

# Lewisham Station Upgrade

## Statement of Heritage Impact

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# Lewisham Station Upgrade

## Statement of Heritage Impact

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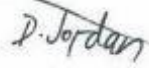

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## Executive Summary

AECOM Australia Pty Ltd (AECOM) has been engaged by Transport for New South Wales (Transport) to prepare a Statement of Heritage Impact (SoHI) to assess potential impacts from the proposed accessibility upgrades and repairs to Lewisham Railway Station as part of the Safe Accessible Transport program. The program aims to make public transport safe, inclusive and easy to use for all passengers. The Proposal would improve the accessibility of the station in line with the requirements of the Commonwealth Disability Discrimination Act 1992 (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT).

The SOHI considered potential impacts to the Inner West Local Environment Plan 2022 (LEP) and Transport Asset Manager of NSW (TAM) Section 170 (S170) heritage register listed items 'Lewisham Railway Substation' (LEP #I1167, S170 #4803260) and 'Lewisham (Old Canterbury Rd) Underbridge' (LEP #I1173, S170 #4801518), and the Inner West LEP heritage listed items 'Lewisham Estate Heritage Conservation Area' (LEP #C61) and 'Former Petersham Cemetery Archaeological Site' (LEP #A11).

Lewisham Station does not have a current heritage listing, but the proposed work is located within the mapped heritage curtilages of LEP/TAM S170 item #I1167/#4803260, LEP/TAM S170 item #I1173/#4803260, LEP #A11 item, and the LEP #C61 item. Accordingly, this SoHI has been prepared to assess potential impacts on heritage values and provide relevant management recommendations.

Construction work would occur at Lewisham Station, within the rail corridor, on the platforms, the underpasses providing access between platforms and street entrances, as well as outside of the rail corridor on Thomas Street (and associated pedestrian walkway to West Street), Hunter Street, Victoria Street and Railway Terrace. Additionally, a maximum of two temporary construction compounds would be required to accommodate a site office, amenities, laydown and storage area for materials. Three suitable areas for the construction compounds have been identified at Alfred Street, Longport Street and Thomas Street; however, only two would be used during construction. A new padmount would be installed within the rail corridor at the intersection of Old Canterbury Road and Alfred Street.

In order to facilitate the ongoing accessibility needs of the Lewisham Station precinct, the key features of the Proposal would include the installation of four new lifts, track drainage improvements, upgrades to the platforms, the underpass and the entries/exits on Thomas Street and Railway Terrace.

The proposed work was assessed as having the following impacts on each of the previously identified heritage items.

### **'Lewisham Estate Heritage Conservation Area'**

- Physical Impacts: The proposed work includes the removal of the suspended awning attached to a shop front on Victoria Street and replacement with a new canopy. The proposed work would not impact the federation style shops within the group, but rather the shop closest to Railway Terrace that have been noted on the NSW SHI as 'demonstrating significant layering and has lost its stylistic integrity'. Impacts are limited to removal and replacement of awning and does not aim to damage façade of contributing buildings.
- Visual Impacts: The proposed work would have a positive visual impact, as the current suspended awning obscures a large portion of the building. The work would provide greater visual access to the shops and railway underpass, whilst being aesthetically pleasing. Additionally, the Noise and Vibration Impact Assessment has identified a potential for ground vibration impacts on the premises on the corner of Railway Terrace and Victoria Street within the 'Lewisham Estate Heritage Conservation Area' from construction work in the vicinity. The assessment provided minimum working distances for heritage and other sensitive structures.
- Overall, the proposed work was assessed as not altering the existing overall significance of the conservation area.

### **'Lewisham Railway Substation'**

- Physical Impacts: There are no impacts proposed to listed elements of the heritage items. Some ground disturbance would occur within the land immediately adjacent to the substation.



- Visual Impacts: The proposed work would partially conceal the view of the substation from the street, temporarily during station upgrade work. The temporary visual impact would not physically impact the building itself, nor does it alter the existing overall significance of the substation.
- Overall, the proposed work was assessed as not altering the existing overall significance of the substation.

#### **‘Lewisham (Old Canterbury Rd) Underbridge’**

##### *Padmount installation*

- Physical Impacts: The principal impact is the physical cumulative impact to the underbridge. The proposed galvanised steel trench (GST) would be installed along the bridge wall towards Lewisham Station adjacent to several existing GSTs. Some ground disturbance would occur within the land adjacent to the bridge for the installation of the new padmount and running of cables to GST on the underbridge. The proposed addition is considered a reasonable physical cumulative impact with no effect on the overall significance of the underbridge.
- Visual Impacts: The proposed work would not impact the view of the underbridge from the street. There would be limited visual impacts to the underbridge as there are currently several GSTs already attached and in use on the rail side of the wall. There would be a minor cumulative impact, trackside, however the proposed work would not alter the existing overall significance of the underbridge.
- Overall, the proposed work was assessed as not altering the existing overall significance of the underbridge.

##### *Track drainage improvements*

- Physical Impacts: The principal impact is the physical impact to land within the heritage curtilage. There are no impacts proposed to listed elements of the heritage items. Some ground disturbance would occur within the land immediately adjacent to the underbridge within the rail corridor.
- Visual Impacts: the proposed work would not impact the view of the underbridge from the street. Whilst the proposed work would cause a temporary visual impact when viewing the underbridge from the railway station, it would not impact the underbridge itself, nor does it alter the existing overall significance of the underbridge.
- Overall, the proposed work was assessed as not altering the existing overall significance of the underbridge.

#### **‘Former Petersham Cemetery Archaeological Site’**

- Physical Impacts: The principal impact is the physical impact to the land within the heritage curtilage. The proposed subsurface work associated with the installation of the lighting has a possibility of impacting subsurface material associated with the cemetery (i.e., human remains, monuments/headstones, fencing, etc). Limited available records indicate that a minimum of 400 of the estimated 4,400 graves were relocated, despite no excavation or detailed records of the exhumation were identified. Therefore, due to the proposed limited ground disturbance work, within a small section of the larger listing, the risk of finding an unknown grave or monument has been assessed as low.
- Visual Impacts: The proposed work poses no effect to the surface element of the cemetery due to past disturbance and removal of graves. As no surface elements of the cemetery remain, there is no visual impact to the site.
- Overall, the proposed work was assessed as not altering the existing overall significance of the archaeological site.

Due to these findings, the following recommendations have been made.

#### **Recommendation 1**

Although the proposed work does not affect the significant fabric of listed elements within ‘Lewisham Railway Substation’, the work presents long-term changes to the LEP/TAM S170 listed item. As the

item is listed on the Transport for NSW TAM S170 register, it is recommended that Transport for NSW Heritage Team be consulted prior to commencement of proposed work.

### **Recommendation 2**

Although the proposed work does not affect the significant fabric of listed elements within ‘Lewisham Estate Heritage Conservation Area’, it presents long-term changes to the LEP listed item. Prior to the proposed demolition work of the suspended awning and associated elements, an archival photographic record of the building is to be prepared in accordance with the relevant requirements of the NSW Heritage Office (2006) guidelines for the *Photographic Recording of Heritage Items using Film or Digital Capture*. The purpose of this is to maintain a record of change within the heritage curtilage of the ‘Lewisham Estate Heritage Conservation Area’. It is recommended that copies of the Archival Photographic Record be stored by Council in its archives.

### **Recommendation 3**

Should ground vibration work be required within the recommended minimum working distances, mitigation measures to control excessive vibration, outlined in Section 7.8 of the *Lewisham Station Upgrade Noise and Vibration Impact Assessment* (AECOM Australia Pty Ltd (AECOM), 2024), should be implemented.

### **Recommendation 4**

Workers undertaking activity within the curtilage of the ‘Lewisham Railway Substation’ and ‘Lewisham (Old Canterbury Rd) Underbridge’ are to be made aware of their heritage significance and protection measures enacted to ensure there are no physical impacts to these items during work (i.e., temporary fencing, toolbox presentation). Details of these protection measures should be included within the project’s Construction Environmental Management Plan (CEMP). The temporary impacts to the ‘Lewisham Railway Substation’ are to be reversed and the location returned to the same condition following completion of work.

### **Recommendation 5**

Workers undertaking activities within the curtilage of the ‘Former Petersham Cemetery Archaeological Site’ are to be made aware of its heritage significance. Any subsurface work should be minimised in this area, with required work to be monitored by a qualified archaeologist/heritage specialist with clear stop work procedures (see recommendation 6) to be included in the project’s CEMP should any finds be identified.

### **Recommendation 6**

In the unexpected event that heritage objects, including possible human skeletal material (remains), are identified during work, all activity in the area must cease immediately and the relevant provision of Transport’s EMF-HE-PR-0076 *Unexpected Heritage Items Procedure* (Transport for NSW, 2024) should be followed. The stop work procedure should be included within the project’s CEMP.

## 1.0 Introduction

### 1.1 Background

Transport for NSW (Transport) proposes to provide an accessibility upgrade at Lewisham Station as part of the Safe Accessible Transport program, which aims to make public transport safe, inclusive and easy to use for all passengers. The Proposal would improve the accessibility of the station in line with the requirements of the Commonwealth Disability Discrimination Act 1992 (DDA) and the Disability Standards for Accessible Public Transport 2002 (DSAPT).

AECOM Australia Pty Ltd (AECOM) has been engaged to prepare a Statement of Heritage Impact (SoHI) to assess potential impacts from the proposed accessibility upgrades and repairs to Lewisham Railway Station. Work would occur within the heritage curtilages of the Inner West Local Environment Plan 2022 (Inner West LEP) and NSW TAM Section 170 (S170) heritage register listed items 'Lewisham Railway Substation' (LEP #11167, S170 #4803260) and 'Lewisham (Old Canterbury Rd) Underbridge' (LEP #11173, S170 #4801518), and the Inner West LEP heritage listed items 'Lewisham Estate Heritage Conservation Area' (LEP #C61) and 'Former Petersham Cemetery Archaeological Site' (LEP #A11). The proposal area is shown on Figure 1.

Accordingly, this SoHI has been prepared to assess potential impact to the items.

### 1.2 Proposal Area

The extent of the proposed construction work involves Lewisham Station, within the rail corridor, on the platforms, the underpasses providing access between platforms and street entrances, as well as outside of the rail corridor on Thomas Street, Hunter Street, Victoria Street and Railway Terrace.

Lewisham Station is located in the suburb of Lewisham, approximately 6.5 kilometres southwest of the Sydney Central Business District (CBD), within the Inner West Local Government Area (LGA), on Gadigal Land. Lewisham Railway Station is served by the T2 Inner West and Leppington Line, providing connections to the Sydney Train Network, both intercity and suburban. Adjacent stations include Petersham to the east and Summer Hill to the west.

Lewisham Railway Station is located between Thomas Street and Railway Terrace in Lewisham. Access to the station is from both Railway Terrace/Victoria Street to the south and Thomas Street to the north. Accessibility is limited to a series of stairs from both entrances, from street level to the underpass and then from the underpass up to the platforms. An unlit pedestrian walkway connects Thomas Street and West Street, passing between the rail corridor and the Lewisham Hospital/St Thomas Church grounds.

The station itself comprises existing station offices, a unisex non-accessible toilet facility, platforms and shelters. The station consists of two platforms, where Platform 1 is an island platform and Platform 2 is sited between Railway Terrace and the rail corridor. The underpass from the station extends under Railway Terrace, discharging on the southern side of Railway Terrace near the intersection with Victoria Street. The southern side of the station consists of a flight of stairs from the underpass, a canopy over the underpass entrance, bike racks and a pedestrian crossing across Victoria Street. The northern side of the station consists of a flight of stairs from the underpass, a canopy over the underpass entrance and bike racks.

A maximum of two temporary construction compounds would be required to accommodate a site office, amenities, laydown and a storage area for materials. Three suitable areas for the construction compounds have been identified at Thomas Street, Alfred Street and Longport Street, as shown in Figure 1, however, only two would be used during construction.

### 1.3 Proposed work

In order to facilitate the ongoing accessibility needs of the Lewisham Station precinct, the key features of the Proposal would include:

- provision of four new lifts

- modification of the underpass including drainage, lowered floor and new openings for lift access
- new canopies at lift entries and replacement canopies at Thomas Street and Victoria Street entrances to the station
- a new station building on Platform 1 including a family accessible toilet, a unisex ambulant toilet, station office, electrical services enclosure and a station storage room
- platform regrading and resurfacing, new tactile ground surface indicators (TGSIs) and relocated platform furniture
- a new station access ramp from Railway Terrace to Platform 2
- road adjustments and upgrades to station forecourts including:
  - Victoria Street – Adjustment to vehicle direction of travel, footpath widening and grading, roadwork, paving, landscaping, new seating, relocation of bicycle hoops and a new kiss and ride space
  - Hunter Street – an accessible parking space, roadwork, kerb ramp and footpath adjustments
  - Thomas Street – adjustments to kerb alignment, roadwork, paving, landscaping, new seating, new bicycle hoops, a new kiss and ride space and an accessible parking space
  - Railway Terrace – adjustment to kerb ramps, footpath and roadwork
- lighting, including to the pathway between Thomas Street and West Street
- 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 and help points), landscaping, wayfinding and regulatory signage, drainage work including track drainage and public art.

## 1.4 Item Description

### 1.4.1 Lewisham Estate Heritage Conservation Area Site Description

The 'Lewisham Estate Heritage Conservation Area' is registered on Schedule 5 of the Inner West LEP. The following description is quoted from the State Heritage Inventory (SHI) listing of the LEP site:

#### LOCATION

*The Lewisham Estate Heritage Conservation Area is situated south of the main western railway line and between Old and New Canterbury Roads. It includes several sub-precincts which share similar heritage values and development history although they are now separated by less-contributory development. The main area includes Victoria Street, The Boulevarde and Hunter Street.*

**KEY PERIOD OF SIGNIFICANCE:** 1880 - 1940

#### DESCRIPTION

*The Lewisham Estate contains some of the finest buildings and streetscapes in the Marrickville area. It was first released for subdivision in the 1880s when Lewisham Station was opened and soon proved popular with the upper middle class commuters who constructed substantial homes throughout the area. It was developed in sections after 1882, with the final major release made in 1898, although development continued until the Inter-war period on undeveloped lots.*

*The area is predominantly residential in its character, with retail uses being located at the northern end of the precinct near the railway station. The small group of local shops in Victoria Street includes some substantially intact examples of Federation shops, including shopfronts and joinery to the arched window/doors on the upper level, although signs of deterioration to the fabric could*

*be seen. The upper level verandahs have been replaced by a suspended awning. Other shops in the extended group demonstrate significant layering and have lost their stylistic integrity.*

*Community facilities representative of the community who established the area include the imposing Baptist Church and Hall at the northern end of The Boulevarde, and the 1921-1923 Arts and Crafts Memorial Scout Hall at the southern tip of the Area.*

*Both single and two-storey forms are distributed throughout the area, with little consistency in their location evident when analysed at the precinct level. There is little evidence of 'runs' of cottages being built as a speculative venture by a builder, other than the group of single storey Victorian Villa cottages in Victoria Street. The prevailing character of the area is that of an established and high quality of substantial detached houses in a garden setting. The primary streets are The Boulevard and Victoria Street, with the other streets acting as cross-streets. The building typologies reinforce this pattern, with most of the grand houses in either Victoria Street or The Boulevarde, and the most modest in the lower areas to the south-west.*

*The area contains a variety of built forms, including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses, including in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found. Many of these substantial properties have retained their original garden setting as a planted area that enhances the aesthetic qualities of the property and the streetscape. Few of these substantial properties show evidence of being re-subdivided to allow infill development; unlike other parts of Marrickville.*

*The area also contains modest dwellings, including the very good group of gable-roofed single-fronted cottages in Fred Street, and the many examples of vernacular cottages and bungalows found throughout the precinct.*

*Streetscapes are unified by the contribution of private gardens as well as by the good quality and mature street planting, particularly the Brush Box and other species in the northern half of the precinct. Planting in the southern part of Victoria Street (south of Summer Hill Street) is not as consistent although some good individual specimens can be found.*

*The area also includes the northern end of The Boulevarde and its termination, Hunter Street which demonstrates a Federation character rather than the late Victorian that dominates elsewhere. Hunter Street includes several very imposing and contributory Federation houses.*

*The evidence of the surviving fabric suggests that many early fences were of iron palisade construction. Many have survived and continue to contribute highly to the integrity and quality of the streetscapes and the area. They are particularly prominent elements when viewed on an angle from the footpath; when their strong rhythms yet transparent quality is highlighted. Some of the fences to houses on The Boulevarde exhibit fine iron posts, although most in the area are representative of the 'Marrickville Fence'. Some original fences have been replaced by a variety of styles, materials and heights. These fences are however potentially replaceable and although impossible to replace the original fabric, the opportunity exists to construct a new fence that fits more gently within the streetscape.*

*Many of the properties have undergone considerable layering over the years since original construction, including infill development of various degrees of contributory value and a range of cosmetic and structural additions to individual dwellings. Although some of these alterations have affected the individual heritage value of the property, the cohesiveness of the scale, form and patterns of the streetscapes together with their ability to demonstrate Lewisham's patterns of late 19th and early 20th Century urban settlement remains substantially intact. Major layering is not common.*

*Existing heritage items are located at 40 Hunter Street (large house with timber detailing,) the Baptist Church and Hall at 13-15 The Boulevarde and the two storey (former) corner shop at 4 Summer Hill Street. The Victorian Filigree terrace adjacent to the shop has been assessed as part of the Heritage Items review and is recommended for listing as an individual item. Each of these existing and potential individual heritage items contributes to the variety and quality of their*

*immediate streetscapes and the heritage significance of the Lewisham Area as a heritage conservation area.*

