Chester Hill Station Upgrade – Safe Accessible Transport program

Statement of Heritage Impact

Report to Aurecon

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artefact

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EXECUTIVE SUMMARY

Project summary

Artefact has been engaged by Aurecon, on behalf of Transport for NSW, to prepare a Statement of Heritage Impact along with an Archaeological Assessment for the Chester Hill Station upgrade, delivered as part of the Safe Accessible Transport program.

The Safe Accessible Transport program aims to enhance the public transport experience by providing accessible, modern, secure, and integrated transport infrastructure. The Safe Accessible Transport program combines the Transport Access Program with the Commuter Car Parking Program and represents a consolidation rather than a new initiative. Chester Hill Station is proposed to be upgraded under this program.

Approval pathway

This Statement of Heritage Impact has been prepared to support a Review of Environmental Factors for the determination of the concept design of the proposed upgrade works to Chester Hill Station. The detailed design would be developed following determination of the project, and any new works or significant changes may require further heritage assessment (and additional approval, including a Section 170 Demolition Notice as per Section 170A of the NSW *Heritage Act 1977*).

Recommendations and mitigation measures

The detailed design should be developed to protect and enhance the heritage values of Chester Hill Railway Station in line with the following recommendations:

Prior to construction:

- The detailed design must consider the Heritage Design Principles developed in the Heritage Design Report (Artefact, 2023) developed as part of the Final Business Case stage of the project. These Principles should inform the detailing, materiality, and colour choices of all new elements introduced at the station.
    - New installations are to follow the guidelines specified in Section 8.0 concerning mitigating impacts to the heritage character of the station via the reuse of heritage fabric, use of sympathetic materials and colour schemes, and maintaining sightlines where possible. The new platform canopies are designed to avoid physical contact with the platform building, which will assist in mitigating intrusions upon heritage fabric. Involvement of a Heritage Architect/Consultant in choosing finishes and colours is recommended in order ensure appropriate colour selection.
- A Photographic Archival Recording report should be prepared for the site to document significant fabric and heritage significant views and vistas that would be impacted. This report should be prepared in accordance with relevant guidelines issues by Heritage NSW, and the Department of Climate Change, Energy, Environment, and Water (DCCEEW).

- A Heritage Interpretation Plan (HIP) should be developed during the detailed design phase of the project and interpretative elements integrated into the design prior to AFC design. The HIP would build off the established Heritage Interpretation Strategy developed by Transport for the Safe Accessible Transport program. Consideration should be given to the provision of heritage interpretation as part of the project, which would outline the history, associations and significance of the site and the wider Chester Hill Station area. Interpretive measures could involve interpretive artwork, signage, panels or displays at entry/exit points to the station.
- Design and construction of the Proposal within the curtilage of the Section 170 listed 'Chester Hill Railway Station Group' must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact.
- A Photographic Archival Recording (PAR) report should be prepared for the site to document significant fabric and heritage significant views and vistas that would be impacted. This report should be prepared in accordance with relevant guidelines issues by Heritage NSW.
- Copies of the 'as built' construction plans, photographs illustrating the completed work and the Archival Record would be lodged with the Transport Heritage team as a documentary record of changes to the station.
- A Heritage Management Plan (including detailed drawings, documentation and specifications) and Work Method Statement would be prepared as part of the CEMP to address heritage impacts and required management procedures to minimise risks.
- The Contractor in collaboration with the Heritage Architect/Consultant must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites* (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the Transport Heritage Specialist prior to the commencement of permanent works. Detailed design of ancillary works and electrical and data services should be documented in an *Illustrated Services Plan* and approved by the Heritage Architect prior to the commencement of permanent services works.

- Installation of electrical and data services is to be completed in accordance with Sydney Trains (2017) *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites*
- Ancillary works should be undertaken in accordance with the following Sydney Trains guidelines:
  - – *Conservation Guide: Railway Station Platform Furnishings* (2012)
  - – *Conservation Guide: Railway Station Platforms* (2013)
  - – Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017)

During construction:

- A heritage induction is to be presented to construction workers prior to their commencing works. This induction is to take place for all new construction workers throughout the course of the project.
- Onsite monitoring should be implemented where significant vibrations are likely to take place as a result of demolition and construction:
    - Care should be taken where works may impact significant heritage fabric (i.e. around the platform building) and where significant heritage items intended for reinstallation are removed as part of the works. Refer to Transport Temporary works and protection at heritage sites fact sheet.
- During construction, suitable measures would be put in place to ensure the retained heritage elements are protected from damage. Measures may include hoardings, use of spotters during the movement of equipment and other measures as necessary.
- Fabric and features of high significance (such as the original light poles) should be reinstalled wherever feasible.
- On completion of work, an update would be prepared for the Section 170 listing on the State Heritage Inventory, with required details.

Archaeology

- Works should proceed in accordance with the *Transport for New South Wales Unexpected Heritage Items Procedure 2024.* [1]
- If unexpected heritage items are encountered during works, all works in the area must cease and an archaeologist must be contacted for advice. Works should not proceed until clearance has been provided.
- In the event that significant relics are unexpectedly encountered, Heritage NSW, DCCEEW would be notified in accordance with s146 of the Heritage Act and further approval under the Heritage Act would be required if impacts to the relics cannot be avoided.

[1] 2024, Transport for NSW - *Unexpected heritage items procedure (EMF-HE-PR-0076)*

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1.0 INTRODUCTION

1.1 Project background

Safe Accessible Transport is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure. Chester Hill Station is proposed to be upgraded under this program.

Artefact Heritage and Environment (Artefact) have been engaged by Aurecon, on behalf of Transport for NSW (Transport), to prepare a Statement of Heritage Impact (SoHI) for the Chester Hill Station upgrade.

1.2 Study area

The study area comprises Lot 2 of DP800623, and Lots A and B DP23866. It is located in the suburb of Chester Hill within the Canterbury-Bankstown Council Local Government Area (LGA). It is bounded by Waldron Road to the north, Wellington Road to the south and the rail corridor to both east and west, as well as Chester Hill Road to the east.

The study area encompasses the rail corridor to its centre, Nugent Park to the north and south and surrounding road reserves.

A representation of the study area has been provided below in Figure 1.

1.3 Authorship

This report has been prepared by Monika Sakal (Heritage Consultant), Pedro Silva (Heritage Consultant), Daniel Dompierre-Outridge (Heritage Consultant), Sabrina Roesner (Senior Heritage Consultant) with input and review provided by Scott MacArthur (Principal), all from Artefact Heritage.

1.4 Limitations

This report addresses the impacts to potential archaeological remains based on the provided concept design drawings (TAP4CDP2-AURC-CHH-AT-DRG-999999.C.S3.C.01) for the location of new and upgraded infrastructure. The impact assessment has been undertaken under the broad understanding of the potential locations of excavation and or trenching works. Artefact prepared a Heritage Design Report (HDR) in 2023 as part of the development of the concept design for the TAP upgrade of Chester Hill Station; this HDR has informed the preparation of this SoHI.

2.0 LEGISLATIVE CONTEXT

2.1 Overview

This section discusses the heritage management framework, notably legislative and policy context, applicable to the proposed development and study area.

2.2 Identification of heritage listed items

Heritage listed items were identified through a search of relevant state and federal statutory and non-statutory heritage registers:

- World Heritage List (WHL)
- Commonwealth Heritage List (CHL)
- National Heritage List (NHL)
- State Heritage Register (SHR)
- Section 170 Heritage and Conservation Registers
- NSW State Heritage Inventory database
- Canterbury-Bankstown Local Environmental Plan (LEP) 2023
- Register of the National Estate (RNE)
- National Trust of Australia (NSW) heritage register (NSW NTHR).

Items listed on these registers have previously been assessed against the heritage assessment guidelines relevant to their peak governing body. Items that are of Commonwealth, National and World heritage significance have been assessed in accordance with the *Environmental Protection and Biodiversity Conservation Act 1999* (the EPBC Act). Items of state or local significance have been assessed against the NSW Heritage Assessment guidelines. Assessments of heritage significance as they appear in relevant heritage inventory sheets and documents, are provided in this assessment.

There are several items of legislation that are relevant to the current study area. A summary of the relevant Acts and the potential legislative implications are provided below.

2.3 The World Heritage Convention

The Convention Concerning the Protection of World Cultural and National Heritage (the World Heritage Convention) was adopted by the General Conference of the United Nations Educational, Scientific and Cultural Organisation (UNESCO) on 16 November 1972, and came into force on 17 December 1975. The World Heritage Convention aims to promote international cooperation to protect heritage that is of such outstanding universal value that its conservation is important for current and future generations. It sets out the criteria that a site must meet to be inscribed on the World Heritage List (WHL) and the role of State Parties in the protection and preservation of world and their own national heritage.

There are no items listed on the World Heritage List within the study area.

2.4 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inscription on the World Heritage List, Commonwealth Heritage List, or the National Heritage List. The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Minister for the Environment and Water (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act.

If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment. A significant impact is defined as “an impact which is important, notable, or of consequence, having regard to its context or intensity.” The significance of the action is based on the sensitivity, value and quality of the environment that is to be impacted, and the duration, magnitude and geographic extent of the impact. If the action is to be undertaken in accordance with an accredited management plan, approval is not needed and the matter does not need to be referred to the Minister.

2.4.1 Commonwealth Heritage List

The Commonwealth Heritage List (CHL) has been established to list places of outstanding heritage significance to Australia. Established under the EPBC Act, the CHL comprises natural, Indigenous and historic heritage places on Commonwealth lands and waters or under Australian Government control.

There are no items listed on the Commonwealth Heritage List within the study area.

2.4.2 National Heritage List

The National Heritage List (NHL) has been established to list places of outstanding heritage significance to Australia, including places overseas. There are nine matters of national environmental significance, these include Australia’s world heritage properties (as listed on the World Heritage List [WHL]), national heritage places, wetlands of international importance (listed under the Ramsar Convention), migratory species, listed threatened and ecological communities, Commonwealth marine areas, the Great Barrier Reef Marine Park, nuclear actions including uranium mining, and water resources in relation to coal seam gas developments and large coal mining developments.

There are no items listed on the National Heritage List within the study area.

2.5 Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) provides protection for items of ‘environmental heritage’ in NSW. ‘Environmental heritage’ includes places, buildings, works, relics, movable objects or precincts considered significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items considered to be significant to the State are listed on the SHR and cannot be demolished, altered, moved or damaged, or their significance altered without approval from the Heritage Council of NSW.

2.5.1 State Heritage Register

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

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 60 for archaeological impacts within SHR curtilages. An application for an excavation permit must be supported by an Archaeological Research Design (ARD) and Archaeological Assessment prepared in accordance with the Heritage NSW archaeological guidelines. Minor works that would have a minimal impact on archaeological relics may be granted an exemption under Section 57 (2) of the Heritage Act.

There are no items listed on the State Heritage Register within the study area.

2.5.2 Archaeological relics and works

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

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

Sections 139 to 146 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless under an excavation permit. Section 139 (1) states:

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

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not listed on the SHR. An application for an excavation permit must be supported by an Archaeological Research Design (ARD) and Archaeological Assessment prepared in accordance with the Heritage NSW archaeological guidelines. Minor works that would have a minimal impact on archaeological relics may be granted an exception under Section 139 (4).

Items identified as 'works' do not trigger reporting obligations under the Heritage Act, unless they are associated with artefacts and/or assessed to be of State or local significance. Examples of works include:

- Former road surfaces or pavement and kerbing.
- Railway infrastructure
- Former water supply (wells, cisterns, drains, pipes) and other service infrastructure.
- Building footings.

The works/relics definitions only apply to archaeological sites subject to approval under Section 139 of the act (these categorisations do not apply to archaeological remains within SHR listed curtilages).

2.5.3 Section 170 registers

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

There is one item listed on the Transport Asset Holding Entity (TAHE) s170 heritage and conservation register within the study area:

- Chester Hill Railway Station Group (TAHE s170 register #4801050)

2.6 Environmental Planning and Assessment Act 1979 (NSW)

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

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

2.6.1 Canterbury-Bankstown Local Environmental Plan 2023

The study area falls within the boundaries of the Canterbury-Bankstown LGA. Heritage items listed in Schedule 5 of the Canterbury-Bankstown LEP 2023 are managed in accordance with the provisions of Section 5.10 Heritage Conservation of this LEP.

There are no items listed under the Canterbury-Bankstown LEP 2023 within the study area.

2.6.2 Development Control Plan

The Canterbury-Bankstown DCP 2023 is a supporting document that compliments the provisions contained within the Canterbury-Bankstown LEP 2023 and provides specific design detail in regard to sympathetic development on, or in the vicinity of, items listed on Schedule 5 of the Canterbury-Bankstown LEP 2023.

Chapter 4 of the Canterbury-Bankstown DCP 2023 provides sympathetic considerations for development that is in the vicinity of a heritage listed item. These considerations include ensuring that the character, bulk, scale and height of new development does not unreasonably overshadow a nearby heritage item, that colouring and texture of new materials of a new development is sympathetic to a heritage item, and that views of a heritage item should not be obscured from the point of view of areas of public domain.

As there are no items within the study area listed under the Canterbury-Bankstown LEP 2023, the Canterbury-Bankstown DCP 2023 has not been considered further in this SoHI.

2.7 State Environmental Planning Policy (Transport and Infrastructure) (TISEPP) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 (the TISEPP) aims to facilitate the effective delivery of transport and infrastructure across NSW. The TISEPP assists local government, the NSW Government and the communities they support, by simplifying the process for providing essential infrastructure in areas such as education, hospitals, roads and railways, emergency services, water supply and electricity delivery.

Generally, where there is conflict between the provisions of the TISEPP and other environmental planning instruments, the TISEPP prevails. While the TISEPP overrides the controls included in the LEPs and DCPs, the proponent is required to consult with the relevant local councils when development is likely to have an impact that is not more than minor or inconsequential on a local heritage item or a heritage conservation area, that is not also a State heritage item.

When this is the case, the proponent must not carry out such development until it has (TISEPP 2021 Clause 2.11.2):

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

There are no LEP listed heritage items within the study area, therefore TISEPP notification as per Clause 2.11 is not triggered.

2.8 Non-Statutory Considerations

2.8.1 Register of the National Estate

The RNE is no longer a statutory list; however, it remains available as an archive.

There are no items listed on the RNE within the study area.

2.8.2 National Trust of Australia (NSW) Heritage Register

Listing on the National Trust of Australia (NSW) Heritage Register (NSW NTHR) does not impose statutory obligations and is more an indication of the heritage significance held by the community.

There are no items listed on the NSW NTHR within the study area.

2.9 Summary of heritage listings

2.9.1 Chester Hill Station upgrade –Safe Accessible Transport program

The study area comprises Chester Hill Station, which is listed on the TAHE s170 register as outlined in Table 1. Chester Hill Station is not located adjacent to heritage items listed on other heritage registers. The curtilages of these items are illustrated in Figure 1.

Table 1: Results of register searches for Chester Hill Station and adjacent heritage items

Register	Chester Hill Station	Other items
World Heritage List	Not listed.	None listed.
National Heritage List	Not listed.	None listed.
Commonwealth Heritage List	Not listed.	None listed.
State Heritage Register	Not listed.	None listed.
Section 170 Registers (Transport Asset Holding Entity s170)	Chester Hill Railway Station Group (TAHE s170 register #4801050).	None listed.
Canterbury-Bankstown Local Environmental Plan 2023	Not listed.	None listed.
Register of the National Estate (RNE) (Non-Statutory)	Not listed.	None listed.
National Trust of Australia (NSW) Heritage Register (Non-Statutory)	Not listed.	None listed.

Figure 1: Heritage curtilages at Chester Hill Station (Source: Artefact, 2024).

3.0 HISTORICAL BACKGROUND

3.1 Historical Overview

3.1.1 Aboriginal History

Chester Hill Railway station stands on the land and waters of Dharug Country. The Dharug People have cared for Country for tens of thousands of years.

3.1.2 Early European Colonisation

The suburb of Chester Hill stands on a 1,000-acre land grant allotted to John Thomas Campbell in the early nineteenth century, which he named the *Quid Pro Quo* estate. Campbell arrived in NSW in 1810 and was appointed as Governor Lachlan Macquarie's secretary, a position he held until 1821 - Macquarie's entire tenure as Governor of NSW.[2] Campbell also played an integral role in the founding of Australia's first bank, the Bank of New South Wales. He served as the first President of the Board of Directors from its establishment in 1816 until his retirement in 1821.[3] Campbell was an avid farmer who bred cattle and horses on his extensive properties throughout NSW - it is likely that his vast estate at Chester Hill was used as grazing land. The earliest European industries in the Chester Hill region were timber-getting, saw-milling, and grazing.

Figure 2. Early Parish of Liberty Plains map showing approximate location of study area, 1884. (Historic Land Records Viewer with Artefact markup).

[2] Holder, 2006 [1966].
[3] Ibid.

3.1.3 Nineteenth Century

Following Campbell's death in 1830, his 1,000-acre *Quid Pro Quo* estate at Chester Hill was divided into four homesteads.[4] During the nineteenth century, the suburbs now known as Chester Hill, Sefton, and Villawood fell under the name 'Campbell Hill', after John Thomas Campbell. Echoes of this early name can be seen in street names (Campbell Hill Road) and reserves (Campbell Hill Pioneer Reserve) in and around Chester Hill. Further subdivisions of the *Quid Pro Quo* estate occurred in the 1850s, with many allotments being just 25 acres by this time.[5] In the mid- to late-nineteenth century, orcharding became the major industry of the region, with market gardening and homesteading forming the main source of income for many local families.

3.1.4 Twentieth Century

Little material development occurred in the region until the coming of the railway in the early nineteenth century. The Bankstown line had opened between Sydenham and Belmore between 1895, the second suburban railway line in NSW. The line was extended from Belmore to Bankstown in 1909. In 1924, it was announced that a new deviation of the Main Southern Line (of which the Bankstown line forms a part) was being constructed between Lidcombe and Cabramatta. The Lidcombe to Cabramatta Deviation bypassed the section of the Main South Line through Granville, cutting down travel time for commuter locomotives.

The suburb of Chester Hill was established in 1924 to service the new railway station. Early in the planning process, the railway station's name was proposed to be 'Boroya,' a local Aboriginal word.[6] However, the name Chester Hill was finally decided upon by the time the station opened. In the years following the station's opening, special free train services transported prospective buyers to and from the new suburb, allowing them to inspect the land prior to purchase.[7] During this period of 1920s subdivisions, a 'brick covenant' was enforced at Chester Hill[8]. The brick covenant ensured that the suburb developed a uniform and distinctive visual character.[9]

Between 1926 and 1927, the number of trains servicing Chester Hill Railway Station increased from 20 to 40. Chester Hill had a Baptist Church by 1932, post office by 1935, and public school by 1945. During the post-World War Two era, immigration from central and eastern Europe to Chester Hill took off. A German-language library and German Lutheran Church were established in the early 1960s to cater to the suburb's new German, Estonian, and Latvian population.[10] At the time of its opening, the German language library was the first of its kind in the state, and likely the country. Following the abolition of the White Australia Policy in 1975, migrants from Asian countries found a home and employment in the growingly industrial suburb of Chester Hill. To accommodate the new Chester Hill population, plans were made by the council in 1948 to establish gardens and shops on either side of the station (Figure 8).

In 1949, the RAAF acquired 18 acres at Chester Hill to create a base for 366 RAAF and WRAAF officers.[11] The base, which was constructed in the 1970s, provided accommodation to officers working at RAAF sites in nearby Villawood and Regents Park, and was intended to "build new works to replace wartime structures."[12] During the 1950s, the community and local Australian Labor Party

[4] *The Sydney Gazette and New South Wales Advertiser*, 30 Aug 1832: 4
[5] *Sydney Morning Herald*, 20 Dec 1858: 6.
[6] *Cumberland Argus and Fruitgrowers Advocate*, 3 Oct 1924: 2.
[7] *Daily Telegraph*, 22 Nov 1924: 11.
[8] *Sun*, 11 Oct 1929: 6
[9] This was a subdivision requirement for the use of brick in the construction of housing so as to improve the value and appearance of the subdivision around Chester Hill Station .
[10] *Good Neighbour*, 1 Aug 1961: 7; *The Biz*, 16 Dec 1959: 18.
[11] *RAAF News*, 1 May 1974: 7.
[12] Ibid.

chapter had been advocating for a bus service within Chester Hill, which is (as the name suggests) a hilly suburb that was difficult to walk. The community's advocacy paid off in 1955 when the first buses began servicing Chester Hill.[13]

Chester Hill's brick covenant was also removed in 1955, both as a result of the price of bricks in the post-WWII period and the degradation caused to brick houses by Chester Hill's clay soil.[14] The decision to allow timber weatherboard and fibro houses was opposed by 29 local brick homeowners. However, the presiding judge found that "the class of persons who live in timber and fibro homes today are vastly different in their personal and financial station" to those who may have built houses in Chester Hill 25 years earlier.[15] Present-day Chester Hill reflects changing tides of local building statutes, its residential streets a collection of brick and timber weatherboard or fibro houses.

