for the Proposal have been selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts and to be aesthetically sympathetic to the heritage elements. This includes use of materials such as sympathetic coloured cladding and glazing for the lifts to create a more visually recessive structure that is separated from the station building. The new lifts have been designed to integrate with the palette of adjacent structures.

Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?

There is an archaeological potential for remains associated with the former Station Master's house to be present on the southern side of the commuter car park area. The Proposal is not anticipating any impact these areas. The removal of the building and the installation of the car park has likely removed any surface archaeological remains but may have left deeper foundation items. These may include the remains of the former fireplaces, wells and/or rear yard privies. There are no other areas of archaeological potential that has been identified within the proposed construction area.

In the event that any archaeological remains are discovered during construction work, the Heritage Council must be notified under Section 146 of the *Heritage Act 1977.*

7.3 Statement of heritage impact

The potential impacts to the Waitara Railway Station Group have been assessed against the criteria outlined in the NSW Heritage Division guidelines (NSW Heritage Office & Department of Urban Affairs & Planning, 2002). The impacts of the Proposal have been graded against the significance of the site as outlined in Table 8.

Table 8 Summary of the nature of the direct and indirect impacts

Impact type	Impact
Major negative impacts (substantially affects fabric or values of state significance)	None.
Moderate negative impacts (irreversible loss of fabric or values of local significance; minor impacts on State significance)	The construction of the new northern station entrance including the pedestrian underpass, two new lists and stairs and associated canopies would have a moderate negative impact to significant heritage fabric. The removal of an internal wall in the station building for the SSE work would have a moderate negative impact, resulting in an irreversible loss of fabric. The modification of the two boarding assistance zones to provide seating, wheelchair spaces and a canopy on the platform would have a moderate negative impact on the aesthetic significance associated with the station.

Impact type	Impact
Minor negative impacts (reversible loss of local significance fabric or where mitigation retrieves some value of significance; loss of fabric not of significance but which supports or buffers local significance values)	The removal of original fabric (brickwork) from the station building to widen the entrance door to one of the existing toilets for the creation of the new family accessible toilet would have a minor negative impact to the station building.
Negligible or no impacts (does not affect heritage values either negatively or positively)	The internal reconfiguration of the existing toilets into the new ambulant toilet, and creation of a family accessible toilet is not considered to have a negative or positive heritage impact. This work would be contained within the existing toilets, which were upgraded recently. All current fixtures and fittings, including tiles, are non-original. The interchange works including new accessible pathways and pedestrian crossing would not have an impact to the heritage significance associated with the station. The regarding of the station platform surface and installation of the tactile ground surface indicators would have a negligible impact to the heritage significance associated with the station.
Minor positive impacts (enhances access to, understanding or conservation of fabric or values of local significance)	None.
Major positive impacts (enhances access to, understanding or conservation of fabric or values of state significance)	The Proposal would improve safety and accessibility and the station would be enhanced following its refurbishment. The construction of the new lift structures would enable access to and appreciation of the station by a wider demographic.

8.0 Recommendations

The following mitigation measures are recommended to minimise impacts to the heritage listed Waitara Railway Station Group.

Recommendation 1 – Heritage advice

A heritage consultant would be engaged to provide ongoing heritage and conservation advice throughout the detailed design process. In addition to ongoing heritage advice, the nominated heritage consultant would:

- undertake heritage fabric analysis of the areas impacted by the work
- confirm and document options analysis around impacts to significant elements and design mitigation to avoid or reduce adverse impacts, including visual impacts from the intersection of Orara Street and Alexandria Parade
- ensure that the final design adheres to the relevant policies, including but not limited to the *Heritage Platforms Conservation Management Strategy, Canopies and Shelters: Design Guide for Heritage Stations* and the *Station Access Heritage Conservation Guide*.

The nominated heritage consultant may be required to update this assessment when impacts are defined during the detailed design phase and record the above additional analysis in an updated report.

Recommendation 2 – Specialist construction contractors

A specialist construction contractor experienced in working with heritage fabric should be engaged to undertake work associated with the widening of the toilet entrances during the construction stage of the Proposal.

Recommendation 3 – Modification for Station Services Equipment (SSE)

Alternatives to the demolition of the wall separating rooms 1 and 2 should be explored (see Recommendation 1). If no feasible alternatives can be found, it is recommended that the SSE room in its current form is archivally recorded prior to any works taking place.

Recommendation 4 – Toilet refurbishment

The following recommendations are made with relation to the station building refurbishment:

- care would be taken when undertaking all demolition work so as not to damage significant fabric. Demolition would be limited to brickwork that may be required to be removed to widen the entry door to both toilets
- any new brickwork should match the original in terms of brick colour, mortar composition and brick orientation (bricks should be laid in the Flemish bond – alternating between header and stretcher alignment)
- new services, including outlets, wall units and brackets should be located internally in areas already modified and/or consolidated in one location. Existing openings in ceilings are the preferred location for the installation of new services. New services and fittings should use existing fixing points or be located at mortar joints
- impacts to the detailed architraves around the current toilet entry door and transom window should be minimised
- new interior tiling should consider the Sydney Trains *Draft – NSW Heritage Station Passenger Tile Finishes (2020).*

Recommendation 5 – New lifts (including canopies) and stairs

In accordance with Strategy 10 of the Heritage Platforms Conservation Management Strategy (CMS) (Australian Museum Consulting, 2015) and Design in Context, Guidelines for infill development in the historic environment (NSW Heritage Office, 2005) the following principles should apply to the detailed design of the new lifts and stairs on the platform:

- upgrades should support their ongoing use without obscuring or damaging significant built heritage fabric or the integrity of the original designs
- the new lifts and stairs should not overwhelm the heritage fabric of the platform or associated features, either in scale, mass or colour, and should complement the character of the station precinct. They should also blend into the broader landscape setting of the station.

Recommendation 6 – Platform upgrade work

Where required, platform re-grading would not cover any existing wall vents that have been installed along the lower course of the brickwork to the station building. If cast iron gratings are removed, these should be stored for future reuse.

Recommendation 7 – Boarding assistance zones and canopy design

The height of the eaves associated with the new boarding assistance zone canopy should be lower than the height of the eaves of the existing station building. The lower height of introduced canopy would retain the physical dominance of the heritage station building.

Recommendation 8 – Interpretation

A heritage interpretation plan must be prepared and implemented for the station in accordance with NSW Heritage Office (former) publication *Interpreting Heritage Places and Items and the Sydney Trains Heritage Interpretation Guideline*.

Recommendation 9 – Installation of services

All ancillary work (CCTV, PA, communications, air-conditioning etc) would be undertaken in accordance with the relevant Sydney Trains heritage guidelines. Alternative solutions must be explored where any impacts to significant fabric are identified. Work would proceed with the principle of avoiding fixing new services to the façade of the exterior building, and should be contained/ concealed in new development areas. A complete services plan is to be reviewed and assessed by a qualified architect with heritage experience identifying alternative solutions, and submitted to the Associate Director Environmental Impact Assessment (AEDIA) for endorsement prior to service relocation and ancillary work commencing

Recommendation 10 – Heritage induction

A heritage induction would be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly describe the heritage constraints of the site.

Recommendation 11 – Unexpected finds and stop work procedure

The Construction Environmental Management Plan (CEMP) for the Proposal would include stop work procedures in accordance with Transport's *Unexpected Heritage Finds Guideline* (Transport, 2016) to manage activities in the unlikely event that intact archaeological relics or deposits are encountered.

9.0 References

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