

Narwee Station Upgrade

Statement of Heritage Impact



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Client: Transport for New South Wales

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Executive Summary

Transport for NSW (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in New South Wales (NSW) and is the proponent for the Narwee Station Upgrade (the 'Proposal'). The Proposal is part of the Transport Access Program (TAP) which is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

This Statement of Heritage Impact has been prepared in support of an Review of Environmental Factors (REF), which has been prepared to assess the environmental impacts associated with the construction and operation of the Proposal under the provisions of Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Narwee Railway Station Group (1931) is listed on RailCorp's Section 170 Heritage and Conservation Register and as an item of local environmental heritage on Schedule 5 of the Canterbury Local Environmental Plan (LEP) 2012, fulfilling the following NSW Heritage Significance criteria: criterion a (historical); criterion c (aesthetic/technical); criterion d (social); criterion e (research potential); criterion f (rarity) and criterion g (representativeness).

The key features of the Proposal are summarised as follows:

- extension of the island platform at the eastern end to provide new stairs, a lift and waiting area
- installation of new canopies for weather protection above the new lift, stairs and waiting area providing cover up to the existing Platform Building
- refurbishment of the Platform Building (1931) with a new family accessible toilet, a Customer Information Window and staff facilities to replace existing facilities in the Booking Office Building (1984) (to be demolished)
- improvements to bicycle facilities including new shelters and additional bicycle racks
- provision of a new kiss and ride area, new kerb ramps and bus zone works (including new shelter) on Hannans Road
- upgrade of the two existing accessible parking spaces in the commuter car park off Hannans Road to ensure compliance with relevant standards
- provision of an accessible parking space, upgrade of the taxi rank and kiss and ride area, and installation of Tactile Ground Surface Indicators (TGSIs) at the raised pedestrian crossing on Hurst Place and Fisher Place
- ancillary works including localised platform regrading (as necessary), improvements to lighting and seating, improvement of station communication systems (including CCTV cameras), wayfinding signage, services diversion and/or relocation, station power supply upgrade, minor road/drainage works, fencing and landscaping.

In summary, the Proposal would result in impacts to aesthetic (criterion c) and rarity (criterion f) significance of Narwee Railway Station Group from the partial demolition of the pedestrian subway. These works are required for station facilities to comply with key requirements of the *Disability Standards for Accessible Public Transport (DSAPT) 2002* and *Disability Discrimination Act (DDA) 1992*. It is proposed to mitigate some of this impact through heritage interpretation.

The proposed construction works have the potential to positively impact on the historical (criterion a), aesthetic (criterion c) and social (criterion d) significance through provision of equitable access to the station, refurbishment of the under-utilised Platform Building (1931), and establishing the original layout of the station group through removal of the Booking Office Building (1984). The refurbishment of the Platform Building presents an opportunity to rectify 30 years of unsympathetic modifications to its façade, however there would be some minor impacts to the external façade as well as interior fabric. It is recommended that impacts to the internal fabric be avoided or minimised during detailed design. The temporary enabling works and landscaping would have no long-term impacts on the assessed significance.

The following mitigation measures are recommended:

- further heritage assessment is required for the Platform Building refurbishment once detailed designs are developed (which should take into consideration at this stage identified heritage constraints). The next phase of assessment would address (*inter alia*)
 - proposed new openings into significant fabric (original masonry/façade), such as the Customer Information Window at the east elevation
 - detachment of the platform canopies at both ends of the building
 - restoration of fabric where feasible, such as six-pane sash windows
 - selection of paint colour for joinery appropriate to the era and style
 - unblocking of bricked-in windows and doors
 - removal of all visually invasive items (e.g. vending machine), conduits and downpipes from the east elevation of the building and relocate
 - fit out of rooms, where preference is to attach new electrical and communication systems boards to new internal partition walls.
- remove recent paint from subway tiles to re-expose the original Art Deco design and allow original design to meet new modern tiles (colour scheme in keeping / complimentary to original) of lift alcove (Figure 54). New colour scheme should be submitted to TfNSW with the Platform Building Plan of Works for approval
- no further intrusions should be made into subway walls other than the works required for the lift. No additional elements should be fixed or adhered to the walls
- the original station entrance name signs at both northern and southern entrances are essential to the stations heritage value and should be retained and kept visible – no orange Wayfinding signage should be allowed to obscure the 1930s concrete lettering- as shown in the photomontages
- archival recording of the station as a whole prior to the commencement of construction following NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies should be provided to City of Canterbury Council and Sydney Trains for future reference. In particular the following elements the following elements should be concentrated on:
 - Platform Building
 - Existing Pedestrian Subway and stairs (1931); and
 - Booking Office Building (1984).
- update interpretation signage – the existing Heritage Interpretation Signage at the station entrances should be updated to include historic photos of the original pedestrian subway entrances (prior to the 2013 K2RQ works) and a discussion of the significance of design style (Inter War Functionalist and Art Deco) along the East Hills railway line
- following completion of works, the RailCorp S170 Heritage and Conservation Register listing description and historical context should be updated to reflect the new works
- inclusion of stop work procedures in the construction environmental management plan in the unlikely event that intact archaeological relics or deposits are encountered in accordance with Transport for NSW's (TfNSW's) *Unexpected Heritage Finds Guideline*
- a heritage induction should be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly layout the heritage constraints of the site
- this Statement of Heritage Impact should be forwarded to the Sydney Trains Heritage Advisor, as well as City of Canterbury Council for comment, pursuant to clause 14 of *State Environmental Planning Policy (Infrastructure) 2007* (NSW).

1.0 Introduction

1.1 Project Background

The New South Wales (NSW) Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as bicycles and cars.

The Narwee Railway Station Group is listed on the RailCorp Section 170 Heritage and Conservation Register (SHI No. 4801924) and as an item of environmental heritage on Schedule 5 of the *Canterbury Local Environmental Plan (LEP) 2012* (L151). As the item is not listed on the State Heritage Register, approval for the proposed works is not required from the Heritage Council of NSW under the *NSW Heritage Act 1977*. However, as the Narwee Railway Station Group is heritage listed on both the S170 Register and LEP Schedule, a Statement of Heritage Impact (SOHI) is required as it is necessary to understand the heritage significance of the Station. This SOHI outlines the historical context of the station and assesses its historical significance using Heritage Division guidelines *Assessing Heritage Significance* (NSW Heritage Office, 2001). This will be followed by an assessment of the impact of the proposed works on the significance of the Narwee Railway Station Group more broadly.

The Narwee Station Upgrade (the 'Proposal') is required to provide safe and equitable access to the station and across the railway to the surrounding pedestrian network and would also improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station. Narwee Station is currently the 146th busiest railway station on the Sydney Trains network, with approximately 4,040 trips on an average weekday in 2014 (Bureau of Travel Statistics, 2016) and the estimated increase in customers has been taken into consideration during the design development.

The station has been identified as one of numerous stations requiring upgraded facilities to comply with key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT) and/or the Commonwealth *Disability Discrimination Act 1992* (DDA). Currently there is no ramp or lift access to the station platform and there are non-compliant paths of travel from the surrounding footpath and roads. The key features of the Proposal are summarised as follows:

- extension of the island platform at the eastern end to provide new stairs, a lift and waiting area
- installation of new canopies for weather protection above the new lift, stairs and waiting area providing cover up to the existing Platform Building
- refurbishment of the Platform Building with a new family accessible toilet, a Customer Information Window and staff facilities to replace existing facilities in the Booking Office Building (to be demolished)
- improvements to bicycle facilities including new shelters and additional bicycle racks
- provision of a new kiss and ride area, new kerb ramps and bus zone works (including new shelter) on Hannans Road
- upgrade of the two existing accessible parking spaces in the commuter car park off Hannans Road to ensure compliance with relevant standards
- provision of an accessible parking space, upgrade of the taxi rank and kiss and ride area, and installation of Tactile Ground Surface Indicators (TGSIs) at the raised pedestrian crossing on Hurst Place and Fisher Place
- ancillary works including localised platform regrading (as necessary), improvements to lighting and seating, improvement of station communication systems (including CCTV cameras), wayfinding signage, services diversion and/or relocation, station power supply upgrade, minor road/drainage works, fencing and landscaping.

Subject to planning approval, construction is expected to commence in 2016 and is anticipated to take up to 18 months to complete.

1.2 Site Identification

Narwee Station is located 16 kilometres south-west of Central Station on the East Hills line (T2 Airport, Inner West and South Line) and serves the Sydney suburb of Narwee, NSW. The station is bound to the north by Hannans Road and access to the station platform is via a pedestrian subway connecting Hurst Place to Hannans Road.

The Proposal area where works are to be undertaken is the entire Narwee Station precinct which encompasses the railway station, associated commuter car park and interchange facilities, passenger access between those facilities and main pedestrian access paths to the station including the existing pedestrian subway (Figure 1).

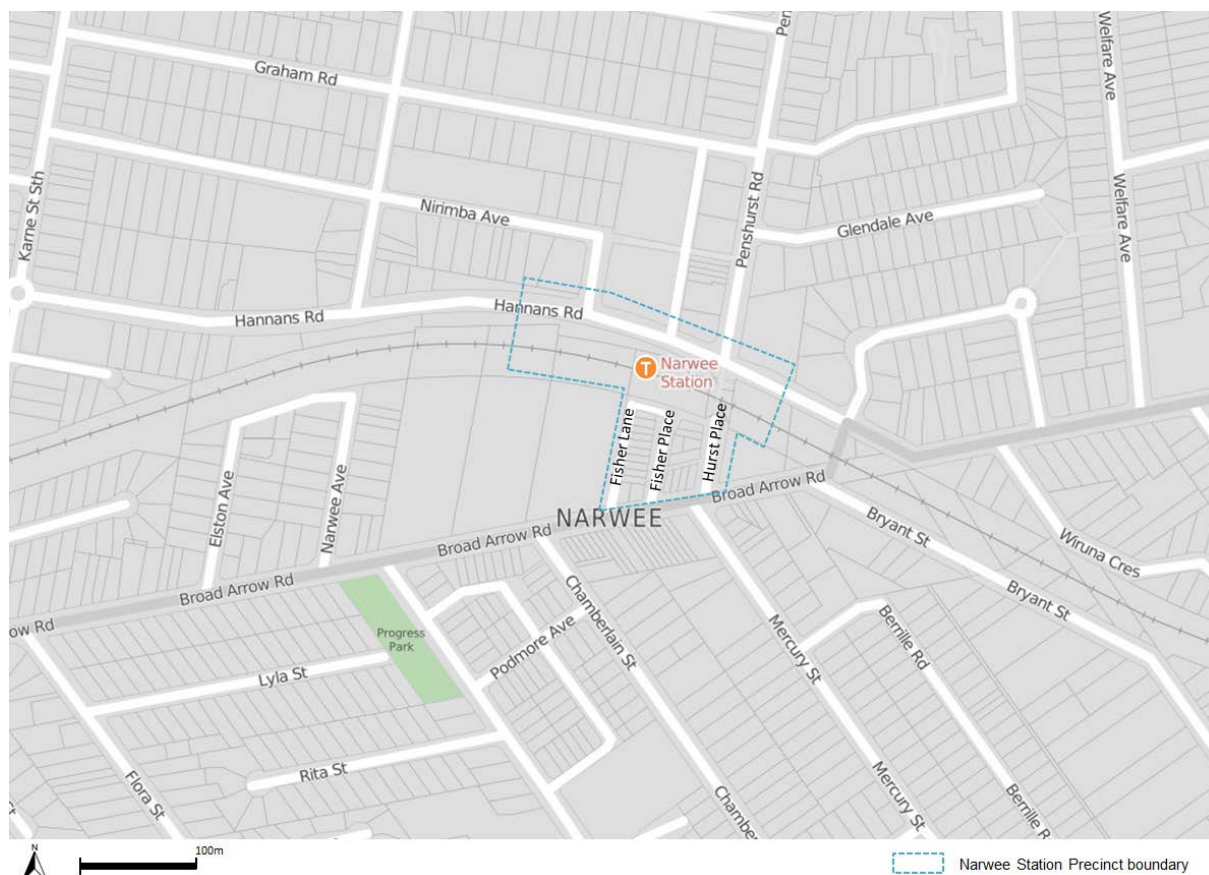


Figure 1 Narwee Station Upgrade Project Area

The RailCorp S170 Heritage and Conservation Register curtilage for Narwee Station is defined by the boundary of property fronting Hannans Road (excludes Hannans Road commuter carpark) and contains the area 20 metres past the end of the platform to the east, five metres past the end of the platform to the west, and the boundary of the property. The listing contains an error regarding the southern boundary which reads 'RailCorp property along the rear of properties on Pershurst Rd and Fisher Lane'. Pershurst Road is to the north of the station, so the description should instead read 'Hurst Place, Fisher Place, Fisher Lane, and Broad Arrow Road'. The heritage listing curtilage is shown in Figure 2.