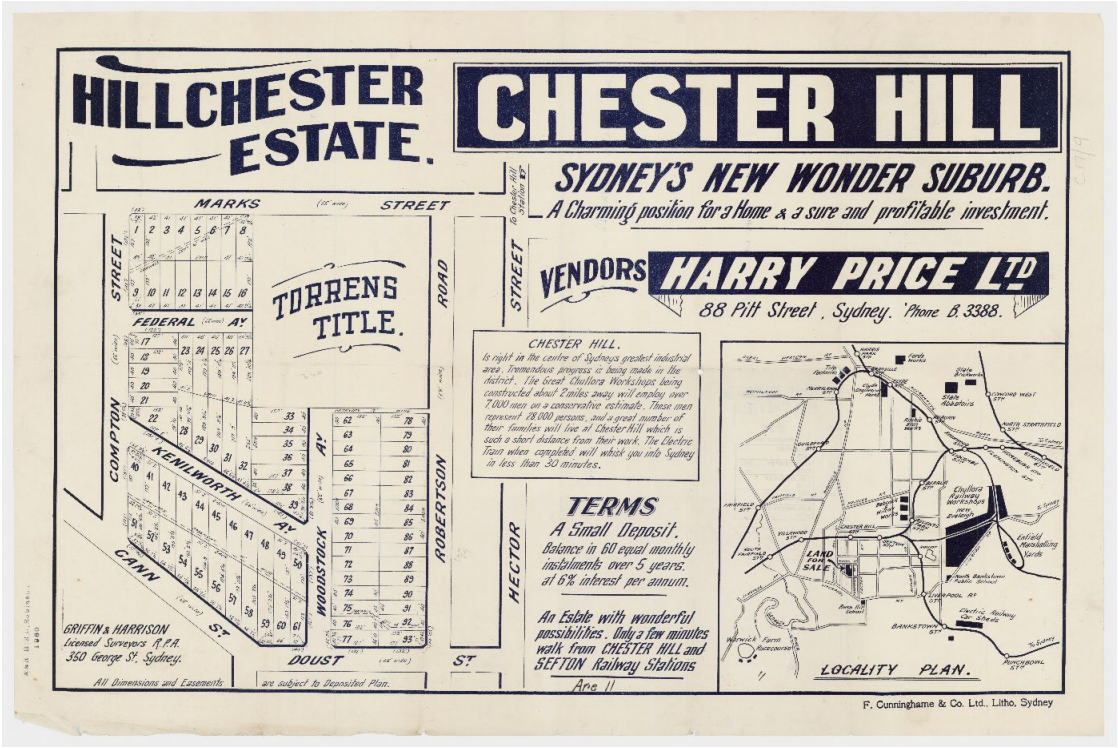
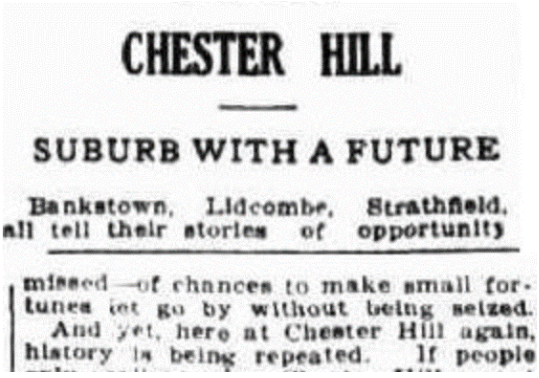


Figure 3. 'Hillchester Estate' subdivision plan, c.1920s (State Library of NSW).

[13] *The Biz*, 24 Aug 1955: 6.
[14] *Cumberland Argus*, 23 Mar 1955: 11.
[15] *Cumberland Argus*, 23 Mar 1955: 11.

Figure 4. Subdivision flyer for Chester Hill Station Estate, c.1927 (State Library of NSW).



CHESTER HILL

SUBURB WITH A FUTURE

Bankstown, Lidcombe, Strathfield, all tell their stories of opportunity

missed—of chances to make small fortunes let go by without being seized. And yet, here at Chester Hill again, history is being repeated. If people

Figure 5. Newspaper clipping about the new suburb of Chester Hill (*Labor Daily*, 16 Sept 1927: 7).

Figure 6. Road near Chester Hill Railway Station, 1928 (*Truth*, 25 Mar 1928: 13).

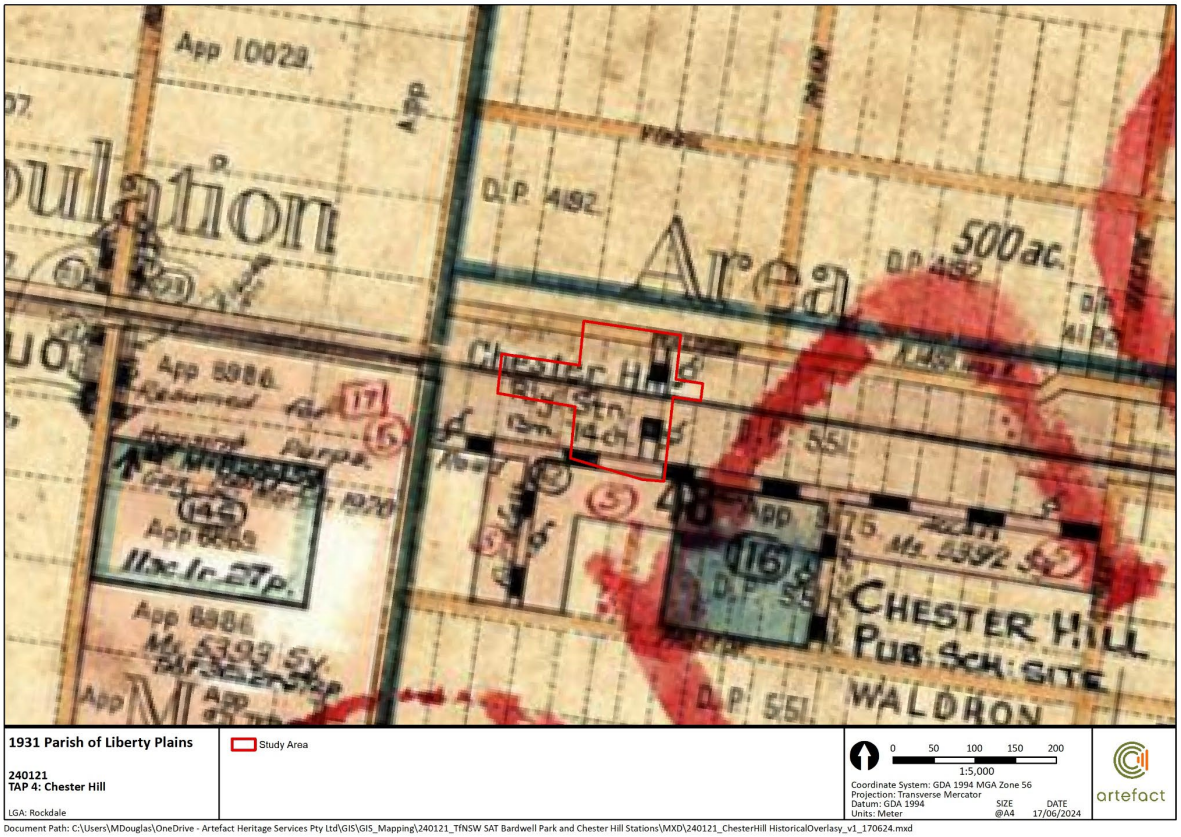


Figure 7. 1931 Parish of Liberty Plains map (Historic Land Records Viewer with Artefact markup).

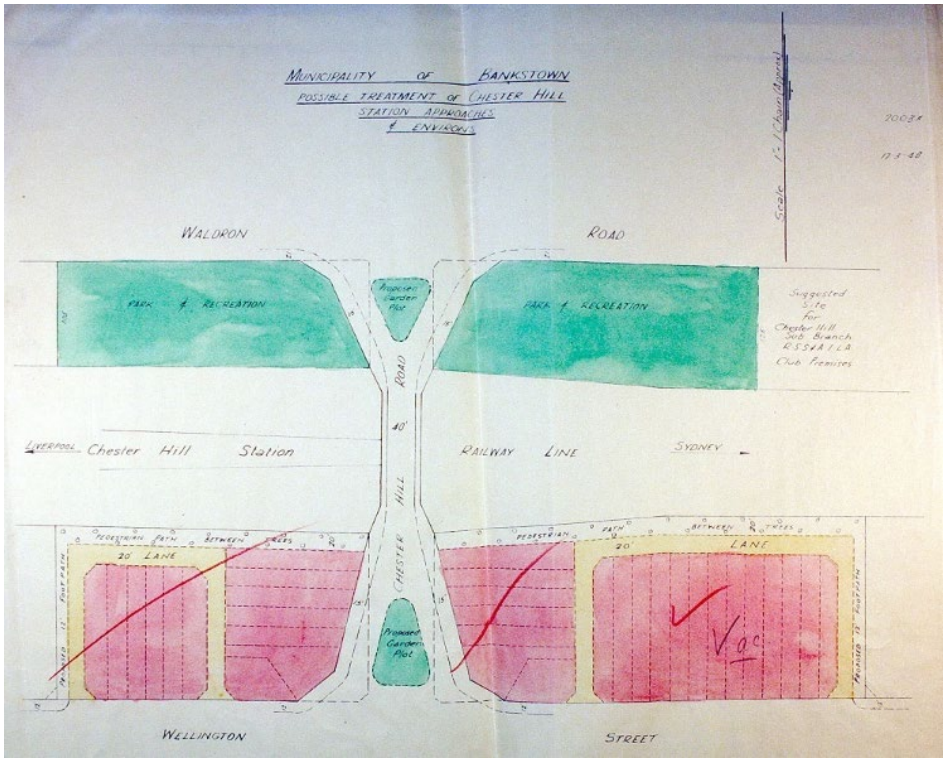


Figure 8. Canterbury Council's 1948 plan for parks at station approaches (Canterbury Bankstown Libraries).

Figure 9. New fibro houses at Chester Hill, 1960 (Canterbury Bankstown Libraries).

3.1.5 Chester Hill Railway Station

At the time of its opening in 1924, Chester Hill Railway Station was composed of an island platform, brick platform building, and overbridge. In 1927, the station and surrounds were described as follows:

> *Many people have been under the impression that Chester Hill is not on the railway line. Consequently, when they have visited this suburb they have been surprised to see a fine, modern station - a station that compares favorably with that of any other suburb. It is served by 40 trains daily... Judging from present indications, this district is going to develop into one of Sydney's greatest industrial areas.*[16]

The original 1924 platform building, which still stands today, has an original gable roof with decorative turned finials and a cantilever awning. At some point during or following the 1980s, the brick privacy screens that once screened the male bathrooms on the station building's eastern side were removed and the station building was painted terracotta, in line with the Sydney Trains heritage strategy to identify different eras of heritage structures along the rail network. Although some window and door openings have been bricked up or removed from the station building, it still retains much of its original brickwork, decorative and functional elements, and 1920s character. The station was electrified in 1929, however, the original overhead wiring structures have since been removed and upgraded.[17]

The 1924 overbridge has been substantially modified over the years. The original structure was a steel girder and jack-arch overbridge with brick parapets, piers, and abutments. The 1924 stairway structure and brick piers remain intact. The addition of safety rails to replace the brick parapets in 1963, canopy over the stairway in 1988, and the progressive addition of modern paving and balustrades has altered the structure significantly.

The TAHE s170 entry for the Chester Hill Railway Station group records that "the booking office [was] relocated to [the] 1924 building (complete refurbishment)" in 1999.[18]The 'booking office' is likely to have been the building observed in the 1943 aerial image located at the bottom of the stairs (Figure 22). This building was replaced between 1961 and 1969 by a larger, hipped roof building. Images of the station in the early 1980s show that the building was a compact cream hut with a brown hipped roof at the eastern end of the platform close to the pedestrian overpass (Figure 17). It is unclear from historic images if the building was pre-cast drop slab concrete construction or a timber weatherboard construction. The building was removed between 1993 and 1997 (Figure 24 - Figure 25).

Various minor additions and changes have been made to the station over the years. The large carport north of the station was constructed between 1961 and 1969 (Figure 26). The long canopies along the platform were constructed 1999, as demonstrated in aerial photographs of the station between 1997 and 2001 (Figure 25).[19] Other works included the likely conversion of the waiting room space into a booking office when the original building was removed to make way for the new canopies.

In 2009, the concrete retaining wall that runs along the western extent of the rail corridor at Chester Hill was constructed, as shown in the contemporaneous photo in Figure 21. Prior to the construction of the retaining wall, the corridor was edged by a grassy embankment and wire fence (Figure 18 & Figure 20). A section of paneled balustrade on the western end of the pedestrian overbridge was replaced between 2007 and 2009. A small CityRail sign bearing the name 'Chester Hill' was present on the canopy of the overbridge in 2009. With the dissolution of CityRail in 2013, the sign was

[16] *Labor Daily*, 16 Sept 1927: 7.
[17] *Daily Telegraph*, 16 Oct 1929: 24.
[19] Ibid.
[19] Ibid.

replaced with a new blue and yellow sign bearing a vector of a train and the name of the station. The new blue and yellow sign had been removed by 2018.

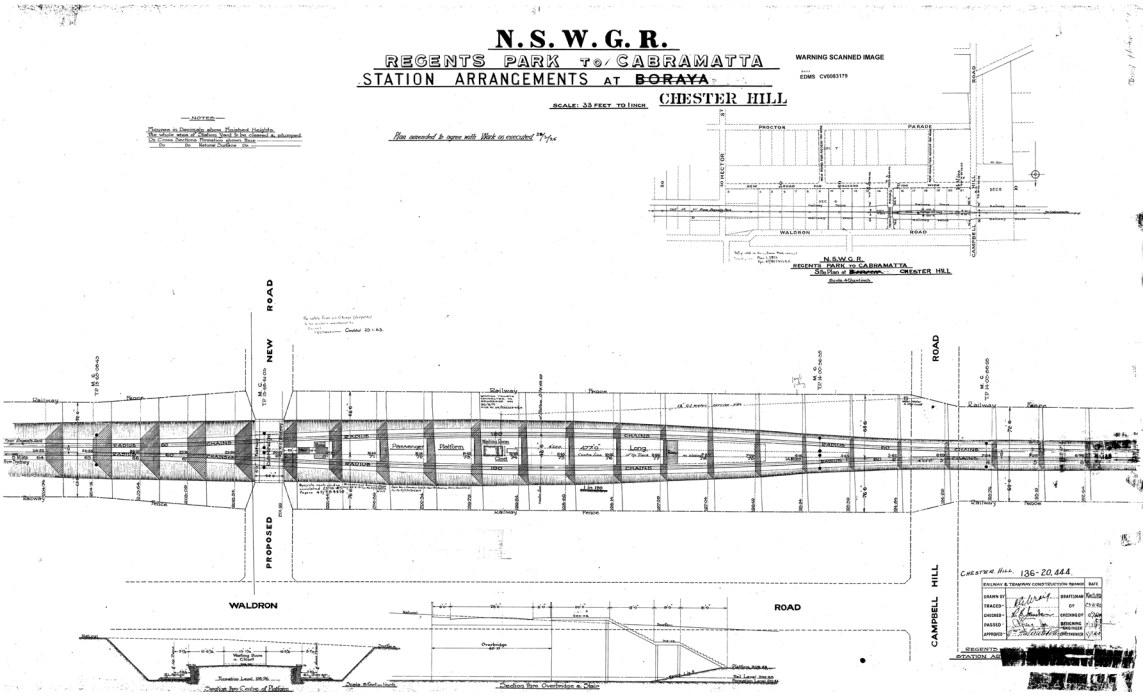


Figure 10. NSWGR Regents Park to Cabramatta – station arrangements at Chester Hill Railway Station, c.1920 (Virtual Plan Room).

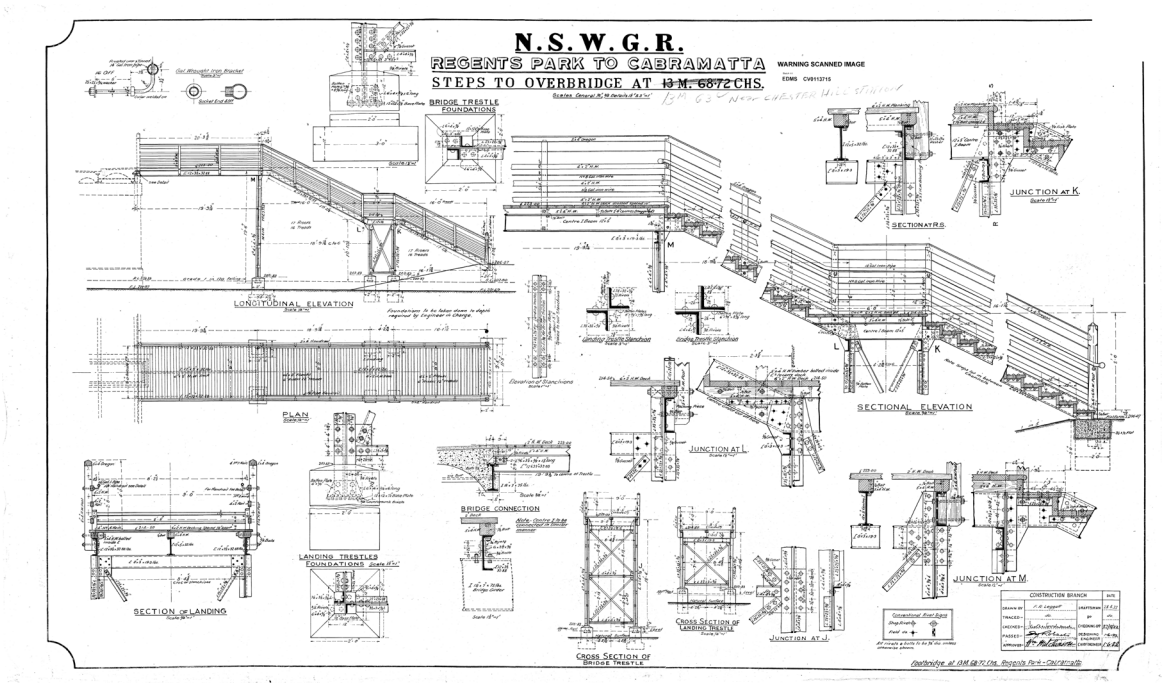


Figure 11. NSWGR Regents Park to Cabramatta – steps to overbridge at Chester Hill Railway Station, c.1922 (Virtual Plan Room).

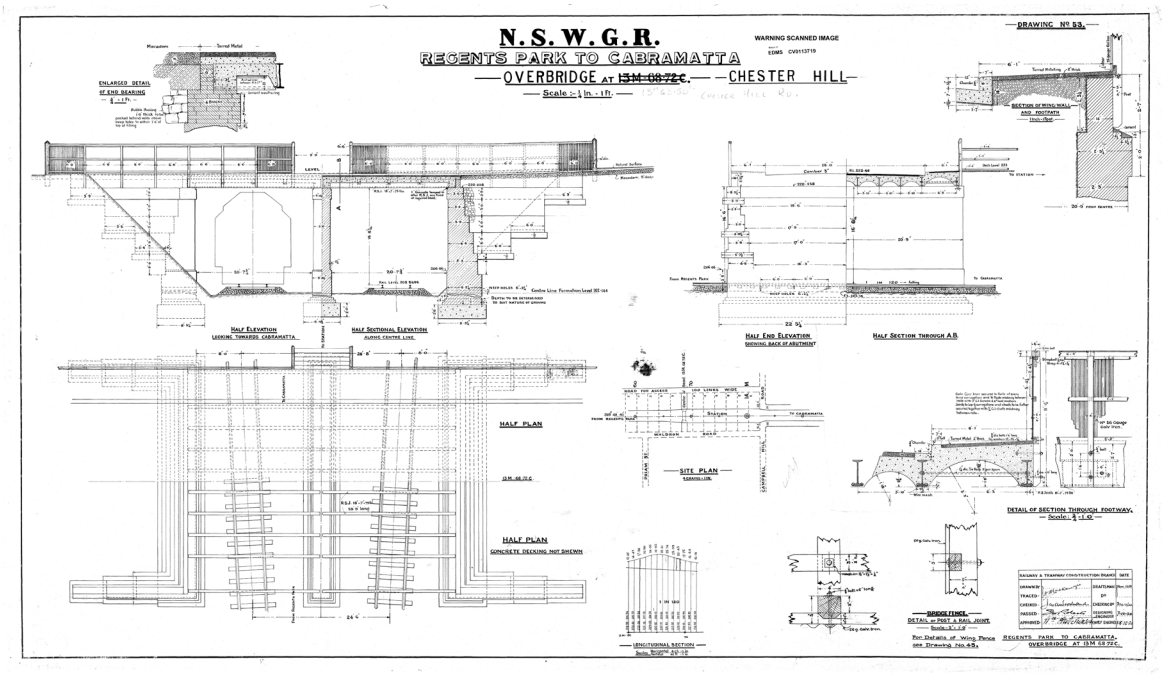


Figure 12. NSWGR Regents Park to Cabramatta – overbridge at Chester Hill Railway Station, c.1922 (Virtual Plan Room).

