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THE ASIA PACIFIC

Hazelbrook Railway Station

Accessibility Upgrade

Statement of Heritage Impact

Prepared for Transport for New South Wales

November 2018 – FINAL

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SITE NAME: Hazelbrook Railway Station - Accessibility Upgrade

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Executive Summary

Transport for New South Wales (TfNSW) seeks to undertake upgrade works to Hazelbrook Railway Station which is located 93 kilometres west of the Sydney Central Business District (CBD) in the suburb of Hazelbrook and is serviced by the Blue Mountains Lines. This is part of the NSW Government's Transport Access Program which is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. This program is designed to drive a stronger customer experience outcome to deliver seamless travel to and between modes, encourage greater public transport use and better integrate station interchanges with the role and function of town centres within the metropolitan area and developing urban centres in regional areas of NSW.

The key objective of this project is to develop and design an option for an accessibility upgrade of Hazelbrook Railway Station, that would address accessibility deficiencies of the station and interchange to allow TfNSW to meet its accessibility obligations while being easy to maintain.

The specific objectives of the Hazelbrook Railway Station Upgrade are to:

- provide a station that is accessible to those with a disability or limited mobility, parents/carers with prams and customers with luggage
- improve customer experience with better interchange facilities
- minimise pedestrian conflict and crowding points
- improve integration with surrounding precinct
- improve customer safety
- improve wayfinding in and around the station
- respond to the heritage values of the site
- improve customer amenity.

The Proposal for the Station seeks to address these shortcomings through installing a new lift from the existing footbridge to the platforms; regrading the existing platform and concourse surfaces, to provide DDA compliant pedestrian routes between the new lifts, station building and station entry/exit; modifying the existing levels within the commuter carpark along Railway Parade; and provision of a new Family Accessible Toilet (FAT), ambulant toilet and storage room within the existing Station Building.

TfNSW has engaged Extent Heritage to prepare a Statement of Heritage Impact (SOHI) for Hazelbrook Railway Station which is a heritage listed item on the RailCorp *Section 170 Heritage and Conservation Register*, and Schedule 5 of the *Blue Mountains Local Environmental Plan (LEP) 2015*. The purpose of this report is to analyse the Proposal and demonstrate the impacts on the Station and six heritage items in the vicinity of the site.

Generally, the Proposal would improve the utility of the station by improving its accessibility, without having a substantially adverse impact on heritage fabric. The Proposal has been developed using the conservation principle of “as much as necessary, as little as possible”, opting for retention of heritage fabric as much as possible and respect for the overall aesthetic of the station. The Proposal makes a conscious effort to retain and respect the heritage significance of the Station, whilst installing the necessary new infrastructure.

Four options for the lift layout were considered prior to the current Proposal being selected as the preferred option. The Proposal introduces a lift and lift landing to the country end of the island platform ensuring that the new changes proposed are limited to the more recently added sections of the Station, namely the footbridge. However, while the impact of the lift is partially mitigated in terms of the use of a largely glazed structure, its height would result in a noticeable addition to the setting of the station, with views to and from Railway Parade being impacted by its verticality. The lift landing with curved anti-throw screens would also be a visual addition which would impact views to and from Railway Parade. The proposed changes to the women’s waiting room and the proposed fireproofing of its walls and ceilings would impact the original internal fabric of the room. However, other changes proposed to the interiors of the Station Building are minor in nature and are in keeping with previous changes made to floors and walls. There are other minor changes to the platform and stairs to accommodate the new lift access, but these impacts are minor and acceptable. Other works to the footbridge, commuter carpark, and pedestrian path are minor in nature and do not affect any significant heritage fabric nor create any significant adverse impacts upon the setting of, or views to and from, the Station. The proposed 2.1m high palisade style railway corridor fence would impact views to and from Railway Parade. In conclusion, the Proposal would result in moderate impacts to the fabric of the Station and its elements, and to the views and settings of the surrounding areas.

1. Introduction

1.1 Project background

The NSW Government is committed to facilitating and encouraging the 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, buses and cars.

Hazelbrook Railway Station does not currently meet key requirements of the *Disability Standards for Accessible Public Transport* (DSAPT) or the Commonwealth *Disability Discrimination Act 1992* (DDA).

The non-compliant access points and stairs to the Hazelbrook Railway Station concourse and platforms do not facilitate access for people with reduced mobility or parents/carers with prams. There are no lift facilities and there are inadequate amenities and tactile surfacing to stairs, platforms and interchange facilities.