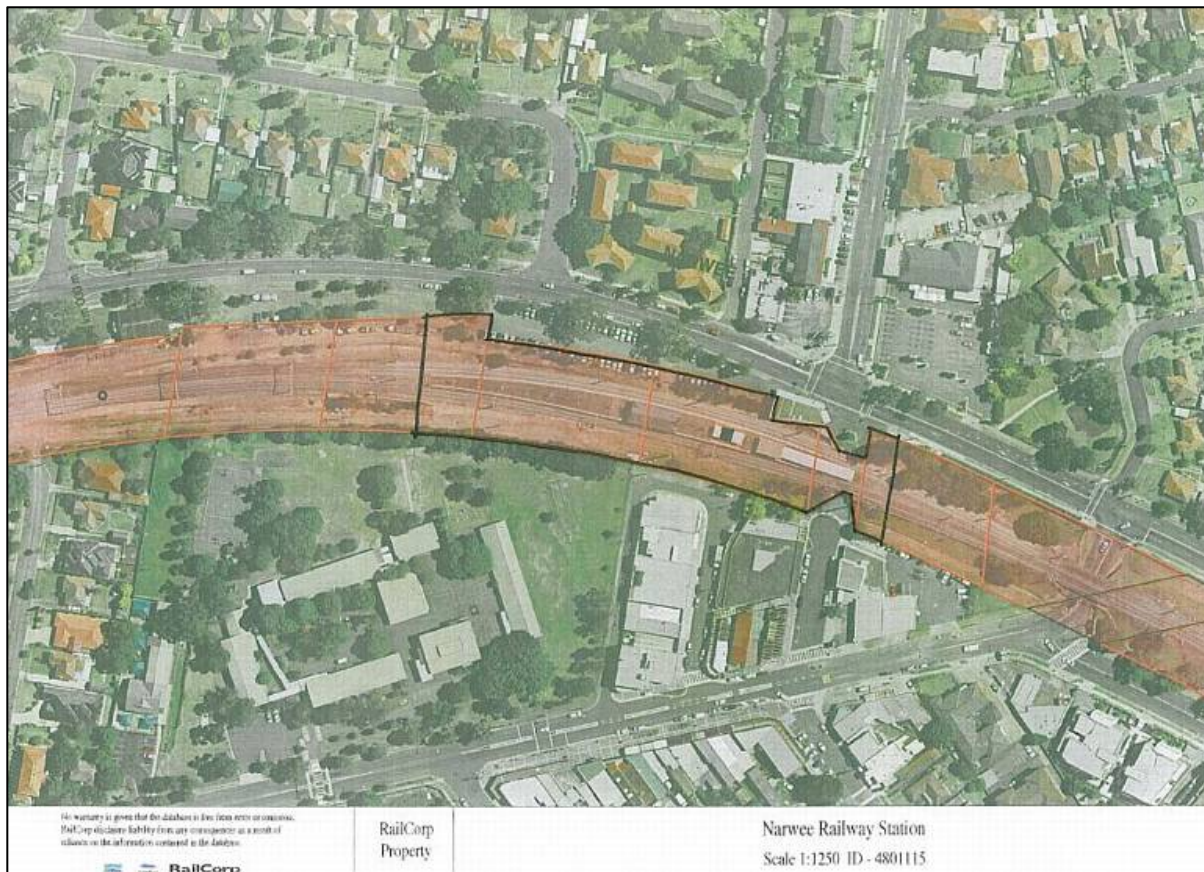


Figure 2 Narwee Railway Station Group, RailCorp S170 Register Heritage Curtilage Plan (RailCorp)

1.3 Project Methodology

The heritage assessment in this report has been undertaken in accordance with the NSW Heritage Division *Assessing Heritage Significance* (NSW Heritage Office, 2001) and *Statements of Heritage Impact* (NSW Heritage Office, 2002), and includes:

- desktop searches of relevant heritage registers
- review of Proposal drawings and concept design report (Jacobs 2015)
- review of the following key documents:
 - heritage register listings for identified sites
 - historic plans for the station held by the Sydney Trains Plans Room
 - previous reports and other relevant documentation provided by TfNSW
- background research into the historical development of the station using the historic plans, historical aerials, newspapers and other primary and secondary historical sources as relevant and referenced in Section 9.0
- site inspection by AECOM staff assessing the existing station (both internal and external) along with the existing character of the study area and surrounding land uses.

1.4 Report Limitations

The purpose of this report is to identify and assess historic heritage and archaeological potential which might be impacted by the Proposal.

Predictions have been made within this report about the probability of subsurface archaeological materials occurring within the site, based on surface indications and environmental contexts. However, it is possible that materials may occur in areas without surface indications and in any environmental context. These would be addressed in accordance with TfNSW's *Unexpected Heritage Finds Guideline* (Transport for NSW, 2015).

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

2.0 Statutory Context

2.1 Introduction

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

2.2 Commonwealth Legislation

2.2.1 Environment Protection and Biodiversity Conservation Act 1999 (Cwlth)

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historic cultural heritage items. Under the 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. Narwee Station has not been identified on the NHL, CHL or RNE, nor are there any listed heritage items within 200 metres of the Station curtilage (study area).

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 the Environment (DotE). An action is defined as a project, development, undertaking, activity (or series of activities), or alteration. An action would also require approval if:

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

2.2.2 Disability Discrimination Act 1992 (Cwlth)

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

2.3 State Legislation

2.3.1 Environmental Planning and Assessment Act 1979 (NSW)

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) allows for the preparation of planning instruments to direct development within NSW. This includes Local Environment Plans (LEP), which are administered by local government, and principally determine land use and the process for development applications. LEPs usually include clauses requiring that heritage be considered during development applications and a schedule of identified heritage items be provided. The EP&A Act also allows for the gazettal of State Environmental Planning Policies (SEPP). Specific projects covered by the provisions of a SEPP may proceed without local government development approval, however if a local heritage item is impacted, the proponent must consult with council.

2.3.2 Infrastructure SEPP State Environmental Planning Policy (Infrastructure) 2007 (NSW)

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

Clause 14 of ISEPP 2007 applies to infrastructure developments carried out by, or on behalf of, a public authority if the development is likely to impact a local heritage item or heritage conservation area (other than a heritage item that is also a State heritage item). Under ISEPP 2007, a public authority, or person/s acting on behalf of a public authority, must not carry out a development to which this clause applies, unless an assessment of the proposed impact has been prepared and forwarded to the local government of the area for comment. Comments received within 21 days must be taken into consideration. Given that the Narwee Station is on the Canterbury LEP, Council must be consulted as part of this Proposal.

2.3.3 Heritage Act 1977 (NSW)

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

Proposals to alter, damage, move or destroy places, buildings, works, relics, moveable objects or precincts protected by an IHO or listed on the SHR require an approval under Section 60.

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

The Narwee Railway Station Group has been identified on the RailCorp Section 170 Heritage and Conservation Register under State Heritage Inventory database #4801924

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

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

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

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

2.4 Local Government

Narwee Station is located within the City of Canterbury local government area (LGA). Section 2.4.1 outlines the relevance of the Canterbury LEP to the Proposal, while Section 2.4.2 discusses the Canterbury Development Control Plan 2012.

2.4.1 Canterbury Local Environmental Plan 2012 (LEP 2012)

Part 5 Section 5.10 of the Canterbury LEP 2012 deals with heritage conservation within the area covered by this LEP. Schedule 5 of the Canterbury LEP 2012 provides a list of identified heritage items, heritage conservation areas and archaeological sites. The Narwee Station is identified in Schedule 5 as 'Federation and interwar railway station buildings and pedestrian underpass' (Item No. I151). As discussed above in Section 2.3.2, the proponent must consult with Council as part of the provisions of the ISEPP if impacts occur to locally listed items.

2.4.2 Canterbury Development Control Plan 2012 (CDCP 2012)

LEP 2012 is supported by Canterbury Development Control Plan 2012. The CDCP 2012 provides detailed heritage conservation controls, standards and guidelines for development on land that is identified as a Heritage Item, Archaeological Site or Aboriginal Site in CLEP or on land that is in the vicinity of a Heritage Item, including processes and guidelines covering assessment requirements to design principles.

2.4.3 Summary of Statutory Controls

Narwee Station has been identified as holding local significance and is listed on the RailCorp S170 Heritage and Conservation Register and the heritage schedule of the Canterbury LEP 2012, as summarised in Table 1. The register search was extended to 200m from the curtilage of Narwee Station to establish if there were surrounding registered items or conservation areas that may be affected by the Proposal. There are no additional heritage items within this study area. The physical characteristics of the station and the surrounding environment and heritage items are described in Section 3.0.

Table 1 Listed heritage items within the Proposal Area

Heritage List	Heritage Items within Proposal Area	Level of Significance
World Heritage List	None	n/a
National Heritage List	None	n/a
Commonwealth Heritage List	None	n/a
Register of the National Estate (non-statutory)	None	n/a
State Heritage Register	None	n/a
RailCorp Section 170 Register	Narwee Railway Station Group (#4801924)	Local
Canterbury LEP 2012	Federation and inter war railway station buildings and pedestrian underpass (#1151)	Local

3.0 Historical Context

3.1 Introduction

In order to appreciate the heritage significance of an item, it is important to understand the historical context in which it was constructed and the subsequent factors that have influenced its development. The following sections outline the development of Narwee Railway Station Group.

3.2 Early Settlement

Narwee Railway Station Group is located on land which was part of an original 1809 grant to Richard Podmore, a free settler who came to New South Wales as a soldier in the N.S.W. Corps in 1792 (City of Canterbury Library, 2012)(Figure 3). The land was sold to ex-convict Robert Gardner in 1820, at which time it does not appear to have been extensively cultivated. 'Bob the Gardener', as he was known, named the property Sunning Hill Farm. The dense ironbark forest in this area provided refuge for bushrangers who hid in the area for weeks at a time. In the 1830s, the Sydney Hunt Club held its hunting meetings in the area and newspaper reports detailed the hunting of deer in the vicinity of 'Bob the Gardener's Farm' (Hurstville City Council Local History Library, n.d.)

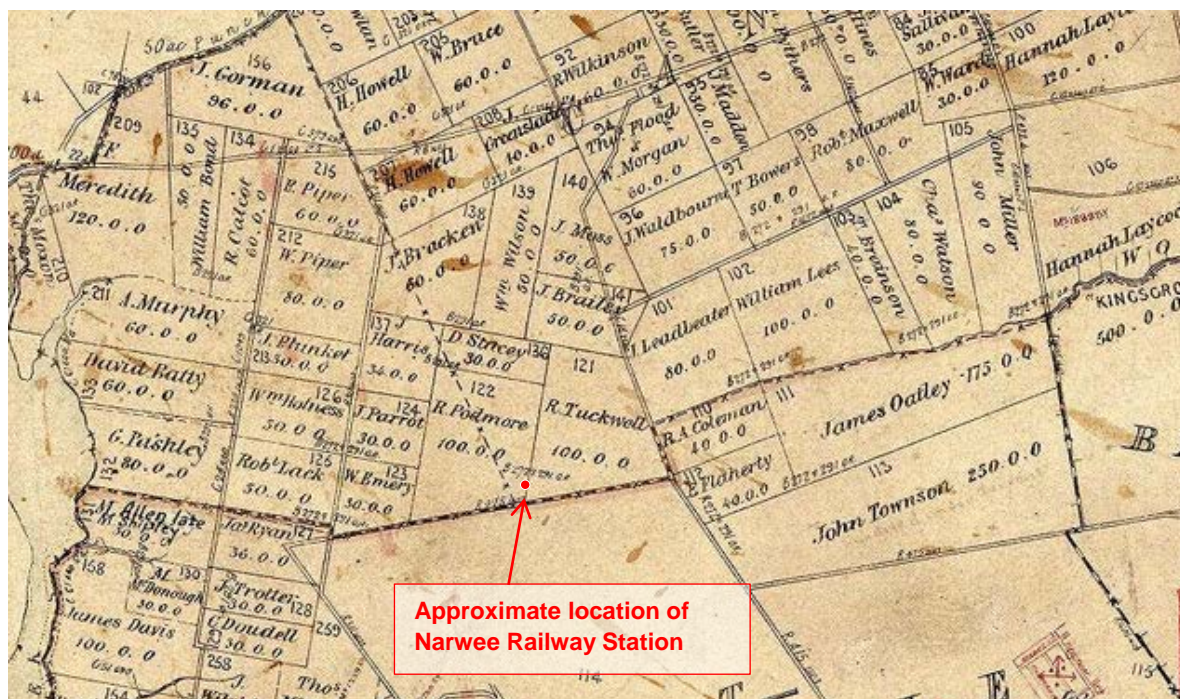


Figure 3 Detail of St. George 1889 Parish Map showing original grantees. Approximate location of Narwee Station marked. (Source: NSW Property & Information)

Robert Gardner died in 1873 and his farm was left to his wife, Sarah. In the 1880s, a land speculator named William Graham Cameron purchased Sunning Hill Farm from Robert Gardner's relatives hoping to capitalise on the railway which was planned to traverse the land. In 1885, however, the Minister for Public Works, decided on a more northerly route, and Cameron was unable to profit from his gamble. By this time, much of the region had been subdivided however the area was only lightly populated. There were settlements at Dumbleton, Peakhurst, Revesby, Salt Pan, East Hills and Milperra. Poultry, market, dairying and pig-farming were carried out in fairly large proportions over the whole area. Sunning Hill Farm was eventually subdivided by the Intercolonial Investment Land and Building Company Ltd in 1912, and sold as the ten-acre farms of the "Graham Park Estate", each costing between 65 Pounds and 142 Pounds 10 Shillings (City of Canterbury Library, 2015).