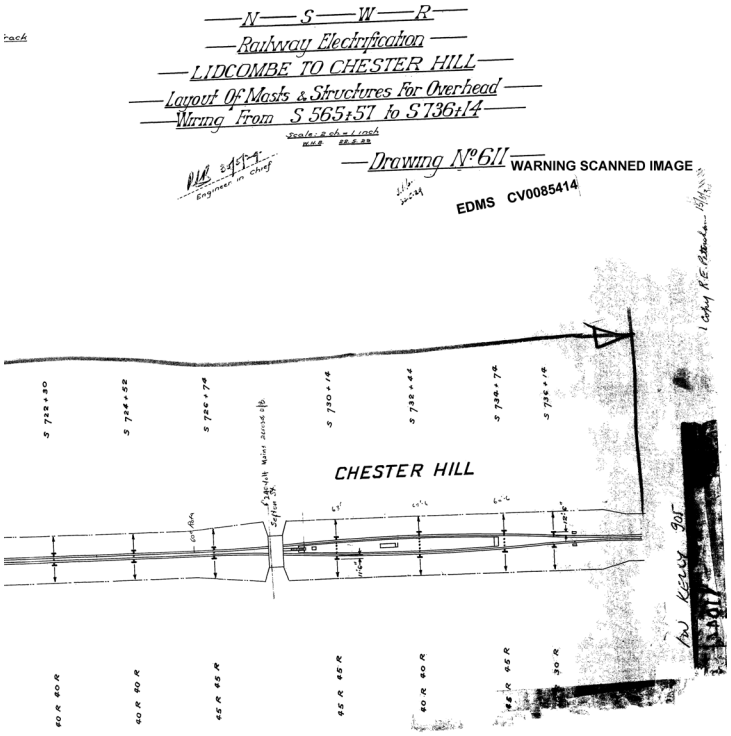


Figure 13. Extract from NSWR railway electrification Lidcombe to Chester Hill – layout of masts and structures for overhead wiring, c.1929 (Virtual Plan Room).

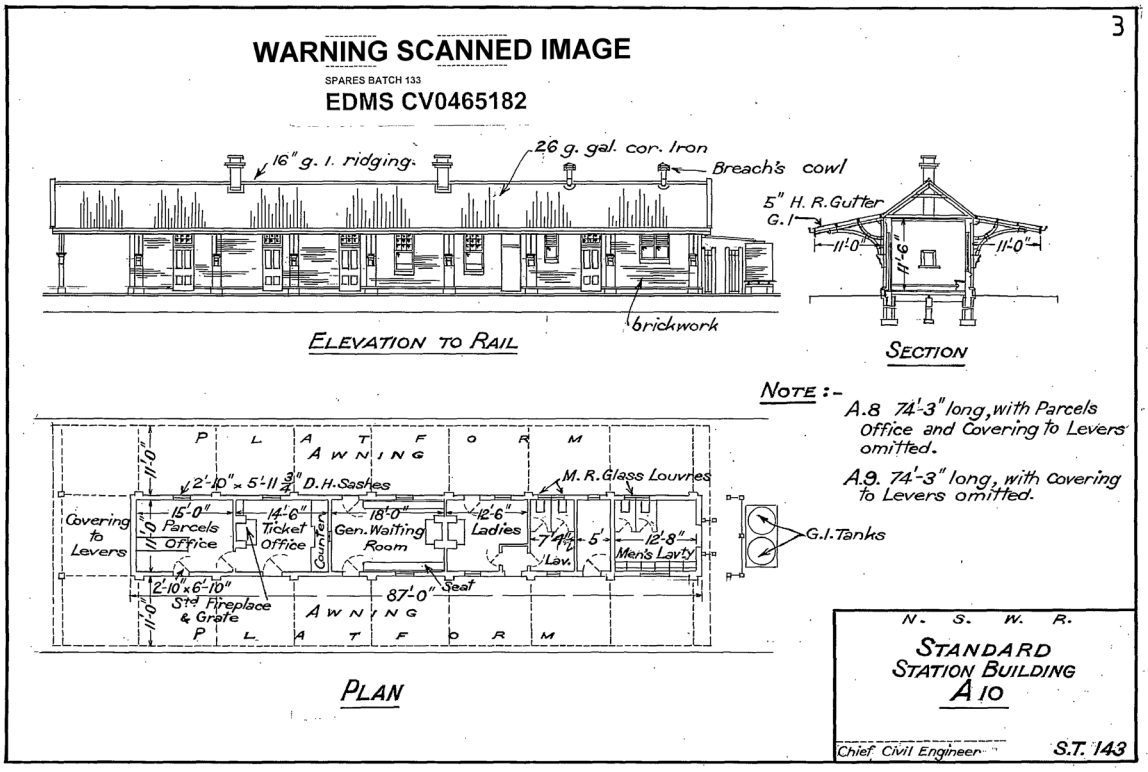


Figure 14. NSWR standard Type 11 (A10) station building plan, n.d. (Virtual Plan Room).

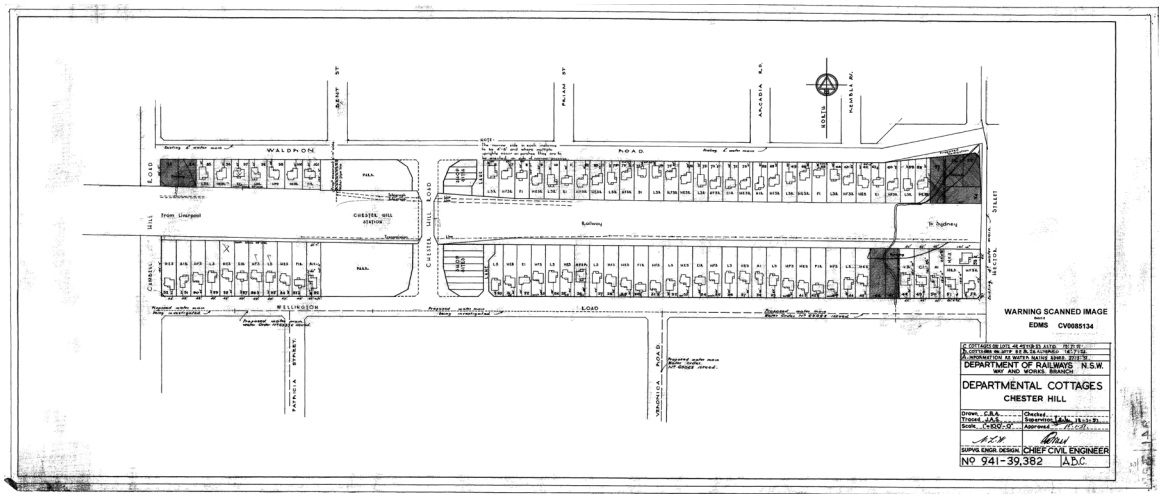


Figure 15. Departmental Cottages Chester Hill, c.1953 (Virtual Plan Room).

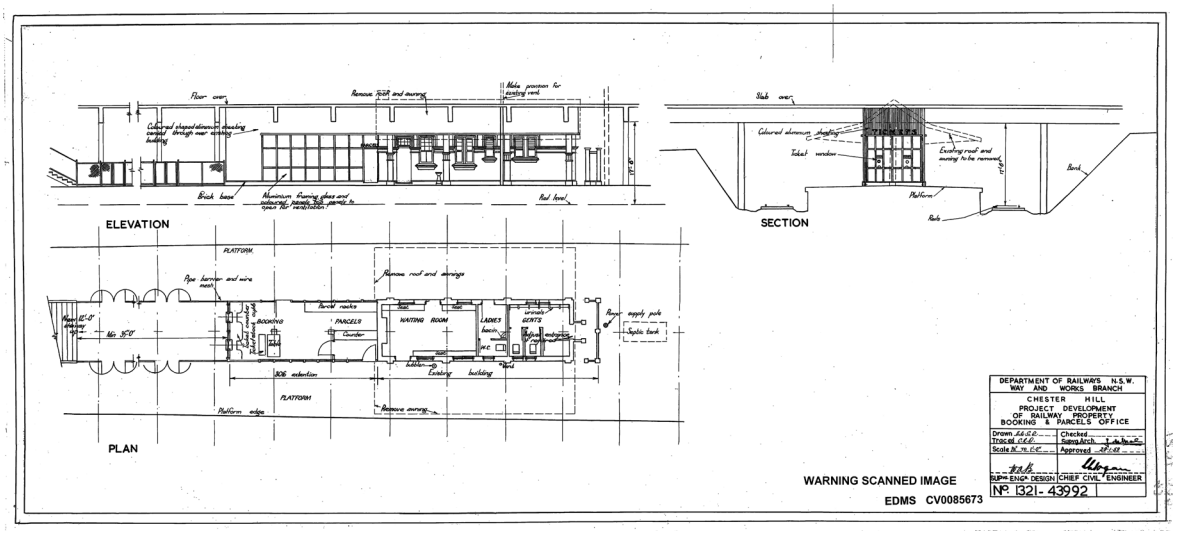


Figure 16. Chester Hill Railway Station bookings and parcels office, c.1959 (Virtual Plan Room).

Figure 17. View of station in 1980s. Note brick screen leading to bathroom and concrete slab or weatherboard building near overpass (Heritage NSW).

Figure 18. View of station in 1980s (Heritage NSW).

Figure 19. View of the station, including Chester Hill sign and shrub, c. 1980s-90s (Australian Railway Historical Society).

Figure 20. Rail corridor near Chester Hill station, 1985 (Graeme Skeet, Flickr).

Figure 21. View of station from overbridge in 2009. Note construction of retaining wall and CityRail Chester Hill sign (Google Maps Street View).

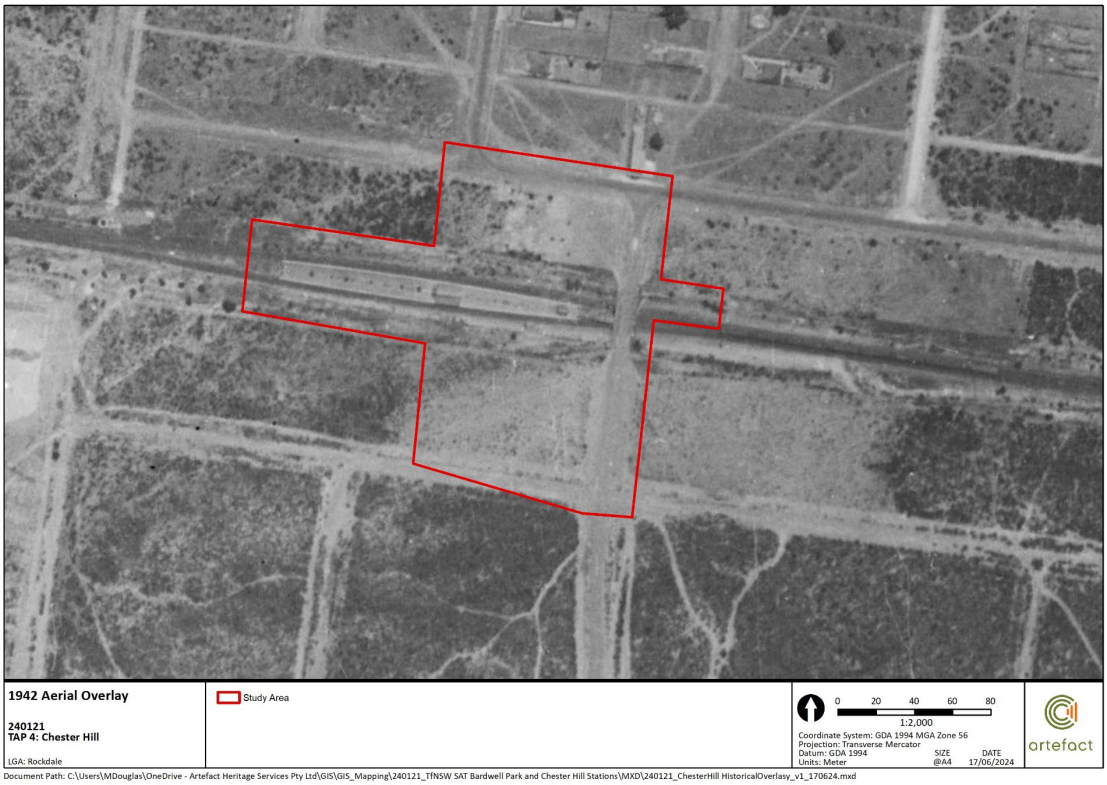


Figure 22. Aerial image of study area, 1942 (L: Six Maps; R: NSW Spatial Service).

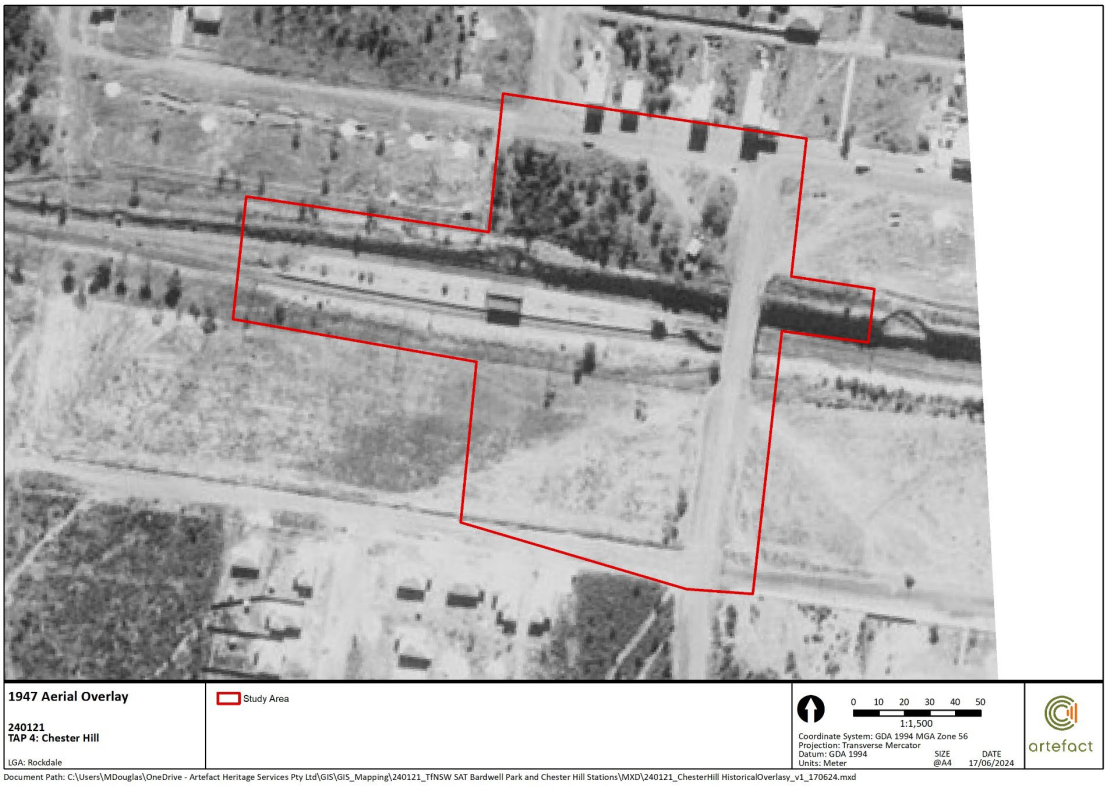


Figure 23. Aerial image of study area, 1947 (NSW Spatial Service).

Figure 24. Aerial image of study area, 1955 (NSW Spatial Service).

Figure 25. Aerial image of study area, 1961 (NSW Spatial Service).

Figure 26. Aerial image of study area, 1969 (NSW Spatial Service).

Figure 27. Aerial image of study area, 1978 (NSW Spatial Service).

Figure 28. Aerial image of study area, 1986 (NSW Spatial Service).

Figure 29. Aerial image of study area, 1990 (NSW Spatial Service).

Figure 30. Aerial image of study area, 1993 (NSW Spatial Service).

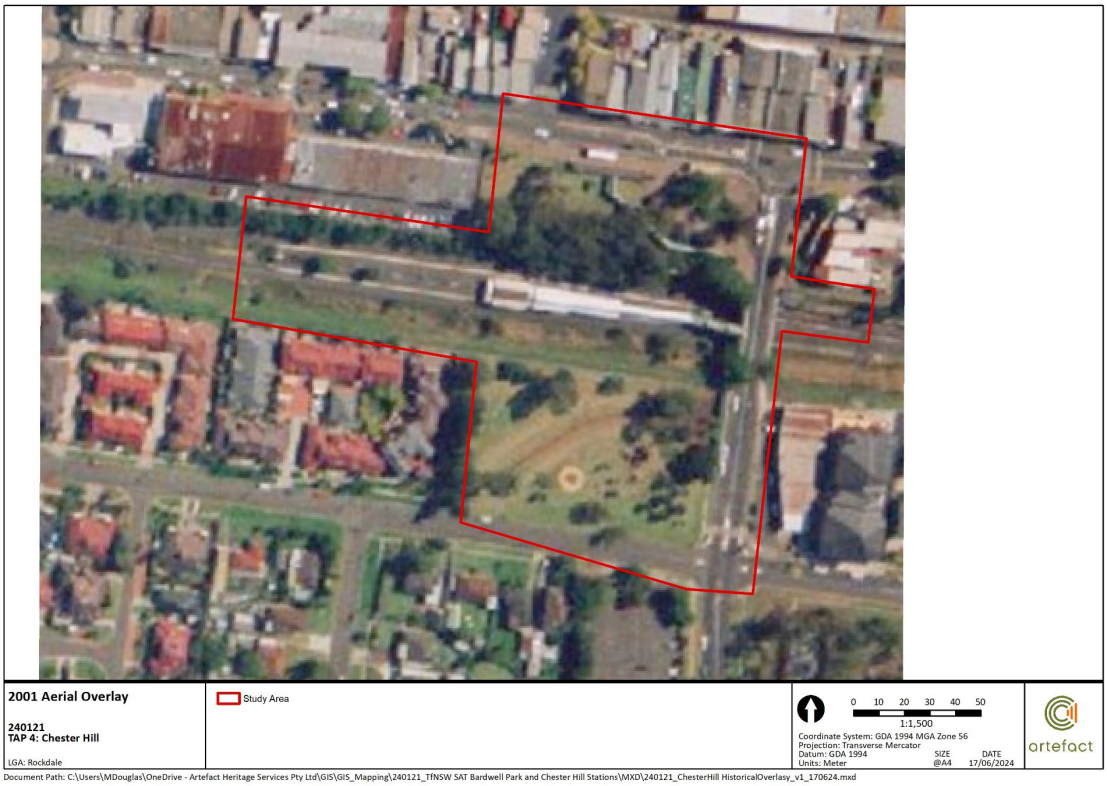


Figure 31. Aerial image of study area, 2001 (NSW Spatial Service).

4.0 PHYSICAL CONTEXT

4.1 Site Inspection

A site inspection was conducted on 30 May 2024 by Monika Sakal (Heritage Consultant) and Pedro Silva (Heritage Consultant) of Artefact Heritage. The aim of the site inspection was to inspect the area of proposed impacts, inform a preliminary assessment of archaeological potential, and to identify heritage items and heritage significant fabric of the item and in the vicinity that may be affected by the project. The inspection was undertaken on foot and a photographic record was made.

4.1.1 Context

Chester Hill Railway Station is located in a mixed commercial and residential area composed of predominantly low-rise buildings. The station is bound to the north and south by Nugent Park. Commercial buildings are located north of the station including the 'Chester Square Shopping Centre'. An industrial area is located west approximately 220m west from the station.