The Proposal would involve upgrade works to the Station, interchange facilities and surrounding footpaths. The Station is located 93 kilometres west of the Sydney Central Business District (CBD) in the suburb of Hazelbrook and is serviced by the Blue Mountains Line. Platform 1 provides train services east to the CBD and Platform 2 provides train services west to Katoomba, Mount Victoria and Lithgow. The Proposal is located within the Blue Mountains Local Government Area (LGA) between Railway Parade and the Great Western Highway, Hazelbrook.

The key features of the Proposal are summarised as follows:

- installation of a new lift, awnings with opaque roof cladding and a new lift landing from the existing footbridge to the platform
- modification to the existing levels within the commuter car park, Railway Parade pedestrian crossing (including new road humps) and footbridge to provide DDA compliant pedestrian routes to the proposed new lift
- regrade existing platform surfaces to provide DDA compliant pedestrian routes between new lift, station building, toilets and the boarding zone on the platform
- upgrade of two DDA compliant parking spaces to the commuter car park
- relocation of existing bike storage within the existing commuter car park
- renovation of a new FAT with glazed awnings
- installation of new corridor fencing
- removal of some plants and gardens within and surrounding the station to allow for works
- modification of existing station building layout to allow for new amenities and station services equipment room (SSER)
- ancillary works including adjustments to lighting and additional opal card readers, new anti-throw screens, handrails, electrical upgrades, minor drainage works, landscaping, improvements to station communications systems including closed circuit TV (CCTV)

cameras, hearing loops, wayfinding signage, emergency help points and installation of tactile ground surface indicators (TGSIs).
- a new pad mount and upgrade of low voltage system to account for new lift.

Subject to planning approval, construction is expected to commence in early 2019 and take around 18 months to complete.

1.2 The Brief

In July 2018, EXTENT Heritage Pty Ltd was commissioned by GHD to prepare a Statement of Heritage Impact (SOHI) for the Proposal. The purpose of the report is to analyse the potential impacts of the Proposal on the heritage significance of the Station, and its associated elements. The impacts on the surrounding areas will also be assessed.

1.3 Methodology

The methodology used in the preparation of this Statement of Heritage Impact is in accordance with the principles and definitions set out in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the *Statement of Heritage Impact Guidelines* produced by the Office of Environment and Heritage.

This SOHI will review the relevant statutory heritage controls, assess the impact of the Proposal on the subject property and make recommendations as to the level of impact.

1.4 Limitations

The site was inspected and photographed in relation to the Proposal on 20 August 2018. The inspection was undertaken as a visual study only.

This SoHI, the impact assessment and its recommendations, are based on the Concept Design Proposal for the Hazelbrook Railway Station TAP Upgrade. As such, there are elements of the proposal where we can only comment on the potential impact, as the specific scope is not yet known. Wherever possible, we have provided mitigations and recommendations that should be considered in the Detailed Design stage of works.

The historical overview in Section 3 of this report provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

1.5 Authorship

The following staff members have prepared this SOHI:

- Vidhu Gandhi Senior Heritage Advisor

- Eleanor Banaag — Senior Heritage Advisor
- Kylie Christian — Senior Associate, Heritage Places Team Leader

1.6 Ownership

The site is owned by RailCorp and managed by Sydney Trains.

1.7 Terminology

The terminology in this report follows definitions presented in *The Burra Charter*. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance.*

Maintenance means the continuous protective care of the f*abric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.

2. Site Identification

Hazelbrook Railway Station is located between Railway Parade and the Great Western Highway in Hazelbrook, a suburb of the Blue Mountains. Hazelbrook Railway Station is located on the Blue Mountains Line and is serviced by the NSW Trains Blue Mountains Services to Katoomba, Mount Victoria and Lithgow. The Station has an island platform comprising Platform 1 being the city-bound platform, and Platform 2 being the country-bound platform. The on-platform Station Building consists of a station office, a waiting room, a storeroom and customer toilet amenities. The platforms are accessed via a pedestrian footbridge at the country end of the station that connects Railway Parade and the Great Western Highway. Hazelbrook Town Centre is to the north of the Study Area.

The location of the Study Area is shown in Figure 1 and 2. The Study Area generally relates to the area within the heritage curtilage set out in the Stat Heritage Inventory (figure 3).