3.3 The Coming of the Railway to Canterbury District

In a report dated 20 January 1874, Mr R. D. Stephens, Surveyor, described proposed regional rail alignments to Mr Whitton, Engineer-in-Chief of Railways. A line was to follow the eastern side of Iron Cove Creek as far as Dulwich Hill from which point two alternative routes were suggested, one of which would pass through

Canterbury. The surveyor pointed out that the only advantage of the Canterbury line was to provide a station at Canterbury – a prospect which he thought was hardly worth undertaking (Jervis, 1951, p. 47)(Figure 4).

Lobbying by local interests and land speculators achieved Parliamentary approval for a new Marrickville-Burwood railway in 1890 and construction commenced in 1892. The 1890s depression suppressed the profitability of the line, however suburban development followed in the early twentieth century, particularly during the interwar period when many War Service homes were built west of Canterbury. The line was extended to Bankstown in 1909 (NSW Office of Environment and Heritage, n.d.).

Proposals for a line to East Hills were first officially raised after World War I as an extension of the existing line at Bankstown. The lack of a railway hindered development and settlement of the Canterbury district and it was the main driver in the campaign. The *Hurstville Propeller* in 1928 stated that Mr Charles Howard “was probably the first man to propose the Tempe to East Hills Line, and that about 1908, Bexley Council, on his motion, approached the Government on the subject.” Mr Norman Scott in a letter in the *Bankstown Canterbury Torch* in 1981 claimed that it was his father Bill Scott, an aspiring politician, who proposed the line in 1920-21. There were others who also publicly claimed to be the originator of the scheme (Madden, 1981, p. 5)

In 1923, the Railway Department put forward a proposal for a line from Tempe to Salt Pan Creek to serve the growing town of Dumbleton (later known as Beverly Hills, approximately 1.5km east of the current location of Narwee Station). Residents west of Salt Pan Creek petitioned the government to extend the line to East Hills.



Figure 4 Excerpt from Parish of St George Parish Plan 1903 showing an early 'Trial Survey' line (added later) for the railway through Richard Podmore's original grant, then under planning for Graham Park Estate. Approximate location of Narwee Station marked (Source: NSW Property & Information)

The New South Wales Public Works Committee approved the construction of a railway from Tempe to East Hills in August 1924 and the bill for construction of the line passed both Houses of the State Parliament in late 1924 ("Railway Recommended," 1924). The initial line was to be a double track between Tempe and Kingsgrove and single track beyond, although earthworks were to allow future easy duplication of the entire route. Electrification was also to end at Kingsgrove. Construction began in 1927 with the employment of 400 workers ("Construction of New Suburban Line," 1928).

The first section to Kingsgrove opened on 21 September 1931 as an electrified double track line from Wolli Creek Junction on the Illawarra line. The second section, a single-track non-electrified extension to East Hills, was opened on 19 December 1931 which included Narwee Station (“Kingsgrove-East Hills: Railway officially opened,” 1931). The single line was opened for electric services on 17 December 1939 and in 1948 the line was duplicated between Kingsgrove and Herne Bay (now Riverwood), a section which included Narwee Station.

At the time of the construction of the East Hills line, the area was mostly occupied by poultry farmers and market gardeners, and a city florist had a large garden west of the railway station's location. Whilst the railway stimulated land sales, little building was done during the Depression and World War II. The suburb grew rapidly in the 1950s, when the area was settled by young families (City of Canterbury Library, 2012).

3.4 Development of Narwee Railway Station Group

During construction, the station was known as Podmore. The Tempe-East Hills Railway League's Grand Council suggested the name Graham Park, however, the station was opened as Narwee, which is an Aboriginal word meaning "sun" (RailCorp, 2009). The suburb took its name from the station.

Narwee Station was one of ten similar or identical Inter War suburban railway stations completed in 1931 between Turrella and East Hills. All platform buildings on the East Hills line were built to the same general design and plan, to include a booking office, Station Master's office and parcels office and location hut. However, Narwee is unusual amongst East Hills stations for its pedestrian subway providing access to the brick island platform, one of only two such structures on the East Hills line (Figure 5). The station was originally planned to have stair access from a Penshurst Road overbridge (NSWGR Construction Branch plans dated 1930), which was never constructed (RailCorp, 2009).

3.4.1 Inter War Functionalist style

The period between 1930 and 1940 marked a transition of railway station design styles from Federation-influenced towards Inter War Functionalist, with influences of the Art Deco design school. 1936 was the last year in which the Federation design was used but the transition away from it started in 1929 with the design of platform buildings for the East Hills branch (Sharp, 2012, p. 9). The style features of East Hills line platform buildings include:

- ornamental roof treatment of gables
- cantilevered awnings with box gutters
- Marseille pattern, semi glazed roof tiles
- an open styled waiting area called a “corridor”, with a then new style of fixed seats
- ceilings of fibro cement sheets under both platform canopies, hiding the awning support mechanism
- restrained, ornamental brick work. (Halgren, 2014).

Whilst modifications would have occurred to Narwee Station at the time of line duplication in the late 1940s, major alterations did not occur again until 1984, when a separate brick booking office was built on the western end of platform. The 1990s saw internal fit outs of the buildings refurbished, as well as general maintenance such as repaving of the pedestrian subway (Figure 6).

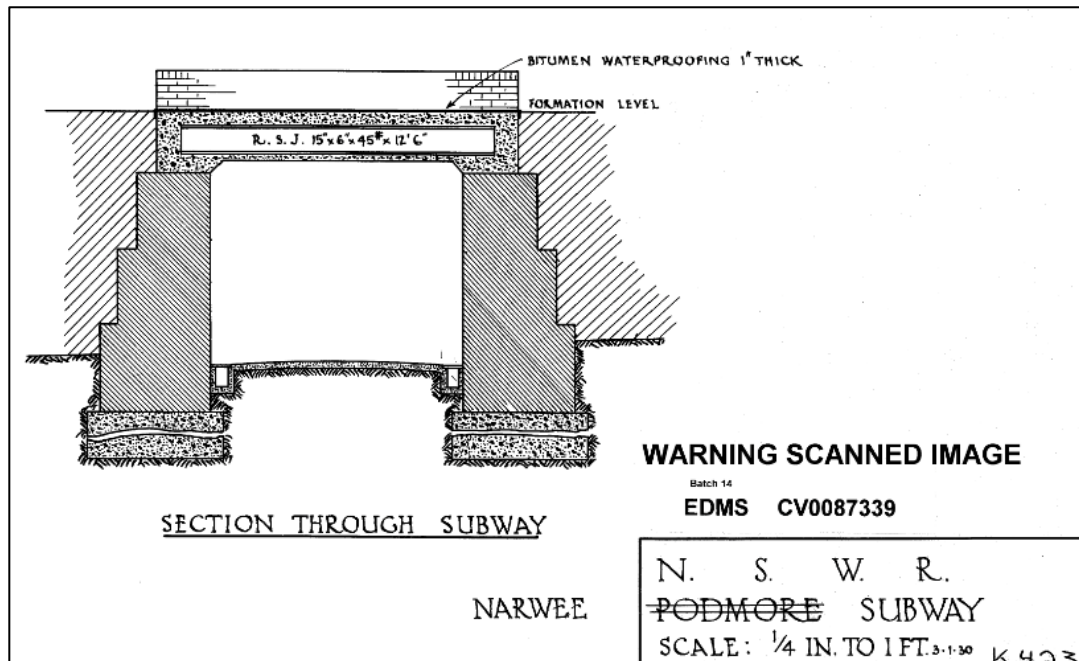


Figure 5 Original section plan of 'Podmore' (renamed 'Narwee') Station pedestrian subway (Source: Sydney Trains Plan Room Ref.0087339_00c)

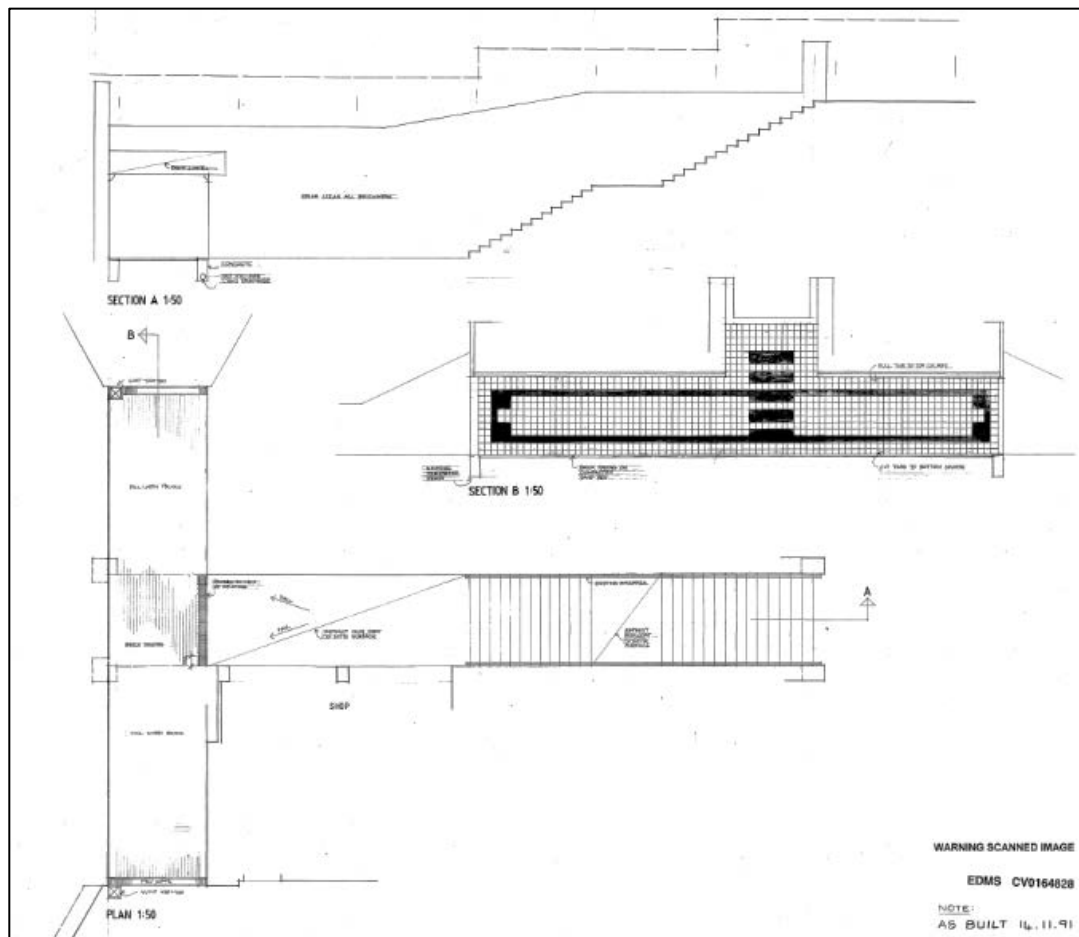


Figure 6 1991 subway alterations plan showing retiling, paving and cleaning (Source: Sydney Trains Plan Room 0164828_AOc)

3.4.2 Later development of Narwee Railway Station Group

In 2003, a platform canopy was constructed between the two platform buildings. This was demolished in 2010 and replaced with an extensive canopy over the island platform from the access stairs and attached to the existing Platform Building, as well as approximately 16 metres on the western side of the Platform Building. The location hut, part of the original station group, was demolished in the same year. The location of this structure is unknown. The evolution of the Platform Building from 1984 to 2014 can be seen in Figure 7 to Figure 9 below. Original structural features have been demolished, and it appears that new openings or recesses have been cut into the façade – now providing a nook for a drink vending machine. The elevation is almost unrecognisable in its current state, covered with conduits and attached to the 2010 platform canopy.