The following description has been extracted from the State Heritage Inventory (SHI) listing for the station:

> *Chester Hill Railway Station is entered from the Chester Hill Road via the overbridge and the stairs leading down to the platform. To the north of the station is a shopping precinct and to the south is a park and residential area. The station has two platforms, a platform building and canopies on the platform.*[20]

Figure 32. View looking towards the Chester Hill Road and Wellington Road intersection.

Figure 33. View of the station covered walkway and landscaping, facing northeast.

[20] Heritage NSW, 2009.

Figure 34. View of the covered walkway and entrance to the station via the overbridge.

Figure 35. View of the adjacent park south of the station featuring a paved seating area.

Figure 36. View of the station from the adjacent park.

Figure 37. Covered walkway south of the station with adjacent greenspace shown to the left.

Chester Hill Station was opened in 1924 and is composed of an island platform, canopies, a Type 11/A10 platform building and overbridge (illustrated in Figure 14).

A brief description of the elements is provided below.

4.1.2 Platform building – Type 11/A10 (1924)

The following description has been extracted from the SHI listing of the station.

External

Rectangular face brick building with gabled roof and integral shallower sloped cantilevered awnings. The face brick, predominantly in a stretcher bond, has been painted. The building is three bays in length, with the bays defined by engaged brick piers which coincide with the awning supports. The original chimneys have been removed.

The cantilever awnings have standard double bowed steel brackets supported on decorative cement haunches and bolt fixings to the station building brick walls. There is a decorative timber moulding at the junction with the brick wall. Vertical timber boards form a valance at the end of each awning. The awning roof as for the main roof is corrugated steel. The gable ends feature typical detailing with timber finials and a circular vent (east elevation only).

The external walls rise from a projecting brick plinth three/four courses high with a decorative dado moulding run in cement which is continuous between door and window openings. Decorative cement window and door frames rise above the dado moulding. The western end brick gable wall features a louvre within a round brick window framed in voussoir shaped bricks, with four cement keystones. Most of the window openings are original and the windows feature a decorative moulded cement sill. Some of the window openings have been bricked in from sill height till the start of the dado moulding. Most of the upper sections of the bricked in window openings are fitted with timber framed, fixed glass and curved, steel grills. Some of the door openings are original while others have been created recently and fitted with flat panelled doors. Three doors on the north elevation have been bricked in with one made to look like adjacent windows with the top part of the opening glazed. A new standard ticket window has been installed on the east elevation. Air-conditioning units have also been installed on the north side.[21]

Figure 38. View of the southeast corner of platform building. External masonry walls are painted terracotta and feature cream coloured joinery and decorative mouldings.

Figure 39. South elevation. Close up of entry to storeroom. Grilles have been installed in front of window openings.

[21] Heritage NSW, 2009.

Figure 40. View of south elevation southwest corner.

Figure 41. View looking towards the northeast corner of the platform station building. Flush doors are featured throughout painted maroon externally.

Figure 42. Close up of tiled step to the storeroom.

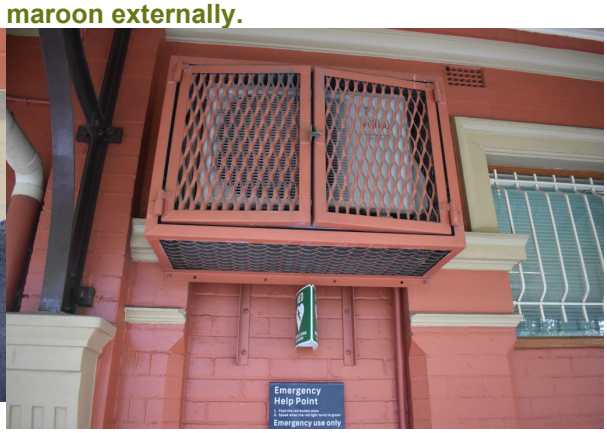


Figure 43. North elevation. Air conditioning unit protruding from the exterior wall concealed within metal hutches.

Figure 44. Close up of southwest corner. Standard double bowed steel brackets supporting the canopies have been painted mission brown. Downpipes run across the canopies and are fixed to the north and south elevations.

Figure 45. East elevation. A new standard ticket window is located in the centre.

Internal

The building originally had toilets and waiting room facilities. It currently houses toilet facilities, a booking office, a storage area and electronic equipment. The female toilet to the north-western corner has been appropriated for additional storage. The fitout is completely modern but is sensitive to the original building.

Figure 46. Booking office, facing west. Joinery and internal flush door are painted green. Floor features tiles.

Figure 47. Booking office, facing east.

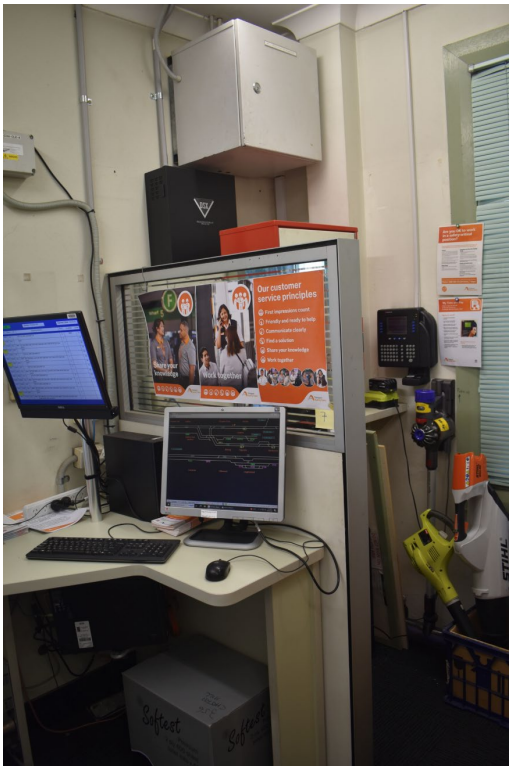


Figure 48. Booking office, facing south. Floor has been carpeted.

Figure 49. Staff toilet, facing northwest from toliet - office threshold. Subway tiles to internal walls running approximately 2m in height.

Figure 50. Staff toilet, facing west. A metal frame and timber partition has been inserted for the toilet.

Figure 51. Storeroom, facing west looking towards plant.

Figure 52. Storeroom. Plant is shown to protrude from the internal wall above the store entry partially concealing the transom window. Exposed pipework is shown to the left connecting to the ceiling.

Figure 53. Storeroom adjacent to the unisex toilet, facing east.

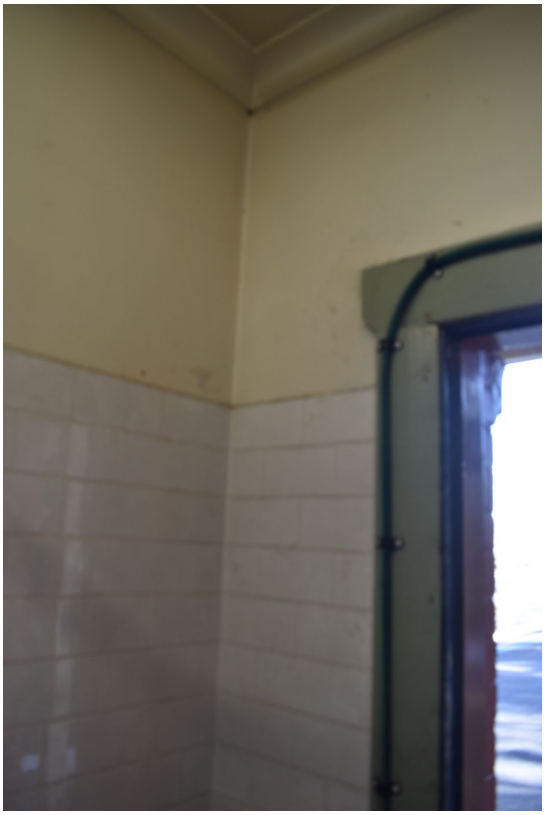


Figure 54. View of from the storeroom facing west. A cable is shown running along the door frame. Internal walls feature subway tiles to approximately 2m in height.

Figure 55. Unisex WC, facing east. Internal walls feature subway tiles to approximately 2m in height. Floor is tiled. A thin metal frame and timber partition has been inserted for the toilet.

Figure 56. Unisex WC, facing southeast towards the two windows. Windows are square and feature wide frames.

4.1.3 Platforms (1924)

The station contains an island platform which has been brick faced and finished with an asphalt surface. Several tree plantings are found on the platform in line with the lampposts.[22]

Figure 57. View of the island platform facing west. Seating, lighting and tree plantings are centrally positioned along the length of the platform. Surface is asphalt.

Figure 58. View facing west looking towards the west end of the station platform and tree planting.

[22] Heritage NSW, 2009.

4.1.4 Canopies (c.1980s; c.1999)

The modern canopies are steel framed structures with corrugated steel roofing and are of different shapes along the length of the platform. Curved canopies sit immediately adjacent to the east and west elevations of the platform building. In the space between the platform building and the stairs there are two canopies which have been designed to match some of the details of the platform building. The roofs of these canopies follow the shape of the platform building, a gabled roof with integrated shallower awnings. The eastern most canopy which leads all the way to the stairs is a simple gable structure with no awnings.[23]

Figure 59. View of canopies looking west towards platform building.

Figure 60. View of canopy looking west towards the platform building.

Figure 61. View of gable canopy looking east towards the station entrance.

[23] Heritage NSW, 2009.

4.1.5 Overbridge (1924)

An overbridge is located on Chester Hill Road.

> *The overbridge is a jack-arch and steel girder structure supported by brick piers and brick abutments. It originally had brick parapets which have recently been replaced by safety rails made of steel and toughened, opaque glass. A series of gabled roof modern canopies cover the pavement sections of the overbridge along Chester Hill Road. A set of stairs leads down to the platforms from the overbridge. The stairs are a standard 1920s structure constructed as part of the original station with steel beams and supported by iron angle trestles. The treads are compressed fibre cement and may have replaced earlier timber treads. The stairs have modern metal balustrades and are covered by a combination of skillion roofed and gabled roof corrugated steel canopies.*[24]

Figure 62 View of the station entrance looking east towards the right of the stairway structure and overbridge.

Figure 63. View of the station entrance looking east towards the left of the stairway structure and overbridge.

Figure 64. Close up of the tracks and underside of the overbridge.

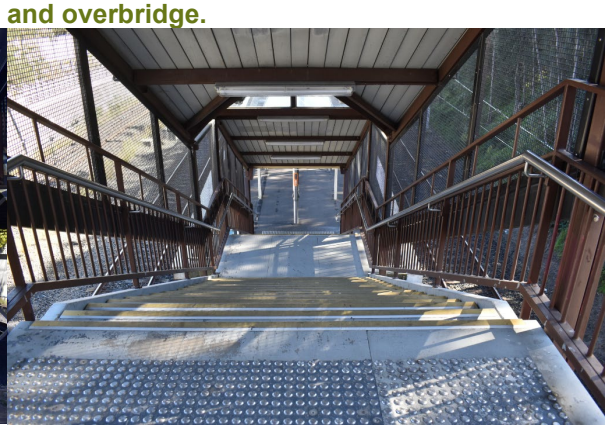


Figure 65. View facing west looking down the entrance stair structure.

[24] Heritage NSW, 2009.

Figure 66. View facing west from the overbridge towards the station. The various canopies connect to run the length the platform from the stairway structure to the platform building.

Figure 67. View of the overbridge covered walkway facing south.

Figure 68. View of the overbridge facing south.

5.0 SIGNIFICANCE ASSESSMENT

5.1 Methodology

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the *Burra Charter* (Australia ICOMOS 2013). The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the *Heritage Act* and implemented through the *NSW Heritage Manual*, the *Archaeological Assessment Guidelines*[25] and the document *Assessing Significance for Historical Archaeological Sites and 'Relics'.*[26]

If an item meets one of the seven heritage criteria and retains the integrity of its key attributes, it can be considered to have heritage significance (see Table 2). The significance of an item or potential archaeological site can then be assessed as being of local or State significance. If a potential archaeological resource does not reach the local or state significance threshold, then it is not classified as a relic under the *Heritage Act*.

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

'Local heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.[27]

Table 2. NSW heritage assessment criteria

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

[25] NSW Heritage Office 1996, 25-27.
[26] NSW Heritage Branch 2009.
[27] This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.

5.2 Existing heritage assessments

5.2.1 Statement of Significance

The following assessment of non-Aboriginal heritage significance has been extracted from the SHI listing for Chester Hill Station.

> *Chester Hill Railway Station has local significance as a station which represents the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta. The 1920s platform building has been altered but it retains the basic architectural features which characterise station buildings of the early 20th century. As a whole the station complex is able to demonstrate suburban railway travel during the 1920s and 1930s.*[28]

5.2.2 Assessment of Significance

The station is listed on the TAHE s170 register (SHI # 4801050). The following assessment of non-Aboriginal heritage significance provided in Table 3 has been extracted from the SHI listing for the item.

Table 3. Heritage significance assessment (Source: Heritage NSW).

Criteria	Discussion
A) Historical Significance	*Chester Hill Railway Station is historically significant at a local level as a station which represents the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta. The extant early 20th century platform building, the overbridge and the stairs date from the opening of the station and demonstrate the 1920s period of suburban railway travel.*
B) Associative Significance	*Chester Hill station has no particular association with individuals, movements, or historic events.*
C) Aesthetic Significance	*Chester Hill Railway Station has local aesthetic significance with its 1920s 'initial island' platform building which retains characteristic features of this type of station building, namely the linear form, gable roof and integrated awnings. In effect the form, fabric and detailing of this building characterises the type of construction and architectural style employed in early 20th century railway station buildings in the Sydney region.*
D) Social Significance	*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.*
E) Research Potential	*Chester Hill has no items, aspects, or specific areas assessed as being of particular interest for research.*
F) Rarity	*The buildings and structures at this station are common examples of standard types.*
G) Representativeness	*Chester Hill Railway Station platform building has some alterations but retains characteristics features of the common standard design 1920s suburban platform building. The 1920s jack-arch overbridge with stairs leading down the platform has been altered with the removal of its brick parapets. However it retains features representative of such overbridges*

[28] Heritage NSW, 2009. "Chester Hill Railway Station Group." *State Heritage Inventory*. Accessed on 22 December 2022 via <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801050>.

Criteria	Discussion
	within the suburban railway network, namely the jack-arch and steel girders structure, brick piers and brick abutments.

5.2.3 Grading of Significant Elements

Individual areas and elements of the Chester Hill Station have been assessed and a level of significance has been applied. This detailed assessment is provided to enable decisions on the future conservation and development of the place.

Five levels of cultural significance have been used in the assessment of the Chester Hill Station. These categories have been developed based on *Assessing Heritage Significance*,[29] prepared by the NSW Heritage Office, and the categories provide a framework for conservation policies, interpretation and recommended treatment of the fabric (Table 4).

Table 4: Standard grades of cultural significance

Id.	Level	Justification	Status
E	**Exceptional**	Where an individual space, element, tree or shrub is assessed as making a rare or outstanding contribution to the overall significance of the place. Spaces, elements or fabric exhibit a high degree of intactness and quality. Minor alterations or degradation may be evident, but does not detract from the overall significance of the place. Demolition/removal of the element would diminish the heritage significance of the place.	Fulfils criteria for local or state listings.
H	**High**	Where an individual space, element, tree or shrub is assessed as making considerable contribution to the overall significance of the place. Spaces, elements or fabric exhibit a considerable degree of intactness and were originally of substantial quality. Considerable alteration may have been undertaken, which may alter the presentation and completeness, but does not detract substantially from the overall significance of the place. Demolition/removal of the element would diminish the heritage significance of the place.	Fulfils criteria for local or state listings.

[29] NSW Heritage Office, *Assessing Heritage Significance*, 2001

Id.	Level	Justification	Status
M	**Moderate**	Where an individual space, element, tree or shrub is assessed as making a moderate contribution to the overall significance of the place. Original spaces, elements or fabric may exhibit considerable alteration and/or degradation which detracts from the overall significance of the place. Original space, elements or fabric which were of some intrinsic quality, but are relatively intact may be included. Elements with little heritage value but contribute to the overall cumulative significance of the place may also be included. New elements of high-quality design and aesthetic value may be considered to contribute to the significance of the place. Demolition/removal of the element may diminish the heritage significance of the place. Elements or spaces can be altered or adaptively reused.	Fulfils criteria for local or state listings.
L	**Little**	Where an individual space, element, tree or shrub is assessed as making a minor contribution to the overall significance of the place, particularly compared with other elements. Original elements may exhibit extensive alterations or degradations which impact their significance and ability to interpret. New elements of little intrinsic quality or aesthetic value may be considered in this category. Demolition/removal of the element would not diminish the heritage significance of the place. Elements or spaces can be altered or adaptively reused.	Does not fulfil criteria for local or state listings.
I	**Intrusive**	Where an individual space, element, tree or shrub is assessed as detracting from the appreciation and overall significance of a place. The element may be adversely affecting or obscuring other significant areas, elements or items. Demolition/removal of the element is recommended.	Does not fulfil criteria for local or state listings.

Integrity

Integrity relates to whether all the attributes that convey heritage significance are extant within the subject site and not eroded or under threat[30]. Integrity is a measure of the wholeness and intactness of the place and its attributes. Examining the conditions of integrity, therefore requires assessing the extent to which the subject site or element:

a) includes all elements necessary to express its heritage significance;

b) is of adequate size to ensure the complete representation of the features and processes which convey the property's heritage significance;

c) suffers from adverse effects of development and/or neglect.

[30] Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS 2011, p10.

Table 3: Levels of Integrity

Level	Definition
High	The physical fabric of the property and/or its significant features is in good condition, and the impact of deterioration processes controlled. A significant proportion of the elements necessary to convey the totality of the heritage significance conveyed by the property is included[31][.
Moderate	The physical fabric of the property and/or its significant features have undergone some modifications. The changes may be reversible.
Low	The physical fabric of the property and/or its significant features have undergone substantial modifications and the original is irretrievable
N/A	Modern and / or intrusive fabric
Unknown	Elements that cannot be evaluated (ie. natural ventilation systems where their continued operation cannot be determined, fabric that cannot be inspected)

Table 5 below lists the different elements of Chester Hill Station and provides a significance grading for each, as well as detailed gradings of the fabric of each structure. The heritage assessments for the elements have been guided by information in relevant heritage conservation strategies where available. Where no existing grading exists for a component, or where the existing grading is inaccurate or insufficient for the purposes of this SoHI, Artefact Heritage has prepared a brief assessment. This assessment has been informed by a HDR (2023) previously prepared by Artefact as a precursor to this SoHI.

[31] Sheridan Burke, The long and winding road: a challenge to ICOMOS members, in *Changing World, Changing Views of Heritage: heritage and social change* ICOMOS, 2010

Table 5: Grading of Significance for Chester Hill Station

Component	Assessment	Grading
Platform building (1924)	The platform building has historical and aesthetic significance as well as representative qualities at a local level as an example of a 1920s suburban station platform building. The platform building has remained largely intact despite some modifications. Sometime during or after the 1980s brick walls to the bathrooms on the east elevation were removed. Some window and door openings have been bricked up or removed from the station building. Despite these changes, the 1920s character and features of the building are largely extant including its original brickwork, decorative and functional elements.	**High: overall** **Integrity: moderate** <u>Exterior</u> High: Exterior brick walls, gabled roof form, cantilever awnings, standard double bowed steel awning brackets, cement haunches, decorative timber moulding, timber boards, timber finials, circular vent, dado moulding, original timber framed windows. Moderate: Moulded cement sill. Little: Painted finish, flush doors, corrugated steel roof sheeting, gutters, flashings. Intrusive: Brick infills, new grills, new ticket window, air conditioning units, downpipes. <u>Interior</u> High: Original internal walls, original timber framed windows. Little: Paint finish, internal metal framed and timber bathroom partitions, non-original internal walls, wall tiles, plasterboard ceilings. Intrusive: Services, exposed pipework and cables.
Platforms (1924)	As one of the original station components, the island platform is of historical, aesthetic and representativeness significance. Collectively, with the platform building and overbridge, it is reflective of the suburban railway in the 1920s period.	**Moderate: overall** **Integrity: Moderate** High: Platform brick face, light poles with petticoat bases. Little: Asphalt surface, seating. Intrusive: Bins, lighting, signage.
Platform landscaping elements	Standalone trees and shrubs were original features of Chester Hill's island platform. Platform landscaping was common in nineteenth and twentieth century suburban railway settings and was often maintained by station workers. Although none of the original plantings remain, the contemporary platform trees work to retain the station setting and continue the tradition of railway beautification.	**Moderate: overall** **Integrity: Moderate** Moderate: All platform trees.
Canopies (c.1980s; c.1999)	The canopies are of no heritage significance as they are modern additions to the station.	**Intrusive: overall** **Integrity: N/A** Intrusive: All canopies.