#### CONTRIBUTORY ELEMENTS

- Regular subdivision patterns*
- Open character to the streetscape due to wide streets, footpaths, large lot sizes and generous suburban scaled building setbacks*
- Brush Box and other formal street tree planting – at maturity and density to form a good avenue/act as street wall*
- Sandstone block kerbing and guttering*
- Prevailing low-density character due to large lot sizes and garden spaces in front of buildings*
- Mixture of single and two-storey buildings*
- Good groups of substantially intact Late Victorian and Federation villas, houses, bungalows, semi-detached cottages and terraces*
- Individual properties of high aesthetic value*
- Building forms appropriate to architectural type*
- High quality detailing to front elevation*
- Increasing simplification of scale and detailing towards rear – including window size, detail and proportion*
- High proportion of intact or substantially intact built elements*
- Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes*
- Any additions visible from the public domain that are of a minor scale, respect original built form and are unobtrusive in the context of the streetscape*
- Building heights appropriate to typology and period of construction*
- Original development is a mixture of one and two storey depending on the conventions of the architectural style*
- Detailing and finishes appropriate to typology and period of construction*
- Window openings appropriate for architectural style*
- Timber framed windows*
- Complex timber joinery windows to main bay of front elevation (Federation)*
- Use of appropriate colour schemes for detailing*
- Roof forms appropriate to typology and period of construction*
- Prominence of Federation (tall and narrow) chimneys in roofscape views*
- Lack of major alterations to roof form and volumes*
- Slate roofs*
- Unglazed terracotta tile roofs*
- Fences appropriate to typology and period of principal building*
- Original Iron Palisade fences*
- Original low face-brick (not rendered or painted) walls*
- Lack of car parking infrastructure accessed from the primary street frontage*
- Garden plantings in front of dwellings*

*-Footprints of additions to the rear respect the traditional pattern of development (including service wing/pavilion/recessive scale)*

#### NON CONTRIBUTORY ELEMENTS

*-Alterations to roof forms, including poorly sited and proportioned dormer windows and lifted ridgelines.*

*-Removal of original detailing*

*-Painting rendering etc (including to unpainted face brick in Federation-period buildings)*

*-Alteration to fenestration patterns (including reconfiguration/re-orientation of vertical openings to horizontal)*

*-Removal/replacement of timber windows with aluminium*

*-Application of conjectural detailing to new work*

*-Historically inappropriate fence design and details not relevant to building typology and/or incongruous/visually intrusive in streetscape views*

*-Visually intrusive security measures (e.g., security bars painted a light colour, roller shutters to windows and enclosing grilles to verandahs)*

*-Replacement fences of type or form inappropriate to building typology and/or intrusive on aesthetic value of streetscape*

*-High/solid front fences and walls (State Heritage Inventory, 2012).*

#### 1.4.2 Lewisham Railway Substation Description

The 'Lewisham Railway Substation' is registered on the Inner West LEP and TAM Sydney Trains S170 register. The following description is quoted from the NSW SHI listing:

##### **BUILDINGS**

*Substation (1928)*

##### **CONTEXT**

*The Substation is located on part of on a rectangular site which is bordered by Barker Street to the north and Alfred Street to the east, the main railway line to the south and the Metropolitan Goods Line to the west (which is now closed). The Substation is located between Lewisham and Summer Hill Railway Stations.*

*The north-east corner of this site (outside the listing boundary) contains residential sections which front Barker Street and Alfred Street. There is access to the Substation site from Barker Street and Alfred Street, through secure gates. The Substation is not fenced to the south or to the west.*

##### **SUBSTATION BUILDING (1928)**

*External: The building is a typical larger sized Substation (seven bays long and three bays wide), of face brick construction, with engaged piers, and a hipped roof (recently retiled) with a central lantern running the length of the building. The original gable decoration on the lantern is intact. The building, like all Substations of this era, is symmetrical, simply designed and lineally aligned with the adjacent railway line. The building is a refined example of the Inter-War Stripped Classical style as evidenced by vertical emphasis, simulated Classical brick cornice and groupings of steel framed multi-paned windows. Decorative elements also include contrasting brickwork and cement rendered lintels and sills. The fenestration is regular, although all the windows, with the exception of those on the north elevation, have been bricked up. The door on the western elevation has also been bricked up. There is a double-height roller door to both the eastern and western elevations. The original main entrance door on the east elevation has been replaced with a modern louvred door, but retains the cement rendered shelf above. There is also a new door at basement level. The entry steps are original; however there is no balustrade or handrail as shown on original plans. The original louvred openings at basement level on the east elevation remain.*

*On the north elevation, the building has open bays the full length of the building, to approximately mid height, which originally housed the transformers. Most of these bays are now empty or have been used for modern operational equipment. The original track to the north is still extant and there is an original equipment trolley remaining as well. On the south elevation there is new electrical equipment located immediately adjacent to the building and in the south-east corner there is an old compressor which was used to operate the signals/and or points.*

*Internal: The building is very well maintained and very intact with painted brick walls, painted concrete floors and original exposed steel trusses supporting the roof. The original form of the building is intact with basement, ground floor and a high mezzanine level accessed by two sets of cast iron stairs (still extant). There is another lower mezzanine on the north side which contains cable trays. There are some original cable trays still existing.*

*The ground floor houses modern electrical equipment which is contained within freestanding metal casings. To the western end there is a relocatable prefab building. Steps lead down from this end of the building to the basement level, where original tracks still remain, running in a north-south direction. The basement level is in its original condition and is currently used for cable runs and storage. The gantry crane to the western end appears to have been replaced with a modern crane.*

*There are two enclosed rooms located at the east and west ends of the mezzanine level. These rooms do not continue full height and have a cornice detail around the top of the walls. To the eastern end is the staff room and sanitary facilities, which retain original fibre cement ceilings and cornice, the original toilet and shower partitions, with original doors and architraves. To the western end is the former battery room, which is also in its original condition with precast concrete ceilings; unpainted brick walls, and also features some original light fittings. The room also has the original door (although modified). The railings to the mezzanine levels are the original cast iron tubular sections.*

#### **MOVEABLE ITEMS**

*There are some original transformers located on the mezzanine level.*

#### **ARCHAEOLOGICAL POTENTIAL**

*Based on the surviving documentation and the evidence on site it is unlikely there would be any potential archaeological remains at the Lewisham Substation*

#### **SUBSTATION BUILDING**

*Generally, the substation building is well maintained and is in very good condition (Heritage NSW, 2010).*

### **1.4.3 Lewisham (Old Canterbury Rd) Underbridge**

The 'Lewisham (Old Canterbury Rd) Underbridge' is registered on the Inner West LEP and TAM Sydney Trains S170 register. The following description is quoted from the TAM Sydney Trains S170 SHI listing:

*Three parallel, single span, double track, plate web iron and steel girder bridges supported on brick abutments with angled wing walls. The iron bridge dates from 1885, the steel bridges from 1892 and 1926. The iron girders have additional steel column supports at each kerb. The 1885 iron and 1892 steel bridges are skewed.*

*The bridge is in moderate condition with the following defects: corroded and sheared rivets, mild to medium corrosion and pitting of girders, minor cracks in brick abutments and wing walls.*

*1930: Kerbside steel columns added to iron bridge (Heritage NSW, 2009).*

### **1.4.4 Former Petersham Cemetery Archaeological Site**

The 'Former Petersham Cemetery Archaeological Site' is registered on the Inner West LEP. There are limited descriptions associated within this item's listing. The following is quoted from Schedule 5, Part 3 of the Inner West LEP:

*Part of 2B West Street, part of 3 Thomas Street, part of pedestrian walkway between Thomas Street and West Street on the northern side of the railway line and part of West Street.*



Despite being registered on the Inner West LEP, there is no detailed listing for this site on the NSW State Heritage Inventory (SHI). This is contributed to the site being registered as an 'archaeological site' and not a 'heritage item' within the Inner West LEP. The value of the site is in its archaeological potential, based on the reasoned prediction that subsurface deposits containing archaeology (including possible human burials) could be present within the broader listed area. The presence or absence of archaeological potential can only be determined through investigation such as Ground Penetrating Radar (GPR) and controlled archaeological excavation.

## 1.5 Objectives

The overarching objective of this assessment is to prepare a SoHI in order to assess the impact of the proposed work on the heritage significance of the 'Lewisham Estate Heritage Conservation Area' (LEP #C61), 'Lewisham (Old Canterbury Rd) Underbridge' (LEP #I1173, S170 #4801518), 'Former Petersham Cemetery Archaeological Site' (LEP #A11), and the 'Lewisham Railway Substation' (LEP #I1167, S170 #4803260).

Key tasks included:

- develop an understanding of the historical context of 'Lewisham Estate Heritage Conservation Area' (LEP #C61), 'Lewisham (Old Canterbury Rd) Underbridge' (LEP #I1173, S170 #4801518), 'Former Petersham Cemetery Archaeological Site' (LEP #A11), and the 'Lewisham Railway Substation' (LEP #I1167, S170 #4803260)
- assess the proposed work against the relevant elements of the listing
- complete a technical report that identifies the heritage values of the listing including the identification of any areas of archaeological potential within the impact area of the proposed work
- assess potential direct and indirect impacts to the listing's heritage values
- identify measures to reduce, avoid or mitigate impacts to the listing's known or potential heritage values.

## 1.6 Authorship

This assessment was prepared by AECOM Archaeologist and Heritage Consultant Rebecca Hibberd. The site inspection was undertaken by AECOM Principal Heritage Specialist Dr Darran Jordan. A technical and quality review was undertaken by AECOM Principal Heritage Specialist Dr Darran Jordan.



**Figure 1** Location of proposed work, including extent of construction boundary and temporary construction compounds



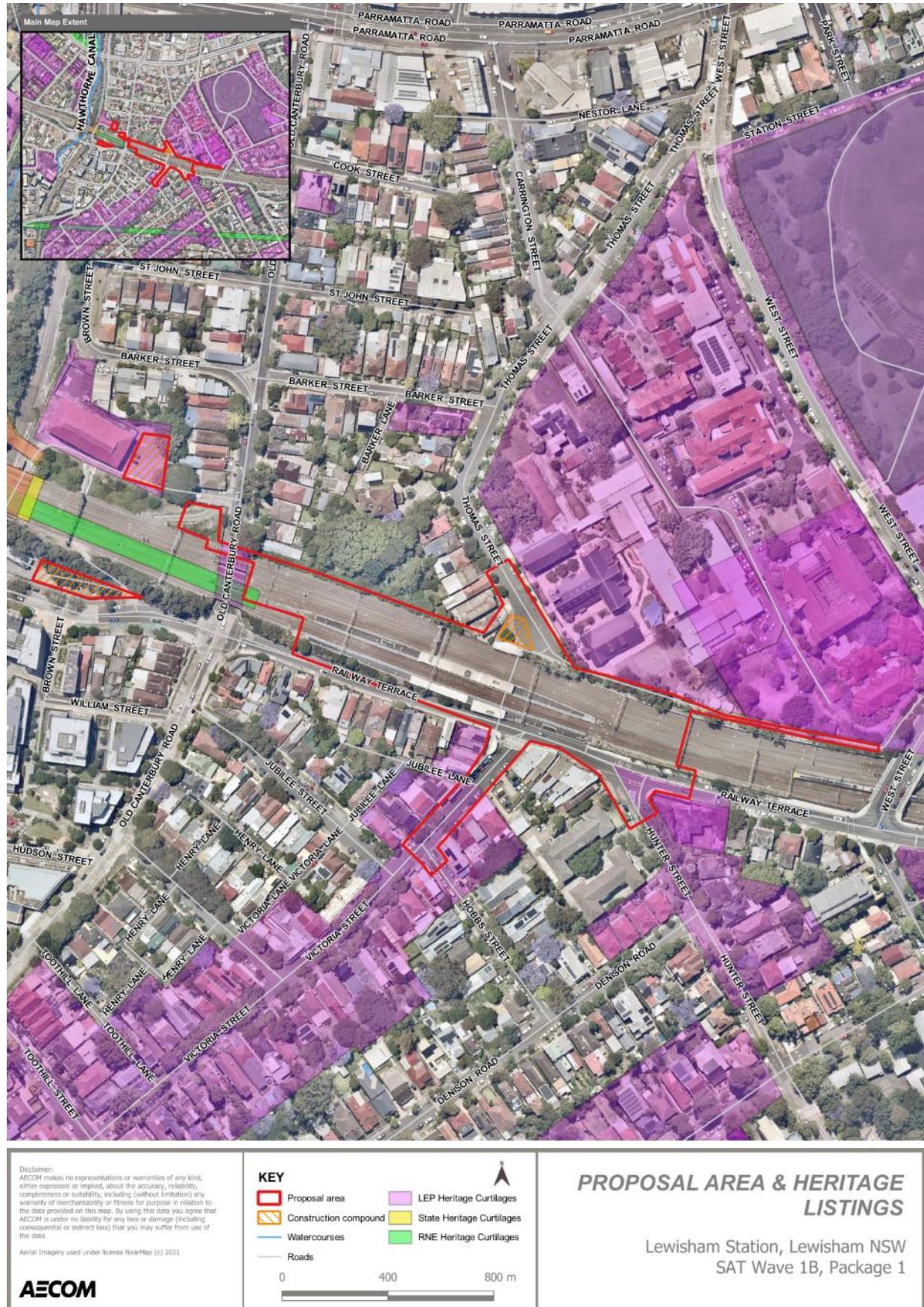


Figure 2 Location of proposed work, showing Inner West LEP 2022, NSW SHR, and RNE heritage curtilages



## 2.0 Legislative context

### 2.1 Commonwealth

#### 2.1.1 *Environmental Planning & Biodiversity Conservation Act 1999 (EPBC Act)*

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

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

- It is undertaken on Commonwealth land and will have or is likely to have a significant impact on the environment on Commonwealth land; and
- It is undertaken by the Commonwealth and will have or is likely to have a significant impact.

There are no relevant listings on the CHL or NHL within or immediately adjacent to the proposed work.

### 2.2 State

#### 2.2.1 *Environmental Planning and Assessment Act 1979*

The Environment Planning and Assessment Act 1979 (EP&A Act) establishes the system of environmental planning and assessment in NSW. As the Proposal is for railway infrastructure facilities and is to be carried out by Transport, it can be assessed under Division 5.1 of the Environmental Planning and Assessment Act 1979 (NSW). Division 5.1 of the EP&A Act specifies the environmental impact assessment requirements for activities undertaken by public authorities, such as Transport, which do not require development consent under Part 4 of the Act.

Section 2.92 of State Environmental Planning Policy (Transport and Infrastructure) permits development on any land for the purpose of a railway or railway infrastructure facilities to be carried out by or on behalf of a public authority without consent.

The Proposal is located within the Inner West LGA. The SEPP (Transport and Infrastructure) prevails over all other environmental planning instruments (such as LEPs) and as such development consent from council is not required where impacts on a heritage item are determined to be less than minor.

During the preparation of this SOHI, the heritage conservation provisions of the Inner West LEP were considered for completeness as discussed in Section 2.3 and Section 2.4.

#### 2.2.2 *Heritage Act 1977*

The *Heritage Act 1977* was enacted to conserve the environmental heritage of NSW. Under Section 32, places, buildings, work, relics, moveable objects, or precincts of heritage significance are protected by means of either Interim Heritage Orders (IHO) or by listing on the NSW SHR. Items that are assessed as having State heritage significance can be listed on the NSW SHR by the Minister on the recommendation of the NSW Heritage Council.

Proposals to alter, damage, move or destroy places, buildings, work, relics, moveable objects, or precincts protected by an IHO or listed on the SHR require an approval under Section 60. There are standard exemptions to the requirement for a Section 60 permit under Section 57 (2) of the Act (see below).

There are no relevant listing on the NSW SHR within or immediately adjacent to the proposed work.

Under Section 170 (S170) of the Heritage Act 1977, NSW Government agencies are required to maintain a register of heritage assets. The Register places obligations on the agencies, but not on non-government proponents, beyond their responsibility to assess the impact on surrounding heritage items.

There are two listings on the TAM S170 heritage register within the Proposal area: ‘Lewisham Railway Substation’ (#4803260) and ‘Lewisham (Old Canterbury Rd) Underbridge’ (#4801518).

## **2.3 Local**

### **2.3.1 Inner West Local Environment Plan 2022**

Part 5, Section 5.10 of the Inner West LEP addresses heritage conservation. All heritage items listed on the LEP are included in Schedule 5 of the document. Section 5.10 heritage Conservation is reproduced here for context:

(1) Objectives The objectives of this clause are as follows—

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

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

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance)—
  - (i) a heritage item,
  - (ii) an Aboriginal object,
  - (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land—
  - (i) on which a heritage item is located or that is within a heritage conservation area, or
  - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land—
  - (i) on which a heritage item is located or that is within a heritage conservation area, or
  - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

As noted above, the SEPP (Transport and Infrastructure) prevails over all other environmental planning instruments (such as LEPs) and as such development consent from council is not required where impacts on a heritage item are determined to be less than minor.

## 2.4 Marrickville Development Control Plan 2011

The primary purpose of a development control plan (DCP) is to guide development according to the aims of the corresponding LEP. The DCP must be read in conjunction with the provisions of the LEP. The Environmental Planning and Assessment Act 1979 requires that flexibility needs to be applied with DCP controls and allow for reasonable alternative solutions that achieve the objectives of the controls.

Following the amalgamation of several LGAs into the present day Inner West LGA, several existing DCPs are still applicable. The Marrickville DCP 2011 came into force on 15 December 2011, soon after the gazettal of the Marrickville LEP 2011.