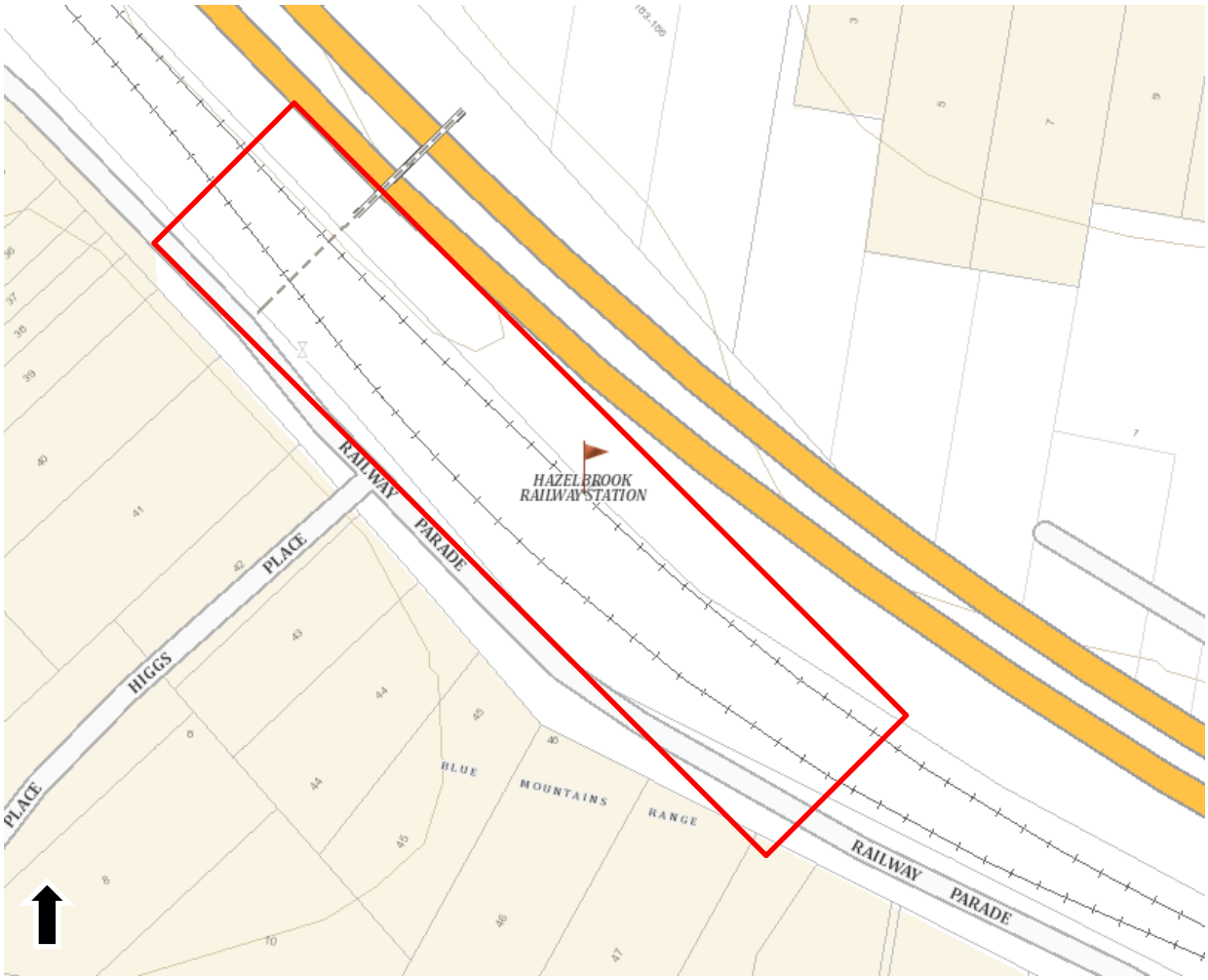

Figure 1.Location plan showing Hazelbrook Station. (Source: SIX LPI)

Figure 2.Aerial photograph of Hazelbrook Railway. (Source: SIX LPI).