Component	Assessment	Grading
Overbridge and staircase (1924)	The overbridge possesses significance at a local level for its representativeness, exemplifying jack-arch overbridge type within the suburban railway network during this period. This overbridge is intact with one of the most significant changes being the removal and replacement of its brick parapet walls with steel safety rails. The original stair treads and railings were replaced in the 1980s, however the steel beams and iron angle trestles are original.	**Moderate: overall** **Integrity: Moderate** High: Jack-arch and steel girder structure, brick piers and abutments (overbridge). Stairs including steel beams and iron angle trestles. Little: Steel safety rails, opaque glass, fibre-cement treads, metal stair balustrades, modern paving. Intrusive: Gabled and skillion roof canopies

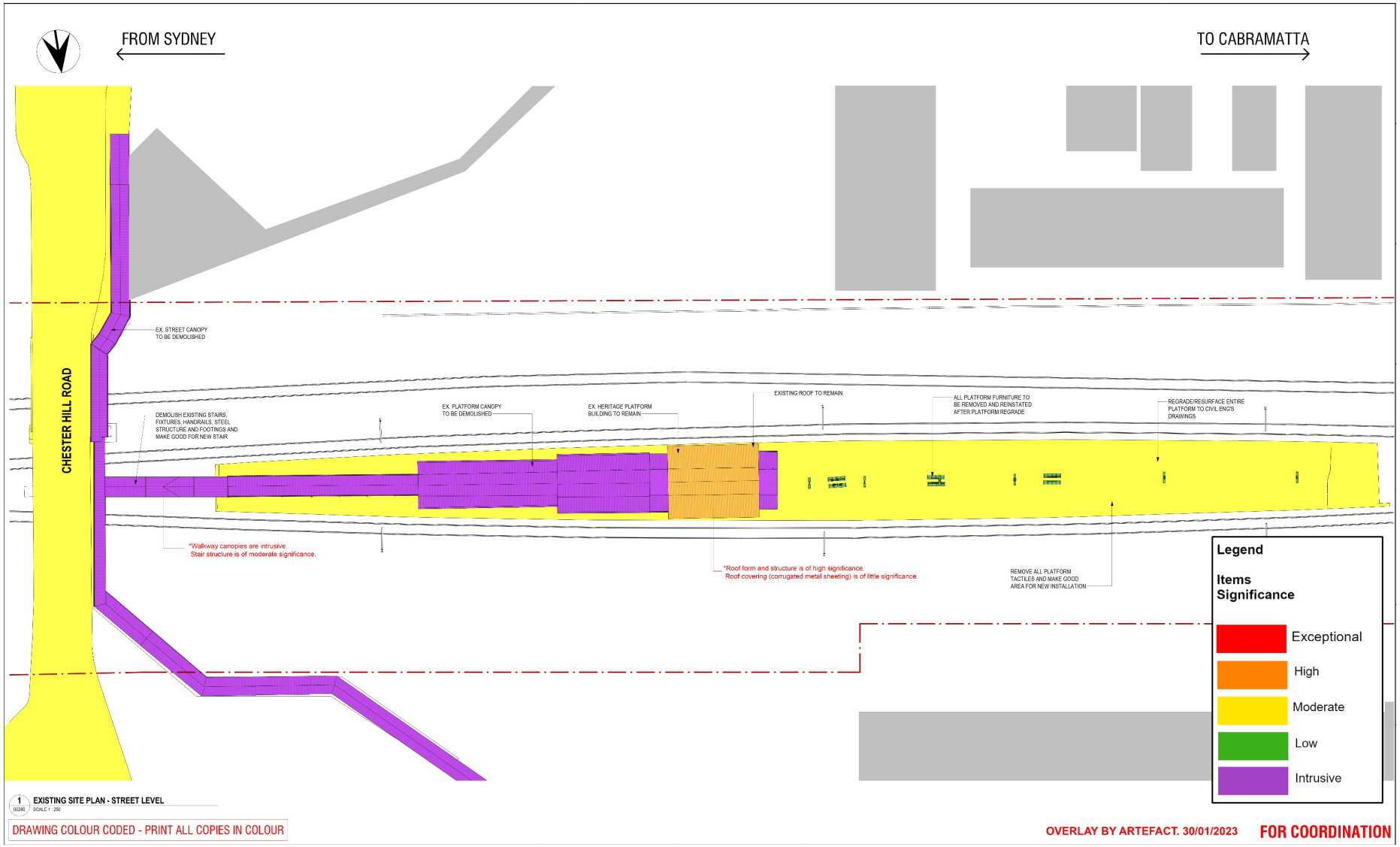


Figure 69. Gradings of significance diagram – existing site plan, not to scale (Source: HDR [Design Inc with Artefact overlay]).

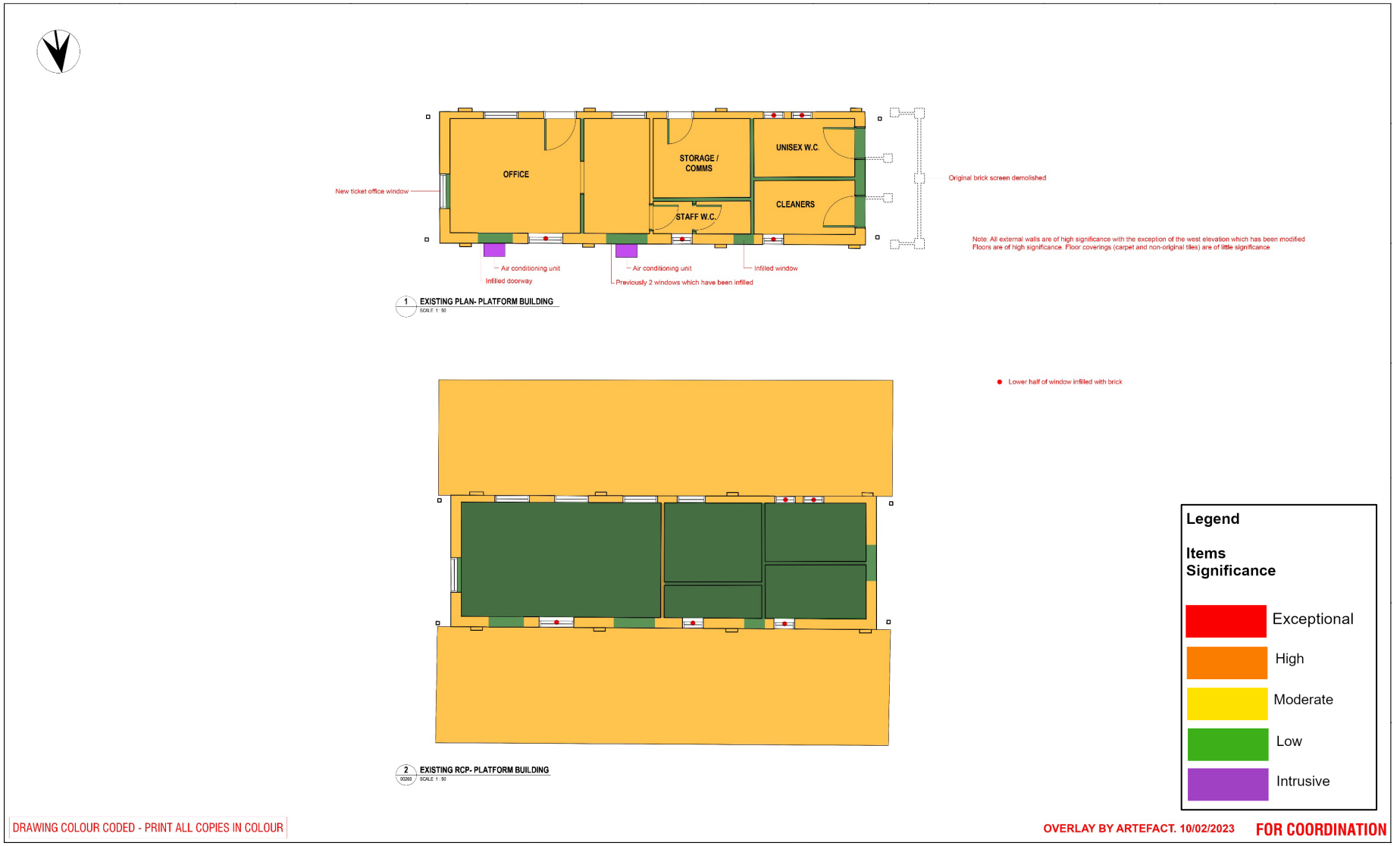


Figure 70. Gradings of significance – existing floor plan of the platform building and reflected ceiling plan, not to scale (Source: HDR [Design Inc with Artefact overlay]).

6.0 ARCHAEOLOGICAL ASSESSMENT

6.1 Introduction

This section discusses the study area's potential to contain historical archaeological resources. The potential for the survival of archaeological remains is significantly affected by activities which may have caused ground disturbance. This assessment is therefore based on consideration of current ground conditions, and analysis of the historical development of the study area.

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

6.2 Archaeological potential

The archaeological potential of each site is presented in terms of the likelihood of the presence of archaeological remains, considering the land use history and previous impacts at the site. This evaluation is presented using the following grades of archaeological potential:

Table 6: Grading of archaeological potential

Grading	Rationale
Nil	No evidence of historical development or use, or where previous impacts would have removed all archaeological potential
Low	Research indicates little historical development, or where there have been substantial previous impacts, disturbance and truncation in locations where some archaeological remains such as deep subsurface features may survive
Moderate	Analysis demonstrates known historical development and some previous impacts, but it is likely that archaeological remains survive with some localised truncation and disturbance
High	Evidence of multiple phases of historical development and structures with minimal or localised twentieth century development impacts, and it is likely the archaeological resource would be largely intact

6.2.1 Land use summary

European occupation of the study area has been divided into three general phases of historical activity.

A summary of historical phases has been included below in Table 7.

Table 7: Overview of land-use phasing

Phase	Discussion
Phase 1: Colonisation – Land Grant and subdivision (1810s – 1900s)	Land grant to John Thomas Campbell – land used for cattle and horse grazing, timber getting. Subdivision and first homesteads. Further subdivision – orchards, market gardens and more homesteads.
Phase 2: Train Line Development (1910s – 1950s)	Establishment of new train line, overbridge, station.
Phase 3: Urban Development (1950s – Present)	Railway upgrades, residential and commercial development.

6.2.2 Discussion of previous disturbance

The landform throughout the study area is generally well developed, with the exception of a section just south of the Chester Hill Station.

The northern section contains commercial buildings, a public park and a carpark. The overbridge and train line (T8 Airport and South Line) are located to the east. To the west and south are residential and commercial buildings and another public park. The construction of these elements is likely to have resulted in disturbance throughout the study area. The construction of the trainline in 1910 has caused the highest level of landscape alteration where the excavation works have removed the natural soils and extending between 10 to 15 metres in depth from the former surface level. The areas of least disturbance are the two public parks, developed in the late 1950s, located immediately north and south of the train station.

6.2.3 Relevant archaeological investigations

6.2.3.1 Chester Hill Station archaeological analysis (Artefact 2023)

In 2023, Artefact Heritage prepared ann archaeological analysis that informed the development of the concept design of Chester Hill Station. The analysis, which is reproduced in this section, concluded that the Proposal area, similar to the study area of this report, contained a Nil-Low to Low potential to contain archaeological resources associated with the early phases of European colonisation within the Chester Hill area in the last half of the nineteenth century and first half of the twentieth century.

6.2.4 Summary of historical archaeological potential

Based on the review of the information obtained from historical sources, previous heritage assessments and the current condition of the site, it can be concluded that the study area has **Nil-Low potential** to contain historical archaeological remains **associated with Phase 1**. The archaeological fabric for this phase may consist of evidence of agricultural and timber felling activity which would likely have been impacted by the construction of the station. As for **Phase 2** there is a **Moderate-High potential** for remains to be present. These likely would consist of redundant services (including former pits), brick or sandstone foundations and rail and timber sleepers. Remains for Phase 3 are extant and not considered to be archaeological.

A summary of the historical archaeological potential is presented below in **Table 8**. The graphic representation of the site's archaeological potential is presented in Figure 70.

Table 8: Summary of historical archaeological potential

Phase	Land-use	Potential remains	Level of survival
Phase 1: Colonisation – Land Grant and subdivision (1810s – 1900s)	Grazing/agricultural Land clearing, early grants, grazing or farming.	Ephemeral traces of agricultural practice, including postholes representing fences, plough marks, and other land modifications.	Nil to Low
Phase 2: Train Line Development (1910s – 1950s)	Station, platform, rail and road corridor	Brick, redundant services, foundations (sandstone or brick), former service pits, former timber sleepers and railings.	Moderate to High
Phase 3: Urban Development (1950s – Present)	Station, platform, rail and road corridor	As remains from this period are extant, they are not considered to be archaeological and are therefore not identified as potential resources.	Extant

Figure 71. Archaeological potential within study area.

6.3 Archaeological significance

The significance assessment of historical archaeological sites and items requires a specialised framework in order to consider the range of values associated with each site/item. Given the challenges associated with the often unknown nature and extent of buried archaeological remains, the assessment of archaeological significance is based on anticipated attributes. This means that the assessment assumes the existence of archaeological remains, in situ and well preserved. To facilitate assessment of archaeological significance, the NSW Heritage Branch (now Heritage NSW) arranged the seven heritage criteria into four groups (see below). The value of archaeological sources primarily lies in their research potential or the ability to provide additional information about sites/items that is not contained in historical records. The assessment of archaeological research potential is augmented by an additional three questions posed by Bickford and Sullivan[32]. The following significance assessment of the study area's potential archaeological remains has been carried out by using these criteria as outlined in the *Assessing Significance for Historical Archaeological Sites and 'Relics'*.

6.3.1 NSW Heritage criteria for assessing significance related to archaeological sites and relics

6.3.1.1 Archaeological research potential (NSW Criterion E)

The study area has Nil to Low potential to contain archaeological remains associated with Phase 1. Archaeological remains associated with this phase of occupation would be ephemeral in nature and have low research potential. Despite the Moderate to High potential for archaeological remains associated with Phase 2 to be present they are unlikely to yield new or further substantial information on railway infrastructure. **If archaeological remains from Phases 1 and 2 are found, they would not meet the threshold of local significance under Criterion E.**

6.3.1.2 Association with individuals, events or groups of historical importance (Criteria A, B & D)

Archaeological resources associated **Phase 1** are likely to consist of ephemeral traces of agricultural practice. For **Phase 2,** evidence of former rail buildings and rail may be present. However, remains of this type are unlikely to be intact due to later development within the study area and **would not be considered important** in the course of patterns of the history of the local area or provide evidence of a strong or special association with a particular community or cultural group. As such they **would not meet the threshold of local significance under Criterion A and D**.

However unlikely, **if archaeological remains from Phase 1 are found they would be significant on a local level under Criterion B** as they could be directly or indirectly associated with John Thomas Campbell and descendants of former inhabitants of the area.

6.3.1.3 Aesthetic of technical significance (Criterion C)

Potential archaeological remains relating to **Phase 1** would consist of post holes, landscape modifications and other ephemeral features. These features are unlikely to have any aesthetic significance and do not present technical advancements.

Similarly for **Phase 2,** evidence of former rail infrastructure is standardised and very unlikely to demonstrate distinctive aesthetic attributes in form or composition**. If archaeological remains from**

[32] Anne Bickford and Sharon Sullivan, 'Assessing the Research Significance of Historic Sites', in *Site Surveys and Significance in Australian Archaeology*, ed. Sharon Sullivan and Sandra Bowdler (Canberra: Research School of Pacific Studies, ANU, Canberra, 1984), 19–26.

Phases 1 and 2 are found, they would not meet the threshold of local significance under Criterion C.

6.3.1.4 Ability to demonstrate the past through archaeological remains (Criteria A, C, F & G)

The potential archaeological resources associated with **Phase 1** is **Nil to low** and even if such remains are identified they would not be considered rare, uncommon or important in demonstrating the principal characteristics of a class of cultural places within the local area.

Likewise, for **Phase 2**, despite the **Moderate to High potential** for associated remains to be present, they would not be considered rare, uncommon or representative of a particular cultural place.

If archaeological remains from Phases 1 and 2 are found, they would not meet the threshold of local significance under Criteria A, C, F and G.

6.3.2 Bickford and Sullivan's questions

The most widely used framework is that developed by Bickford and Sullivan and comprises three key questions which can be used as a guide for assessing the significance of an archaeological site.

The emphasis of this framework is on the need for archaeological research to add to the knowledge of the past in a useful way, rather than merely duplicating known information or information that might be more readily available from other sources such as documentary records or oral history. As a result, archaeological significance has usually been addressed in terms of Criterion (e) of the NSW Heritage assessment criteria that is '*the potential to yield information*…'.

The three key questions are addressed below:

- *Can the site contribute knowledge that no other resource can?*

It is not anticipated that the study area will contain an archaeological resource with the potential to provide data that is particularly significant, unique, highly intact, or that may not be better obtained from nearby assessment and archaeological sites with better preservation potential.

- *Can the site contribute knowledge that no other site can?*

It is not anticipated that the study area will contain an archaeological resource with the potential to contribute knowledge that no other site can. In the unlikely event that in-ground evidence of agricultural activity is found, they are common and have limited research potential.

- *Is this knowledge relevant to general question about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?*

The study area is unlikely to contribute to major research questions and would provide minimal contribution to general questions about human history. The potential archaeological resources associated with Phase 1 are limited and have **Nil-Low** research potential. Evidence of former railway infrastructure, associated with Phase 2, is well documented and recorded and it would not provide further knowledge of Australian history. The site will not contribute substantially to our understanding of early life in the Chester Hill area nor add to the knowledge of subsequent phases.

6.3.3 Summary statement of archaeological significance

The subject site has a Nil to Low potential to contribute to our knowledge of the early phases of the European settlement within in the Chester Hill area in the nineteenth century.

The historical record indicates the land was part of grant attributed to John Thomas Campbell and used for small scale agricultural work and animal grazing. After the passing of John Thomas Campbell, the land was subdivided and repurposed for residential and commercial use with small homesteads, market gardens, orchards, pig farms and loam extraction.

However, the study area appears to have been substantially disturbed by the construction of the rail line and station along with the subsequent surrounding urban development.

The site has a Moderate to High potential to contain archaeological remains associated with the construction of the railway station in the early twentieth century; however, such resources are unlikely to add to our understanding of the period's construction methods of the railways.

Evidence such as remains of former railway infrastructure and redundant platform services are well documented.

6.4 Summary of historical archaeological potential and significance

This archaeological assessment has identified Nil to Low potential for historical archaeological remains of local significance associated with Phase 1 and a Moderate to High potential for historical archaeological remains of Nil significance. These remains are summarised in Table 9.

Table 9: Historical archaeological potential and significance

Phase	Anticipated remains	Potential for survival	Significance
Phase 1 (1810s – 1900s)	Ephemeral traces of agricultural practice, including postholes representing fences, plough marks, and other land modifications.	Nil to Low	Local
Phase 2 (1910s – 1950s)	Brick, redundant services, foundations (sandstone or brick), former service pits, former timber sleepers and railings.	Moderate to High	Nil
Phase 3 (1950s – Present)	As remains from this period are extant, they are not considered to be archaeological and are therefore not identified as potential resources.	Extant	N/A

7.0 THE PROPOSED WORKS

7.1 The proposed works

7.1.1 The Proposal

Transport proposes to provide accessibility upgrades to Chester Hill Station with key features of the Proposal including:

- construction of an elevated walkway at the existing station entrance from the Chester Hill Road overbridge to provide access to the platform via a new lift and new stairs. Proposed materials for this section of works, as outlined in the REF[33] are as follows:
  - lift shafts of precast concrete and glass
  - elevated walkway of concrete base with lightweight screens, architectural treatment and metal roof sheeting
  - platform stairs of concrete with lightweight screens and steel canopy
- changes to canopies at the station including:
  - replacement of the existing platform canopies with more extensive canopies featuring steel frames and metal sheet roofing
  - provision of a new canopy west of the platform building
  - replacement of existing street-level canopies along Chester Hill Road at the overbridge, the approach to the station entrance, and bus stops
- provision of one new accessible parking space and a new accessible kiss and ride space with seating on Chester Hill Road (west)
- relocation of the taxi rank to Wellington Road with a new footpath through Nugent Park south and a new shelter and seating
- upgrades to bus stops on Chester Hill Road including shelter and seating
- provision of additional bicycle parking in Nugent Park north and south
- regrading and resurfacing of localised areas on the platform and installation of tactile ground surface indicators (tactiles/TGSIs)
- modifications to the existing station building, including the provision of a new unisex ambulant and a family accessible toilet and a new storage room
- ancillary work, including station power supply upgrade, protection and relocation of services and utilities, handrails and fencing, new ticketing facilities including additional Opal card readers, improvement to station communication systems (including CCTV cameras, help points and a public phone), landscaping and wayfinding signage.