Part 8 of the DCP supports the LEP by providing additional objectives and development standards for development within the Lewisham Estate Heritage Conservation Area. Part 8 applies to the Lewisham Estate Heritage Conservation Area listed as C61 in Schedule 5 – Environmental Heritage of the Inner West LEP 2022.

The purposes of Part 8 is to augment the provisions of the Inner West LEP 2022 in respect of the Lewisham Estate Heritage Conservation area and to provide residents, landowners, purchasers, and developers with a document which sets out in detail the Inner West Council's policy on change within the Lewisham Estate Heritage Conservation Area.

Marrickville DCP 2011 was considered when preparing this SoHI.

## 2.5 Statutory database searches

Searches of the following statutory databases were undertaken on 20 November 2024:

- Australian Heritage Database (World, National, Commonwealth heritage lists)
- State Heritage Register (SHR)
- TAM S170 Heritage Register
- Schedule 5 of Inner West LEP 2022.

**Table 1 Historic heritage register/list searches**

Heritage Register	Results	Location
NSW State Heritage Register (SHR) <sup>1</sup>	None	N/A
Inner West LEP 2022 <sup>1</sup>	Lewisham Estate Heritage Conservation Area (#C61)	Within Victoria Street Proposal area
	Lewisham Substation (#11167)	Alfred Street construction compound
	Railway underbridge at Old Canterbury Road (#11173)	Within Proposal area
	Former Petersham Cemetery Archaeological Site (#A11)	Within Proposal area
World Heritage List (WHL) <sup>1</sup>	None	N/A
National Heritage List (NHL) <sup>1</sup>	None	N/A
Commonwealth Heritage List (CHL) <sup>1</sup>	None	N/A
Register of National Estate (RNE) <sup>2</sup>	Long Cove Creek Whipple Truss Rail Bridge, Old Canterbury Road, Lewisham, NSW, Australia	Within Proposal area

Heritage Register	Results	Location
TAM S170 Heritage Register <sup>1</sup>	Lewisham Railway Substation (#4803260)	Alfred Street construction compound
	Lewisham (Old Canterbury Rd) Underbridge (#4801518)	Within Proposal area

\*1 – Statutory Heritage Registers

2 – Non-Statutory Heritage Registers

Lewisham Station is not currently listed on any heritage databases, despite historically having a LEP and TAM Section 170 heritage listing. Whilst it has been assessed for its historical significance previously, these reports have determined that the station be removed from the TAM S170 Register and removed from the LEP. The following is an excerpt from the former RailCorp Heritage Inventory Form:

*‘Lewisham Railway Station has very few original elements intact except for a highly modified subway and booking office. Therefore it has very little significance and is not an item that should be heritage protected’* (RailCorp Heritage Inventory, 2009).

The ‘Long Cove Creek Whipple Truss Rail Bridge’ was listed on the RNE as an included place prior to the closure of the RNE. The RNE listing notes the bridge was ‘recorded for reference only, no statutory basis’ (Register of the National Estate, 1989). The bridge is also listed as an LEP and SHR heritage item. Whilst the Proposal area falls within the eastern extent of the RNE heritage curtilage, the heritage item and the LEP/SHR curtilages are located 124 metres west of the Proposal area.

Due to the non-statutory nature of the RNE and the distance from the LEP/SHR curtilages of the same item, the proposed work would have no impact to the ‘Long Cove Creek Whipple Truss Rail Bridge’ and no further assessment is required.

## 3.0 Historical background

To understand the potential and existing heritage and archaeological values of an area, it is necessary to understand its historical context. The following historical summary features quotes from the relevant sections of the NSW SHI listings.

### 3.1 Aboriginal History

*“The original owners of the land within the Marrickville Council area were the Cadigal and Wangal clans of the coastal Eora people. They spoke Eora, which may have been a dialect of the Dharug (Darug) language, though sources differ on this point. With the establishment of the penal colony at Sydney Cove in 1788 the dispossession of the original inhabitants was begun. In 1789 a smallpox plague decimated the Aboriginal population, though descendants of the Cadigal and Wangal people still reside within the Sydney metropolitan area” (Heritage NSW, 2012).*

### 3.2 European Settlement

#### 3.2.1 Lewisham Estate

*“George Gambling, an emancipist, was granted 40 acres in 1809. It was sold to Captain John Piper and then to Dr Robert Wardell. Wardell arrived in Sydney in 1824 and purchased much land in the area and by the time of his death in 1834 owned about 2500 acres, known as the “Petersham Estate”. Wardell’s house, “Sara Dell” stood near Parramatta Road, on a site now occupied by Fort Street High School, though most of the “Petersham Estate” was south of Stanmore and New Canterbury Roads, stretching to the Cooks River. Dr Wardell was murdered in 1834 and his estate was divided amongst his relatives.*

*“Joshua Frey Josephson purchased a section of the Petersham Estate after the death of Dr Wardell, probably in the early 1840s. Joshua Josephson was the son of Jacob Josephson and inherited Enmore House after his father’s death in 1845. Joshua Josephson named his property Lewisham, but appears never to have resided there, living instead at Enmore House.*

*“Prior to 1882 the “Lewisham Estate” was subdivided. It included the area from Gambling Street (now Pigott Street) to Frazer Road (now Hunter Street) and all the land between New Canterbury Road and Denison Road, all with frontages of at least 66’. The Virginia Water Estate was subdivided on 11 March 1882. It included Victoria Street and Denison Road, from Davis Street nearly to Toothill Street, all with frontages of 40’. This area had previously been in the ownership of William Davis, whose villa, “Brook Cottage” still stands at 174 Denison Road.*

*“In 1886 Lewisham Railway Station opened, by which time several houses had been built on the south east side of The Boulevarde and most of the blocks had been sold. The Station Estate, Lewisham, encompassing the area between Jubilee Street and Railway Terrace, was auctioned on Saturday July 16 1887. By 1890 the area around the station was still sparsely settled, much of the development concentrated west of Eltham Street. The area between Pigott and Dulwich Streets, including The Boulevarde south east of Pigott Street was subdivided as the “Lewisham West” estate, probably in the early 1890s. Refer to Figure 3 and Figure 4.*

*“Hughes’ Estate, between Toothill and Jubilee Streets, was subdivided, prior to 1898. By this time Victoria Street and Toothill Street were quite closely settled” (Heritage NSW, 2012).*





Figure 3 Station Estate, Lewisham auction poster c. 1887 (Source: Watkins and Watkins (no date))



Figure 4 Lewisham Railway Station c. 1921, looking east towards Petersham (Source: Boyce (1922))

### 3.2.2 Lewisham Railway Substation

*“As the electrification of the metropolitan lines were converted from steam to electric traction, Substations located approximately 8 kilometres apart were required for efficiency in direct current (DC). A 1500 volts DC system to power the overhead conductors was adopted for the NSW Railways. Locations for Substations were determined by topographical conditions, anticipated loading conditions and calculated economic distances between adjoining Substations. The main railway junctions were considered ideal sites in order to service more than one line.”*

*“From 1924 until 1953 the NSW Railways erected substations to serve every line in Sydney. Lewisham Substation (constructed in 1928) was one of 15 similar Substations, erected as part of the first stage of electrification of the Sydney metropolitan rail network between 1924-1932.” Refer to Figure 5 and Figure 6.*



**Figure 5** Exterior of the Lewisham Substation around the time of opening c. 1928 (Source: Whitworth and Wood (2021))

*“Power for the suburban railway was initially obtained from the existing power stations at White Bay and Ultimo, which also provided electricity for tramways. Lewisham Substation was designed to be fed by the 11,000 volt 25 cycle AC from White Bay Power Station.*

*“Substations were of uniform design, differing only in size and were always sited with their longest alignment parallel to the adjoining line. All Substations followed the same basic layout and were typically constructed as a large single void with a mezzanine level with large high level windows.*

*“Each sub-station consisted of three main areas: the main building or converter room; the transformer area; and the switch house. Their interiors were required to house the equipment needed to convert 33,000 volts AC from the Substations to the 1500 volts DC required by trains. The early Substations were housed with two large rotary converters- one for normal use, the other as backup in case of failure. Travelling overhead cranes were erected that could travel the full length of all buildings.*

*“The Lewisham substation is still in use and houses modern operational electrical equipment” (Heritage NSW, 2010).*



Figure 6 Lewisham Substation, 1941 (Source: Whitworth and Wood (2021))

### 3.2.3 Lewisham (Old Canterbury Rd) Underbridge

*The single track Main Suburban Line from the Cleveland Paddocks (Sydney Yard) to Granville Junction was completed in 1855 and the line was duplicated in 1856. By the 1880s there was congestion due to combined demands from country passenger trains, the suburbans services and goods trains needing to reach the Darling Harbour Dive near Cleveland Street overbridge. The decision was made around 1888, under Commissioner Eddy to quadruplicate (add two more tracks to make four) the corridor from Cleveland Street to Homebush. By the 1920s with the coming of electrifying the suburban lines and the linking of the North Line via the Sydney Harbour Bridge, increased capacity was necessary, so two more tracks were added (sextuplication) in 1926. The additional 2 tracks (quadruplication) beyond Lidcombe were completed in 1960. Considerable railway upgrading took place in the intervening years such as replacing all the original timber underbridges.*

*The first wrought iron riveted girder bridge was constructed at Menangle in 1863, using prefabricated girders imported from England. During the late 1860s the government allocated around 50% of public works funds to railway construction, and when extensions to the Main trunk lines were approved the major bridge crossing were constructed from imported wrought iron. In the 1880s while John Whitton was building the new lines, the existing lines branch were renewing many of the original timber bridges and building new ones to suit busy roads. Unlike Whittons imported bridges the existing lines branch used local fabricators as much as possible.*

*The Old Canterbury Rd Underbridge was constructed in iron in 1885. During duplication of the line in 1892 the bridge was widened using steel girders. A third bridge was added in 1926 using riveted steel girders for sextuplication and electrification of the line. Steel columns were added kerbside to support the iron girder bridge in 1930 (Heritage NSW, 2009).*

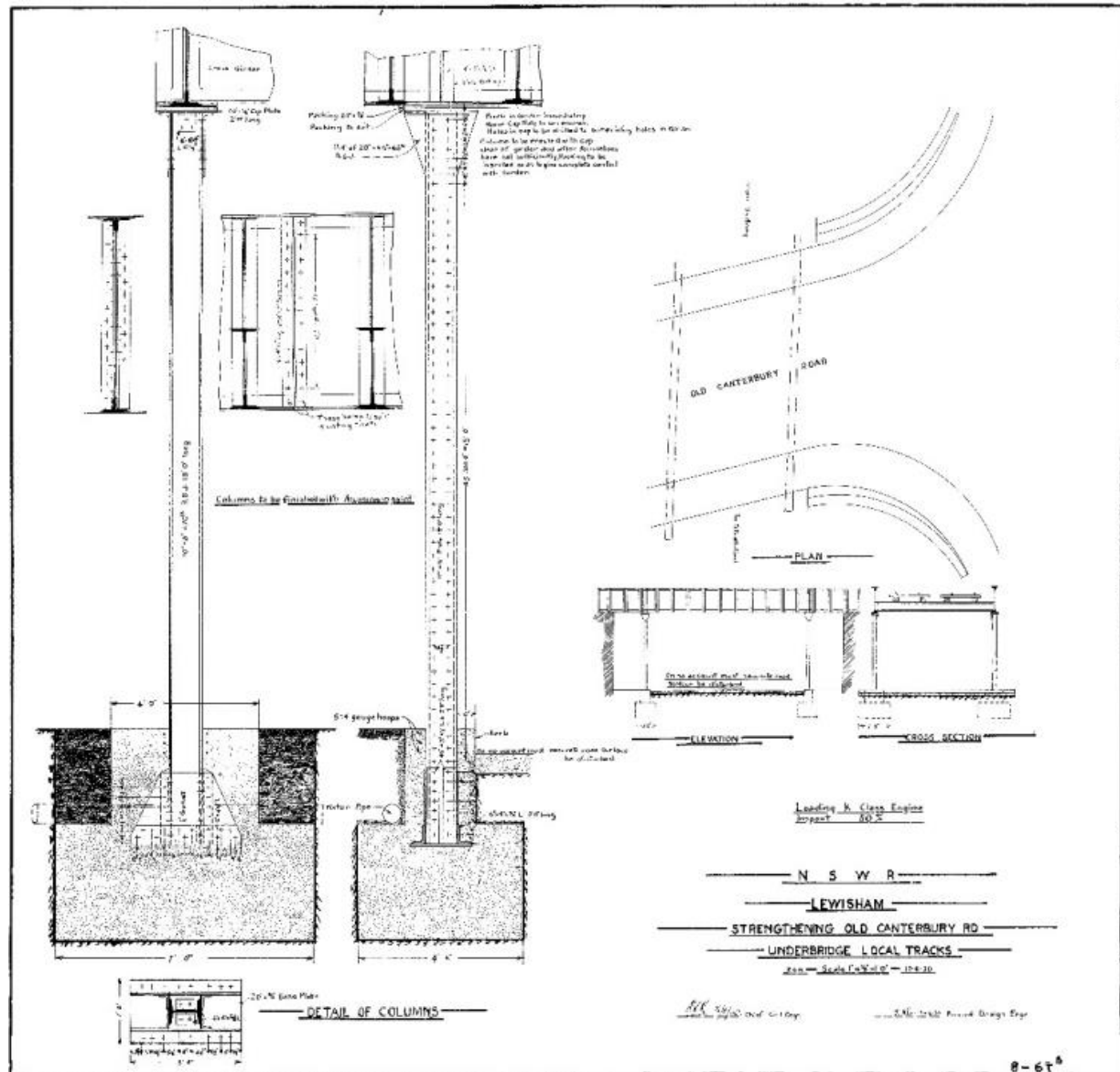
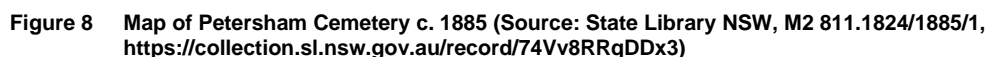


Figure 7 Designs of the 1930s addition of steel columns to support the iron bridge (Source: Phippen (2018))

### 3.2.4 Former Petersham Cemetery Archaeological Site

The Catholic Church first came to the Lewisham/Petersham area in the 1840s, with the first church, St Thomas' Church, built in 1848, despite the land being sold as early as 1834. At the time of sale, a notice had been placed in local papers, warning the community to stay off the land as it had been sold for the use of a "...Catholic Religious Institution, a Chapel and Cemetery" (*The Sydney Gazette and New South Wales Advertiser* (NSW: 1803-1842), 1834). The cemetery opened officially following consecration of the grounds occurring in May 1865 which was performed by the Archbishop himself. Newspaper articles of the event highlight the fanfare that the consecration caused and recorded in detail the ceremony itself (*Freeman's Journal* (Sydney, NSW: 1850-1932), 1865). The first burial was reported in 1863, with an estimated 4,400 burials interred in the cemetery between 1865 and 1886. A map from 1885 in the State library shows the cemetery designated next to the church (see Figure 8). A sexton's cottage is shown in the West Street frontage, the clergyman's residence is indicated in the adjoining unoccupied paddock and the schoolhouse and church are shown in the 'playground paddocks'. The cemetery became the principal burial ground of Sydney's Catholic community, and many notable figures were interred within its grounds.





The cemetery was closed to burials in 1885, against the wishes of the local community. The Petersham council had passed a by-law "...prohibiting the internment of any bodies within the distance of 100 yards of any public building, place of worship, school-room, dwelling-house, public pathway, road, street, or place" (*Evening News (Sydney, NSW: 1869-1931)*, 1885). Protests were held at the church, with a large turnout including the Archbishop Moran, as this all but closed the cemetery due to its proximity to a church and school at the time. Despite failed appeals and signed petitions to remove the bylaws, there are records of the continued internment of remains in the cemetery until 1905, with several individuals receiving fines in court for doing so (*The Australian Star (Sydney, NSW: 1887-1909)*, 1895a; *The Australian Star (Sydney, NSW: 1887-1909)*, 1895b).

Over time the cemetery became neglected and fell into disrepair, the land being noted several times in local papers being used for the pasturing of cattle and horses of unnamed owners (Leary, 1897; Sullivan, 1899). Adjacent land continued to be utilised by the Catholic Church, as well as the construction of the Lewisham Hospital. The first wing was opened on 9 June 1889 and by 1891 a line of oak and camphor laurels were planted to mark the boundary between the hospital and cemetery (Thorp, 1990). Despite being closed for burials, the cemetery was still considered consecrated ground and home to many important catholic figures, its location documented on the 1915 parish map (see Figure 9).



**Figure 9 Parish Map of Petersham c. 1915, Petersham Cemetery shown in red (Source: NSW Land Registry Services)**

In 1925 the Redfern to Strathfield railway line was due for sextuplication, which would run through a portion of the cemetery at Lewisham. As a result, the NSW parliament passed the Lewisham Cemetery Act (1925). The act made provisions for the removal of human remains and certain slabs/tombstones from the cemetery and reinternment at Rookwood Cemetery, Bunnerong and another unspecified cemetery. The exhumation of the graves was well documented in local newspapers. Over 400 human remains were removed to Rookwood Cemetery between 1926 and 1927 for both the railway expansion but also for the erection of a new hospital building (*Freeman's Journal (Sydney, NSW: 1850-1932)*, 1926; *The Sydney Morning Herald (NSW: 1842-1954)*, 1927). The NSW SHI listing for the hospital indicates that the 1960 annual hospital report "...indicated that all the headstones had been relocated although remnant stones were left on the site" (Heritage NSW, 2011).