Figure 7 East elevation of the Platform Building in 1984. (Source: RailCorp s170 Heritage Register)



Figure 8 East elevation of the Platform Building in 2005. (Source: NSW Rail.net, courtesy of Ben Chatwin)



Figure 9 Current status of east elevation platform. Note obstructed view of façade due to canopy, and placement of vending machine and service conduits and downpipes. (Rappoport, 2014a:10)

In 2013, an underpass extension for the addition of new through tracks was constructed as part of the Kingsgrove to Revesby Quadruplication (K2RQ) Project works. To support the new outer 'Up' and 'Down' main tracks, two new single track underbridges were designed. These tracks do not have platforms at Narwee and are raised above both northern and southern entrances:

The superstructure for the Up and Down Main bridges consists of two prestressed concrete through girders over a single span of approximately 17.14m with a transversely posttensioned concrete deck, made up of precast panels and an in situ slab. The superstructure will be supported by concrete abutment full height blade walls each supported on 900mm diameter cast-in-situ concrete bored piles socketed into the underlying bedrock. (K2RQ Alliance, 2007, p. 50)

Along with the track quadruplication, signalling and power supplies were also upgraded at the station.

This superstructure effectively obscured the majority of the original 1930s entrance fabric, leaving only the lintel with the station name 'Narwee'. This original sign is visible at the southern entrance, but completely obscured at the northern entrance (Figure 10 and Figure 11).

Further removal of original 1930s features has occurred very recently with the painting over of the original red and off-white tile design along the eastern wall of the subway (Figure 12 and Figure 13).



Figure 10 Entry to pedestrian subway from Hannans Road prior to rail quadruplication project (pre-2013) (Wikipedia)



Figure 11 Original entrance to subway, indicated by arrow, now obscured by new quadruplication infrastructure (AECOM, 2016)



Figure 12 Entry from Hurst Place showing original tiled walls and sign in 2014 (Rappoport 2014a:9)



Figure 13 Original tiled design painted over by 2016 (AECOM, 2016).

4.0 Physical Description

4.1 Introduction

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

4.2 Narwee Railway Station Group

4.2.1 General Overview

Narwee Railway Station Group is situated 16 kilometres south-west of Central Station on the East Hills (T2 Airport) Line, flanked by Beverly Hills to the east and Riverwood to the west. Narwee is a suburban commuter station in a medium density residential area. Narwee Public School is located adjacent to the southern side of the station. Small commercial shopping strips are located adjacent to the station in Hurst Place, Fisher Place and Broad Arrow Road. The streetscape along Hurst Place, Hannans Road and Broad Arrow Road has been upgraded recently with the installation of wide footpaths, traffic islands and precast concrete paving units to enhance the public domain (Tract 2015:10).

The station consists of a single storey Platform Building and a Booking Office Building on an island platform with a platform canopy. The platform is accessed from Hannans Road to the north and Hurst Place to the south via a pedestrian subway. A single flight of stairs provides access by foot from the subway. An existing ramp serves the entrance at Hurst Place, enabling pram and wheelchair access between the subway and the road level, however it is not compliant with DDA requirements. The entrance to the station is towards the eastern end of the platform. The individual elements are described in depth below, with descriptions taken from the S170 Heritage Register listing and confirmed during site visit.

4.2.2 Platform Building (1931)

The Platform Building is located at the western end of the platform and is a face brick building with cantilevered awnings and corrugated steel roof (Figure 14, Figure 15, Figure 16 and Figure 17). It is described in the S170 Heritage Register listing as an “austere 1930s platform building with simple Art Deco detailing and fine brick workmanship”. The building has standard stretcher bond brickwork of five bays length, with the five bays defined by simple brick engaged piers. Brick stepped parapets at east and west ends feature pairs of timber louvre rectangular vents, a projecting moulded brick capping course and three vertical lines of projecting decorative brickwork. The brickwork and features all conform to the Inter War Functionalist style. The corrugated steel roof is gabled at the east and west ends against the parapets, and is hipped over awnings to the north and south which are an integral part of the roof form. There are modern fibre cement sheet ceilings to the awnings

Windows are timber-framed double-hung, one with original six-paned top sash, or small timber framed windows with frameless glass or glass louvres (Figure 18, Figure 19 and Figure 20). Original window openings feature bullnose brick sills and both window and door openings feature chamfered brickwork. A number of window openings have been bricked up and some sections of brick walling to this building have also been painted over with brown paint. All doors are modern timber flush doors.

The interior comprises a combined booking/parcels office (Station Master's room), ladies' toilets, waiting room and men's toilets (Figure 21, Figure 22 and Figure 23). Various electrical conduits have been fitted to the exterior of the building and square profiled downpipes and box gutters are also evident on the exterior, as well as an emergency help point intercom and blue metal unit containing an accessibly platform-to-train boarding ramp on the northern elevation.



Figure 14 View of Platform Building from Fisher Place (Google Street View 2016)



Figure 15 Platform Building, west façade (AECOM, 2016)



Figure 16 Platform Building, north façade (AECOM, 2016)



Figure 17 Platform Building, east façade showing intrusive attached conduit boxes and downpipes (AECOM, 2016)



Figure 18 Original windows to men's bathroom, bullnose sills and chamfered brickwork (AECOM, 2016)



Figure 19 An original 6-pane upper sash window to north façade (AECOM, 2016)



Figure 20 Bricked-in window opening and painted brickwork, south facade (AECOM, 2016)

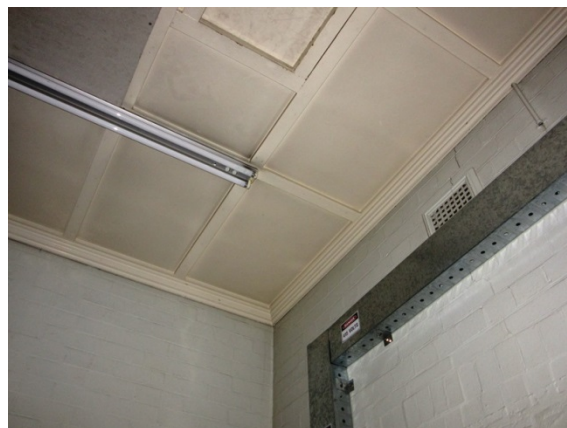


Figure 21 Platform Building - internal communication room ceiling (AECOM, 2016)



Figure 22 Men's toilet, western end of Platform Building (AECOM, 2016)



Figure 23 Women's toilet, western end of Platform Building (AECOM, 2016)

4.2.3 Platform (1931)

The curved island platform is 168 metres in length, with the tracks on either side generally following the curvature (Figure 24 - Figure 29). The platform is generally elevated above the adjoining streets on the northern and southern approaches. The platform is wide in the middle (about 9.6 metres) and narrower at the ends (about 6.4 metres) and is a typical curved platform type. As the platform has been built to earlier rail standards, it is below the floors of newer trains which are currently operating on the network and requires regrading to comply with DDA requirements (Jacobs, 2015: 51). It has an asphalt capping and in some areas the original brick detailing can be seen beneath flaking paintwork.



Figure 24 Curve of island platform, eastern end (AECOM, 2016)



Figure 25 Platform canopies, constructed in 2010 (AECOM, 2016)



Figure 26 Original brickwork seen beneath flaking paint (AECOM, 2016)



Figure 27 View towards east at platform entrance stairs (AECOM, 2016)



Figure 28 Eastern end termination of platform, note steel entrance cover on right (AECOM, 2016)



Figure 29 Stairs from pedestrian subway to platform, with canopy and fencing (AECOM, 2016)

4.2.4 Booking Office Building (1984)

The Booking Office building is a rectangular brick platform building with awnings on north and south sides, with a shallow pitched corrugated steel roof, timber flush doors and aluminium framed windows (Figure 30 and Figure 31). This building has a ticket office at the eastern end. It was constructed in 1984 and is proposed for demolition.



Figure 30 East façade of Booking Office Building – ticket window, way-finding information (AECOM, 2016)



Figure 31 West façade (AECOM, 2016)

4.2.5 Platform Canopies (2010)

Between the two platform buildings is a modern butterfly canopy structure constructed in 2010 (to replace an earlier canopy installed in 2003) with a gabled corrugated steel roof, and metal mesh screen on the western side (Figure 32 - Figure 35). It is supported by steel posts on concrete bases. It has been attached to the east end of the Platform Building with a poorly reconciled junction of the lower canopy and the building's northern awning.



Figure 32 Central platform and canopy (AECOM, 2016)



Figure 33 Canopy to west of Platform Building (AECOM, 2016)



Figure 34 East façade of Platform Building showing poor junction with canopy roof, obstruction by canopy structure. (Rappoport 2014a: 12)



Figure 35 Platform Building - south east corner showing join with platform canopy (AECOM, 2016)

4.2.6 Pedestrian Subway (1931)

This is a brick structure with a gabled corrugated steel roof which projects above the platform towards the eastern end of the platform. The interior is tiled, and walls are brick or painted brick. The name of the station "Narwee" is in raised painted lettering in an Art Deco style above the street entrances to the pedestrian subway. As discussed in Section 3.4.2, this element has been subject to significant impacts from the 2013 rail quadruplication project (K2RQ Project), resulting in the original entrances being 'encased' and visually obstructed (Figure 36 - Figure 45).



Figure 36 Southern entrance to station via subway (AECOM, 2016)



Figure 37 Non-DDA compliant ramp at southern entrance to station (AECOM, 2016)



Figure 38 Original signage, southern entrance to subway / station (AECOM, 2016)



Figure 39 View of southern entrance from subway (AECOM, 2016)



Figure 40 View of northern entrance from subway, and original ticket office on left (AECOM, 2016)



Figure 41 Northern entrance to station (AECOM, 2016)



Figure 42 Light well at platform level from subway level (AECOM, 2016)



Figure 43 Stairs to platform (AECOM, 2016)



Figure 44 Northern entrance to station, note heritage interpretation signage (AECOM, 2016)



Figure 45 Original entrance signage (yellow) hidden behind 2013 rail quadruplication bridge extension (AECOM, 2016)

4.3 Additional Elements

4.3.1 Heritage Interpretation Signs

The heritage interpretation signage at both northern and southern entrances to Narwee Station provides a brief historical description of the coming of the railroad to the area and a historic photo of the Official Opening of the line between Kingsgrove and East Hills on 19 December 1931 (Figure 46).



Figure 46 Heritage interpretation signage at northern and southern station entrances (AECOM, 2016)

4.4 Grading of Significant Elements

As different elements of an item can have a different contribution to its heritage significance, it is sometimes useful to define which elements are of significance and which may detract from its significance. The NSW Heritage Division (NSW Heritage Office, 2001:11) use the grading criteria provided in Table 2.

Table 2 Grading of significance criteria (from NSW Heritage Office, 2001:11)

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

Rappoport Pty Ltd (2014a) assessed the individual elements comprising the Narwee Railway Station Group as part of their Heritage Options analysis for the station upgrade. AECOM's grading concurs with the Rappoport assessment for all but the Platform Canopies which AECOM has assessed as 'Intrusive' rather than 'Little', which is the grading in the Rappoport report. The attachment of the canopies to the Platform Building, the poor reconciliation of the roof and awning junction and general obscuring of the building are considered damaging to the building's heritage significance. The amended grading is presented in Table 3.

Table 3 Narwee Station grading of fabric

Grading	Element meeting criteria
Exceptional	n/a
High	Platform Building; Pedestrian Subway (1931)
Moderate	Platform (1931)
Little	Booking Office Building (1984)
Intrusive	Platform Canopies (2010)

5.0 Significance Assessment

5.1 Introduction

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

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

In accordance with the guideline *Assessing Heritage Significance* (NSW Heritage Office, 2001), an item would be considered to be of State significance if it meets two or more criteria at a State level or local heritage significance if it meets one or more of the criteria outlined in Table 4. The Heritage Council require 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 4 Significance assessment criteria

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

Criterion	Inclusions/Exclusions
Criterion (f) – an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).	An item is excluded if it is not rare or if it is numerous, but under threat. The item must demonstrate a process, custom or other human activity that is in danger of being lost, is the only example of its type or demonstrates designs or techniques of interest.
Criterion (g) – an item is important in demonstrating the principal characteristics of a class of NSW's (or local area's): <ul style="list-style-type: none"> - Cultural or natural places; or - Cultural or natural environments. 	An item is excluded under this criterion if it is a poor example or has lost the range of characteristics of a type.

5.2 Narwee Station

Narwee Station has been assessed against the SHR criteria in the Section 170 Heritage and Conservation Register to determine the level of significance and related statutory protection. The assessed significance is provided in Table 5.