[33] TfNSW, *Chester Hill Station Upgrade,* 04 June 2024, ch.3 p.16

A temporary site compound to accommodate a site office, amenities, laydown and storage area for materials and plant and equipment is proposed for the construction phase. Proposed to be located in Nugent Park south, which is on land owned by Council. The park would be rehabilitated following conclusion of the station upgrade works.

Artefact, as Heritage Architect, provided comprehensive heritage design advice in the development of the Concept Design and the HDR, which have further informed the current design being assessed.

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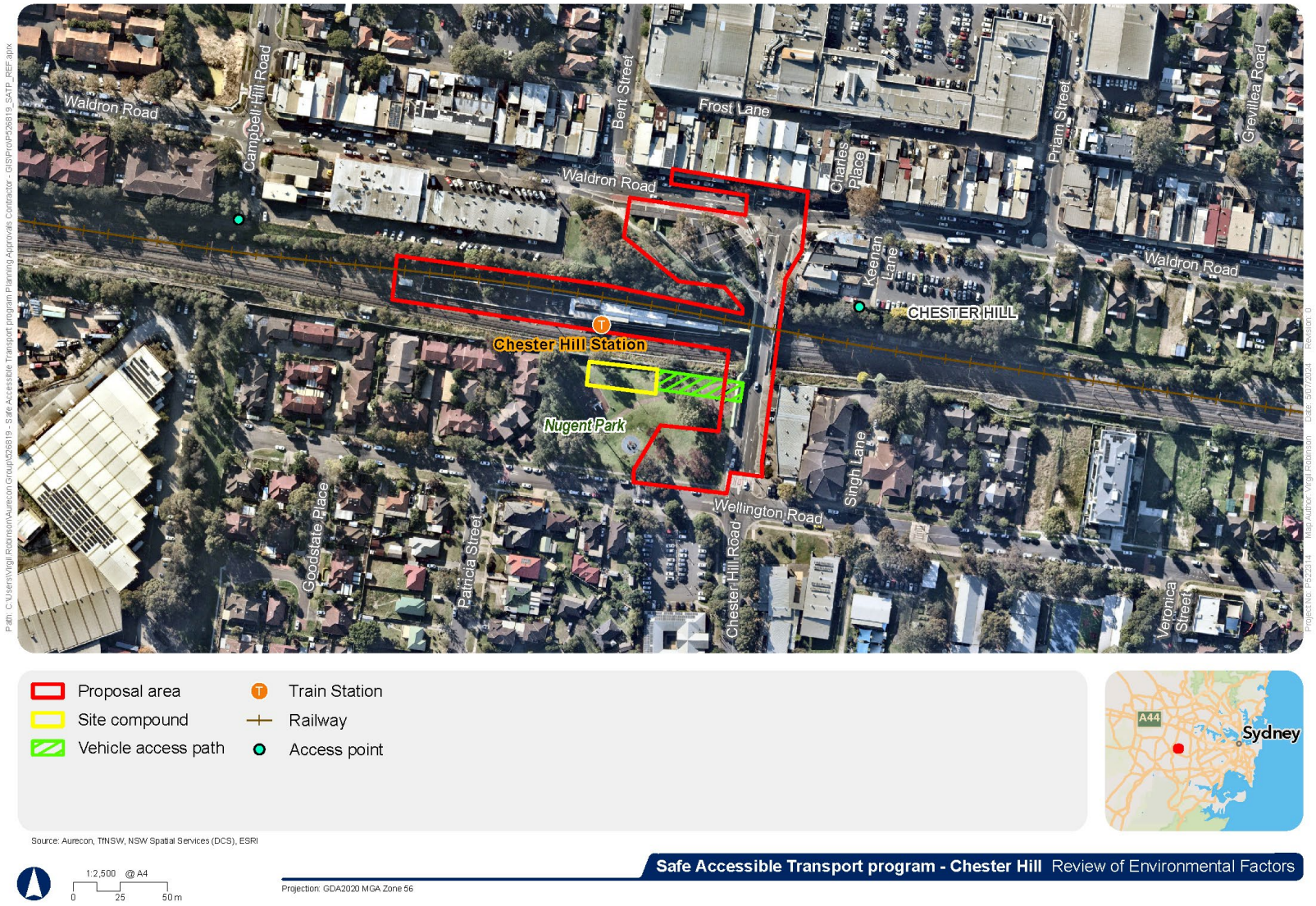

Figure 72. Plan of the proposed temporary site compound located in Nugent Park next to the study area (Source: Aurecon, *Safe Accessible Transport program – Chester Hill Review of Environmental Factors).*

7.1.2 Project justification

The objective of the design services is to improve the access and safety of the Station for all sections of the community, including people with a disability, people with prams or luggage, older persons and others who may be experiencing mobility problems.

A table of the reviewed design drawings (TAP4CDP2-AURC-CHH-AT-DRG-999999.C.S3.C.01) is provided below in Table 10.

Relevant design drawings for the Proposal are also provided (Figure 72 to Figure 77).

Table 10: List of drawings

Drawing Number	Title	Revision
000001	COVER SHEET	B
000002	DRAWING LIST	B
000005	NOTES, SYMBOLS, ABBREVIATIONS	B
000070	3D PERSPECTIVE VIEWS	B
000110	DEMOLITION SITE PLAN - PLATFORM LEVEL	B
000111	DEMOLITION SITE PLAN - STREET LEVEL	B
000112	DEMOLITION SITE PLAN - STREET LEVEL - SHEET 2	B
000120	PROPOSED SITE PLAN - PLATFORM LEVEL	B
000121	PROPOSED SITE PLAN - STREET LEVEL - SHEET 1	C
000122	DEMOLITION SITE PLAN - STREET LEVEL - SHEET 2	C
000123	PROPOSED SITE PLAN - ROOF PLAN - SHEET 1	B
000124	DEMOLITION SITE PLAN - STREET LEVEL - SHEET 2	B
000210	PLATFORM PLAN - ZONE 1	C
000211	PLATFORM PLAN - ZONE 2	C
000212	PLATFORM PLAN - ZONE 3	C
000220	STREET LEVEL PLAN - ZONE 1	B
000221	STREET LEVEL ROOF PLAN - ZONE 2	B
000222	STREET LEVEL ROOF PLAN - ZONE 3	B
000230	CONCOURSE ROOF PLAN - ZONE 1	`
000250	PLATFORM REFLECTED CEILING PLAN – ZONE 1	B
000251	PLATFORM REFLECTED CEILING PLAN – ZONE 2	B
000260	ELEVATIONS – SHEET 01	B

Drawing Number	Title	Revision
000261	ELEVATIONS – SHEET 02	B
000262	ELEVATIONS – SHEET 03	B
000270	SECTIONS – SHEET 01	B
000271	SECTIONS – SHEET 02	B
000272	SECTIONS - SHEET 03	B
000600	STAIR – PLANS AND SECTIONS	B
000610	LIFT PLANS	B
000615	LIFT – ELEVATIONS	B
000616	LIFT – SECTIONS	B
000630	STREET LEVEL ENTRY - PLANS	B
000645	STREET LEVEL ENTRY - SECTION DETAILS	B
000655	PLATFORM CANOPY – SECTION DETAILS	B
000670	STREET LEVEL CANOPIES - DETAILS	B
000700	PLATFORM BUILDING - OVERALL REFERENCE PLANS	B
000701	PLATFORM BUILDING - EXISTING PLANS	B
000702	PLATFORM BUILDING - PROPOSED PLAN	B
000705	PLATFORM BUILDING - PROPOSED F.A.T.	B
000706	PLATFORM BUILDING - PROPOSED AMBULANT TOILET	B
000707	PLATFORM BUILDING – PROPOSED STAFF AND CLEANERS BATHROOM	A
000710	PLATFORM BUILDING EXISTING ELEVATIONS	B
000711	PLATFORM BUILDING PROPOSED ELEVATIONS	B
000990	MATERIAL BOARD	B

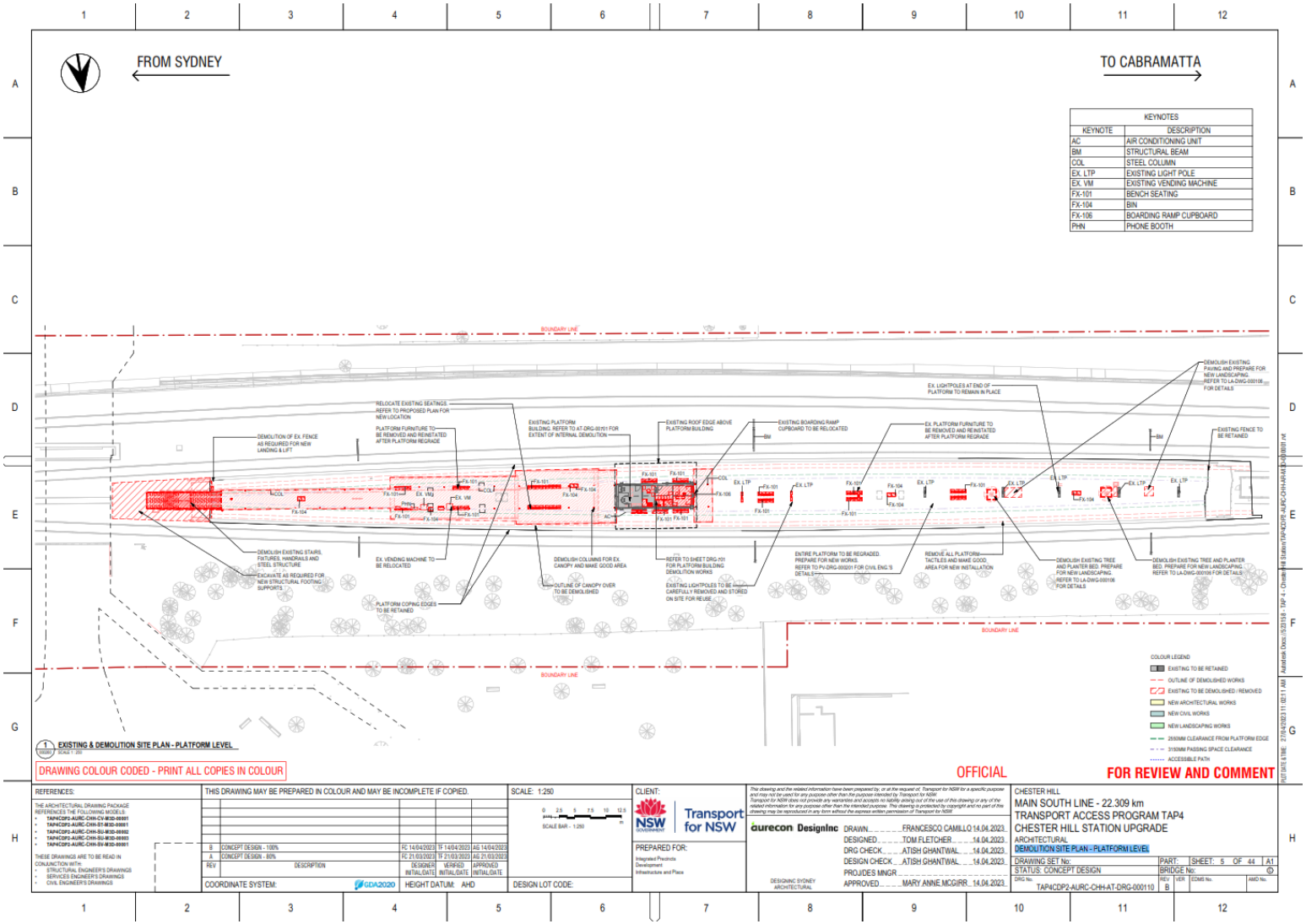

Figure 73: Proposed demolition plan for Chester Hill Station (Source: Aurecon 2024)

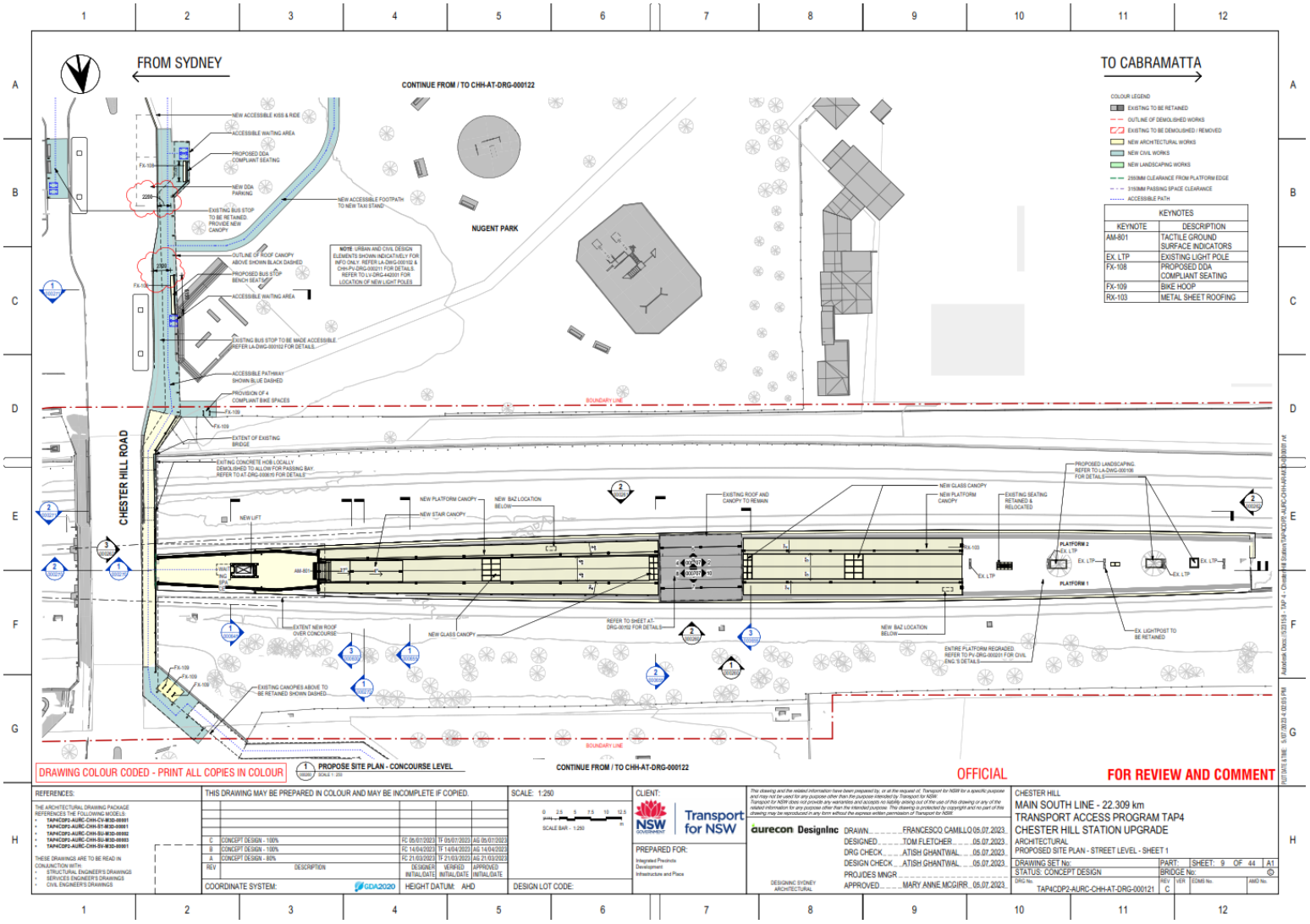

Figure 74: Proposed site plan for Chester Hill Station (Source: Aurecon 2024)

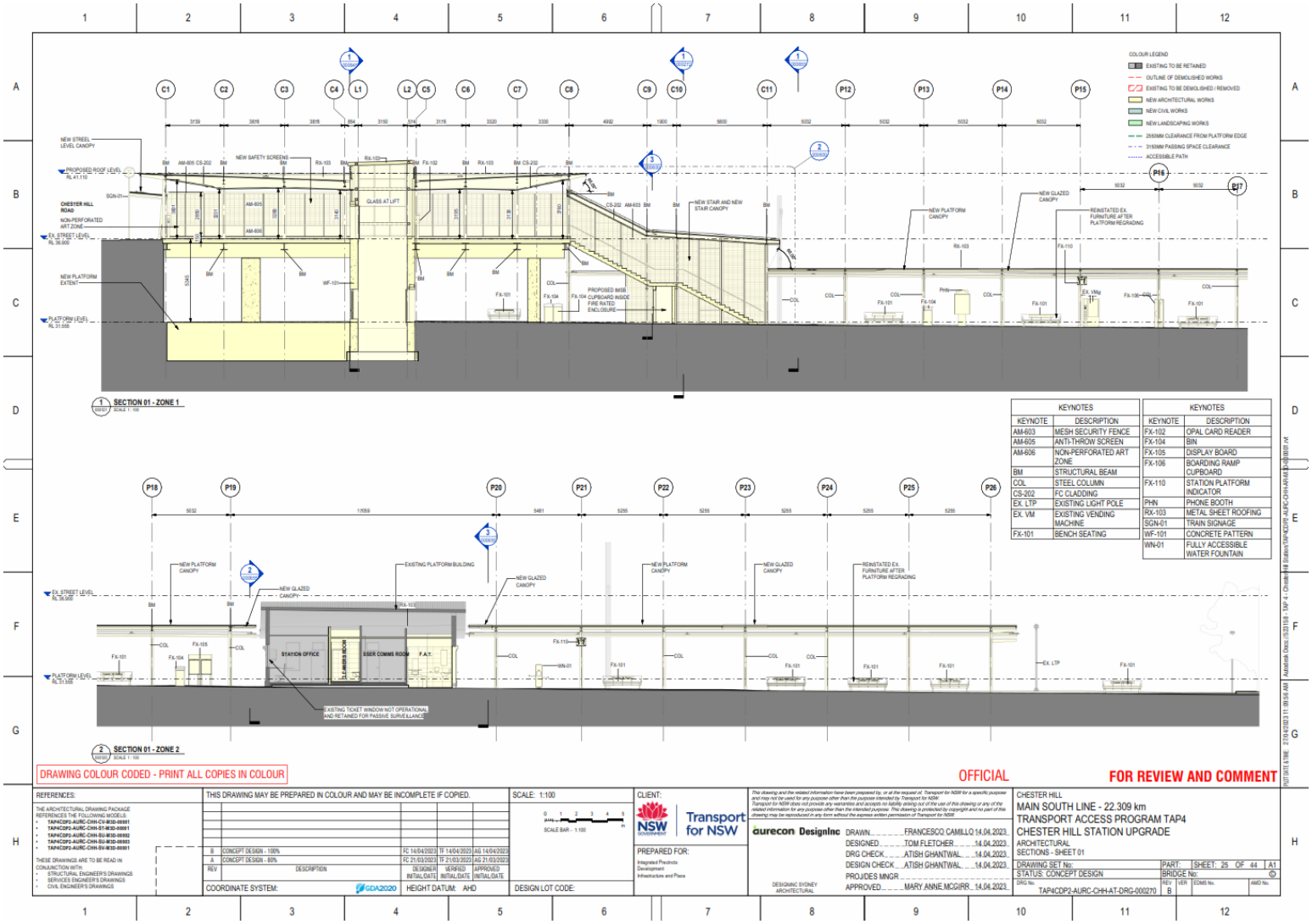

Figure 75: Sections sheet 1 Chester Hill Station (Source: Aurecon 2024)