A digitised transcription at the Marrickville Library details the headstones from the cemetery that were relocated to Rookwood Cemetery, Catholic Section between 1926 and 1927 (Marrickville Heritage Society, 2013). The transcription was originally compiled by members of the Marrickville Heritage Society from March to May 1986

### 3.3 Historical aerals

Historical aerial mapping from the years 1930 to 2024 were assessed for historical land use relating to the 'Lewisham Railway Substation' and 'Lewisham Estate Heritage Conservation Area'. There have been several major developments across the proposal area over the past 93 years, with the most relevant to the proposal relating to land use, land regeneration, construction of the 'Lewisham Railway Substation', and changes to the shops on Victoria Street within the 'Lewisham Estate Heritage Conservation Area'.

#### 3.3.1 'Lewisham Railway Substation'

Historical aerals from 1930 indicate that the 'Lewisham Railway Substation' was constructed in its current location sometime prior to 1930 (see Figure 10). Surrounding land is well developed at this time, including the Main Railway Line, the Metropolitan Goods Line, Hawthorn Canal, major roadways and residential development. The substation resides on a large rectangular block of land, largely cleared of

any landscaping, standing out starkly in the centre of its lot. This supports the historical records that show the substation was built only two years beforehand.

Over the next 93 years, there has been no visible change to the substation building itself on the historical aerials. Identifiable changes to the property through historical aerials occur across the surrounding land.

By 1951, a garden bed had been constructed along the front of the substation, dominating the front portion of the block of land (see Figure 11). This garden bed remained on the property until 1978, by which time it had been cleared and several vehicles can be seen parked on the same location in the aerials (see Figure 12 to Figure 14). The land surrounding the substation remains largely cleared from 1978 till present day (2024), with land utilised for stockpiling and vehicle access (see Figure 15 to Figure 24).

### **3.3.2 ‘Lewisham Estate Heritage Conservation Area’**

Historical aerials from 1930 indicate that the shops along corner of Railway Terrace and Victoria Street were constructed prior to 1930 (see Figure 10). The surrounding area at this time is well established, consisting of residential development, major roadways and the Main Railway Line. Hunter Street is also well developed by 1930.

Between 1930 and 1951 there is a development change at the shop fronts on Victoria Street (see Figure 11). The two shops closest to Railway Terrace are altered. It is unclear as to the extent of the change due to aerial resolution, however, it is clear that either the shops themselves are either rebuilt or their original fronts/awnings are removed, changing the angle of the building line. The remaining shop fronts in the group also appear to lose part of their front/awning, but to a lesser extent.

Little change occurs across the Victoria Street shops between 1951 and 1986 (see Figure 11 to Figure 15). Between 1986 and 1991, a new awning was constructed on the two shops adjacent to Railway Terrace (see Figure 15 and Figure 16). The awning was convex in shape, white, and fronting onto Victoria Street only. This awning was altered sometime between 1991 and 1998, where the awning was either extended or an additional awning constructed where it now covered part of the roofing, fronting onto Victoria Street and wrapped around onto Railway Terrace (see Figure 16 and Figure 17). This awning is still visible in the year 2000, however sometime between 2000 and 2001 the section that wrapped around onto Railway Terrace and the covering of the roofing was removed, leaving only the awning fronting Victoria Street (see Figure 18 and Figure 19). It is unclear whether this is a new awning altogether or a deconstructed version of what is seen in 1998/2000 aerials. The smaller, rectangular awnings on the remaining shops were constructed sometime between 2001 and 2002 (see Figure 19 and Figure 20).

Minimal changes occurred across the proposal area on Victoria Street and Hunter Street between 2005 and 2024 (see Figure 21 to Figure 24). Changes to the area are limited to general use, vegetation growth in designated plant boxes and changes to buildings immediately adjacent to the proposed work.

### **3.3.3 ‘Lewisham (Old Canterbury Rd) Underbridge’**

Historical aerials from 1930 indicate that the bridge had been constructed in its current form prior to 1930 (see Figure 10). In the years that followed, there was minimal change to the bridge's structure, as can be seen in historical aerials (see Figure 11 to Figure 24). Changes were limited to ongoing upkeep of the railway and its associated infrastructure (i.e., electrical, drainage and overhead structures). Additionally, Old Canterbury Road was well maintained throughout the years with the intersection with Railway Terrace updated between 1991 and 1998 (see Figure 16 and Figure 17).

The proposed location of the padmount was initially cleared of most overgrown vegetation between 1930 and 1951, dominated by the hillslope from the railway to Alfred Street and several planted shrubs (Figure 10 and Figure 11). In the following year from 1961 to present, there is a clear regrowth of vegetation across the entire hillslope that is minimally maintained (see Figure 12). A dirt vehicle track was established between 1986 and 1991, running from Alfred Street to the Railway corridor, immediately adjacent to the proposed padmount site (see Figure 15 and Figure 16). Between 1998 and 2005 the track became overgrown and does not appear to have been in consistent use (see Figure 17 to Figure 21). A more permanent track was established in 2014 and is still present and in use in 2024 (see Figure 23 and Figure 24).



### 3.3.4 'Former Petersham Cemetery Archaeological Site'

Historical aerials from 1930 indicate that the cemetery was removed and the proposed extensions to the hospital site had begun prior to 1930 (see Figure 10). There are no clear grave markers, several new buildings had been constructed, and the remaining land appears to be marked out for future building locations. Between 1930 and 1951 several additional buildings were constructed on the southern side of the site, adjacent to the railway corridor and West Street (see Figure 10 and Figure 11). A large rectangular plot of undeveloped land remains between the hospital and church from 1930 to 1961, however it is unclear whether this site is a public park or contains several remaining graves (see Figure 10 to Figure 12). By 1971, this land had been cleared and developed as a car park for the hospital (see Figure 13). Changes between 1971 and 1991 are limited to general land use and several small buildings erected across the site (see Figure 13 to Figure 16). Between 1991 and 1998 several buildings that were constructed between 1930 and 1951 have been demolished and a large structure was constructed on the corner of the railway corridor and West Street, leaving a large area of cleared land adjacent to the Proposal area (see Figure 16 and Figure 17). This was later landscaped between 1998 and 2002, creating a garden, carpark and road to the newly constructed building (see Figure 17 and Figure 20). Limited changes occurred across the former cemetery site between 2002 and 2024, limited to general use and upkeep (see Figure 20 and Figure 24).

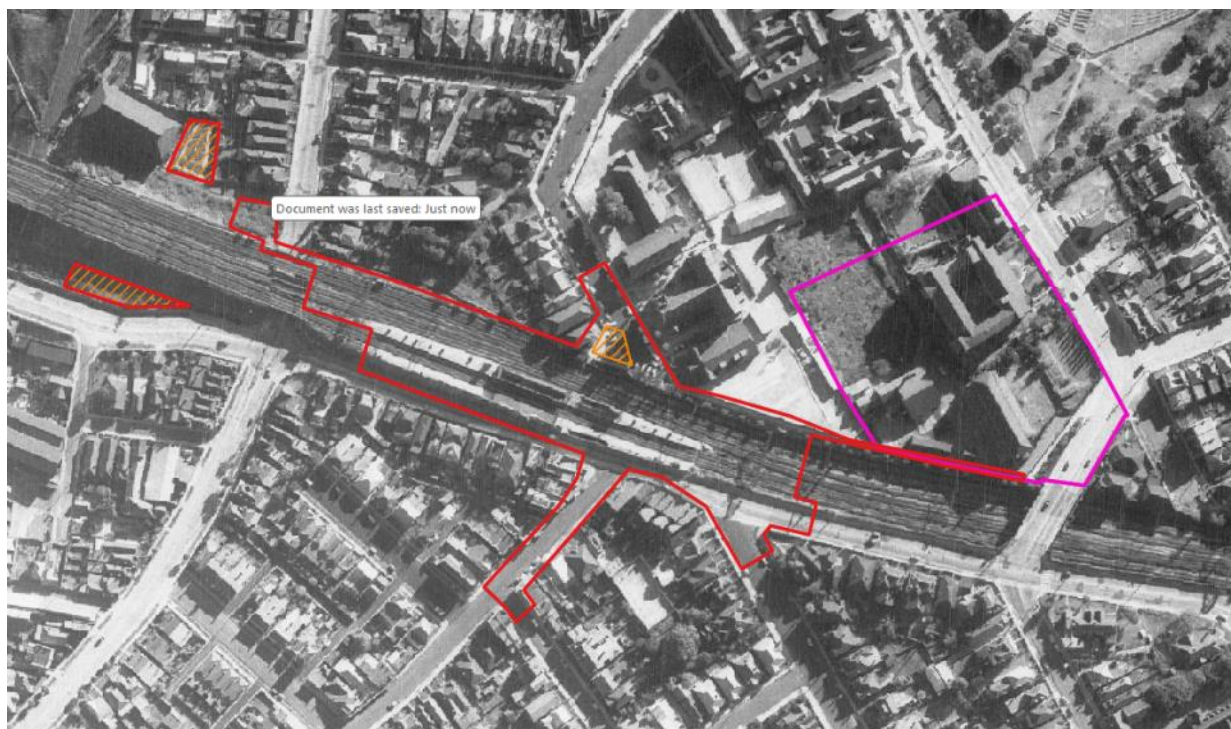


**Figure 10** Historical aerial image from 1930 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)





**Figure 11** Historical aerial image from 1951 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)



**Figure 12** Historical aerial image from 1961 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)





**Figure 13** Historical aerial image from 1971 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)



**Figure 14** Historical aerial image from 1978 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)





**Figure 15** Historical aerial image from 1986 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)



**Figure 16** Historical aerial image from 1991 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)





**Figure 17** Historical aerial image from 1998 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)



**Figure 18** Historical aerial image from 2000 showing the relative location of the proposed work (in red) and former cemetery LEP curtilage (in purple) (Source: Google Earth, 27 November 2024)





**Figure 19** Historical aerial image from 2001 showing the relative location of the proposed work (in red) and former cemetery LEP curtilage (in purple) (Source: Google Earth, 27 November 2024)



**Figure 20** Historical aerial image from 2002 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)





**Figure 21** Historical aerial image from 2005 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: NSW Collaboration Portal, 27 November 2024)



**Figure 22** Historical aerial image from 2009 showing the relative location of the proposed work (in red) and former cemetery LEP curtilage (in purple) (Source: Google Earth, 27 November 2024)





**Figure 23** Historical aerial image from 2014 showing the relative location of the proposed work (in red) and former cemetery LEP curtilage (in purple) (Source: Google Earth, 27 November 2024)



**Figure 24** Historical aerial image from 2024 showing the relative location of the proposed work (in red), construction compounds (in orange), and former cemetery LEP curtilage (in purple) (Source: Nearmap, 27 November 2024)

## 4.0 Physical evidence

### 4.1 Site inspection

A site inspection of Lewisham Station and surrounds was undertaken on 7 November 2024 by Principal Heritage Specialist Dr Darran Jordan.

### 4.2 Physical Curtilage

#### 4.2.1 Location and Urban Context

Lewisham Station is located in the suburb of Lewisham, between Thomas Street and Railway Terrace. The suburb is located approximately 6.5 kilometres southwest of Sydney CBD, within the Inner West Local Government Area (LGA). Lewisham is served by the T2 Inner West and Leppington Line, providing a connection to the Sydney Trains Network (intercity and suburban).

The 'Lewisham Estate Heritage Conservation Area' is located south of the main western railway line, between Old and New Canterbury Roads. It includes several sub-precincts which share similar heritage values. The main area includes Victoria Street, The Boulevarde and Hunter Street. The proposed work fall across several shop fronts on Victoria Street and the road corridor on Hunter Street within the conservation area.

The 'Lewisham Railway Substation' is located on a rectangular site bordered by Baker Street to the north and Alfred Street to the east, the main railway line to the south and the Metropolitan Goods Line to the west (now closed). The proposed Alfred Street construction compound is located within the substation site, immediately adjacent to the substation building.

The 'Lewisham (Old Canterbury Rd) Underbridge' is located on the main railway line, passing over Old Canterbury Road between Alfred Street and Railway Terrace. The proposed work are located immediately adjacent and running across the bridge towards the station.

The 'Former Petersham Cemetery Archaeological Site' is a Roman Catholic cemetery, initially established on the 15 acres of land that situated St Thomas Church, between the railway line, Thomas Street and West Street (see Figure 27). The cemetery now falls under the railway and hospital sites. The proposed work fall within the pedestrian walkway between Thomas Street and West Street, which is specifically mentioned in the LEP site description as forming part of the heritage site. The heritage value of the site is in its archaeological potential, in that there could be subsurface deposits present associated with the former cemetery.





**Figure 25** Aerial image from 2024 showing the location of the shops on Victoria Street relative to the conservation area and railway station (Source: Nearmap, 28 November 2024)



**Figure 26** Aerial image from 2024 showing the location of the Alfred Street construction compound relative to the substation (Source: Nearmap, 28 November 2024)





Figure 27 Aerial Image from 2024 showing the location of the proposed work relative to the location of the former cemetery site (Source: Nearmap, 16 December 2024)

#### 4.2.2 Tenure of property

The 'Lewisham Railway Substation' is owned by TAM. The 'Lewisham Estate Conservation Area' encompasses several privately owned Lots/DPs.

### 4.3 Description

#### 4.3.1 'Lewisham Estate Heritage Conservation Area'

The shops on Victoria Street are noted on the NSW SHI listing for the 'Lewisham Estate Heritage Conservation Area'. The following quote is the description on the NSW SHI listing of the shops:

*"The small group of local shops in Victoria Street includes some substantially intact examples of Federation shops, including shopfronts and joinery to the arched window/doors on the upper level, although signs of deterioration to the fabric could be seen. The upper level verandahs have been replaced by a suspended awning. Other shops in the extended group demonstrate significant layering and have lost their stylistic integrity" (Heritage NSW, 2012).*

#### 4.3.2 'Lewisham Railway Substation'

The substation building itself is noted on the NSW SHI listing for the 'Lewisham Railway Substation' site. There are no listed elements surrounding the substation building. The only reference to the land outside of the substation building is a short note on surrounding residential buildings located outside of the listing curtilage. The following quote is the description on the NSW SHI listing of the substation:

*"The north-east corner of this site (outside the listing boundary) contains residential sections which front Barker Street and Alfred Street. There is access to the Substation site from Barker Street and Alfred Street, through secure gates. The Substation is not fenced to the south or to the west...Based on the surviving documentation and the evidence on site it is unlikely there would be any potential archaeological remains at the Lewisham Substation" (Heritage NSW, 2010).*



#### **4.3.3 Lewisham (Old Canterbury Rd) Underbridge**

The 'Lewisham (Old Canterbury Rd) Underbridge' is registered on the Inner West LEP and TAM S170 register. The proposal area falls on the 1926 steel girder bridge. This bridge is single span, double tracked, and is supported by brick abutments with angled wing walls.

#### **4.3.4 Former Petersham Cemetery Archaeological Site**

The 'Former Petersham Cemetery Archaeological Site' is registered on the Inner West LEP. The site retains no registered or visible surface elements due to relocation of over 400 graves to Rookwood Cemetery in the 1920's. The original curtilage of the cemetery (c. 1885) encompassed several lines of the main railway corridor (prior to its electrification), a large portion of the current Lewisham Hospital site, and was bounded by the Catholic Church to the west and West Street to the east. Prior to the removal of some graves the site was thought to have over 4000 burials interred within its consecrated grounds. It is unclear how many, if any, archaeological relics from the cemetery remain in subsurface deposits.

### **4.4 Visual Inspection**

A visual inspection of Lewisham Station and surrounds was undertaken by Principal Heritage Specialist Dr Darran Jordan. Proposed areas of work within the station, including the new proposed lift shaft areas, were inspected as well as the proposed updated connection points on Thomas Street and Railway Terrace and the proposed laydown area within the grounds of the heritage listed Lewisham Railway Substation on Alfred Street. The intersection of some of the proposed work with listed local heritage areas was confirmed, including potential impacts on shop awnings on Victoria Street that are part of the Lewisham Estate Heritage Conservation Area. The inspection identified that the proposed work were likely to intersect with elements of the 'Lewisham Estate Heritage Conservation Area' and the heritage listed 'Lewisham Railway Substation' (see Figure 28 to Figure 37).

#### **Victoria Street Shops**

The visual inspection confirmed that there is a suspended awning attached to a shop front on Victoria Street, above the current underpass entrance/exit that would be impacted. It is not original fabric (i.e., not contemporaneous with the building's construction). The suspended awning proposed for replacement, which is attached to the shop, consists of three parts - the rounded extension that extends over the entrance/exit to the underpass and held up by several poles, and two sections of rectangular awning that juts out from the shop front and connects to the rounded awning. A white metal fence is around the entrance/exit to the underpass with a Telstra telephone box and several examples of train station signage nearby.

#### **Alfred Street construction compound**

The visual inspection confirmed that the land immediately in front of the substation is cleared of any visible structures or items of heritage value and is currently being utilised as a car park for the substation workers. The ground is made up of compacted layers with small ballast added for tyre traction. Surrounding the carpark is grass, regrowth and fencing.

#### **Old Canterbury Road padmount/GST to station**

Due to the nature of the proposed work, and duplication/replacement of the existing GST on the underbridge, no visual inspection was considered warranted for this assessment.

#### **Track drainage improvements**

Due to the nature of the proposed work, and the repair/replacement of pipes and pits within previously disturbed land in the rail corridor, no visual inspection was considered warranted for this assessment.

#### **Pedestrian walkway between Thomas Street and West Street**

Due to the past disturbance and removal of all surface elements associated with the 'Former Petersham Cemetery Archaeological Site', a visual inspection was considered not warranted for this assessment.