Table 5 Significance assessment – Narwee Railway Station

Significance Criteria	Application of Criteria
Historical significance SHR criteria (a)	<i>Narwee Railway Station is of historical significance as part of the East Hills line, a major 1930s Depression-era public work undertaken under the controversial Premiership of Jack Lang and through its relationship to the development of the suburb of Narwee and the broader East Hills region. That the suburb was named after the railway station is evocative of the historical relationship between the railway station and the development of the suburb</i>
Historical association significance SHR criteria (b)	<i>No assessment provided against this criterion</i>
Aesthetic significance SHR criteria (c)	<i>Narwee Railway Station is of aesthetic significance as an example of a small Inter-War period suburban railway with its 1931 platform and platform building matching other East Hills line railway stations in design and style. The platform building is very austere in style, with Inter War Art Deco style touches (for example brick strapwork detail to parapets) and is competently executed, exhibiting fine workmanship in its brickwork. The platform building is noted for its use of monochromatic brickwork, stepped parapets, irregular fenestration and engaged piers. Narwee is unusual amongst East Hills Railway Stations for its pedestrian subway, one of only two such structures on the East Hills line</i>
Social significance SHR criteria (d)	<i>The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history</i>
Technical/Research significance SHR criteria (e)	<i>Narwee Railway Station is of research significance for its ability to demonstrate design and construction techniques of the Inter War period. The 1931 platform building provides insights into NSW Railways experimentation with styles of architecture and adaptation to Depression period economic conditions</i>
Rarity SHR criteria (f)	<i>The Narwee Railway Station 1931 platform building is not rare, as it is part of a cohesive group of 10 similar to identical Inter War suburban railway buildings completed in 1931 between Turrella and East Hills. The pedestrian subway structure is relatively rare, as one of only two such structures on the East Hills line</i>
Representativeness SHR criteria (g)	<i>Narwee Railway Station is a good representative example of a small, Inter War East Hills line railway station, with some later structures</i>
Integrity/Intactness	<i>Narwee Railway Station platform, the 1931 platform building and the 1931 pedestrian subway have retained a moderate degree of integrity externally and internally, though some brickwork to the subway has been painted, and a separate 1984 booking office has been added to the platform</i>

Statement of Significance:

Narwee Railway Station - including the 1931 platform and platform building and pedestrian subway is of local heritage significance. Narwee Railway Station is of historical significance as a major public work completed as an unemployment relief project during the Great Depression, and as a major transport hub for the suburb of Narwee since 1931. That the suburb was named after the railway station is evocative of the historical relationship between the railway station and the development of the suburb. Narwee Railway Station is of aesthetic significance for its austere 1930s platform building with simple Art Deco detailing and fine brick workmanship, that is evocative of the effects of the Depression on building programs for large organisations such as the NSW railways. Narwee Railway Station is also distinctive for its 1931 brick pedestrian subway, one of only two such structures on the East Hills line. Narwee Railway Station is representative of the cohesive collection of ten East Hills line railway stations from Turrella to East Hills. (RailCorp, 2009)

6.0 Project Outline

6.1 Introduction

The following sections provide a description of the proposed works associated with the Proposal. A detailed assessment of the potential impacts to heritage significance is then presented.

6.2 Project Drivers

Sydney's population is expected to increase from 4.3 million currently to almost six million by 2036. Over the same period demand for rail travel is expected to grow by at least 50% as a result of both population growth and a continued modal shift to sustainable transport modes (Jacobs 2015: 4). The environment at and around rail stations, as the point of entry to the rail network, would be a significant factor in affecting mode choice for travellers. Transport interchanges, train stations and commuter car parks are important gateways to the transport system and as such play a critical role in shaping the customer experience and perception of public transport.

The objective of TfNSW's Transport Access Program (TAP) is to "provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure". Station upgrades are designed to deliver improved travel to and between modes, encourage greater public transport use and better integrate interchanges with the role and function of town centres. The program details six aims in the provision of these upgrades to deliver all components of this objective, summarised below:

- stations that are accessible to those with a disability, the elderly and parents/carer with prams .
- modern buildings and facilities for all modes that meet the needs of a growing population.
- modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers.
- safety improvements including extra lighting, help points, fences and security measures for car parks and interchanges including stations, bus stops and wharves.
- signage improvements so customers can more easily use public transport and transfer between modes at interchanges.
- other improvements and maintenance such as painting, new fencing and roof replacements (TfNSW, 2016, 'Transport Access Program')

External drivers for the Proposal are linked to the surrounding interchange, town centre, and wider community, whilst internal drivers revolve around customer experience, minimisation of disruption, constructability, accessibility and value for money. The Proposal fulfils the TAP objectives by:

- providing an accessible path of travel from the station platform to interchange facilities, including accessible parking through a new lift, platform extension and footpath and ramp and parking upgrades
- improved customer amenity and facilities at the station with canopies for weather protection, a relocated Booking Office, family accessible toilet and Customer Information Window, Passenger Information Displays and wayfinding signage; and
- improved transport interchange facilities with a new formalised kiss and ride area in Hannans Road, accessible parking, taxi rank and additional undercover bicycle parking facilities on both sides of the station.

The Proposal is also consistent with planning strategies in NSW, including *NSW 2021 – Making NSW Number One* (Department of Premier and Cabinet, 2011) and the *NSW Long Term Transport Master Plan* (TfNSW, 2012a). The Proposal would also ensure that Narwee Station would meet legislative requirements under the *Disability Standards for Accessible Public Transport 2002* (DSAPT).

6.3 Design Options

Options for improving the access to, and amenity of, Narwee Railway Station Group were developed following a succession of workshops between TfNSW, relevant stakeholders and the design team. Various concept design options were initially developed to address accessibility and customer experience needs and other design principles and narrowed to three possible approaches. Option 3 was chosen as the preferred option.

6.3.1 Preferred Concept: Option 3 - New staircase west of the existing subway and a new lift opposite the staircase on the east

The preferred concept (i.e. the Proposal) comprises the following key features:

- extension of the island platform at the eastern end to provide new stairs, a lift and waiting area
- installation of new canopies for weather protection above the new lift, stairs and waiting area providing cover up to the existing Platform Building
- refurbishment of the Platform Building with a new family accessible toilet, a Customer Information Window and staff facilities to replace existing facilities in the Booking Office Building (to be demolished)
- improvements to bicycle facilities including new shelters and additional bicycle racks
- provision of a new kiss and ride area, new kerb ramps and bus zone works (including new shelter) on Hannans Road
- upgrade of the two existing accessible parking spaces in the commuter car park off Hannans Road to ensure compliance with relevant standards
- provision of an accessible parking space, upgrade of the taxi rank and kiss and ride area, and installation of Tactile Ground Surface Indicators (TGSIs) at the raised pedestrian crossing on Hurst Place and Fisher Place
- ancillary works including localised platform regrading (as necessary), improvements to lighting and seating, improvement of station communication systems (including CCTV cameras), wayfinding signage, services diversion and/or relocation, station power supply upgrade, minor road/drainage works, fencing and landscaping.

The Proposal would retain the pedestrian subway and involve construction of a new stairway and lift to provide an accessible path into the station at platform level (Figure 47 and Figure 48). This would involve partial demolition of the subway walls to integrate the new stairs and lift layout. The new lift would be located between the tracks to the east of the existing subway, at the eastern end of the extended platform. At subway level, it would be located opposite the new stairs and set back from the existing wall to form an alcove for a waiting area. The waiting area at the platform level would be formed by the new extension which would also provide an accessible path from the lift (Figure 49). In order to maximise the platform usability at the top of the stairs, the new location has been pushed back closer to the subway. Temporary access may require via a temporary pedestrian access bridge during construction or a station closure.

The Booking Office Building (staff amenity block) would be demolished to improve visibility, circulation and general waiting areas. A new ticket office, staff meal room and a family accessible toilet would be located in the retained Platform Building (Figure 50).

In Hurst Place, traffic calming measures would be introduced in the form of a raised pedestrian crossing at the junction with Broad Arrow Road. Interchange elements include the retained kiss and ride, new taxi rank and accessible car space. A kiss and ride zone is proposed on both sides of Hannans Road, close to the northern entrance. A new four hoop covered bicycle parking area with capacity for eight bicycles has been nominated on the western side of the southern entrance, adjacent to the pedestrian path between Fisher Place and Hurst Place and a shelter would be provided for the existing bicycle parking close to the northern entrance. Generally the floor finishes are in an acceptable condition and no upgrade is required. Two existing bus stops would be retained, with the bus stop on the eastern side of Broad Arrow Road requiring re-line marking. Improved lighting and CCTV coverage is proposed to make it a safer environment (Jacobs 2015: 75).



Figure 47 Preferred Option: Artist Impression, southern entrance and oblique view of lift and platform extension, Drawing No. IA052100-ECA-DG-1002 (Source: Jacobs, 2015) – indicative only and subject to detailed design



Figure 48 Preferred Option: Artist Impression, northern entrance, Drawing No. IA052100-ECA-DG-1003 (Source: Jacobs, 2015) – indicative only and subject to detailed design

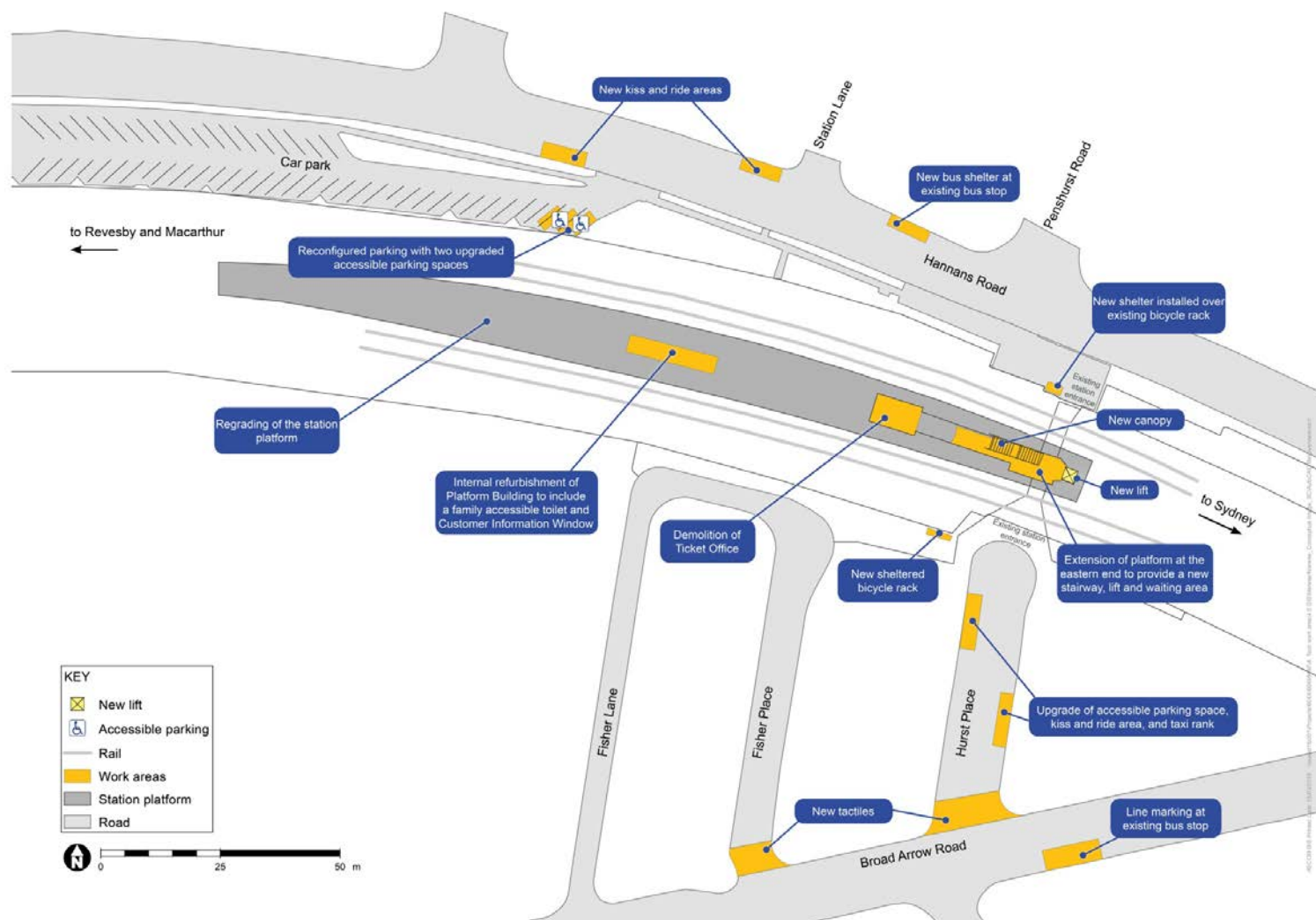


Figure 49 Key elements of the Proposal Indicative only, subject to detailed design (AECOM 2016)



Existing Platform Building layout



Proposed Platform Building layout

Figure 50 Narwee Station Upgrade – Preferred Option Platform Building layout, Drawing IA052100-ECA-DG-1015 (Jacobs, 2015)

Indicative only, subject to detailed design

6.4 Proposal Impacts – Engineering Scope

6.4.1 Demolition and Construction

Demolition of the Booking Office Building (1984) would be required, and partial demolition of the subway walls (1931) is required to integrate the new stairs and lift layout. Proposed works would comprise:

- existing stair would be relocated to the north to create more room for an access way on the southern platform from the new lift.
- a new wall would be built on the southern side of the stair and a suspended slab constructed over the original stair
- the platform would be extended to the east to provide for the new lift.