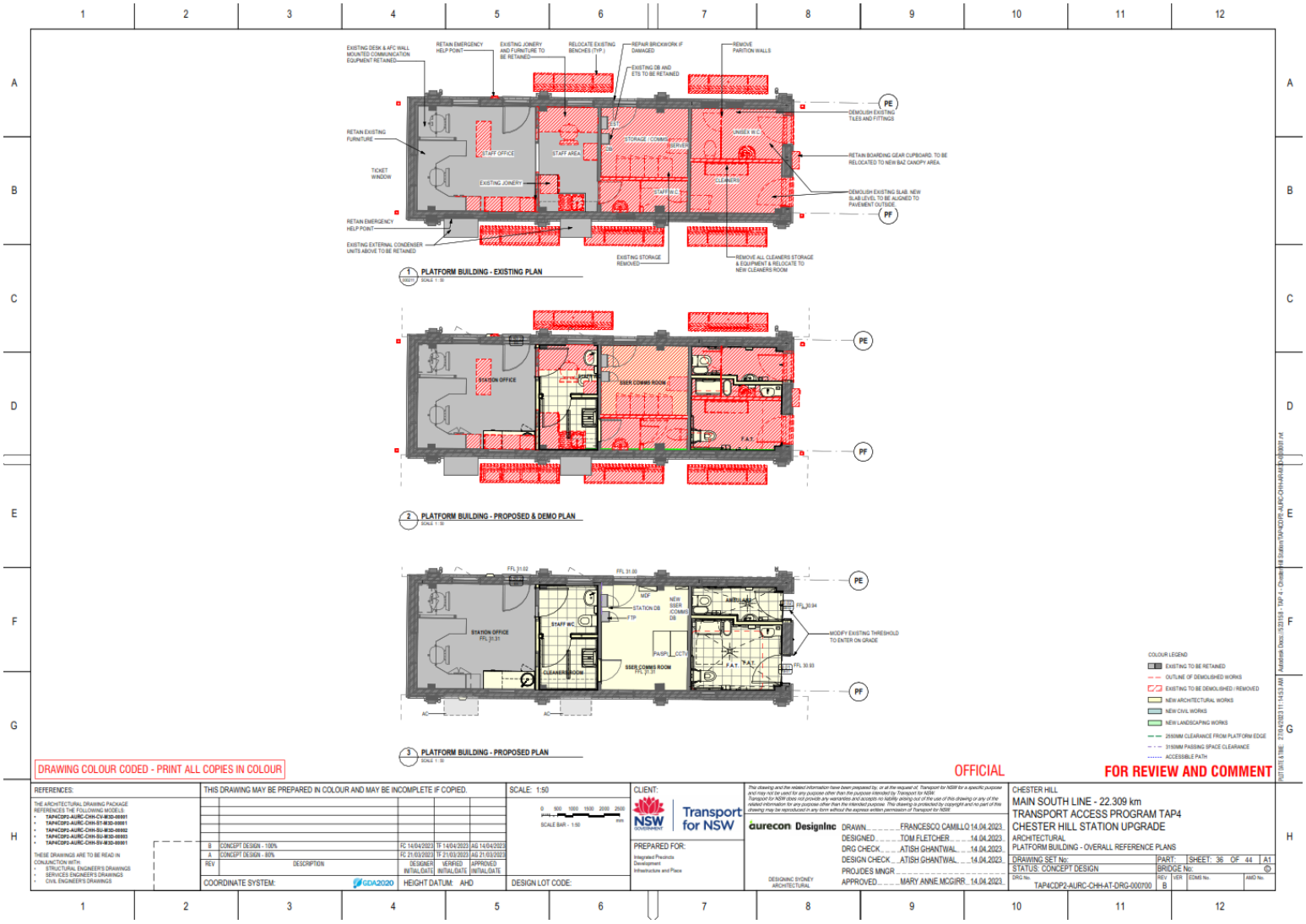

Figure 76: Platform building plan Chester Hill Station (Source: Aurecon 2024)

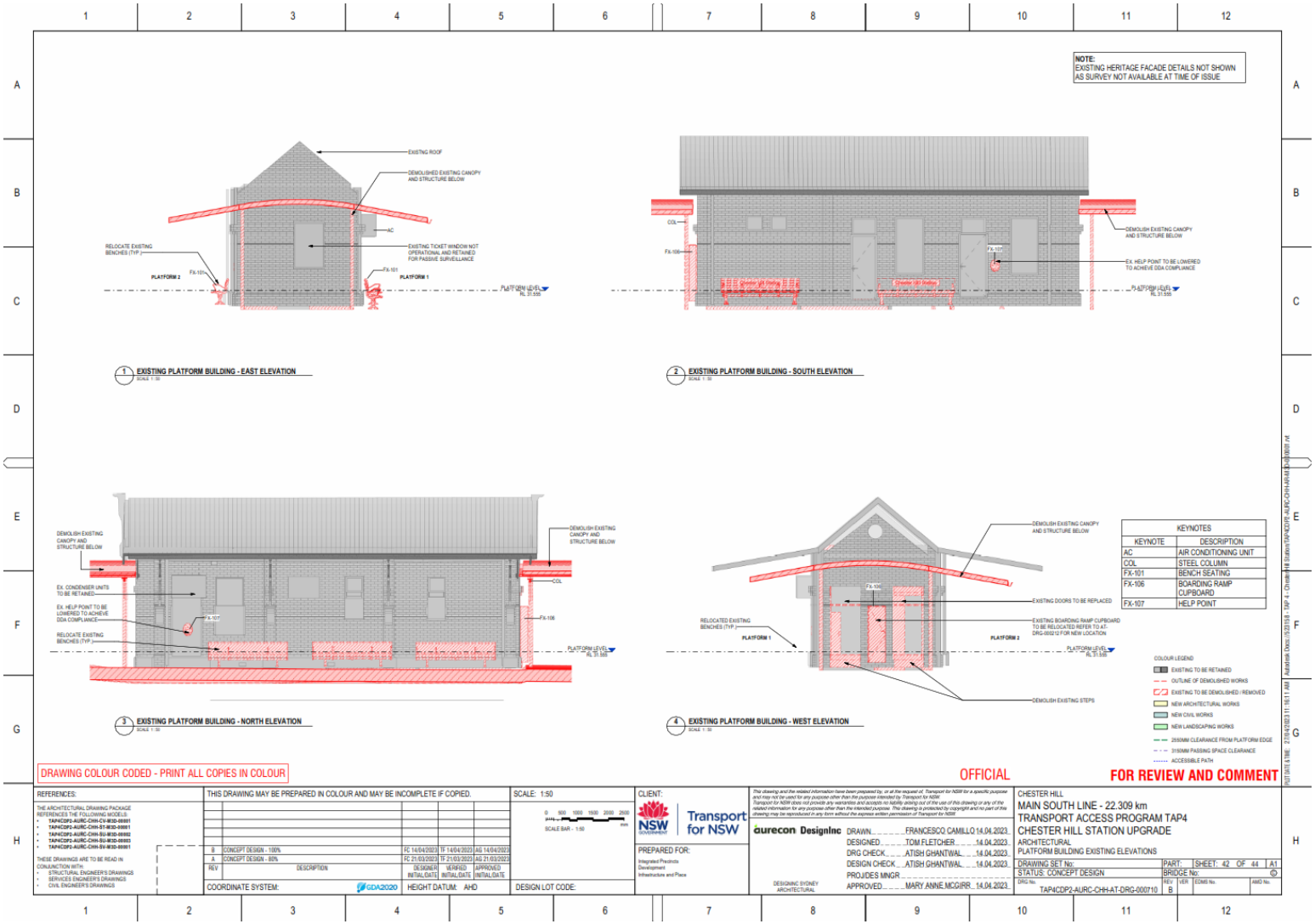

Figure 77: Platform building existing elevations Chester Hill Station (Source: Aurecon 2024)

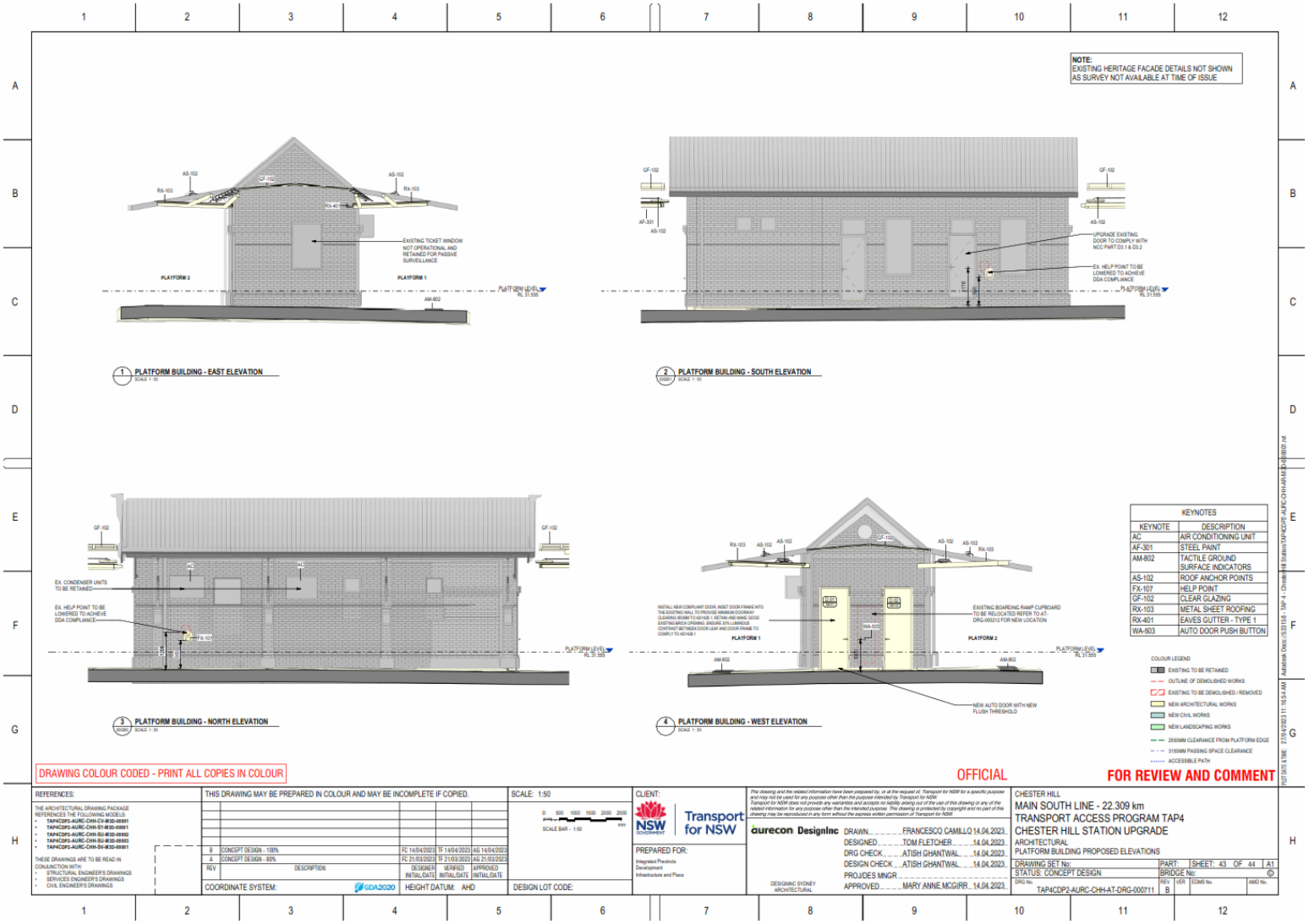

Figure 78: Platform building proposed elevations Chester Hill Station (Source: Aurecon 2024)

8.0 HERITAGE IMPACT ASSESSMENT

8.1 Overview

This section assesses the heritage impact of the Proposal. Justifications are also provided for the proposed works.

Within this approach, the objective of a heritage impact assessment is to evaluate and explain how the proposed works will affect the heritage value of the study area and/or place. A heritage impact assessment should also address how the heritage value of the site/place can be conserved or maintained, or preferably enhanced by the proposed works.

In order to consistently identify the impact of the proposed works, the terminology contained in the following table has been references throughout this document. The terminology and definitions are based on those contained in guidelines produced by the International Council on Monuments and Sites (ICOMOS)[34] and the Heritage Council of NSW[35], included below in Table 11 and Table 12.

Table 11: Terminology for assessing the magnitude of heritage impact.

Grading	Definition
Major adverse	Actions that would have a severe, long-term and possibly irreversible impact on a heritage item. Actions in this category would include partial or complete demolition of a heritage item or addition of new structures in its vicinity that destroy the visual setting of the item. These actions cannot be fully mitigated.
Moderate adverse	Actions that would have a moderate adverse impact on a heritage item. Actions in this category would include removal of an important part of a heritage item's setting or temporary removal of significant elements or fabric. The impact of these actions could be reduced through appropriate mitigation measures.
Minor adverse	Actions that would have a minor adverse impact on a heritage item. This may be the result of the action affecting only a small part of the place or a distant/small part of the setting of a heritage place. The action may also be temporary and/or reversible.
Negligible	Actions that are so minor that the heritage impact is considered negligible.
Neutral	Actions that would have no heritage impact.
Minor positive	Actions that would bring a minor benefit to a heritage item, such as an improvement in the item's visual setting.
Moderate positive	Actions that would bring a moderate benefit to a heritage item, such as removal of intrusive elements or fabric or a substantial improvement to the item's visual setting.
Major positive	Actions that would bring a major benefit to a heritage item, such as reconstruction of significant fabric, removal of substantial intrusive elements/fabric or reinstatement of an item's visual setting or curtilage.

[34] Including the document Guidance on Heritage Impact Assessments for Cultural World Heritage Properties, ICOMOS, January 2011.
[35] https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/material-threshold-policy.pdf

Table 12: Terminology for heritage impact types

Impact	Definition
Physical	Impacts resulting from works located within or outside the curtilage boundaries of the heritage item, caused by removing or altering the item or fabric of heritage significance.
Visual	Impact to views, vistas and setting of the heritage item resulting from proposed works within or outside the curtilage boundaries of the heritage item.
Potential	Impacts resulting from increased noise, vibrations and construction works located within or outside the curtilage boundaries of the heritage item.
Archaeological	Impacts to potential archaeological remains located within the curtilage boundaries of the heritage item.

8.1.1 Physical heritage impacts

The 1924 platform building has high heritage significance overall; it has retained a moderate degree of integrity, as changes have previously occurred in the original fabric, for instance with the introduction of intrusive elements such as services, downpipes, and later brick infills. Proposed alterations to fabric of high significance in the platform building include the demolition of the existing toilet block slab and step to align the floor level with the platform; the removal and relocation of internal walls; the installation of a new dividing wall to create a family accessible toilet and ambulant toilet; and the reconfiguration of the existing storage room and staff toilet to create new shared services room and separate staff toilet. These changes, which would be permanent and irreversible, would have a **moderate adverse** impact on the heritage significance of the building. Changes to items of little or no significance in the platform building (such as repainting the door trim; the installation of new fittings and fixtures; the demolition of existing wooden partition walls; and waterproofing and replacement of doors, tiles, and trim to match existing features) would have a **negligible** impact on the heritage value of the building.

The station platform is of moderate significance overall, with items of high heritage significance comprised of the platform's 1924 brick face, and light poles with petticoat bases. These light poles will likely have to be removed and reinstalled on the new platform level as part of the resurfacing phase. This temporary removal will have a temporary **moderate adverse** impact on the platform's heritage values; however their reinstallation should mitigate the impact to **minor adverse**. The current platform asphalt surface is of little heritage value, as is the existing seating, which is to be replaced with DDA compliant seating, with new tactile markers also to be installed on the platform surface. The removal of platform furniture (including adjustments to seating, opal readers, bins, and the Telstra payphone) and installation of accessibility features of this type should have a **minor adverse** effect on the heritage significance of the station.

The overbridge is an item of overall moderate heritage significance for its representativeness of the suburban railway network of the 1920s. Elements of high significance include its jack-arch and steel girder structure, along with brick piers and abutments. Stairs including steel beams and iron angle trestles are also of high heritage significance, while elements such as steel safety rails, opaque glass, fibre-cement treads, metal stair balustrades, and modern paving have little significance. Anticipated changes include removal of the existing stairs, and construction of a new staircase and concourse to provide access from Chester Hill Road to the platform via new lift and stairs. A new 16-metre-long extension is to be installed along the platform below the Chester Hill Road overbridge to support the new lift and stairs.

With the removal of the original steel superstructure and construction of a large concourse structure and new staircase, these modifications would have a substantial adverse impact on the on the

heritage significance of the original staircase. However, the works would result in a positive outcome for users of the station, as the works would improve the safety of the staircase, and would improve the accessibility of the station overall. The removal of the existing canopies on the overbridge will result in a **negligible** physical impact to the existing heritage fabric.

Some changes to the station and its vicinity include items that are of little or no heritage significance, such as removal of the current c.1999 platform canopies, adjustments to parking spaces, kerbs, footpaths, bus stops, and bicycle hoops, as well as upgrades to signage, addition of CCTV, services, and the relocation of PA speakers and station furniture. These modifications are not anticipated to produce more than **negligible** or **minor adverse** effects on the heritage significance of the station, with majority of the scope items occurring outside the listing curtilage. One change, namely the provision of additional trees and plants, should result in a **minor benefit** to the station's history of beautification via landscaping.

The temporary site compound that is proposed to be built in Nugent Park south would be unlikely to produce more than a **negligible** physical impact, as the site is located away from the Chester Hill Station's fabric. It will be removed following conclusion of the station upgrade works.

The overall impact of the proposed works to the station fabric would be **moderate adverse.** While there are substantial local adverse impacts to elements of the station, the overall impact is mitigated in part by the application of appropriate scale, form, materiality, and detailing.

8.1.2 Visual heritage impacts

The most important visual changes to the Chester Hill Station will likely be the removal and replacement of the platform canopies and introduction of a new station entry. The existing canopies are not heritage items (excluding the station building canopy), but in fact are later intrusive elements with a significant adverse impact on the visual or aesthetic heritage values of the platform. The proposed works include their removal and replacement with more extensive and modern canopies, which would exacerbate the effect on the platform's and station's aesthetic heritage value. Use of transparent materials and sympathetic materials with a neutral colour palette should somewhat mitigate the effect on the station's appearance, however the result would still be a **moderate** adverse impact to the visual character of the station.

The proposed modification of the overbridge and construction of the new station entry will have a **minor adverse** impact on the visual setting of the station, as the original stairs will be replaced by new materials and a much larger structure including new elements such as a lift and walkway. An emphasis was placed on selecting transparent materials for the project which would provide high visibility, and therefore maintain existing sightlines and views.

The site compound that is proposed to be built in Nugent Park south would be unlikely to produce more than a **negligible** visual impact, as the site is located away from the Chester Hill Station's fabric. Furthermore the compound, though visible from the station, would be removed following the conclusion of the station upgrade works, ensuring that impacts caused by the presence of the compound are temporary.

Internal reconfigurations of the station building will not be immediately visible and will likely have a **negligible** impact on the station's visual setting. The internal character within the station building is largely compromised and has limited aesthetic value to the overall heritage value of the station. Proposed internal reconfigurations and upgrades to the station building would therefore have a **negligible** visual impact to the station's heritage values. Changes will also take place in the platform's landscape elements, which are assessed as being of moderate heritage value overall. None of the platform trees are original plantings, however contemporary plantings retain the tradition of railway beautification. Two trees on the platform are intended to be removed; however, their removal is to be

offset by the planting of sixteen further trees, including two trees on the platform as a replacement. This change would result in a **minor benefit** to the station's visual setting.

8.1.3 Construction related heritage impacts

The machinery anticipated for the proposed works has the potential to have a negative impact on the fabric of the heritage item via vibration, and settlement of structures due to excavation. Such machinery includes jackhammers, vibrating rollers, slew cranes of several hundred tonnes, excavators, and concrete and dump trucks. Vibration monitoring is to be undertaken in accordance with the required standards as set out in TfNSW *Construction Noise and Vibration Guideline* for works in the vicinity of heritage elements.

As outlined above in Section 7.1.1, temporary ancillary facilities will be installed in Nugent Park to support the construction phase of the project. These facilities include a site office, amenities, laydown and storage area for materials and plant and equipment, as well as a temporary level access road, and potentially additional hi-rail access points. Some of these facilities will require the temporary removal of non-heritage elements in the park, such as seating and paving. Some non-heritage items outside the park such as the taxi rank and bus stop will be relocated, or removed as in the case of 10m of canopy on Chester Hill Road.

Heritage fabric may be impacted by the installation of a laydown and spoil storage area on the station platform; this would constitute a **negligible** impact, as the platform surface has little heritage significance, and the works are temporary. The visual setting will also likely be disrupted by the laydown and spoils area, as well as the temporary fencing needed to isolate it; this will likely result in a **minor adverse** visual impact to the station's curtilage, as the works are temporary and should be reversed upon completion of the main works.

8.1.4 Impacts to archaeological resources

The study area has a **Nil-Low** potential to contain archaeological 'relics' of local significance and a **Moderate-High** potential to contain 'works' of nil significance. While proposed works will involve ground disturbance such as the excavation for an lift shaft and concourse piling, geotechnical investigations, and trenching for the installation of new services, they are unlikely to impact significant archaeological fabric. Therefore, the overall assessment of impacts to archaeological resources is considered to be **Negligible**.

8.1.5 Cumulative heritage impacts:

Cumulative impacts refer to the combined, overlaid or added actions and interactions within a particular place associated with the past, present and the reasonably foreseeable future.