**Figure 28** View south-west towards shop front on corner of Victoria Street and Railway Terrace, showing proposed awning to be removed (Source: AECOM, 2024)



Figure 29 View west towards shop front on corner of Victoria Street and Railway Terrace, showing proposed awning to be removed (Source: AECOM, 2024)



Figure 30 View west towards shop front on corner of Victoria Street and Railway Terrace, showing proposed awning to be removed (Source: AECOM, 2024)





**Figure 31** View west towards shop front on corner of Victoria Street and Railway Terrace, showing proposed awning to be removed and current station entrance (Source: AECOM, 2024)



**Figure 32** View west, showing current Thomas Street entrance/exit (Source: AECOM, 2024)





**Figure 33** View north, down Thomas Street, showing proposed Thomas Street construction compound location (Source: AECOM, 2024)



**Figure 34** View east from corner of Victoria Street down Railway Terrace across current pedestrian crosswalk (Source: AECOM, 2024)





**Figure 35** View west towards substation across open carpark on Alfred Street, showing proposed construction compound location (Source: AECOM, 2024)



**Figure 36** View east, down Alfred Street from substation, showing proposed access to construction compound (Source: AECOM, 2024)





**Figure 37** View west, down Alfred Street towards substation, showing proposed access to construction compound  
(Source: AECOM, 2024)

## 5.0 Archaeological potential

Archaeological potential in the context of the current assessment is defined as the potential for relics to be present within the area of proposed work, with relics comprising any archaeological deposit featuring artefacts, objects or material evidence that is of State or local heritage significance. To evaluate the archaeological potential of a site or area, it is necessary to understand its history and the sequence of activities that have taken place throughout its history. This information will indicate where archaeological features and deposits may be located on a site as well as the likelihood that they have survived later phases of disturbance or development. In NSW, Public Work sites, such as the area of proposed work, commonly contain the following types of relics - building structural remains and rubble, roadside refuse, construction equipment, graves and associated markers, fence lines, and several other types of archaeological deposits.

The following key tasks were completed to assess the archaeological potential of the area of proposed work:

- heritage database searches (Section 2.4)
- a review of the historical context of the area of proposed work (Section 3.0)
- a review of parish maps and historical aerials (Section 3.0 and Section 3.3)
- site inspection (Section 4.1).

The history of Lewisham is dominated by the construction and use of Lewisham Station, St Thomas's Church, residential development and the Railway Substation.

Lewisham in the early 19<sup>th</sup> century, fell across the 40 acres of George Gambling's land, granted to the emancipist in 1809. The land remained largely undeveloped, and utilised as pastoral lands, before the sale and subdivision in 1827. In 1886 Lewisham Railway Station was opened, by which time several homes and shops had been constructed in the area. By 1898, Victoria Street was closely settled. The construction of the substation occurred as part of the larger first stage of electrification of the Sydney rail network between 1924-1932.

Historical records indicate that the shops noted within the 'Lewisham Estate Conservation Area' and the adjoining carpark of the 'Lewisham Railway Substation' are within the area of proposed work, which is supported by the results of the inspection. Historical aerials indicate that several developments have occurred across the area of proposed work. The 'Lewisham Railway Substation' was constructed in its current location sometime prior to 1930, with minimal visible changes to the area. By 1951, a garden bed had been constructed along the front of the substation, in the same location as the proposed construction compound, which remained on the property until 1978. The land surrounding the substation remains largely cleared from 1978 till present day (2024), with land utilised for stockpiling and vehicle access. The shops along Victoria Street were well established prior to 1930. Historical aerials suggest that several changes, additions and deconstruction of the front awnings occurred over several years. Little change occurred across the proposed work on Hunter Street, which was largely constructed and in use by 1930.

Table 2 presents an assessment of the potential for the various types of relics that, based on a review of the history of the 'Lewisham Railway Substation' and 'Lewisham Estate Heritage Conservation Area', might be present within the area of proposed work. The archaeological potential for these remains to be present has been graded low, moderate and high. Low potential has been applied to remains that are considered highly unlikely to be present within the area. Moderate potential means remains might be present and high potential indicates that there is a high likelihood that they are present. As shown below, there is low potential for all identified types of archaeological deposits to be present within the vicinity of the proposed work.

**Table 2 Archaeological potential**

Remains	Potential	Comment
Building footings	Low	No evidence of additional footings or unknown structural building features have been identified.
Rubbish/Discarded material	Low	Discarded materials associated with the early period of land use may be located in subsurface deposits.
Historical road construction	Low	No evidence of historical road construction associated with the early period of land use has been identified.
Fence lines	Low	Fence lines associated with the early period of land use have not been identified. If present, only post holes would be present.
Agricultural equipment	Low	Agricultural equipment associated with historical pastoral use has not been identified.
Electrical equipment	Low	The Lewisham Railway Substation is immediately adjacent to the Alfred Street construction compound site. Additional electrical equipment associated with historical land use has not been identified within the compound site, however, may be located in subsurface deposits.
Graves/Human remains	Low	Graves with human remains associated with Petersham Cemetery may be located in subsurface deposits. Despite minimal records outlining the extent of grave removal, past land disturbance suggests a low likelihood of graves remaining within the Proposal area.
Grave monuments/markers	Low	Grave markers associated with Petersham Cemetery may be located in subsurface deposits. Despite minimal records outlining the extent of grave removal, past land disturbance suggests a low likelihood of grave monuments/marks remaining within Proposal area.

## 6.0 Significance assessment

### 6.1 Background

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

The process of linking this assessment with an item’s historical context has been developed through the NSW Heritage Management System and is outlined in the guideline *Assessing Heritage Significance* (Heritage NSW, 2023), part of the NSW Heritage Manual (Heritage Branch, Department of Planning). There are seven evaluation criteria that make up the NSW Heritage Significance Criteria under which a place can be evaluated in the context of State or local historical themes. Similarly, a heritage item can be significant at a local level (i.e., to the people living in the vicinity of the site), at a State level (i.e., to all people living within NSW) or be significant to the country as a whole and be of National or Commonwealth significance.

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

**Table 3 NSW Significance assessment criteria**

Criterion	Inclusions/Exclusions
<b>Criterion (a)</b> – an item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area).	<b>Historical significance</b> – A place or object is important in the course or pattern of an area’s history if it: <ul style="list-style-type: none"> <li>• is the product of</li> <li>• is an example of</li> <li>• was influenced by</li> <li>• has influenced</li> <li>• is associated with</li> <li>• has a symbolic association with something that has made a strong contribution to the course or pattern of development of our cultural society or environment.</li> </ul>
<b>Criterion (b)</b> – an item has strong or special association with the life or work of a person, or group of persons, of importance in NSW’s cultural or natural history (or the cultural or natural history of the local to area).	<b>Associative significance</b> – A place or object has special associational value if it is associated with a person, organization or group of people who have made an important or notable contribution to the course, pattern and development of our cultural and/or physical environment. In this context, a special association may relate not only to the ‘great’ and well-known, but also to the influential, the exemplary and the innovative.



Criterion	Inclusions/Exclusions
<p><b>Criterion (c)</b> – an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).</p>	<p><b>Aesthetic, creative or technical significance</b> - a place or object is important because of its aesthetic significance if that place or object exhibits sensual qualities that can be judged to be of significance against various ideals including beauty, picturesqueness, evocativeness, expressiveness, landmark presence, streetscape contribution, symbolist or some other quality of nature or human endeavour. Alternatively, a place is important in demonstrating a high degree of creative or technical achievement at a particular period if that place illustrates artistic or technical excellence, innovation, accomplishment, extension or creative adaptation in a variety of fields of human endeavour including but not exclusive to art, engineering, architecture, industrial or scientific design, landscape design, construction, manufacture and craftsmanship or some other technical field.</p>
<p><b>Criterion (d)</b> – an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.</p>	<p><b>Social significance</b> - A place or object is important for its strong or special association with a particular community or cultural group. This could be for social, cultural or spiritual reasons that have a perceived meaning or symbolic, spiritual or moral value that is important to them and which generates a strong sense of attachment. Alternatively, a place is important when the community exhibits strong or special feelings or attaches community identity to it, or the community gathers especially for spiritual reasons, recreation or resort. The place may be Aboriginal or non-Aboriginal or a natural environment. The natural place or object does not have to be a built/constructed/modified (culturally created) place and could be in an unmodified, natural form or format.</p>
<p><b>Criterion (e)</b> – an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area). Significance under this criterion must have the potential to yield new or further substantial information.</p>	<p><b>Research potential</b> – A place or object has potential to yield information that will contribute to an understanding of an area's history if it can be demonstrated that with further examination or research, it may reveal information that will contribute to our understanding of the past. The potential to contribute to our understanding of the past may be found in archaeological deposits, complexes, buildings and structures, gardens and plantings.</p>
<p><b>Criterion (f)</b> – an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).</p>	<p><b>Rarity</b> – A place or object demonstrates rare, uncommon or endangered aspects of an area's cultural or natural heritage. The place or object illustrates past human activities or achievements that are at risk of being lost, and/or are of exceptional interest. Past human activities and achievements can include a way of life, custom, process, function, land use, design or some other activity or achievement that is no longer practiced.</p>

Criterion	Inclusions/Exclusions
<b>Criterion (g)</b> – an item is important in demonstrating the principal characteristics of a class of NSW's (or local area's): cultural or natural places cultural or natural environments.	<p><b>Representativeness</b> – A place or object is important in demonstrating the principal characteristics of a particular class of cultural or natural places or objects if it displays:</p> <ul style="list-style-type: none"> <li>the defining features, qualities or attributes of a type</li> <li>variation within a type</li> <li>evolution of a type</li> <li>transition of a type</li> </ul> <p>and where the type or class of cultural or natural places illustrates a range of human or environmental activities including:</p> <ul style="list-style-type: none"> <li>a way of life</li> <li>a custom</li> <li>an ideology or philosophy</li> <li>a process, land use, function, form, design, style or technique</li> <li>some other activity or achievement.</li> </ul>

## 6.2 Assessment of Significance – Lewisham Estate Heritage Conservation Area

The assessment of heritage significance for the 'Lewisham Estate Heritage Conservation Area' (LEP #C61) is provided in Table 4. The Statement of Significance has been quoted from the NSW SHI listing.

**Table 4** Assessment against SHR criteria for "Lewisham Estate Heritage Conservation Area (LEP #C61) (Heritage NSW, 2012)

Significance Criteria	Application of Criteria
<b>Criterion (a)</b> – an item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).	<i>"Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the "Lewisham Estate" subdivision prior to 1882."</i>
<b>Criterion (b)</b> – Historical Association	The item does not meet this significance criteria.
<b>Criterion (c)</b> – Aesthetic/Technical	<i>"The Lewisham Estate Heritage Conservation Area is of aesthetic significance for containing a wide range of housing typologies (late 19th - early 20th Century). including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses, including in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found."</i>
<b>Criterion (d)</b> - Social/Cultural	<i>"The Lewisham Estate Conservation Area is socially significant for providing physical evidence of the late 19th Century community demonstrated through the prominent location of community facilities at the northern end of the area close to Enmore Road including the Baptist Church (The Boulevarde) and Memorial Scout Hall (The Boulevarde - South end)."</i>

Significance Criteria	Application of Criteria
<b>Criterion (e) – Research Potential</b>	The item does not meet this significance criteria.
<b>Criterion (f) – Rarity</b>	The item does not meet this significance criteria.
<b>Criterion (g) - Representative</b>	<i>“The Area is representative of the range of building types and forms available to the community in the late 19th to early 20th Centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.”</i>
<b>Integrity/Intactness</b>	<i>“There is a good degree of intactness.”</i>

### 6.3 Statement of significance

The following Statement of Significance for ‘Lewisham Estate Heritage Conservation Area (LEP #C61)’ is quoted from the NSW SHI listing.

*“The Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the “Lewisham Estate” subdivision prior to 1882.*

*“The Lewisham Estate Heritage Conservation Area is of aesthetic significance because it contains a wide range of housing typologies (late 19th - early 20th Century) including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.*

*“The Lewisham Estate Conservation Area is socially significant for providing physical evidence of the late 19th Century community demonstrated through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist Church (The Boulevarde) and Memorial Scout Hall (The Boulevarde - South end) and 20th Century Great Depression Relief Work Programs (the stone wall to Old Canterbury Road).*

*“The Area is representative of the range of building types and forms available to the community in the late 19th to early 20th Centuries, including the detached villa, mansion and cottage, semi-detached and terrace house” (Heritage NSW, 2012).*

This Statement of Significance was last updated on 16 January 2012.

### 6.4 Assessment of Significance – Lewisham Railway Substation

The assessment of heritage significance for the ‘Lewisham Railway Substation’ (LEP #I1167, S170 #4803260) is provided in Table 5. The Statement of Significance has been quoted from the NSW SHI listing.

**Table 5** Assessment against SHR criteria for ‘Lewisham Railway Substation’ (LEP #I1167, S170 #4803260) (Heritage NSW, 2010)

Significance Criteria	Application of Criteria
<b>Criterion (a) – an item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area).</b>	<i>“The Lewisham substation is significant at the local level for its association with the change from steam power to electrical traction on the Sydney Metropolitan rail network which commenced in 1924.”</i>



Significance Criteria	Application of Criteria
<b>Criterion (b) – Historical Association</b>	The item does not meet this significance criteria.
<b>Criterion (c) – Aesthetic/Technical</b>	<i>“Lewisham substation is of local aesthetic significance as it is a good example of the type of Stripped Classical architectural design employed by the NSW railways for its first substations at the time of electrification of the Sydney rail network.”</i>
<b>Criterion (d) - Social/Cultural</b>	The item does not meet this significance criteria.
<b>Criterion (e) – Research Potential</b>	<i>“As the Lewisham substation is still in operation, remains in its original context and some of the original electrical equipment survives alongside more modern equipment, the building provides an opportunity for the study and understanding of the how the electrification of the Sydney rail system developed and evolved to the present day.”</i>
<b>Criterion (f) – Rarity</b>	<i>“The substation building at Lewisham is one of three others of the larger size substations built in the Sydney Metropolitan area, of which Lewisham is the only one still in operation.”</i>
<b>Criterion (g) - Representative</b>	<i>“The Lewisham substation is representative of the group of substations with distinctive Stripped Classical architectural styling constructed when the Sydney Metropolitan rail network was first electrified in the 1920s.”</i>
<b>Integrity/Intactness</b>	<i>“SUBSTATION BUILDING: The substation has had most of its original operating equipment and machinery removed, and replaced by modern electrical equipment, however the building remains in its original form, despite the bricked up openings, and is well maintained. Therefore it has a moderate level of integrity.”</i>

## 6.5 Statement of significance

The following Statement of Significance for ‘Lewisham Railway Substation’ (LEP #I1167, S170 #4803260) is quoted from the NSW SHRI listing.

*“The Lewisham Substation has local historical significance for its association with the electrification of the Sydney rail network which commenced in 1924. It is an operational substation and is a good example of a typical larger sized inner-suburban substation and is representative of buildings designed in the Stripped Classical architectural style. The building is also significant as it is the only remaining larger sized substation still in operation” (Heritage NSW, 2010).*

This Statement of Significance was last updated on 20 February 2020.

## 6.6 Assessment of Significance – Lewisham (Old Canterbury Rd) Underbridge

The assessment of heritage significance for the ‘Lewisham (Old Canterbury Rd) Underbridge’ (LEP #I1173, S170 #4801518) is provided in Table 6. The Statement of Significance has been quoted from the NSW SHI listing.

**Table 6** Assessment against SHR criteria for ‘Lewisham (Old Canterbury Rd) Underbridge’ (LEP #I1173, S170 #4801518) (Heritage NSW, 2009)

Significance Criteria	Application of Criteria
<b>Criterion (a) – an item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area).</b>	<i>“The Old Canterbury Road Underbridge is historically significant as part of the upgrade of infrastructure of the Main Suburban Line by the Existing Lines Branch of the NSW Government Railways, from timber bridges to iron.”</i>
<b>Criterion (b) – Historical Association</b>	<i>“The original 1885 riveted girders of the Old Canterbury Road Underbridge have associative significance as part of the Whitton Era expansion of the railways.”</i>
<b>Criterion (c) – Aesthetic/Technical</b>	<i>“The Old Canterbury Road Underbridge is technically significant as the original iron girders from 1885 bridges are the second oldest surviving iron plate web girders on the NSW rail network. “The 1892 riveted steel girders, built for quadruplication of the line, were the first set of steel riveted through-girders in the system designed and constructed by the existing lines branch.”</i>
<b>Criterion (d) - Social/Cultural</b>	The item does not meet this significance criteria.
<b>Criterion (e) – Research Potential</b>	The item does not meet this significance criteria.
<b>Criterion (f) – Rarity</b>	The item does not meet this significance criteria.
<b>Criterion (g) - Representative</b>	The item does not meet this significance criteria.
<b>Integrity/Intactness</b>	<i>“The Old Canterbury Road Underbridge is of high integrity and in good condition, with modifications due to line upgrades maintaining the original fabric.”</i>

## 6.7 Statement of significance

The following Statement of Significance for the ‘Lewisham (Old Canterbury Rd) Underbridge’ (LEP #I1173, S170 #4801518) is quoted from the NSW SHI listing.

*“The set of three parallel bridges that form the Old Canterbury Road Underbridge are of local significance containing the second oldest surviving wrought iron plate web girder bridge, constructed in 1885, on the NSW rail network. The bridge was built as part of the upgrade of rail bridges (from the original timber construction to brick or iron) along the Main Suburban Line by the Existing Lines Branch during the Whitton era (1886 - 1890). The 1892 riveted steel girder bridge, built for quadruplication of the line, were the first set of steel riveted through girders in the system designed and constructed by the existing lines branch”*

## 6.8 Assessment of Significance – Lewisham Railway Station

The assessment of heritage significance for the Lewisham Railway Station (previously SHI #4801917), is provided in Table 7. The Statement of Significance has been quoted from the RailCorp S170 Heritage Inventory assessment (RailCorp Heritage Inventory, 2009).