The design intent is to provide accessibility to the station in a manner that harmonises with the local context and respects the existing structures. Each of the upgraded or new facilities would be constructed from a range of different materials, with a different palette for each architectural elements. The materials, primarily in grey metal, mesh metal and glass, have also been selected for their visually recessive nature. Subject to detailed design, the Proposal would include the following:

- lift shaft - precast concrete within a metal frame, with an external glass and cladding finish
- platform stairs - concrete
- platform canopy - metal frame and corrugated metal roof sheeting to complement the existing Platform Building roof and canopies.

Indicative materials and finishes likely to be used for the Proposal are summarised in Appendix A, noting that materials and finishes are subject to review as part of the detailed design process.

6.4.2 Refurbishment of the Platform Building

The refurbishment of the Platform Building includes modifications to the room layout (including demolition of some internal partition walls) and would primarily involve modifications to the room layout, finishes and fit out to provide accessible customer (and staff) areas and facilities including:

- relocated family accessible toilet and staff room
- refurbished communications room, unisex toilet, store room and cleaner's room

The original five-bay room configuration of the building would not be altered.

A Customer Information Window is required and it is proposed that the vending machine and services on the eastern elevation be relocated in order to break through the wall to form the window. This would be confirmed during detailed design.

No further design drawings (elevation and services plans), or construction details for the Platform Building were available for inclusion in this assessment report. The location, selection and quantity of customer amenities such as bins, telephones, seating, drinking fountains, vending machines, emergency help points and allocated wheelchair spaces are to be addressed further in detailed design, as would be materials and finishes for windows, doors and joinery of the Platform Building.

6.4.2.1 Temporary Enabling Works

Temporary works would be required during construction of the Proposal in order to maintain existing 'level of service' such as the potential installation of a temporary pedestrian access bridge at the eastern end of the station platforms.

The potential installation of a temporary pedestrian access bridge would be erected towards the eastern end to maintain access to the platform and for connectivity from north to south of the railway whilst the reconfiguration of new stairs is being completed. Much of the work can be undertaken while the trains are running except for the breaking out of the roof slab and wall and reconstruction of the wall over the roof and the platform.

The location of the temporary pedestrian access bridge is shown with a dashed line in Figure 52, and Figure 53 provides an example of what the temporary pedestrian access bridge may look like.

Temporary construction compounds are required to accommodate a site office, amenities, laydown and storage area for materials. The following locations are being considered for use as construction compounds (Figure 51):

- a grassed area adjacent to the commuter car park and Hannans Road
- up to 20 spaces of the existing commuter car park
- an area adjacent to the rail corridor between Fisher Place and Hurst Place
- temporary storage/laydown areas may also be required on the station platform.

The areas nominated for the compounds are on land owned by RailCorp (managed by Sydney Trains) and Canterbury and Hurstville LGAs. Impacts associated with utilising this area have been considered in the Review of Environmental Factors, including requirements for rehabilitation.

The heritage and archaeological sensitivity of these areas are considered to be low.

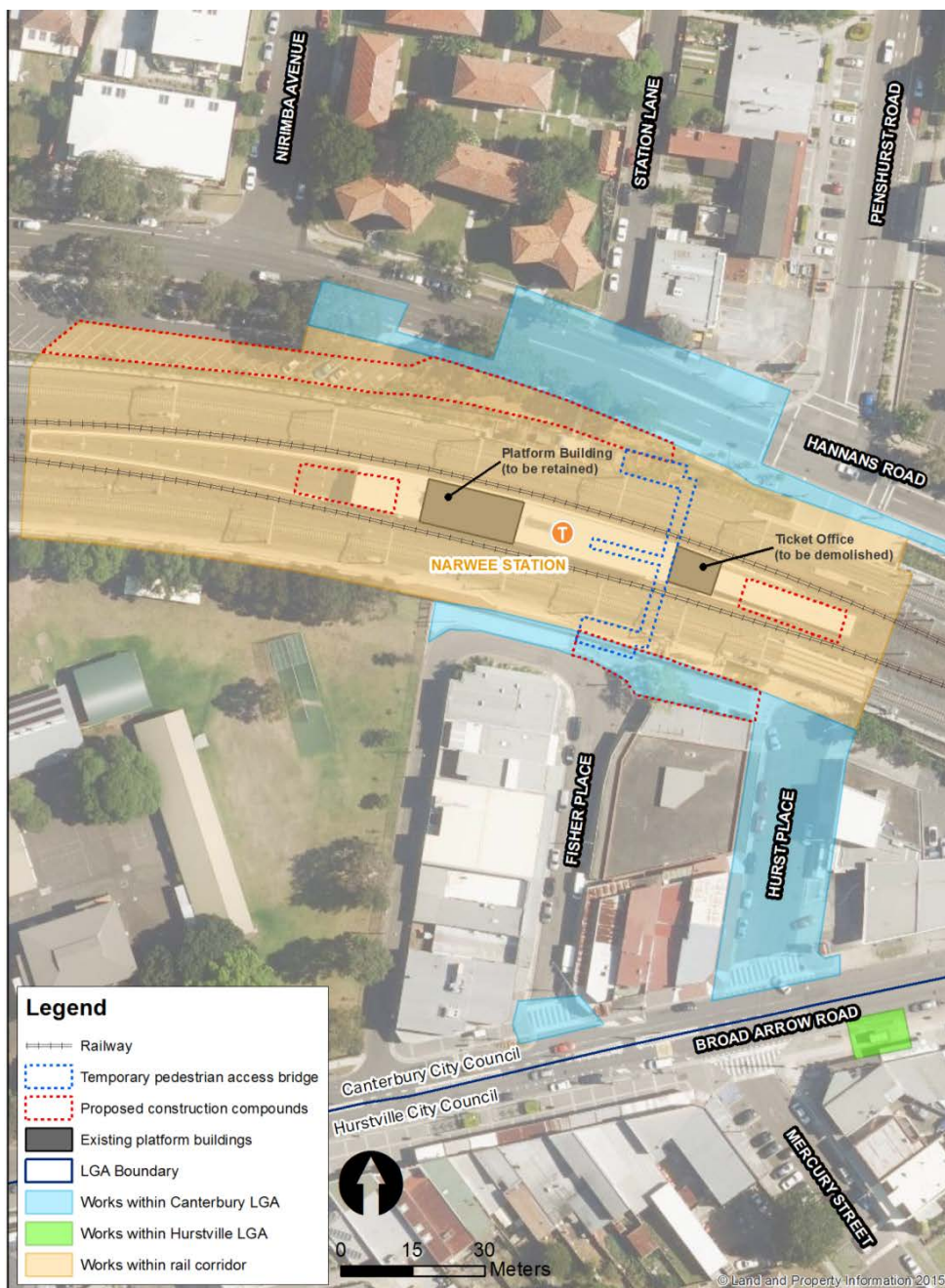


Figure 51 Proposed locations of temporary enabling works

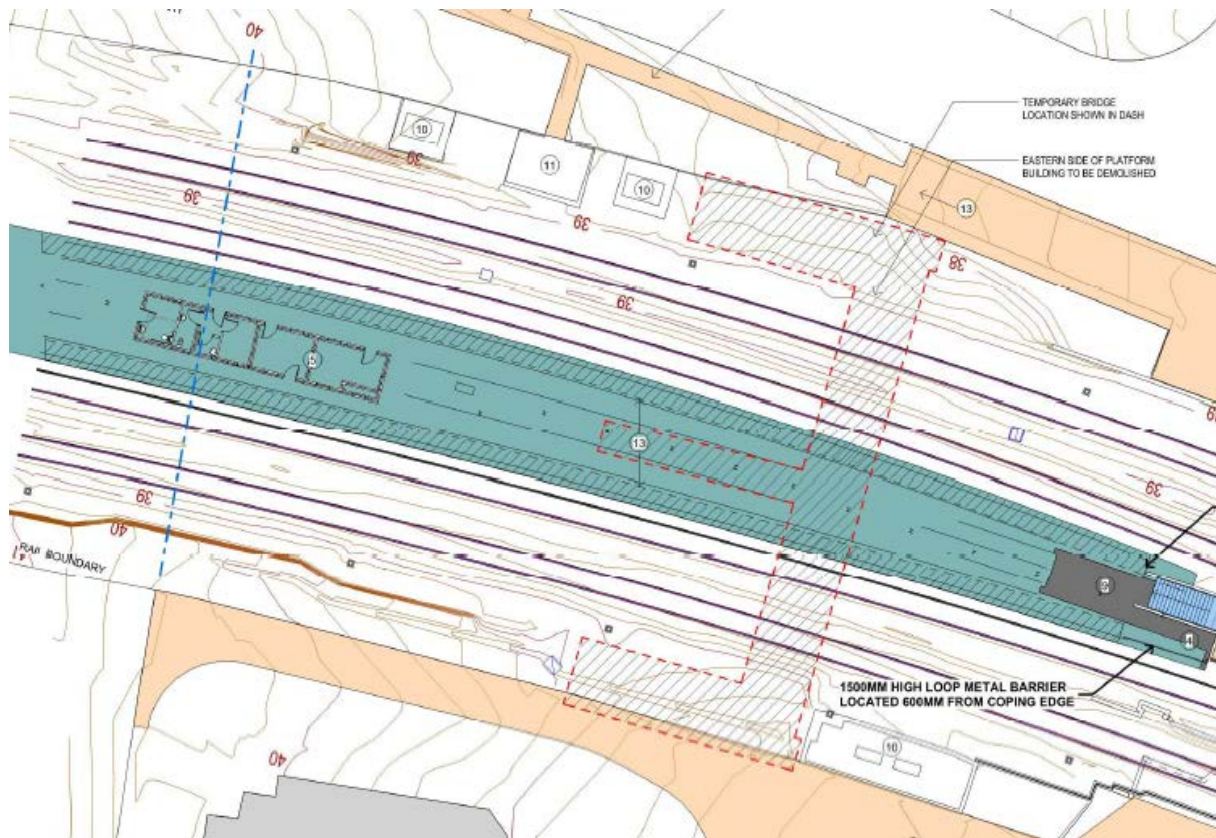


Figure 52 Proposed temporary pedestrian access bridge location in red dashed line (Jacobs, 2015)



Figure 53 Example of a temporary pedestrian access bridge used during the Sydenham Station Upgrade

6.4.2.2 Services and Landscaping

The following alterations to services are proposed as part of the Proposal:

- a new main switchboard would be located within the refurbished Platform Building
- services adjustments including for drainage, lighting and communications systems (e.g. Passenger Information Display boards and CCTV)
- existing platforms would be re-graded to provide compliant crossfalls (i.e. transverse slope) of maximum 1 in 40 (where required)
- catch drains to be provided along the building face to suit platform regrading requirements
- other platform modifications including resurfacing, new tactiles (where required) and relocation/replacement of seats etc. to ensure compliant accessible paths of travel
- adjustment to boundary fencing and landscaping works for areas affected by the works
- improved lighting in Hurst Place and footpaths, replacing existing with LED lamps.