As an active transport asset, Chester Hill Station has been subject to a number of upgrades throughout the years, such as services and safety upgrades.

These modifications Chester Hill Station's heritage fabric have included: electrification, the removal of brick walls and the bricking up of windows in the platform building, the replacement of the overbridge's original brick parapets by with steel rails, and the installation of canopies on the overbridge walkway, staircase, and the platform. Several of these modifications have had a detrimental, intrusive effect on the station's heritage values by introducing elements (particularly the canopies) that are not in keeping with the station's 1920s character.

The proposed works would overall cause a **moderate adverse** cumulative impact on the Chester Hill Station. This is due to the removal of high significance fabric (the overbridge staircase) and the

introduction of more extensive (and intrusive) canopies, which is in part offset by the installation of interpretive elements, the reuse of salvaged site materials, and the use of sympathetic new materials and forms.

8.2 Heritage considerations for the Proposal

Heritage guidelines[36] prepared by the NSW Heritage Office (now Heritage NSW, DCCEEW) outline design considerations for projects that involve demolition and new works.

Design considerations are discussed in Table 13.

Table 13: Heritage considerations for Chester Hill Station (Source: Heritage NSW DCCEEW, 2023).

Heritage Consideration	Discussion
Demolition of a heritage item	
Have all options for retention and adaptive re-use been explored? Have the consultant's recommendations been implemented? If not, why not?	Extensive research has been undertaken to assess adaptive re-use of all existing built items on site; recommendations have been implemented.
If demolition is proposed, why is it necessary?	Demolition is considered necessary in order to make way for improvements for the accessibility of the station's services and allow the station to remain an operational asset.
Identify and include advice about how significant elements, if removed by the Proposal, will be salvaged and reused.	Bricks salvaged from demolition within the platform building will be salvage, and where feasible, reused to construct the reconfigured interior.
Partial demolition of a heritage item	
Is the partial demolition essential for the heritage item to function?	Partial demolition of the platform building is necessary to reconfigure the interior for greater accessibility. Extensive options analysis was undertaken in a prior stage, as discussed below in section 8.2.1.
Are important features and elements of the heritage item affected by the proposed partial demolition (e.g. fireplaces in buildings)?	The platform building's heritage value is being affected by the partial demolition of its internal walls and reconfiguration to cater for a Family Accessible Toilet, Ambulant Toilet, staff toilet and services room.
Demolition of a building or structure	
Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?	Demolition is considered necessary in order to make way for improvements for the accessibility of the station's services; delaying would not result in greater retention or conservation.
Can all of the significant elements of the heritage item be kept, and any new development be located elsewhere on the site?	Not all of the significant heritage elements can be retained (i.e. the original Chester Hill Road staircase and part of the overbridge).

[36] 'Guidelines for preparing a statement of heritage impact', Department of Planning and Environment, 2023

Heritage Consideration	Discussion
Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If no, why not?	Heritage consultation has been sought and provided by Artefact Heritage, who have provided advice in the formulation of the Concept Design for the project.
Alterations and additions	
Will the proposed works impact on the significant fabric, design or layout, significant garden setting, landscape and trees or on the heritage item's setting or any significant views?	The proposed works will have a significant impact on the heritage fabric of the overbridge and staircase, however the layout and use of the station will not be considerably altered. The station's visual setting will be significantly impacted by the installation of new canopies over the platform, staircase and station entry on Chester Hill Road. More extensive landscaping will provide a beneficial impact for the station's visual setting.
How have the impact of the alterations/additions on the heritage item been minimised?	Impacts to heritage items have been minimised by the use of appropriate materials, forms, and colour palettes. The addition of more extensive platform canopies has a negative impact on the visual curtilage of the station, however they have been designed to have no physical contact with the platform building, which mitigates the impact on the heritage fabric of the place.
Are the proposed alterations/additions sympathetic to the heritage item? In what way (e.g. form, proportion, scale, design, materials)?	The proposed alterations make use of materials that are sympathetic to the station's heritage character, and are designed to minimise visual obstruction of sightlines.
Do the proposed works comply with Article 22 of The Burra Charter, specifically Practice note article 22 — new work (Australia ICOMOS 2013b)?	The proposed works anticipate new additions that are distinct from the heritage fabric yet sympathetic to the cultural significance of the station, as advised in the *Burra Charter.*
Physical changes to fabric identified as significant	
Has the fabric that will be impacted by the proposed works been assessed and graded according to its significance?	The fabric of the station has been assigned a range of significance values from high (such as the platform building and overbridge staircase) to negligible (such as the platform asphalt surface and platform furniture).
Has specialist advice from a heritage professional, architect, archaeologist or engineer been sought?	Heritage advice has been sought from Artefact Heritage at multiple stages in pursuance of a Concept Design and resulted in development of the HDR. Specialist archaeological advice has been sought which has ascertained that no archaeological resources are likely to be present within the work area.
Painting	
Does the existing colour scheme contribute to the heritage significance of the heritage item? If yes, will the same scheme be used in the proposed painting works? If not, why not?	The current colour scheme of the platform building, while not original, does conform to heritage paint scheme guidelines and therefore contributes positively to the station's heritage values. The proposed colour scheme has been selected to match, or otherwise be sympathetic to, the existing scheme.
New services and service upgrades	

Heritage Consideration	Discussion
How have the impacts of the installation of new services on heritage significance been minimised?	New services such as cabling, lights, CCTV cameras, and a new station power supply unit are being installed. The proposed works emphasise that they be placed so as to be unobtrusive and installed on new materials using existing penetrations with as few fixings as possible, in preference to being installed on heritage fabric.
New landscape work and features	
How has the impact on the heritage significance of the existing landscape been minimised?	The proposed works envisage the removal of certain trees from the platform which, while not original, contribute to the station's heritage of railway beautification via landscaping. More extensive plantings are to be installed that will replace the removed trees, effectively reversing the impact on the heritage landscape.
New signage	
How has the impact of the new signage on the significance of the heritage item been minimised?	New signage is intended to be installed on new materials (i.e. canopies and frames) rather than heritage fabric. Furthermore, the concept design proposes that historic names be used in station signage to promote historic connections to the locale. Braille and tactile signage will be added to the platform surface; this asphalt surface is of little heritage significance, thus the proposed addition will not detract from the overall heritage value of the station.
Is the signage in accordance with required local planning provisions?	The proposed signage will comply with the provisions set out in AS1428 (Design for access and mobility) sections 2 and 4.
Tree removal or replacement	
Does the tree proposed to be removed contribute to the heritage significance of the heritage item?	Two trees are proposed to be removed from the station that are not original, but nonetheless contribute to the station's tradition of railway beautification via landscaping.
Why is the tree being removed?	The trees are being removed in order to regrade and repave the platform asphalt surface.
Is the tree being replaced? Where will it be replaced and with what species? Why?	The trees will be replaced on the platform following the asphalt resurfacing. An additional 14 trees will be planted in the vicinity of the rail corridor as part of the landscaping phase of the project (where possible). As the original species cannot be determined, the proposed works envisage the use of native plant species as replacements.
Access	
Will the heritage item be accessed by the public? If so, has the advice of an access consultant been sought to investigate options of Disability Discrimination Act compliant access that may have least impact on the heritage item?	The proposed works are part of Transport's initiative to upgrade the accessibility and safety of stations throughout NSW. The need for greater and more equitable access has been taken into account in the concept design alongside heritage conservation requirements.
Interpretation	
Can interpretive features be integrated into the design?	Heritage interpretation opportunities exist within the scope of proposed works, such as the installation of interpretativepanels at the station entrance and on the walls of the platform building,

Heritage Consideration	Discussion
	and artworks within the proposed new canopies. Interpretation through conservation and restoration works can also bepursued over interpretative panels and artwork.

8.2.1 Statement of Heritage Impact

A statement of heritage impact has been prepared according to NSW Heritage Office guidelines in Table 14 below.

Table 14. Preliminary Statement of Heritage Impact for the proposed rehabilitation works

Development	Discussion
What aspects of the Proposal respect or enhance the heritage significance of the study area?	The new elevated walkway, stairs, lift, and raised stair canopy have been designed to enable direct sightlines to the station building, with an emphasis on transparent materials to retain the visual prominence of the station building. The new canopy on the platform has been designed to provide a more sympathetic relationship to the station building than the existing through the use of materials and finishes that align with the brick of the building; A neutral colour palette was selected to match the existing heritage elements. Despite this attempt at mitigation, the impact to the visual curtilage of the station will likely remain **moderate adverse**. The provision of landscaping continues the tradition of station beautification. Proposed works promote the reuse of materials from the site and the use of sympathetic materials, while also minimising structural changes and replicating existing heritage features such as doors and trim. The concept design also identifies heritage interpretation opportunities such as interpretive panels at the station entrance and on the walls of the platform building, artworks within the proposed new canopies, and interpretation spaces within former door and window openings of the platform building.
What aspects of the Proposal could have a detrimental impact on the heritage significance of the study area?	The removal of the original heritage staircase is necessary for the upgrading of accessibility to the station; however, owing to the staircase's representativeness of suburban railway design in the 1920s, its removal will have a detrimental impact on the heritage significance of the site. Interpretive materials, such as historic photos and plans showing the original outline of the staircase, could be an effective measure in mitigating the adverse effect of its demolition. The works within the station building involve a considerable amount of demolition and internal reconfiguration; however, salvage and reuse of building materials from the site, combined with the installation of matching doors and trim, should mitigate the loss of heritage fabric. These modifications are unlikely to severely impact the historic and aesthetic values of the building. The replacement of the current platform canopies will have a greater visual impact on the character of the station, as the new canopies will be more extensive. Sympathetic materials have been selected to minimise their effect on the station's curtilage. New services (cameras, lighting, cabling) are to be installed as part of the station upgrade; it is recommended that they be installed on new elements rather than any significant fabric and hidden from view where possible. Existing penetrations are to be used in preference to disturbing significant fabric. The minimum number of fixings and attachments needed for these services is to be used.

Development	Discussion
Have more sympathetic options been considered and discounted?	Alternative options were considered in the design phase, including one which anticipated the construction of an entirely new, permanent station access structure spanning the width of the rail corridor, connecting two pieces of council-owned land on either side. This alternative would have had the advantage of reduced the amount of changes needed for communications and wayfinding features, and allowed for a widened staircase due its landing on a wider part of the platform. It also would have avoided the need to upgrade the Chester Hill Road footpath, although this alternative option also included the demolition of the original staircase. Two further alternative designs were put forward for the station. The first alternative proposed the demolition of the existing stair, to be replaced with a single glass lift shaft and stairway. Both would be placed centrally to the platform, thus retaining the original point of access to the platform via the Chester Hill Road overbridge. The design anticipated a concrete “wavy” formwork for the base of the lift shaft; these, along with louvre canopies featuring geometric patterns spanning from the staircase to the platform canopy, would be “inspired from the surrounding vegetation”, which is a design choice that does not reflect the existing heritage character of the station. These platform canopies would also have been flat, and therefore not in keeping with the platform building’s gabled roof, and would furthermore be in contact with the side of the building, thereby intruding on heritage fabric. A rectangular, flat-roofed concourse was designed which would have would have aligned with the form of the platform building, however its appearance would have been intrusive, and would have dominated the building. The design also featured a colour palette of lime green and yellow which would have been a complete departure from the existing atmosphere of the station and appearance of existing heritage elements. The modern flat roof design of the concourse canopy would have created a stark contrast between new constructions and the form of the platform building’s gabled roof. The second alternative proposed flat continuous canopies for the Chester Hill Road walkway and concourse; dark grey steel framed canopies, kept physically separate from the platform building. Colour palette neutral and recessive, more harmonious with existing historical elements. The stairway canopy was designed with a slope that followed the staircase, which would ensure the roof canopy did not visually dominate the platform building. Continuous canopies at street level were designed which were preferable to the existing canopies, but were still visually intrusive, detracting from the view of the station. These new designs would have been slimmer than the first alternative, but would have increased in size. The roof form of this alternative would have been more in keeping with the gabled roof of platform building; however, the flat roof forms of the walkway and concourse would have created a deliberately contemporary appearance which would have stood in stark contrast to the existing gabled roof of the platform building. Furthermore, the new stair canopies would have minimised the view of the platform building, and compromised the connection between Chester Hill Road and the station platform; the view of the platform building and platform layout would thus have been restricted to the canopies. Ultimately these alternatives were discounted because they were not in keeping with the heritage character of the station; they would have detracted from the existing platform building and were designed to have a distinctly contemporary aesthetic.

8.3 Assessment against relevant policies

8.3.1 Burra Charter

Requirements specified in conservation article 22 of the Burra Charter, are nominated in the Heritage NSW *Guidelines for the preparation of a statement of heritage impact* (p.9) in relation to works involving alterations and additions. These requirements are addressed in Table 15 below.

Table 15: Relevant articles from the *Burra Charter*[37]

Article No.	Article	Proposal
22.1	*New work such as additions or other changes to the place may be acceptable where it respects and does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.*	New structures and additions have been proposed which are sympathetic with existing heritage features in terms of form, alignment, and materials. While the introduction of extensive new platform canopies represents a change to the station's visual character, it does not interfere with the community's usage of the space; furthermore, the new canopy design deliberately avoids physical contact with the existing heritage fabric of the platform building. The loss of the original staircase and overbridge, which are of high heritage significance, is more problematic, but ultimately the replacements for these features will be similar in terms of materials, position, and usage.
22.2	*New work should be readily identifiable as such, but must respect and have minimal impact on the cultural significance of the place.*	The materials chosen for construction of the new platform canopies, staircase, and lift shaft are of a similar composition to the original station structure (i.e. metal, glass). Installation of new services is intended to be as unobtrusive as possible, by using existing penetrations and placing services on new materials rather than the existing heritage fabric, and attaching new fixtures to brick bonding as opposed to the bricks themselves.

[38] 2024, Transport for NSW - *Unexpected heritage items procedure (EMF-HE-PR-0076)*

9.0 CONCLUSION

9.1 Conclusion

Chester Hill Station is listed on the TAHE s170 register, however it is not located adjacent to any other heritage items listed on heritage registers.

No significant non-Aboriginal archaeological remains have been identified in the study area for the project.

Based on the concept drawings for the project name which were issued in April 2024, the proposed works would result in the following heritage impacts:

- Modifications to the Chester Hill platform building interior will likely produce a **moderate adverse** impact on the heritage value of the building, and **negligible to minor** visual adverse impact to the station visual curtilage overall.
- The demolition of the original staircase and overbridge walkway, with replacement by an accessible but more substantial concourse, will have a **moderate adverse** impact on the representative and historic values of the overbridge and staircase. The construction of a supporting structure for a new staircase and lift shaft will have a **minor adverse** impact on the platform's heritage value. Modifications to the station entrance will produce a **moderate adverse** impact on the visual setting of the station.
- Replacement of the existing canopies by more extensive (yet admittedly more appropriately designed) canopies will likely produce a **moderate adverse** impact on the visual curtilage of the station.
- Landscaping works on the platform and around the station railway corridor continues the tradition of railway beautification via landscaping and will provide a **minor positive** to the station's historic heritage value as well as its visual setting.
  Discreet placement of new services, along with the use of sympathetic materials and an appropriate dark or neutral colour palette throughout the proposed new installations, assist in mitigating impacts on the visual setting of the station as a whole.
- The impact to the platform's heritage value caused by the removal of highly significant petticoat-based light poles from the platform will be offset by their reinstallation following the regrading and resurfacing of the platform asphalt.
- The overall impact to the heritage item will be **moderate adverse**, due to the substantial and irreversible modifications taking place, including demolition and additions of modern structures that will alter the station's visual setting, its significant heritage fabric, and its heritage character as an early twentieth-century railway station.
- A temporary site compound is proposed to accommodate a site office, amenities, laydown and storage area for materials and plant and equipment, and the like. Proposed to be located in Nugent Park south, which is owned Council. The impacts of the temporary compound are assessed as **negligible**, as it will be removed and the park reinstated following conclusion of the works

9.2 Approval pathway

This Statement of Heritage Impact has been prepared to support a Review of Environmental Factors for the determination of the concept design of the proposed works to Chester Hill Station. The detailed design would be developed following determination of the project, and any new works or significant changes may require further heritage assessment (and possible additional approval). In accordance with Section 170a of the Heritage Act, as the Proposal includes demolition of significant fabric, TAHE must provide notification of the work to Heritage NSW 14 days (or 40 days if the item is identified as being of State significance, but is not listed on the NSW State Heritage Register) prior to the commencement of the work.

9.3 Recommendations and mitigation measures

Consideration should be given to developing heritage sympathetic designs, in line with the following recommendations:

Prior to construction:

- The detailed design must consider the Heritage Design Principles developed in the Heritage Design Report (Artefact, 2023) developed as part of the Final Business Case stage of the project. These Principles should inform the detailing, materiality, and colour choices of all new elements introduced at the station.
    - New installations are to follow the guidelines specified in Section 8.0 concerning mitigating impacts to the heritage character of the station via the reuse of heritage fabric, use of sympathetic materials and colour schemes, and maintaining sightlines where possible. The new platform canopies are designed to avoid physical contact with the platform building, which will assist in mitigating intrusions upon heritage fabric. Involvement of a Heritage Architect/Consultant in choosing finishes and colours is recommended in order ensure appropriate colour selection.
- A Photographic Archival Recording report should be prepared for the site to document significant fabric and heritage significant views and vistas that would be impacted. This report should be prepared in accordance with relevant guidelines issues by Heritage NSW, and the Department of Climate Change, Energy, Environment, and Water (DCCEEW).
- A Heritage Interpretation Plan (HIP) should be developed during the detailed design phase of the project and interpretative elements integrated into the design prior to AFC design. The HIP would build off the established Heritage Interpretation Strategy developed by Transport for the Safe Accessible Transport program. Consideration should be given to the provision of heritage interpretation as part of the project, which would outline the history, associations and significance of the site and the wider Chester Hill Station area. Interpretive measures could involve interpretive artwork, signage, panels or displays at entry/exit points to the station.
- Design and construction of the Proposal within the curtilage of the Section 170 listed ‘Chester Hill Railway Station Group’ must be undertaken in accordance with the recommendations made in the Statement of Heritage Impact.

- A Photographic Archival Recording (PAR) report should be prepared for the site to document significant fabric and heritage significant views and vistas that would be impacted. This report should be prepared in accordance with relevant guidelines issues by Heritage NSW.
- Copies of the 'as built' construction plans, photographs illustrating the completed work and the Archival Record would be lodged with the Transport Heritage team as a documentary record of changes to the station.
- A Heritage Management Plan (including detailed drawings, documentation and specifications) and Work Method Statement would be prepared as part of the CEMP to address heritage impacts and required management procedures to minimise risks.
- The Contractor in collaboration with the Heritage Architect/Consultant must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites* (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the Transport Heritage Specialist prior to the commencement of permanent works. Detailed design of ancillary works and electrical and data services should be documented in an *Illustrated Services Plan* and approved by the Heritage Architect prior to the commencement of permanent services works.

- Installation of electrical and data services is to be completed in accordance with Sydney Trains (2017) *Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites*
- Ancillary works should be undertaken in accordance with the following Sydney Trains guidelines:
  - – *Conservation Guide: Railway Station Platform Furnishings* (2012)
  - – *Conservation Guide: Railway Station Platforms* (2013)
  - – Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017)

During construction:

- A heritage induction is to be presented to construction workers prior to their commencing works. This induction is to take place for all new construction workers throughout the course of the project.
- Onsite monitoring should be implemented where significant vibrations are likely to take place as a result of demolition and construction:
  - Care should be taken where works may impact significant heritage fabric (i.e. around the platform building) and where significant heritage items intended for reinstallation are removed as part of the works. Refer to Transport Temporary works and protection at heritage sites fact sheet.

- During construction, suitable measures would be put in place to ensure the retained heritage elements are protected from damage. Measures may include hoardings, use of spotters during the movement of equipment and other measures as necessary.
- Fabric and features of high significance (such as the original light poles) should be reinstalled wherever feasible.
- On completion of work, an update would be prepared for the Section 170 listing on the State Heritage Inventory, with required details.

9.3.1 Archaeology

- Works should proceed in accordance with the *Transport for New South Wales Unexpected Heritage Items Procedure 2024.* [38]
- If unexpected heritage items are encountered during works, all works in the area must cease and an archaeologist must be contacted for advice. Works should not proceed until clearance has been provided.
- In the event that significant relics are unexpectedly encountered, Heritage NSW, DCCEEW would be notified in accordance with s146 of the Heritage Act and further approval under the Heritage Act would be required if impacts to the relics cannot be avoided.

[38] 2024, Transport for NSW - *Unexpected heritage items procedure (EMF-HE-PR-0076)*

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