**Table 7** Assessment against SHR criteria for Lewisham Railway Station (previously SHI #4801917) (RailCorp Heritage Inventory, 2009)

Significance Criteria	Application of Criteria
<b>Criterion (a) – an item is important in the course, or</b>	<i>“Lewisham railway station has been substantially altered. Original platform buildings have been removed and remaining</i>

Significance Criteria	Application of Criteria
<b>pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).</b>	<i>original fabric in the subway has been covered up and is hidden from view. The station does not have any characteristics or elements which are able to demonstrate the phase of rail history that it was associated with. Therefore it does not fulfil the criterion of historical significance"</i>
<b>Criterion (b) – Historical Association</b>	<i>"Based on current knowledge the station is not known to have any special associations with people or events of significance in a local or state context. It does not have a significance under this criterion."</i>
<b>Criterion (c) – Aesthetic/Technical</b>	<i>"The station does not fulfil criterion of aesthetic or technical significance as there are no original platform and station buildings existing on site."</i>
<b>Criterion (d) - Social/Cultural</b>	<i>"The social significance of the place has not been formally assessed through community consultation, but there is no current evidence of particular social attachment within the local community to the site."</i>
<b>Criterion (e) – Research Potential</b>	<i>"Original platform buildings have been removed and remaining original fabric in the subway has been covered up and is hidden from view. The station does not have any physical evidence that reflects the period of history it was associated with and it therefore provides no potential for future research."</i>
<b>Criterion (f) – Rarity</b>	<i>"The station complex is not rare as most of its original fabric has been removed and the only remaining element is the subway which has been highly modified."</i>
<b>Criterion (g) - Representative</b>	<i>"Lewisham Railway Station lacks original elements. The only original element is the subway which has been considerably altered. Therefore, the station does not fulfil the criterion for representativeness."</i>
<b>Integrity/Intactness</b>	<p><b>"SUBWAY</b></p> <p><i>The subway has been altered significantly with the metal panels covering the original walls and vaulted ceiling.</i></p> <p><b>BOOKING OFFICE</b></p> <p><i>The booking office has been refurbished completely, except for the attic above it which retains original fabric which is intact.</i></p> <p><i>The station complex has nothing intact, as the platform buildings no longer exist and the subway has been altered substantially."</i></p>

## 6.9 Statement of significance

The following Statement of Significance for the Lewisham Railway Station (previously SHI #4801917) is quoted from the RailCorp S170 Heritage Inventory assessment.

*"Lewisham Railway Station has very few original elements intact except for a highly modified subway and booking office. Therefore it has very little significance and is not an item that should be heritage protected"* (RailCorp Heritage Inventory, 2009)



## 6.10 Identified heritage elements

‘Lewisham Estate Heritage Conservation Area’

- Group of Shops on corner of Victoria Street and Railway Terrace

‘Lewisham Railway Substation’

- No impact to listed element, construction compound within curtilage only.

‘Lewisham (Old Canterbury Rd) Underbridge’

- Steel bridge supported on brick abutments

‘Former Petersham Cemetery Archaeological Site’

- Whilst no elements are listed as part of this site, the pedestrian walkway is specifically mentioned within the LEP site description as falling within the curtilage. The listed curtilage refers to archaeological potential and has been based on the parameters of the historical cemetery. The only way to determine the presence or absence of site bearing subsurface deposits would be to undertake further archaeological investigation. Given the documented evidence pertaining to the historical removal of burials and headstones, the limited area of the curtilage being intersected by the proposal and the nature of the proposed work (lighting installation and vegetation trimming), the likelihood of intersecting with archaeology is assessed as low, however any ground disturbance work in this area will be occurring within an area of identified archaeological potential.

## 7.0 Impact assessment

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

This report has been prepared in accordance with the NSW Heritage Office & NSW Department of Urban Affairs and Planning (1996) *NSW Heritage Manual* and the Department of Planning and Environment's (2023) *Guidelines for Preparing a Statement of Heritage Impact*. The guidelines pose a series of questions as prompts to aid in the consideration of impacts due to the proposed work – *Questions to be considered in a statement of heritage impact*.

### 7.1 Proposed work

The following proposed work are located within the curtilage of the Inner West LEP heritage listed item 'Lewisham Estate Heritage Conservation Area' (LEP #C61).

#### Victoria Street/Railway Terrace Entrance/Exit

- modification of the station entry to accommodate the new lift, including replacement of existing stairs to the underpass with provision of handrails and non-slip nosing on stairs and ramps, and modification of underpass to achieve compliance with Building Code of Australia (BCA) and DDA standards
- widening of the western kerb line of Victoria Street for improved pedestrian circulation and access to the new lift, station access stairs and pedestrian crossing point across Victoria Street
- removal of the existing canopy above the station entry to accommodate the new lift
- provision of a new canopy around the lift extending to the adjacent building, including canopy lighting
- upgrade of the existing pedestrian pathway along Victoria Street to Jubilee Lane
- relocation of street furniture in the vicinity of the new lift
- new bench seating, replacement and relocation of existing bicycle parking, and new bollards for safety
- landscaping work
- a new accessible parking space at the intersection of Hunter Street and Railway Terrace
- upgrade to the footpath between the accessible parking space to the Victoria Street station entrance
- road adjustments including adjustments to the kerb
- stormwater drainage connection installation from existing stormwater pit at the corner of Victoria Street and Hobbs Street
- a new station access ramp and footpath upgrades to provide a safe, compliant accessible path of travel between Platform 2 and the eastbound and westbound bus stops on Railway Terrace
- relocation of traffic signage on Thomas Street, Railway Terrace and Victoria Street, where required.



**Figure 38 Artists Impression of Railway Terrace entry**

The following proposed work are located within the curtilage of the Inner West LEP and NSW TAM S170 heritage register listed item 'Lewisham Railway Substation' (LEP #11167, S170 #4803260).

#### **Alfred Street construction compound**

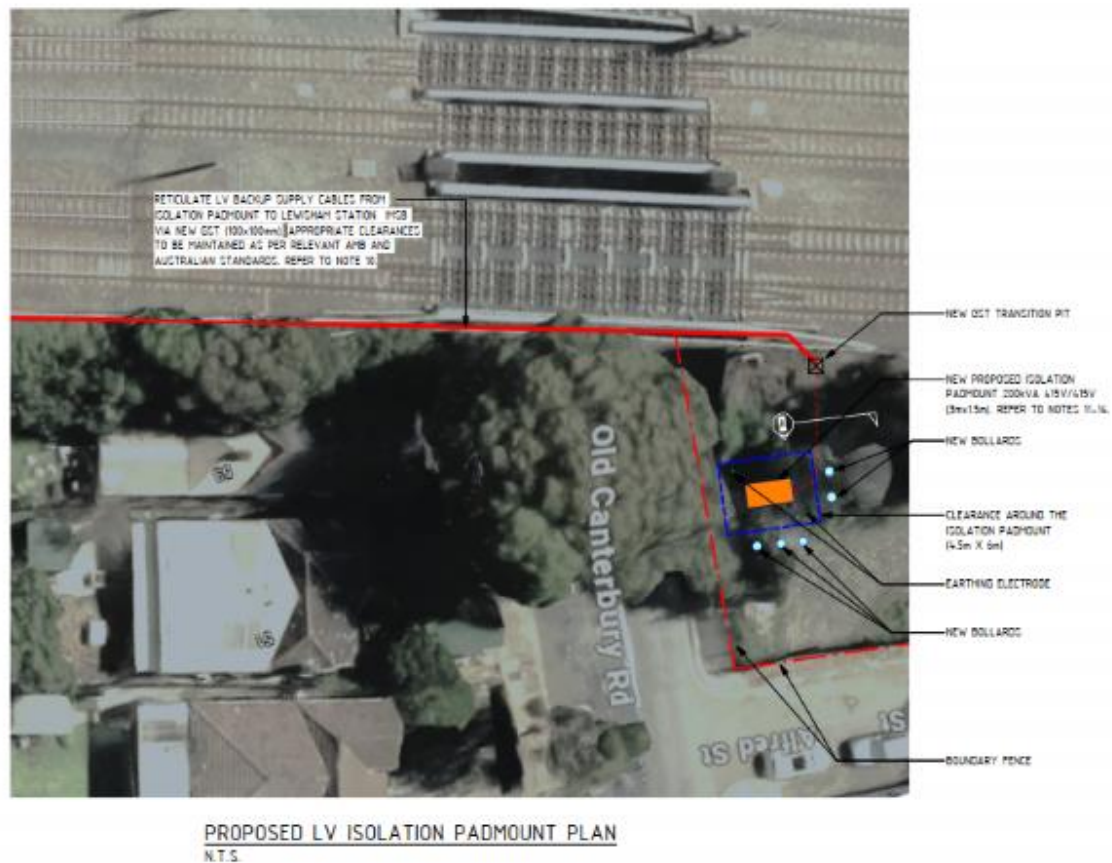
- a temporary construction compound would be required to accommodate a site office, amenities, laydown and storage area for materials
- area comprising around 250 square metres
- 275 metres to the northwest of the station
- located on land owned by Sydney Trains
- located on same property as Lewisham Railway Substation.

The following proposed work are located within the curtilage of the Inner West Local Environment Plan (LEP) and NSW TAM S170 heritage register listed item 'Lewisham (Old Canterbury Rd) Underbridge' (LEP #11173, S170 #4801518).

#### **Old Canterbury Rd Underbridge Padmount Installation**

- installation of new padmount within the rail corridor at the intersection of Old Canterbury Road and Alfred Street
- installation of power supply cables from padmount to Lewisham Railway Station via a new GST installed across the underbridge and along the rail corridor (see Figure 39).





**Figure 39 Proposed padmount and GST power supply connection**

### Track drainage improvements

Work will comprise track drainage improvements for flood mitigation, including:

- clearing out blocked drainage pipes and pits
- repairing and replacement of damaged drainage pipes and pits
- access to buried pits would require track removal in some locations. It is anticipated that all work would be completed within the rail corridor.

The following proposed work are located within the curtilage of the Inner West Local Environment Plan (LEP) heritage register listed item 'Former Petersham Cemetery Archaeological Site' (LEP #A11).

### Pedestrian walkway between Thomas Street and West Street

- lighting installation along pedestrian walkway, spacing at 15 metres
- vegetation removal.

## 7.2 Impacts

### 7.2.1 ‘Lewisham Estate Heritage Conservation Area’

The principal impact would be the physical impact to the heritage item, through the removal of the suspended awning attached to the shop front on Victoria Street. The proposed work would not impact the federation style shops within the group, but rather the two shops closest to Railway Terrace that have been noted on the NSW SHI as ‘demonstrating significant layering and have lost their stylistic integrity’. That being said, the proposed work would not aim to damage the façade of the shops but replace the current awning.

In relation to visual impacts, the proposed work would have a positive visual impact, as the current suspended awning obscures a large portion of the building. The work would provide a greater visual access to the shops and railway underpass, whilst being aesthetically pleasing.

The proposed work would not alter the existing overall significance of the heritage conservation area (see Table 8 and Table 9).

**Table 8 Impact assessment ‘Lewisham Estate Heritage Conservation Area’ (NSW Department of Planning and Environment, 2023, 7-8)**

Matter for consideration	Assessment
Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?	The proposed work would involve the removal of unsympathetic awning addition. The proposed work would involve the replacement of the current awning. The work would not benefit or impact the significance of the conservation area.
Do the proposed works affecting the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	The replacement of the current awning would improve the setting of the heritage item and provide a positive view towards the heritage item. The proposed work does not affect the setting, views and/or vistas from the street or the broader conservation area.
Are the proposed works part of a broader scope of works?	Yes – work is part of the broader Lewisham Station upgrade project.
Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and adverse) will these works have on the heritage significance of the item?	No.
Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?	There are no known other approvals required.
Do the proposed works trigger a change of use classification under the <i>National construction code</i> that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	The work does not trigger a change of use.
If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered?	Yes. The Marrickville DCP 2011 was considered as part of this assessment. There were no controls within the DCP for the Lewisham Heritage Conservation Area of relevance to the proposed work.
Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?	There will be no adverse heritage impact. There will be no new impacts to the heritage conservation area.

**Table 9 Considerations for works adjacent to a heritage item or within the heritage conservation area (listed on an LEP) ((NSW Department of Planning and Environment, 2023)**

Questions	Assessment
Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?	The proposed work will not affect the significance or significant fabric of the heritage conservation area.
Will the proposed works affect the views to, and from, the heritage item? If yes, how will the impact be mitigated?	Yes, there will be a positive impact to the views towards the heritage item. The proposed work will remove an unsympathetic awning that obstructs views towards the HCA. The new proposed awning will provide greater visual access to the shops and Lewisham Station underpass, whilst being aesthetically pleasing.
Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?	Yes, there will be a positive impact to the streetscape with the removal and replacement of the current awning.

There is a potential for ground vibration impacts on the premises on the corner of Railway Terrace and Victoria Street within the ‘Lewisham Estate Heritage Conservation Area’ from construction work in the vicinity. A Noise and Vibration Impact Assessment prepared for the proposed work indicates the following minimum working distances for heritage and other sensitive structures (see Table 10).

**Table 10 Recommended minimum working distances for vibration intensive plant (AECOM Australia Pty Ltd (AECOM), 2024: 42)**

Plant	Rating/ Description	Minimum working distances		
		Cosmetic damage		Human response
		Heritage	Commercial/ Residential	
Vibratory roller	< 50 kN (typically 1-2 t)	14 m	5 m	15-20 m
	< 100 kN (Typically 2-4 tonnes)	16 m	6 m	20 m
	< 200 kN (Typically 4-6 tonnes)	33 m	12 m	40 m
	< 300 kN (Typically 7-13 tonnes)	41 m	15 m	100 m
	> 300 kN (Typically 13-18 tonnes)	54 m	20 m	100 m
	> 300 kN (> 18 tonnes)	68 m	25 m	100 m
Jackhammer	Handheld	2 m	1 m (nominal)	2 m
Piling rig – bored	≤ 800 mm	5 m	2 m (nominal)	7 m

The report also notes “...mitigation measures to control excessive vibration would need to be implemented as outlined in Section 7.8, if vibration intensive work is required within the minimum working distances outlined” (AECOM Australia Pty Ltd (AECOM), 2024: 42).



### 7.2.2 ‘Lewisham Railway Substation’

The principal impact is the physical impact to land within the heritage curtilage. There are no impacts proposed to listed elements of the heritage items. Some ground disturbance would occur within the land immediately adjacent to the substation.

In relation to visual impacts, the proposed work would partially conceal the view of the substation from the street, temporarily during station upgrade work. Whilst the proposed work would cause a temporary visually impact the substation building, it will not impact the building itself, nor does it alter the existing overall significance of the substation.

**Table 11 Impact assessment ‘Lewisham Railway Substation’ (NSW Department of Planning and Environment, 2023, 7-8)**

Matter for consideration	Assessment
Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?	The proposed work does not involve the removal of unsympathetic alterations or additions. The proposed work will not impact the significance of the heritage item.
Do the proposed works affecting the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	The temporary use of the site will temporarily affect the view towards the substation. Providing the site is returned to its original condition once work has been completed there will be no long term visual impacts.
Are the proposed works part of a broader scope of works?	Yes – work is part of the broader Lewisham Station upgrade project.
Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and adverse) will these works have on the heritage significance of the item?	No.
Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?	There are no known other approvals required.
Do the proposed works trigger a change of use classification under the <i>National construction code</i> that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	The work does not trigger a change of use.
If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered?	Yes. The Marrickville DCP 2011 was considered as part of this assessment. There were no controls within the DCP of relevance to the proposed work.
Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?	There will be no adverse heritage impact. Work is located immediately adjacent to the listed heritage elements and will involve only temporary visual impacts.

**Table 12 Considerations for works adjacent to a heritage item or within the heritage conservation area (listed on an LEP) (NSW Department of Planning and Environment, 2023)**

Questions	Assessment
Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?	The proposed work will not affect the significance or significant fabric of the adjacent heritage item or the heritage conservation area.
Will the proposed works affect the views to, and from, the heritage item? If yes, how will the impact be mitigated?	Yes, there will be a temporary visual impact to the heritage item from the street during proposed work. Providing the site is returned to its original condition after work has been completed, there will be no long term permanent impact to the views or vistas of the heritage item.
Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?	N/A

### 7.2.3 ‘Lewisham (Old Canterbury Rd) Underbridge’

#### Padmount Installation

The principal impact is the physical cumulative impact to the underbridge. The GST will be installed along the bridge wall towards Lewisham Railway Station. Some ground disturbance will occur within the land adjacent to the bridge for the installation of the isolation padmount and running of cables to GST on the underbridge. Several GSTs already exist in the same location, with the proposed addition considered a reasonable physical cumulative impact with no effect on the overall significance of the underbridge.

In relation to visual impacts, the proposed work would not impact the view of the underbridge from the street. There will be limited visual impacts to the underbridge as there are currently several GSTs already attached and in use on the rail side of the wall. There will be a minor cumulative impact, trackside, however the proposed work will not alter the existing overall significance of the underbridge.