6.5 Impacts to Heritage Significance – Narwee Station

Table 6 Assessment of impacts to the heritage significance of the Narwee Railway Station Group

Action	Impact to Heritage Significance
Historical significance SHR criteria (a)	Narwee Railway Station is of historical significance as part of the East Hills line, a major 1930s Depression-era public work undertaken under the controversial Premiership of Jack Lang and through its relationship to the development of the suburb of Narwee and the broader East Hills region. That the suburb was named after the railway station is evocative of the historical relationship between the railway station and the development of the suburb.
Demolition	<p>The demolition of the Booking Office Building would have no heritage impact as this structure was constructed in 1984 and is not of heritage significance.</p> <p>Partial demolition of the subway walls is required to integrate the new stairs and lift layout, however this would not impact on the historical significance of the station (see below).</p>
Construction	<p>Installation of new stairs and lift from the subway to platform level would lead to modifications and loss of original fabric, which is contributory to the station's historical significance but not a direct impact. The Proposal would contribute to Narwee Station's ability to demonstrate the evolution of a medium sized railway station to the changing expectations and requirements of rail passengers. It would effectively be the next layer in the pattern of human use, and continue the station's function to facilitate the movement of people.</p> <p>The design, materials and finishes selected have endeavoured to be as sensitive to the historical context to ensure the new layer does not obscure the existing layers. The height of the design has been kept to a minimum so that it does not overwhelm the station and surrounding buildings and glazing has been used extensively to ensure visual connectivity between old and new parts of the station. The proposed refurbishment of the Platform Building has the potential to have a positive impact by increasing the visibility, profile and appreciation of the building, and thus the station's historical presence.</p>
Temporary Enabling Works	The temporary pedestrian access bridge, and other associated works would not impact on the historical significance of the station.
Services & Landscaping	<p>The landscaping would not impact on the historical significance of the station as no trees or vegetation of heritage value would be removed.</p> <p>The creation of the communications room in the Platform Building proposes some change to partition walls and likely minor impacts to original fabric (e.g. perforations into walls), as well as a breaking through the eastern elevation of the Platform Building for the installation of a Customer Information Window. These changes, whilst impacting up on the aesthetic values of the place (see below) are in keeping with the changing expectations and function of a railway station in the 21st century and do not impact on historical significance.</p>
Historical association significance SHR criteria (b)	No assessment provided against this criterion.
Demolition	n/a
Construction	n/a
Temporary Enabling Works	n/a
Services & Landscaping	n/a

Action	Impact to Heritage Significance
Aesthetic significance SHR criteria (c)	Narwee Railway Station is of aesthetic significance as an example of a small Inter-War period suburban railway with its 1931 platform and platform building matching other East Hills line railway stations in design and style. The platform building is very austere in style, with Inter War Art Deco style touches (for example brick strapwork detail to parapets) and is competently executed, exhibiting fine workmanship in its brickwork. The platform building is noted for its use of monochromatic brickwork, stepped parapets, irregular fenestration and engaged piers. Narwee is unusual amongst East Hills Railway Stations for its pedestrian subway, one of only two such structures on the East Hills line.
Demolition	<p>The demolition of the Booking Office Building (1984) would enhance the aesthetic significance of the station, as its removal would revert the station to its original station layout and design, as well as improve visibility and traffic circulation. This demolition is part of the proposed centralisation of services into the historical Platform Building, which presents important opportunities to rectify the unsympathetic alterations to the building. The removal of a visually competing brick building would enhance the presence of the Platform Building at the station.</p> <p>Demolition would impact on aesthetic significance of the station by altering the original layout and design of the subway. However, the subway entrances have already been subject to major detrimental impacts by the construction of the two single track underbridges for the 2013 Kingsford to Revesby Quadruplication Project (K2RQ). Its current layout and fabric represent the remaining 'intactness' of this element, now that the integrity of the entrances have been compromised. However, the continued use of the subway avoids neglect and there is opportunity to use heritage interpretation to mitigate some of the impact.</p> <p>The proposed refurbishment of the Platform Building would reactivate the use of the building and ensure its ongoing maintenance, however the proposed construction of a Customer Information Window inserted into the east elevation of the building (significant fabric) would impact the aesthetic qualities of the building.</p> <p>Tree and vegetation removal would have no impact on the recognised heritage significance of the station.</p>
Construction	Construction of the proposed lift extension and canopy would introduce new elements into the station precinct, however, the design, together with the materials and finishes have been selected to minimise this intrusion. Whilst the lift extension comprises a prominent modern architectural element, features such as glazing to reduce the bulk and make the element more visually recessive have been selected. The new addition would be balanced by the Platform Building at the opposite end of the platform. The modern steel design of the new canopy is in keeping with the scale and form of the existing 2010 platform canopies, and would establish a visual cohesion at the eastern end of the platform.
Temporary Enabling Works	The temporary pedestrian access bridge would intrude on the heritage precinct during construction, but as it is not a lasting form, it would have no long-term aesthetic impacts.
Services & Landscaping	Landscaping would not have a long-term impact on the aesthetic value of the station. The introduction of a Customer Information Window within the eastern elevation of the Platform Building may impact on aesthetic values due to the relocation of services to accommodate these works..
Social significance SHR criteria (d)	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.
Demolition	Any potential impact to the social significance of the partial demolition of the subway would be mitigated by its continued use (as opposed to closure and fill in) and as an essential component of the Station precinct.

Action	Impact to Heritage Significance
Construction	<p>The construction of Proposal would enable the elderly and those requiring equitable access to use and therefore appreciate the heritage significance of the station and Platform Building.</p> <p>It is anticipated that the construction would have a positive impact on the local community's identification with the station.</p>
Temporary Enabling Works	<p>While the rearrangement of the facilities may temporarily inconvenience some local users, this would not, in the long-term, effect the social significance of the station to the community.</p>
Services & Landscaping	<p>The proposed services and landscaping would support the objective of equitable access at the Station and have positive long-term impacts.</p>
Technical/Research significance SHR criteria (e)	<p>Narwee Railway Station is of research significance for its ability to demonstrate design and construction techniques of the Inter War period. The 1931 platform building provides insights into NSW Railways experimentation with styles of architecture and adaptation to Depression period economic conditions.</p>
Demolition	<p>The demolition of the visually competing brick Booking Office Building, combined with the centralisation of new facilities in a refurbished Platform Building has the potential to enhance the public's appreciation of the design and construction techniques of the Inter War period.</p> <p>The original design and layout of the pedestrian subway would be impacted by partial demolition, however, a large section of the subway would remain unaffected and remain as an in situ technical example of Depression-period works.</p>
Construction	<p>The construction of the new stairs, lift, eastern extension of the platform, and new canopy is not anticipated to impact on the technical and / or research significance of the station.</p>
Temporary Enabling Works	<p>Whilst the temporary pedestrian access bridge would be established on the platform, however this would not have a long-term impact on the station, and nil impact on technical or research values of the heritage precinct.</p> <p>The temporary works are not located in areas of heritage significance.</p>
Services & Landscaping	<p>The services and landscaping would not impact on the technical significance of the station.</p>
Rarity SHR criteria (f)	<p>The Narwee Railway Station 1931 platform building is not rare, as it is part of a cohesive group of 10 similar to identical Inter War suburban railway buildings completed in 1931 between Turrella and East Hills. The pedestrian subway structure is relatively rare, as one of only two such structures on the East Hills line.</p>
Demolition	<p>The proposed partial demolition of the subway walls and reconfiguring of the stairs would impact on the station's original layout and design and thus its rarity.</p> <p>However, the continued use of the subway would mitigate some of this impact, as well the heritage interpretation signage at station entrances would be updated to discuss the rarity of the subway.</p> <p>Archival recording would also be undertaken prior to works.</p>
Construction	<p>As above.</p>
Temporary Enabling Works	<p>The temporary works would not directly or indirectly impact on the elements of the station identified as being rare (the subway).</p>
Services & Landscaping	<p>The services and landscaping would not impact on the rarity of the station.</p>

Action	Impact to Heritage Significance
Representativeness SHR criteria (g)	Narwee Railway Station is a good representative example of a small, Inter War East Hills line railway station, with some later structures.
Demolition	The proposed demolition works would not impact on Narwee Station's representativeness as a small Inter War East Hills line railway station.
Construction	The proposed construction would not negatively impact on items identified as contributing to the representative significance of the station.
Temporary Enabling Works	The temporary enabling works would not impact on the representativeness of the station while they are in place, and would have no long-term impact.
Services & Landscaping	The services and landscaping would not impact on the representativeness of the station while they are in place, and would have no long-term impact.

6.5.2 Summary of Impacts

In summary, the Proposal would result in impacts to aesthetic (criterion c) and rarity (criterion f) significance of Narwee Railway Station Group from the partial demolition of the pedestrian subway and proposed changes to the Platform Building. However, these works are required for station facilities to comply with key requirements of the DSAPT 2002 and DDA 1992.

The proposed construction works have the potential to positively impact on the historical (criterion a), aesthetic (criterion c), social (criterion d) significance through provision of equitable access to the station, refurbishment of the under-utilised Platform Building (1931), and establishing the original layout of the station group through removal of the Booking Office Building (1984). The refurbishment of the Platform Building also presents an opportunity to rectify 30 years of unsympathetic modifications to its façade such as the detachment of the platform canopies at both ends of the building, removal of visually invasive conduits and vending machine, unblocking of bricked in openings and restoration of fabric where feasible, such as six-pane sash windows. There would however be some minor impact to the external façade of the Platform Building to accommodate the Customer Information Window.

The proposed refurbishment would reactivate the use of the building and ensure its ongoing maintenance. The details regarding the internal modifications to the platform building (such as the extent of impact on the internal walls, final materials and finishes) would be subject to further consideration and heritage assessment during detailed design with the intent of minimising impacts to heritage fabric as far as practicable. The temporary enabling works and landscaping would have no long-term impacts on the assessed heritage significance.

6.5.3 Summary Assessment of Archaeological Potential

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

Early descriptions of the Narwee area indicate that the region was covered in a dense Ironbark forest. Robert Gardener cleared a portion of the original 1809 land grant, but it is unlikely that the entire property was ever under cultivation. In the late nineteenth and early twentieth century, the land was either unused or used for small orchard, dairying and poultry farms. Archaeological evidence relating to the pastoral history of the site would be expected to have been ephemeral in nature. Early 19th century evidence relating to this land use, such as fences / postholes, furrows, tracks and early dams, is likely to have been destroyed or displaced during the original construction of the railway line.

There is some potential for remains of the early twentieth century rail construction program to have survived below ground or within structural cavities (voids) across the site, which may include mechanism platforms, metal bracing, track systems, formwork, services, etc. Artefacts related to the social culture of the labourers may also be located, such as small personal objects, common beverage bottles, ceramic and pottery fragments.

No areas of specific archaeological sensitivity have been identified and no archaeological permits are required at this stage. The Heritage Council must be notified of the discovery of a relic under Section 146 of the Heritage Act.

7.0 Statement of Heritage Impact

7.1 Introduction

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

This report has been prepared in accordance with the NSW Heritage Office & Department of Urban Affairs and Planning *NSW Heritage Manual* (1996) and NSW Heritage Office Statements of Heritage Impact (NSW Heritage Office, 2002). The guidelines pose a series of questions as prompts to aid in the consideration of impacts due to the Proposal, based on the type of proposed works. The Proposal involves the demolition of a building or structure as well as major additions to the station. The guideline suggests the following questions be used to direct discussion in relation to these two modification types:

Demolition (relating to the Booking Office Building)

- Have all options for retention and adaptive re-use been explored?
- Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?
- Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?
- Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?

Minor Partial Demolition (relating to the Pedestrian Subway and stairs)

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

Major Additions (relating to the new lift and platform extension)

- How is the impact of the addition on the heritage significance of the item to be minimised?
- Can the additional area be located within an existing structure? If no, why not?
- Would the additions visually dominate the heritage item?
- Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?
- Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)

These questions are addressed, based on the impacts to the heritage significance of the station, as outlined in Section 6.0.

7.2 Process Questions

7.2.1 Demolition (relating to the Booking Office Building (1984))

Have all options for retention and adaptive re-use been explored?

The Booking Office Building (1984) has been assessed as having little intrinsic heritage value and its demolition would enhance the aesthetic significance of the station, as the station platform would be reverted to its original layout and design, as well as improve visibility and traffic circulation.

This demolition is part of the proposed centralisation of services into the historical Platform Building, which presents ample opportunities to rectify the unsympathetic alterations to the Platform Building. The removal of a visually competing brick building would enhance the presence of the Platform Building at the station.

Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?

As stated above, removal of the Booking Office Building would enhance the historical and aesthetic significance of Narwee Railway Station Group. The refurbishment and re-purposing of the Platform Building, by centralising all communications, services and amenities in this currently under-utilised building, would provide ample opportunity to rectify many of the unsympathetic impacts to its fabric which have occurred over the past 30 years.

Some of the proposed impacts from the centralisation of services and amenities within the Platform Building (such as the Customer Information Window) may impact on heritage significance (specifically, aesthetic) and would require further heritage assessment following provision of detailed design.

Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?

To meet legislative requirements and the objectives of TfNSW's Transport Access Program which are to provide equitable accessibility to the rail network, the Proposal cannot be postponed.

Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?

TfNSW has sought advice from a number of sources, including AECOM and Rappoport Heritage Consultants (refer to section above). Both AECOM and Rappoport support the demolition of the Booking Office Building as part of the works program.

7.2.2 Minor Partial Demolition (relating to the Pedestrian Subway (1931))

Is the demolition essential for the heritage item to function?

Narwee Station does not currently meet key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). Currently there is no ramp or lift access to station platforms. Therefore partial demolition of the subway is required to allow for the installation of a new lift to provide equitable access to the station platform.

Are important features of the item affected by the demolition?

Yes, the original layout, design and fabric of the pedestrian subway would be impacted.