**Table 13 Impact assessment ‘Lewisham (Old Canterbury Rd) Underbridge’ (NSW Department of Planning and Environment, 2023, 7-8)**

Matter for consideration	Assessment
Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?	The proposed work does not involve the removal of unsympathetic alterations or additions. The proposed work will not impact the significance of the heritage item
Do the proposed works affecting the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	The installation of GST will be visible on the brick wall of the bridge, trackside only. The proposed work does not affect the setting, views and/or vistas from the street.
Are the proposed works part of a broader scope of works?	Yes – work is part of the broader Lewisham Station upgrade project.
Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and adverse) will these works have on the heritage significance of the item?	Yes – there are several GST already attached to the wall of the bridge, trackside. The proposed work will not impact the significance of the heritage item.
Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?	There are no known other approvals required.

Do the proposed works trigger a change of use classification under the <i>National construction code</i> that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	The work does not trigger a change of use.
If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered?	Yes. The Marrickville DCP 2011 was considered as part of this assessment. There were no controls within the DCP of relevance to the proposed work.
Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?	There will be no adverse heritage impact. There will be no new impacts to the heritage item.

**Table 14 Consideration for new and/or upgraded services (NSW Department of Planning and Environment, 2023, 11)**

Questions	Assessment
Are there any existing services of significance? In what way are they affected by the proposed works?	There are several existing GST along the brick wall of the underbridge (trackside). There will be no impacts to existing services from the proposed work.
How have the impacts of installed new services on heritage significance been minimised?	The installation of new GST will follow the existing pathway along underbridge brick wall. The work will have no impact to the significance of the heritage item.
Are there any known or potential archaeological deposits affected by the proposed new services?	No, there will be no impact to potential archaeological deposits from the proposed work.
Has specialist advice from a heritage consultant, architect, archaeologist, or services engineer been sought?	This assessment has been prepared by a qualified archaeologist.

### Track drainage improvements

The principal impact is the physical impact to land within the heritage curtilage. There are no impacts proposed to listed elements of the heritage items. Some ground disturbance would occur within the land immediately adjacent to the underbridge within the rail corridor.

In relation to visual impacts, the proposed work would not impact the view of the underbridge from the street. Whilst the proposed work would cause a temporary visual impact when viewing the underbridge from the railway station, it would not impact the underbridge itself, nor does it alter the existing overall significance of the underbridge.

**Table 15 Impact assessment 'Lewisham (Old Canterbury Rd) Underbridge' (NSW Department of Planning and Environment, 2023, 7-8)**

Matter for consideration	Assessment
Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?	The proposed work does not involve the removal of unsympathetic alterations or additions. The proposed work would involve maintenance works on existing pipes and pits, and replacement, where required. The proposed work would benefit the heritage item with improved track drainage and mitigating flood risks. The proposed work would not impact the significance of the heritage item.



Do the proposed works affecting the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	The proposed work is limited to existing pipes and pits within the rail corridor adjacent to the heritage item. The proposed work does not affect the setting, views and/or vistas from the street.
Are the proposed works part of a broader scope of works?	Yes – work is part of the broader Lewisham Station upgrade project.
Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and adverse) will these works have on the heritage significance of the item?	Yes – the proposed work is limited to existing pipes and pits within the rail corridor. The proposed work would not impact the significance of the heritage item.
Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?	There are no known other approvals required.
Do the proposed works trigger a change of use classification under the <i>National construction code</i> that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	The work does not trigger a change of use.
If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered?	Yes. The Marrickville DCP 2011 was considered as part of this assessment. There were no controls within the DCP of relevance to the proposed work.
Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?	There would be no adverse heritage impact. There would be no new impacts to the heritage item.

**Table 16 Consideration for new and/or upgraded services (NSW Department of Planning and Environment, 2023, 11)**

Questions	Assessment
Are there any existing services of significance? In what way are they affected by the proposed works?	The rail corridor consists of existing track drainage services, comprising of a connecting system of pipes and pits. The proposed work would have a positive impact on the existing services with proposed repair and replacements planned to mitigate flood risk.
How have the impacts of installed new services on heritage significance been minimised?	The proposed work is limited to existing pipes and pits within the rail corridor. The work would be conducted in already disturbed land adjacent to the heritage item. The work would have no impact to the significance of the heritage item.
Are there any known or potential archaeological deposits affected by the proposed new services?	No, there would be no impact to potential archaeological deposits from the proposed work.
Has specialist advice from a heritage consultant, architect, archaeologist, or services engineer been sought?	This assessment has been prepared by a qualified archaeologist.

#### 7.2.4 'Former Petersham Cemetery Archaeological Site'

The principal impact is the physical impact to the land within the heritage curtilage. The proposed subsurface work associated with the installation of the lighting has a possibility of impacting subsurface

material associated with the cemetery (i.e., human remains, monuments/headstones, fencing, etc). Available records for the exhumation and relocation of graves are limited and variable. Historical records identify that around 400 graves of an estimated 4,400 graves were removed and relocated to Rookwood Cemetery. There are no available records or detailed plans surrounding these excavations. Additionally, there are no available records of unexpected graves or monuments being identified during upkeep of surrounding services and buildings since the closure of the cemetery. Therefore, due to the proposed limited ground disturbance work, within a small section of the larger listing, the risk of finding an unknown grave or monument has been assessed as low. Regardless, as this work will be occurring within an area of identified archaeological subsurface potential, appropriate controls would be put in place, minimising the potential impacts. Monitoring of work by a qualified archaeologist/heritage specialist would be an appropriate control.

In relation to visual impacts, the proposed work poses no effect to the surface element of the cemetery due to past disturbance and removal of graves. As no surface elements of the cemetery remain, there is no visual impact to the site.

**Table 17 Impact assessment ‘Lewisham Estate Heritage Conservation Area’ (NSW Department of Planning and Environment, 2023, 7-8)**

Matter for consideration	Assessment
Do the proposed works include removal of unsympathetic alterations and additions? How does this benefit or impact the heritage item and its significance?	The proposed work does not involve the removal of unsympathetic additions or alterations. The proposed work will involve the installation of new lighting along existing pedestrian walkway. The work would not benefit or impact the significance of the archaeological site.
Do the proposed works affecting the setting of the heritage item, including views and vistas to and from the heritage item and/or a cultural landscape in which it is sited? Can the impacts be avoided and/or mitigated?	The proposed work will have no visual impact to or from the archaeological site due to past removal of all surface elements.
Are the proposed works part of a broader scope of works?	Yes – work is part of the broader Lewisham Station upgrade project.
Does this proposal relate to any previous or future works? If so, what cumulative impact (positive and adverse) will these works have on the heritage significance of the item?	No.
Has the applicant checked if any other approvals or a separate process to evaluate the potential for impacts is required?	There are no known other approvals required.
Do the proposed works trigger a change of use classification under the <i>National construction code</i> that may result in prescriptive building requirements? If so, have options that avoid impact on the heritage values been investigated?	The work does not trigger a change of use.
If the proposed works are to a local heritage item, are the requirements of the development control plans or any local design guidelines that may apply to the site considered?	Yes. The Marrickville DCP 2011 was considered as part of this assessment. There were no controls within the DCP of relevance to the proposed work.
Will the proposed works result in adverse heritage impact? If so, how will this be avoided, minimised or mitigated?	There will be no adverse heritage impact. There will be no new impacts to the heritage item.

**Table 18 Consideration for new and/or upgraded services (NSW Department of Planning and Environment, 2023, 11)**

Questions	Assessment
Are there any existing services of significance? In what way are they affected by the proposed works?	There are no services of significance.
How have the impacts of installed new services on heritage significance been minimised?	The installation of new lighting along existing pedestrian pathway
Are there any known or potential archaeological deposits affected by the proposed new services?	Yes, there is potential for subsurface archaeological deposits relating to past use as a cemetery. The potential for deposits is considered low due to past disturbance (i.e. exhumation of graves (unknown extent), construction of railway, construction of existing pathway, construction of hospital).
Has specialist advice from a heritage consultant, architect, archaeologist, or services engineer been sought?	This assessment has been prepared by a qualified archaeologist.

### 7.2.5 Lewisham Railway Station

Lewisham Station was first entered into the RailCorp S170 inventory in October 1999 and later was listed on the Inner West LEP in 2001. However, in the following years several historical assessments have determined that the station complex does not retain its original elements and does not meet local or state heritage significance requirements. The only original fabric that remains is the subway, which has been assessed as being considerably altered and does not require heritage protection. As a result of these assessments, the station complex was delisted from both the Inner West LEP and S170 registers sometime after May 2009.

As assessed above in Section 6.8, the original platform buildings have been removed and do not have any original fabric associated with its phase of rail history. Additionally, the only remaining original fabric are the brick walls of the subway, which have been significantly altered and removed from view through installation of metal panels on the walls and vaulted ceiling. No further relevant heritage elements were identified at Lewisham Railway Station during the site inspection for this assessment. The findings of the 2009 RailCorp delisting assessment were verified as still relevant to the Lewisham Railway Station complex.

Subsequently, the proposed work has been assessed as having no new impact to the overall significance of the Lewisham Railway Station complex.

## 8.0 Conclusions and recommendations

The removal of the suspended awning of the shop front in the 'Lewisham Estate Heritage Conservation Area' and replacement with a new canopy would comprise a permanent physical impact. However, due to the fabric not being original (i.e., not contemporaneous with the building's construction), the lack of damage to the original façade due to significant layering and subsequent loss of stylistic integrity, and the positive visual impact from opening up the space, the benefits of these proposed work outweigh the identified adverse impacts.

The Alfred Street construction compound would have no impact on any listed significant fabric/element of the heritage item. No subsurface deposits associated with past operations of the site are expected to occur in the area. The temporary visual impacts would be reversed following the completion of work.

Due to these findings, the following recommendations have been made:

### **Recommendation 1**

Although the proposed work does not affect the significant fabric of listed elements within 'Lewisham Railway Substation', it presents long-term changes to the LEP/TAM S170 listed item. As the item is



listed on the Transport for NSW TAM S170 register, it is recommended that the Transport for NSW Heritage Team be consulted prior to commencement of proposed work.

### **Recommendation 2**

Although the proposed work does not affect the significant fabric of listed elements within ‘Lewisham Estate Heritage Conservation Area’, it presents long-term changes to the LEP listed item. Prior to the proposed demolition work of the suspended awning and surrounding items, an archival photographic record of the building is to be prepared in accordance with the relevant requirements of the NSW Heritage Office (2006) guidelines for the *Photographic Recording of Heritage Items using Film or Digital Capture*. The purpose of this is to maintain a record of change within the heritage curtilage of the ‘Lewisham Estate Heritage Conservation Area’. It is recommended that copies of the Archival Photographic Record be stored by Council in their archives.

### **Recommendation 3**

Where ground vibration impacts exceed the recommended minimum working distances, as outlined in Table 10, mitigation measures outlined in Section 7.8 of the *Lewisham Station Upgrade Noise and Vibration Impact Assessment* (AECOM Australia Pty Ltd (AECOM), 2024) should be adhered to.

### **Recommendation 4**

Workers undertaking activity within the curtilage of the ‘Lewisham Railway Substation’ and ‘Lewisham (Old Canterbury Rd) Underbridge’ are to be made aware of its their heritage significance and protection measures enacted to ensure there are no physical impacts to these items during the work (i.e., temporary fencing, toolbox presentation). Details of these protection measures should be included within the project’s Construction Environmental Management Plan (CEMP). The temporary impacts to the ‘Lewisham Railway Substation’ of use of this area are to be reversed and the location returned to the same condition following completion of the work.

### **Recommendation 5**

Workers undertaking activities within the curtilage of the ‘Former Petersham Cemetery Archaeological Site’ are to be made aware of its heritage significance. Any subsurface work should be minimised in this area, with required work to be monitored by a qualified archaeologist/heritage specialist with clear stop work procedures (see recommendation 6) to be included in the project’s CEMP should any finds be identified.

### **Recommendation 6**

In the unexpected event that heritage objects, including possible human skeletal material (remains), are identified during work, all activity in the area must cease immediately and the relevant provision of Transport’s EMF-HE-PR-0076 *Unexpected Heritage Items Procedure* (Transport for NSW, 2024) should be followed. The stop work procedure should be included within the project’s CEMP.

## 9.0 References

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Register of the National Estate (1989) *Long Cove Creek Whipple Truss Rail Bridge, Old Canterbury Rd, Lewisham, NSW, Australia*. Available at: [https://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place\\_detail;search=place\\_name%3DLong%2520Cove%2520Creek%2520Whipple%2520Truss%2520Rail%2520Bridge%3Blist\\_code%3DRNE%3Bkeyword\\_PD%3Don%3Bkeyw](https://www.environment.gov.au/cgi-bin/ahdb/search.pl?mode=place_detail;search=place_name%3DLong%2520Cove%2520Creek%2520Whipple%2520Truss%2520Rail%2520Bridge%3Blist_code%3DRNE%3Bkeyword_PD%3Don%3Bkeyw)

ord\_SS%3Don%3Bkeyword\_PH%3Don%3Blatitude\_1dir%3DS%3Blongitude\_1dir%3DE%3Blongitude\_2dir%3DE%3Blatitude\_2dir%3DS%3Bin\_region%3Dpart;place\_id=15916 (Accessed: 25 February 2025).

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## APPENDIX 1 – TAM S170 REGISTER LISTING, LEWISHAM RAILWAY SUBSTATION

## Item Details

### Name

Lewisham Railway Substation

SHR/LEP/S170

s170

### Address

Alfred Street LEWISHAM NSW 2049

### Local Govt Area

Inner West

### Local Aboriginal Land Council

Unknown



### Item Type

Built

### Group/Collection

Utilities - Electricity

### Category

Electricity  
Transformer/Substation

## All Addresses

### Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Alfred Street	LEWISHAM/NSW/2049	Inner West	Unknown			Unknown	Primary Address

### Boundary Description

North: Property boundary to Barker Street and rear of adjacent residential properties East: Property boundary to rear of residential properties South: 5 metres from the edge of the sub-station Building West: A line 5 metres from the edge of the sub-station building continuing to meet the northern boundary

## Significance

### Statement Of Significance

The Lewisham Substation has local historical significance for its association with the electrification of the Sydney rail network which commenced in 1924. It is an operational substation and is a good example of a typical larger sized inner-suburban substation and is representative of buildings designed in the Stripped Classical architectural style. The building is also significant as it is the only remaining larger sized substation still in operation.

#### Criteria a)

#### Historical Significance

The Lewisham substation is significant at the local level for its association with the change from steam power to electrical traction on the Sydney Metropolitan rail network which commenced in 1924.

#### Criteria c)

#### Aesthetic/Technical Significance

Lewisham substation is of local aesthetic significance as it is a good example of the type of Stripped Classical architectural design employed by the NSW railways for its first substations at the time of electrification of the Sydney rail network.

#### Criteria e)

#### Research Potential

As the Lewisham substation is still in operation, remains in its original context and some of the original electrical equipment survives alongside more modern equipment, the building provides an opportunity for the study and understanding of the how the electrification of the Sydney rail system developed and evolved to the present day.

Criteria f)

Rarity

The substation building at Lewisham is one of three others of the larger size substations built in the Sydney Metropolitan area, of which Lewisham is the only one still in operation.

Criteria g)

Representative

The Lewisham substation is representative of the group of substations with distinctive Stripped Classical architectural styling constructed when the Sydney Metropolitan rail network was first electrified in the 1920s.

Integrity/Intactness

SUBSTATION BUILDING: The substation has had most of its original operating equipment and machinery removed, and replaced by modern electrical equipment, however the building remains in its original form, despite the bricked up openings, and is well maintained. Therefore it has a moderate level of integrity.

Owners

Records Retrieved: 0		
Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer	Builder/Maker
Physical Description	
Updated	



**BUILDINGS****Substation (1928)****CONTEXT**

The Substation is located on part of on a rectangular site which is bordered by Barker Street to the north and Alfred Street to the east, the main railway line to the south and the Metropolitan Goods Line to the west (which is now closed). The Substation is located between Lewisham and Summer Hill Railway Stations.

The north-east corner of this site (outside the listing boundary) contains residential sections which front Barker Street and Alfred Street. There is access to the Substation site from Barker Street and Alfred Street, through secure gates. The Substation is not fenced to the south or to the west.

**SUBSTATION BUILDING (1928)**

**External:** The building is a typical larger sized Substation (seven bays long and three bays wide), of face brick construction, with engaged piers, and a hipped roof (recently retiled) with a central lantern running the length of the building. The original gable decoration on the lantern is intact. The building, like all Substations of this era, is symmetrical, simply designed and lineally aligned with the adjacent railway line. The building is a refined example of the Inter-War Stripped Classical style as evidenced by vertical emphasis, simulated Classical brick cornice and groupings of steel framed multi-paned windows. Decorative elements also include contrasting brickwork and cement rendered lintels and sills. The fenestration is regular, although all the windows, with the exception of those on the north elevation, have been bricked up. The door on the western elevation has also been bricked up. There is a double-height roller door to both the eastern and western elevations. The original main entrance door on the east elevation has been replaced with a modern louvred door, but retains the cement rendered shelf above. There is also a new door at basement level. The entry steps are original; however there is no balustrade or handrail as shown on original plans. The original louvred openings at basement level on the east elevation remain.

On the north elevation, the building has open bays the full length of the building, to approximately mid height, which originally housed the transformers. Most of these bays are now empty or have been used for modern operational equipment. The original track to the north is still extant and there is an original equipment trolley remaining as well. On the south elevation there is new electrical equipment located immediately adjacent to the building and in the south-east corner there is an old compressor which was used to operate the signals/and or points.

**Internal:** The building is very well maintained and very intact with painted brick walls, painted concrete floors and original exposed steel trusses supporting the roof. The original form of the building is intact with basement, ground floor and a high mezzanine level accessed by two sets of cast iron stairs (still extant). There is another lower mezzanine on the north side which contains cable trays. There are some original cable trays still existing.

The ground floor houses modern electrical equipment which is contained within freestanding metal casings. To the western end there is a relocatable prefab building. Steps lead down from this end of the building to the basement level, where original tracks still remain, running in a north-south direction. The basement level is in its original condition and is currently used for cable runs and storage. The gantry crane to the western end appears to have been replaced with a modern crane.

There are two enclosed rooms located at the east and west ends of the mezzanine level. These rooms do not continue full height and have a cornice detail around the top of the walls. To the eastern end is the staff room and sanitary facilities, which retain original fibre cement ceilings and cornice, the original toilet and shower partitions, with original doors and architraves. To the western end is the former battery room, which is also in its original condition with precast concrete ceilings; unpainted brick walls, and also features some original light fittings. The room also has the original door (although modified). The railings to the mezzanine levels are the original cast iron tubular sections.

**MOVEABLE ITEMS**

There are some original transformers located on the mezzanine level.

**ARCHAEOLOGICAL POTENTIAL**

Based on the surviving documentation and the evidence on site it is unlikely there would be any potential archaeological remains at the Lewisham Substation.

**Physical Condition****Updated 07/07/2009****SUBSTATION BUILDING**

Generally, the substation building is well maintained and is in very good condition.

**Modifications And Dates****Further Comments**

**Current Use**

Electrical Sub-station

**Former Use**

Nil

**Listings****Listings**

		Records Retrieved: 1			
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register			3/18/2010 12:00:00 AM		

**Procedures/Exemptions**

Records Retrieved: 0					
Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

**History****Historical Notes or Provenance****Updated**

As the electrification of the metropolitan lines were converted from steam to electric traction, Substations located approximately 8 kilometres apart were required for efficiency in direct current (DC). A 1500 volts DC system to power the overhead conductors was adopted for the NSW Railways. Locations for Substations were determined by topographical conditions, anticipated loading conditions and calculated economic distances between adjoining Substations. The main railway junctions were considered ideal sites in order to service more than one line.

From 1924 until 1953 the NSW Railways erected substations to serve every line in Sydney. Lewisham Substation (constructed in 1928) was one of 15 similar Substations, erected as part of the first stage of electrification of the Sydney metropolitan rail network between 1924-1932.

Power for the suburban railway was initially obtained from the existing power stations at White Bay and Ultimo, which also provided electricity for tramways. Lewisham Substation was designed to be fed by the 11,000 volt 25 cycle AC from White Bay Power Station.

Substations were of uniform design, differing only in size and were always sited with their longest alignment parallel to the adjoining line. All Substations followed the same basic layout and were typically constructed as a large single void with a mezzanine level with large high level windows.

Each sub-station consisted of three main areas: the main building or converter room; the transformer area; and the switch house. Their interiors were required to house the equipment needed to convert 33,000 volts AC from the Substations to the 1500 volts DC required by trains. The early Substations were housed with two large rotary converters- one for normal use, the other as backup in case of failure. Travelling overhead cranes were erected that could travel the full length of all buildings.

The Lewisham substation is still in use and houses modern operational electrical equipment.

**Historic Themes**

Records Retrieved: 2

National Theme	State Theme	Local Theme
4. Settlement	Utilities	making gas/generating electricity
3. Economy	Transport	Building the railway network

**Recommended Management****Management Summary**

1. Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the 'Australia ICOMOS Charter for Places of Cultural Significance'.
2. Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.
3. Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.
4. Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the 'Minimum Standards of Maintenance & Repair'.
5. Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.
6. Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.
7. Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.
8. Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.

**Management**

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

**Report/Study**



## Heritage Studies

Records Retrieved: 11

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Heritage Platforms Conservation Management Strategy			2015		Australian Museum Business Services
Heritage Platforms Conservation Management Strategy			2015		Australian Museum Consulting
S170 Heritage & Conservation Register Update			2009		Office of Rail Heritage (ORH) - Australian Rail Track Corporation (ARTC)
S170 Heritage & Conservation Register Update			2009		City Plan Heritage
S170 Heritage & Conservation Register Update			2009		Godden Mackay Logan
S170 Heritage & Conservation Register Update			2009		Hughes Trueman
S170 Heritage & Conservation Register Update			2009		NSW Department of Commerce
S170 Heritage & Conservation Register Update			2009		OCP Architects
S170 Heritage & Conservation Register Update			2009		Office of Rail Heritage - Australian Rail Track Corporation
S170 Heritage & Conservation Register Update			2009		ORH
S170 Heritage & Conservation Register Update			2009		Paul Davies Pty Ltd

## Reference &amp; Internet Links

## References

Records Retrieved: 1

Type	Author	Year	Title	Link
Written	Tony Prescott	2009	Historical Research for RailCorp's S170 Update Project	

## Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
State Government	TAHE - Sydney Trains	4803260

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## APPENDIX 2 – NSW SHI LISTING, LEWISHAM ESTATE HERITAGE CONSERVATION AREA



## Item Details

### Name

Lewisham Estate

SHR/LEP/S170

LEP #C61

### Address

LEWISHAM NSW 2049

### Local Govt Area

Inner West

### Local Aboriginal Land Council

Unknown

### Item Type

Conservation Area

### Group/Collection

Urban Area

### Category

Townscape

## All Addresses

### Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
		LEWISHAM/NSW/2049	Inner West	Unknown			Unknown	Primary Address

### Boundary Description

Heritage conservation areas are shown on the Heritage Map by a red hatching and labelled with the relevant map reference number

## Significance

### Statement Of Significance

The Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the "Lewisham Estate" subdivision prior to 1882.

The Lewisham Estate Heritage Conservation Area is of aesthetic significance because it contains a wide range of housing typologies (late 19th - early 20th Century) including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.

The Lewisham Estate Conservation Area is socially significant for providing physical evidence of the late 19th Century community demonstrated through the prominent location of community facilities at the northern end of the area close to New Canterbury Road including the Baptist Church (The Boulevard) and Memorial Scout Hall (The Boulevard - South end) and 20th Century Great Depression Relief Work Programs (the stone wall to Old Canterbury Road).

The Area is representative of the range of building types and forms available to the community in the late 19th to early 20th Centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.

### Criteria a)

#### Historical Significance

Lewisham Estate Heritage Conservation Area is of historical significance as an area developed from a series of subdivisions from the early 1880s to 1898, beginning with the "Lewisham Estate" subdivision prior to 1882.

**Criteria c)****Aesthetic/Technical Significance**

The Lewisham Estate Heritage Conservation Area is of aesthetic significance for containing a wide range of housing typologies (late 19th - early 20th Century). including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses, including in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found.

**Criteria d)****Social/Cultural Significance**

The Lewisham Estate Conservation Area is socially significant for providing physical evidence of the late 19th Century community demonstrated through the prominent location of community facilities at the northern end of the area close to Enmore Road including the Baptist Church (The Boulevard) and Memorial Scout Hall (The Boulevard - South end)

**Criteria g)****Representative**

The Area is representative of the range of building types and forms available to the community in the late 19th to early 20th Centuries, including the detached villa, mansion and cottage, semi-detached and terrace house.

**Integrity/Intactness**

There is a good degree of intactness.

**Owners**

Records Retrieved: 0		
Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

**Description****Designer****Builder/Maker****Physical Description****Updated****LOCATION**

The Lewisham Estate Heritage Conservation Area is situated south of the main western railway line and between Old and New Canterbury Roads. It includes several sub-precincts which share similar heritage values and development history although they are now separated by less-contributory development. The main area includes Victoria Street, The Boulevard and Hunter Street.

KEY PERIOD OF SIGNIFICANCE: 1880 - 1940

**DESCRIPTION**

The Lewisham Estate contains some of the finest buildings and streetscapes in the Marrickville area. It was first released for subdivision in the 1880s when Lewisham Station was opened and soon proved popular with the upper middle class commuters who constructed substantial homes throughout the area. It was developed in sections after 1882, with the final major release made in 1898, although development continued until the Inter-war period on undeveloped lots.

The area is predominantly residential in its character, with retail uses being located at the northern end of the precinct near the railway

station. The small group of local shops in Victoria Street includes a some substantially intact examples of Federation shops, including shopfronts and joinery to the arched window/doors on the upper level, although signs of deterioration to the fabric could be seen. The upper level verandahs have been replaced by a suspended awning. Other shops in the extended group demonstrate significant layering and have lost their stylistic integrity.

Community facilities representative of the community who established the area include the imposing Baptist Church and Hall at the northern end of The Boulevarde, and the 1921-1923 Arts and Crafts Memorial Scout Hall at the southern tip of the Area.

Both single and two-storey forms are distributed throughout the area, with little consistency in their location evident when analysed at the precinct level. There is little evidence of 'runs' of cottages being built as a speculative venture by a builder, other than the group of single storey Victorian Villa cottages in Victoria Street. The prevailing character of the area is that of an established and high quality of substantial detached houses in a garden setting. The primary streets are The Boulevard and Victoria Street, with the other streets acting as cross-streets. The building typologies reinforce this pattern, with most of the grand houses in either Victoria Street or The Boulevard, and the most modest in the lower areas to the south-west.

The area contains a variety of built forms, including a range of finely crafted Victorian Italianate, Rustic Gothic, Filigree and Regency houses, terraces and villas and later Federation examples of the same typologies, including good examples of Federation cottages, terraces and substantial Queen Anne houses, including in Hunter Street at the northern end of the precinct and Toothill Street. Several good examples of houses and residential flat buildings from the Inter-War period can also be found. Many of these substantial properties have retained their original garden setting as a planted area that enhances the aesthetic qualities of the property and the streetscape. Few of these substantial properties show evidence of being re-subdivided to allow infill development; unlike other parts of Marrickville.

The area also contains modest dwellings, including the very good group of gable-roofed single-fronted cottages in Fred Street, and the many examples of vernacular cottages and bungalows found throughout the precinct.

Streetscapes are unified by the contribution of private gardens as well as by the good quality and mature street planting, particularly the Brush Box and other species in the northern half of the precinct. Planting in the southern part of Victoria Street (south of Summer Hill Street) is not as consistent although some good individual specimens can be found.

The area also includes the northern end of The Boulevarde and its termination, Hunter Street which demonstrates a Federation character rather than the late Victorian that dominates elsewhere. Hunter Street includes several very imposing and contributory Federation houses.

The evidence of the surviving fabric suggests that many early fences were of iron palisade construction. Many have survived and continue to contribute highly to the integrity and quality of the streetscapes and the area. They are particularly prominent elements when viewed on an angle from the footpath; when their strong rhythms yet transparent quality is highlighted. Some of the fences to houses on The Boulevarde exhibit fine iron posts, although most in the area are representative of the 'Marrickville Fence'. Some original fences have been replaced by a variety of styles, materials and heights. These fences are however potentially replaceable and although impossible to replace the original fabric, the opportunity exists to construct a new fence that fits more gently within the streetscape.

Many of the properties have undergone considerable layering over the years since original construction, including infill development of various degrees of contributory value and a range of cosmetic and structural additions to individual dwellings. Although some of these alterations have affected the individual heritage value of the property, the cohesiveness of the scale, form and patterns of the streetscapes together with their ability to demonstrate Lewisham's patterns of late 19th and early 20th Century urban settlement remains substantially intact. Major layering is not common.

Existing heritage items are located at 40 Hunter Street (large house with timber detailing) the Baptist Church and Hall at 13-15 The Boulevarde and the two storey (former) corner shop at 4 Summer Hill Street. The Victorian Filigree terrace adjacent to the shop has been assessed as part of the Heritage Items review and is recommended for listing as an individual item. Each of these existing and potential individual heritage items contributes to the variety and quality of their immediate streetscapes and the heritage significance of the Lewisham Area as a heritage conservation area.

#### CONTRIBUTORY ELEMENTS

- Regular subdivision patterns
- Open character to the streetscape due to wide streets, footpaths, large lot sizes and generous suburban scaled building setbacks
- Brush Box and other formal street tree planting – at maturity and density to form a good avenue/act as street wall
- Sandstone block kerbing and guttering
- Prevailing low-density character due to large lot sizes and garden spaces in front of buildings
- Mixture of single and two-storey buildings
- Good groups of substantially intact Late Victorian and Federation villas, houses, bungalows, semi-detached cottages and terraces
- Individual properties of high aesthetic value
- Building forms appropriate to architectural type
- High quality detailing to front elevation
- Increasing simplification of scale and detailing towards rear – including window size, detail and proportion



- High proportion of intact or substantially intact built elements
- Consistency of form and detailing to intact and substantially intact original dwellings and streetscapes
- Any additions visible from the public domain that are of a minor scale, respect original built form and are unobtrusive in the context of the streetscape
- Building heights appropriate to typology and period of construction
- Original development is a mixture of one and two storey depending on the conventions of the architectural style
- Detailing and finishes appropriate to typology and period of construction
- Window openings appropriate for architectural style
- Timber framed windows
- Complex timber joinery windows to main bay of front elevation (Federation)
- Use of appropriate colour schemes for detailing
- Roof forms appropriate to typology and period of construction
- Prominence of Federation (tall and narrow) chimneys in roofscape views
- Lack of major alterations to roof form and volumes
- Slate roofs
- Unglazed terracotta tile roofs
- Fences appropriate to typology and period of principal building
- Original Iron Palisade fences
- Original low face-brick (not rendered or painted) walls
- Lack of car parking infrastructure accessed from the primary street frontage
- Garden plantings in front of dwellings
- Footprints of additions to the rear respect the traditional pattern of development (including service wing/pavilion/recessive scale)

#### NON CONTRIBUTORY ELEMENTS

- Alterations to roof forms, including poorly sited and proportioned dormer windows and lifted ridgelines.
- Removal of original detailing
- Painting rendering etc (including to unpainted face brick in Federation-period buildings)
- Alteration to fenestration patterns (including reconfiguration/re-orientation of vertical openings to horizontal)
- Removal/replacement of timber windows with aluminium
- Application of conjectural detailing to new work
- Historically inappropriate fence design and details not relevant to building typology and/or incongruous/visually intrusive in streetscape views
- Visually intrusive security measures (eg security bars painted a light colour, roller shutters to windows and enclosing grilles to verandahs)
- Replacement fences of type or form inappropriate to building typology and/or intrusive on aesthetic value of streetscape
- High/solid front fences and walls

#### Physical Condition

Updated 07/15/2009

Generally good condition.

#### Modifications And Dates

Infill development of various degrees and a range of cosmetic and structural additions to individual dwellings is evident.

#### Further Comments

#### Current Use

#### Former Use

#### Listings

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## Listings

Records Retrieved: 2					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Inner West Local Environmental Plan 2022	C61	12/12/2011 12:00:00 AM	2011/645	
Heritage study					

## Procedures/Exemptions

Records Retrieved: 0					
Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

## History

## Historical Notes or Provenance

## Updated

The original owners of the land within the Marrickville Council area were the Cadigal and Wangal clans of the coastal Eora people. They spoke Eora, which may have been a dialect of the Dharug (Darug) language, though sources differ on this point. With the establishment of the penal colony at Sydney Cove in 1788 the dispossession of the original inhabitants was begun. In 1789 a smallpox plague decimated the Aboriginal population, though descendants of the Cadigal and Wangal people still reside within the Sydney metropolitan area. George Gambling, an emancipist, was granted 40 acres in 1809. It was sold to Captain John Piper and then to Dr Robert Wardell. Wardell arrived in Sydney in 1824 and purchased much land in the area and by the time of his death in 1834 owned about 2500 acres, known as the "Petersham Estate". Wardell's house, "Sara Dell" stood near Parramatta Road, on a site now occupied by Fort Street High School, though most of the "Petersham Estate" was south of Stanmore and New Canterbury Roads, stretching to the Cooks River. Dr Wardell was murdered in 1834 and his estate was divided amongst his relatives.

Joshua Frey Josephson purchased a section of the Petersham Estate after the death of Dr Wardell, probably in the early 1840s. Joshua Josephson was the son of Jacob Josephson and inherited Enmore House after his father's death in 1845. Joshua Josephson named his property Lewisham, but appears never to have resided there, living instead at Enmore House.

Prior to 1882 the "Lewisham Estate" was subdivided. It included the area from Gambling Street (now Pigott Street) to Frazer Road (now Hunter Street) and all the land between New Canterbury Road and Denison Road, all with frontages of at least 66'. The Virginia Water Estate was subdivided on 11 March 1882. It included Victoria Street and Denison Road, from Davis Street nearly to Toothill Street, all with frontages of 40'. This area had previously been in the ownership of William Davis, whose villa, "Brook Cottage" still stands at 174 Denison Road.

In 1886 Lewisham Railway Station opened, by which time several houses had been built on the south east side of The Boulevard and most of the blocks had been sold. The Station Estate, Lewisham, encompassing the area between Jubilee Street and Railway Terrace, was auctioned on Saturday July 16 1887. By 1890 the area around the station was still sparsely settled, much of the development concentrated west of Eltham Street. The area between Pigott and Dulwich Streets, including The Boulevard south east of Pigott Street was subdivided as the "Lewisham West" estate, probably in the early 1890s.

Hughes' Estate, between Toothill and Jubilee Streets, was subdivided, prior to 1898. By this time Victoria Street and Toothill Street were quite closely settled.

## Historic Themes

Records Retrieved: 1

National Theme	State Theme	Local Theme
4. Settlement	Accommodation	Unknown

## Recommended Management

## Management Summary

**Management**

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

**Report/Study****Heritage Studies**

Records Retrieved: 1

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Marrickville Review of Draft Heritage Conservation Areas			2009		Paul Davies Pty Ltd

**Reference & Internet Links****References**

Records Retrieved: 0

Type	Author	Year	Title	Link
No Results Found				

**Data Source**

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Inner West Council	2030486

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