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

No. As identified by Rappoport 2014:

The introduction of new stairs and a new lift from the subway to the platform as well as the new extension to the platform will cause significant damage to the original fabric of the pedestrian subway and the platform. Care should be taken that all alterations and modifications to the item are done with a neutral style sympathetic to the era, ensuring there is minimum intervention to original significant fabric and is in accordance with best practice heritage guidelines. (Rappoport Pty Ltd, 2014b, p. 16)

7.2.3 Major Additions (relating to the new lift and platform extension (1931))

How is the impact of the addition on the heritage significance of the item to be minimised?

The lift design was selected as the preferred option (rather than an overbridge) as access would be provided via the existing pedestrian underpass allowing for the existing pedestrian desire lines to be retained, reduced visual impacts and improved security (e.g. maintaining the passive surveillance of the pedestrian subway).

The Proposal would contribute to Narwee Station's ability to demonstrate the evolution of a medium sized railway station to the changing expectations and requirements of rail passengers. It would effectively be the next layer in the pattern of human use. The station's historical purpose - to facilitate the movement of people - would continue into the future.

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

The Proposal has been designed to minimise the visual impact of the new elements on the heritage station precinct. The lift design would introduce constructed elements which would complement the form of the Platform Building at the opposite end of the precinct. The slim butterfly form for the canopies is in keeping with the existing 2010 platform canopies and would establish a visual cohesion at the eastern end of the station. Furthermore, the

scale and form of some of the existing commercial and residential buildings adjoining the station. The lift provides an accessible path of travel from the underpass to the platform. Materials and finishes for the Proposal have been selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts, and to be aesthetically pleasing.

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

Narwee Railway Station Group has been assessed as having low potential for significant archaeological remains relating to the prior pastoral land use of the area, as this evidence is ephemeral in nature and is likely to have been destroyed or displaced during the original construction of the railway line. No areas of specific archaeological sensitivity have been identified and no archaeological permits are required at this stage. The Heritage Council must be notified of the discovery of a relic under Section 146 of the Heritage Act.

There is some potential for remains of the early twentieth century rail construction program to have survived below ground or within structural cavities across the site, which may include mechanism platforms, metal bracing, track systems, formwork, services, etc. Artefacts related to the social culture of the labourers may also be uncovered within structural voids or subsurface works, such as small personal objects, common beverage bottles, or ceramic and pottery fragments. If these are identified during the course of the upgrade works, they could be included in the updated heritage interpretation signage.

7.3 Statement of Heritage Impact

From the assessment against the Heritage Division guidelines (NSW Heritage Office, 2002) the potential impacts to the Narwee Railway Station Group have been assessed. These are graded to determine their impact against the significance of the site (see Table 7).

Table 7 Summary of the nature of the direct impacts

Impact Type	Impact
Major negative impacts (substantially affects fabric or values of state significance)	None
Moderate negative impacts (irreversible loss of fabric or values of local significance; minor impacts on State significance)	<p>Significant fabric and the original layout of the pedestrian subway (1931) would be impacted by the installation of a new lift and stairs, however, the subway has been previously impacted by the line quadruplication. The Proposal presents an opportunity to update heritage interpretation at station entrances to highlight the original Art Deco design of the station and its aesthetic values (as its currently focuses on historic value only).</p> <p>The proposed refurbishment of the Platform Building, including the installation of a Customer Information Window into the east elevation, may impact on aesthetic significance. Further heritage assessment is required once detailed design is progressed for this component of works.</p>
Minor negative impacts (reversible loss of local significance fabric or where mitigation retrieves some value of significance; loss of fabric not of significance but which supports or buffers local significance values)	None
Negligible or no impacts (does not affect heritage values either negatively or positively)	None

Impact Type	Impact
Minor positive impacts (enhances access to, understanding or conservation of fabric or values of local significance)	Impacts are of a 'major' positive impact – see below.
Major positive impacts (enhances access to, understanding or conservation of fabric or values of state significance)	The Proposal would improve safety, accessibility and enhancement of the heritage listed station through the removal of the Booking Office Building (1984) and centralisation of facilities, including a new Family Accessible Toilet within the refurbished heritage-listed Platform Building (1931). Along with the continued use of the subway through the redesign and updated heritage interpretation, the Proposal would enable appreciation of the station by a wider demographic.

8.0 Recommendations and Conclusions

The NSW Government is committed to facilitating and encouraging use of public transport, such as trains, by upgrading stations to make them more accessible, and improving interchanges around stations with other modes of transport such as bicycles and cars.

Narwee Station does not currently meet key requirements of the *Disability Standards for Accessible Public Transport 2002* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA). Currently there is no ramp or lift access to station platforms. The expected increase in customers has been taken into consideration during the design development. The Proposal has been designed to cater for a minimum daily patronage forecast of the 2036 daily patronage plus 15 per cent.

The Narwee Station Upgrade is required to provide safe and equitable access to the station and across the railway to the surrounding pedestrian network and would also improve customer facilities and amenity. The improvements would in turn assist in supporting the growth in public transport use and would provide an improved customer experience for existing and future users of the station.

The key features of the Proposal are summarised as follows:

- extension of the island platform at the eastern end to provide new stairs, a lift and waiting area
- installation of new canopies for weather protection above the lift landing, stairs and waiting area up to the existing Platform Building
- refurbishment of the Platform Building with a new Family Accessible Toilet, Customer Information Window and staff facilities to replace existing facilities in the Booking Office Building (to be demolished)
- improvements to bicycle facilities including new shelters and additional bicycle racks
- provision of new kiss and ride, new kerb ramps and bus zone works (including new shelter) on Hannans Road
- upgrade of the two existing accessible parking spaces in the commuter car park off Hannans Road to ensure compliance with relevant standards
- provision of an accessible parking space, upgraded taxi rank and kiss and ride, and traffic calming measures (raised pedestrian crossing) on Hurst Place
- ancillary works including localised platform regrading (as necessary), improvements to lighting and seating, improvement of station communication systems with new infrastructure (including CCTV cameras), wayfinding signage, services diversion and/or relocation, station power supply upgrade, minor road/drainage works, fencing and landscaping.

In summary, the Proposal would result in impacts to aesthetic (criterion c) and rarity (criterion f) significance of Narwee Railway Station Group from the partial demolition of the pedestrian subway and potentially from proposed works to the Platform Building. The Proposal would enable station facilities to comply with key requirements of the *Disability Standards for Accessible Public Transport 2002* and *Disability Discrimination Act 1992* (Cwlth). The proposed construction works have the potential to positively impact on the historical (criterion a), aesthetic (criterion c) and social (criterion d) significance through provision of equitable access to the station, refurbishment of the under-utilised Platform Building (1931), and establishing the original layout of the station group through removal of the Booking Office Building (1984). The refurbishment of the Platform Building presents an opportunity to rectify 30 years of unsympathetic modifications to its façade, however minor impacts to the external façade as well as interior fabric are proposed. The temporary enabling works and landscaping would have no long-term impacts on the assessed significance.

The following mitigation measures are recommended:

- further heritage assessment is required for the Platform Building refurbishment once detailed designs are developed (which should take into consideration at this stage identified heritage constraints). The next phase of assessment would address (*inter alia*)
 - proposed new openings into significant fabric (original masonry/façade), such as the Customer Information Window at the east elevation
 - detachment of the platform canopies at both ends of the building

- restoration of fabric where feasible, such as six-pane sash windows
- selection of paint colour for joinery appropriate to the era and style
- unblocking of bricked-in windows and doors
- removal of all visually invasive items (e.g. vending machine), conduits and downpipes from the east elevation of the building and relocate
- fit out of rooms, where preference is to attach new electrical and communication systems boards to new internal partition walls.
- remove recent paint from subway tiles to re-expose the original Art Deco design and allow original design to meet new modern tiles (colour scheme in keeping / complimentary to original) of lift alcove (Figure 54). New colour scheme should be submitted to TfNSW with the Platform Building Plan of Works for approval
- no further intrusions should be made into subway walls other than the works required for the lift. No additional elements should be fixed or adhered to the walls
- the original station entrance name signs at both northern and southern entrances are essential to the stations heritage value and should be retained and kept visible – no orange Wayfinding signage should be allowed to obscure the 1930s concrete lettering- as shown in the photomontages

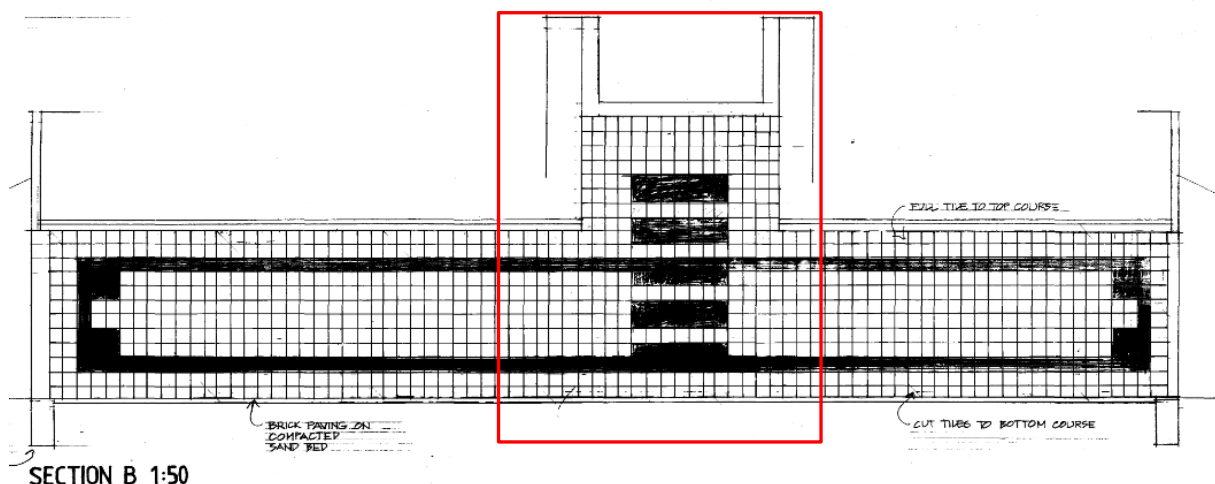


Figure 54 Approximate location of new lift from subway level requiring partial demolition of wall.
Alteration of 1991 drawing (Jacobs Group (Australia) Pty Limited, 2015)

- archival recording of the station as a whole prior to the commencement of construction following NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies should be provided to City of Canterbury Council and Sydney Trains for future reference. In particular the following elements the following elements should be concentrated on:
 - Platform Building
 - Existing Pedestrian Subway and stairs (1931); and
 - Booking Office Building (1984).
- update interpretation signage – the existing Heritage Interpretation Signage at the station entrances should be updated to include historic photos of the original pedestrian subway entrances (prior to the 2013 K2RQ works) and a discussion of the significance of design style (Inter War Functionalist and Art Deco) along the East Hills railway line
- following completion of works, the RailCorp S170 Heritage and Conservation Register listing description and historical context should be updated to reflect the new works

- inclusion of stop work procedures in the construction environmental management plan in the unlikely event that intact archaeological relics or deposits are encountered in accordance with Transport for NSW's (TfNSW's) *Unexpected Heritage Finds Guideline*
- a heritage induction should be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly layout the heritage constraints of the site.

9.0 References

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Appendix A

Materials and finishes

Appendix A Materials and finishes

Indicative materials and finishes likely to be used for the Proposal are summarised below but are subject to review as part of the detailed design process.

The proposed finishes for wall, floors and ceilings of the internal areas of the Platform Building are:

- wall tiles for the family accessible toilet: 600x300mm in red (GW02353), blue (GW02578) and lavender (GW02579)
- floor tiles (WC): 600x300mm R10 Slip Resistant, GN13104
- Dulux – all wall surfaces below 2600mm to be protected with clear anti-graffiti non-sacrificial coating
- suspended flush set plasterboard including cornices as required, paint finish in 'Off White'
- antistatic vinyl sheet flooring in Station Services Equipment Room: 'Sterling Grey'
- anti-slip vinyl flooring in Meal Room: 'Collins Grey'

The lift components have the following proposed finishes:

- lift shaft cladding (not specified, but to be supplied by either Alucobond or Vitrapanel)
- door frames and doors in Linished Stainless Steel
- floors, walls and ceiling of Lift Car in Stainless Steel Rimex, Satin
- lift Shaft Glazing: Virdian Supergreen VLAM glass in Capral 300 or 400 arrowline aluminium frame in Dulux powercoat colour 'APO Grey'.

The platform would be tiled with the following tiles: 6325NS Taurus and 6321NS Cetus 600 x 300mm R12 Slip Resistant and CONSTELLATION SERIES 600x300mm Slip resistance porcelain tiles at entry, and Glennon Tiles or equivalent for Wet Area Floor. Austac Type 2 studs tactile ground surface indicators.

The new canopies would have galvanised steel roofs and posts. Stair handrails would be in a No.4 Linish Stainless Steel finish.

No details have been provided on materials and finishes for Platform Building refurbishment, such as windows, doors, paint and wall treatments, etc.