Figure 3.Hazelbrook Railway Station Group Heritage Curtilage Plan, State Heritage Inventory. (Source: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801914)

3. Historic Context

Historical development of Hazelbrook and the Great Western Railway

The development of Hazelbrook village began with land grants made in the area between the 1870s and 1880s. The area to the south of the existing railway line was the focus of most land grants, although railway connectivity to the area did not occur until 1884. The most prominent house in the area built in 1879-81 by Edward Higgs was Hazelbrook House, and the railway station and later the village took their name from the house. Development of the village did not occur until the establishment of the Great Western Railway, following which subdivision and sale of land along Railway Parade, Terrace Falls Road and Addington Road commenced.[1]

The Great Western Railway opened in 1862 with the railway line running from Parramatta to Penrith. By 1867 the railway line had been extended from Penrith to Wentworth Falls, with Mount Victoria the terminus of the line in 1868. The main western line was designed by Engineer in Chief of the NSW railway, John Whitton, and largely followed the line of the Great Western Highway over the Blue Mountains.[2]

Historical development of Hazelbrook Railway Station

When Hazelbrook Railway Station was established in 1884, it comprised a timber side platform (Figure 4) on the southern side of the railway line. An 1892 Layout Plan (Figure 5) of Hazelbrook Railway Station shows a gated level crossing at the country end of the platform, with a Gatehouse adjacent. The timber platform had stairs only at this end allowing the pedestrian access. There is a small structure to the north side of the platform. In 1900 a request was made by local residents to the Railway Commissioners for an improved waiting shed and an improved separate room for parcels which could be securely locked up.[3]

[1] Ian Jack Heritage Consulting Pty Ltd, Hubert, P. Morris, C. and Lavelle, S., 2005, *Springwood, Blaxland and Hazelbrook Core Village Area*, Heritage Assessment: Final Report.
[2] Brooke, S., 1988, *The Railways of Australia*, PR Books: Frenches Forest, p.30.
[3] "Hazelbrook Railway Station", *Lithgow Mercury*, 20 April 1900, p. 3

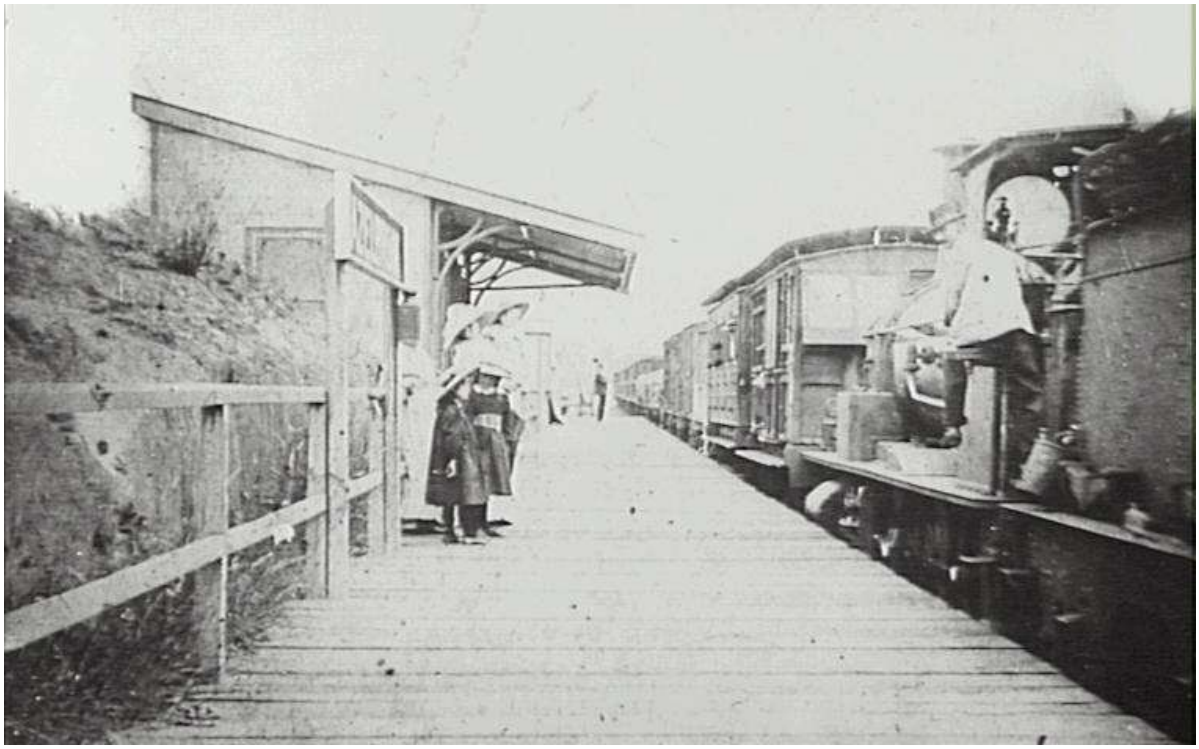

Figure 4.Hazelbrook Station, c.1900, prior to its reconstruction as an Island platform. (Source Blue Mountains Library, LSHS0\HS0776 Hazelbrook Railway Station)

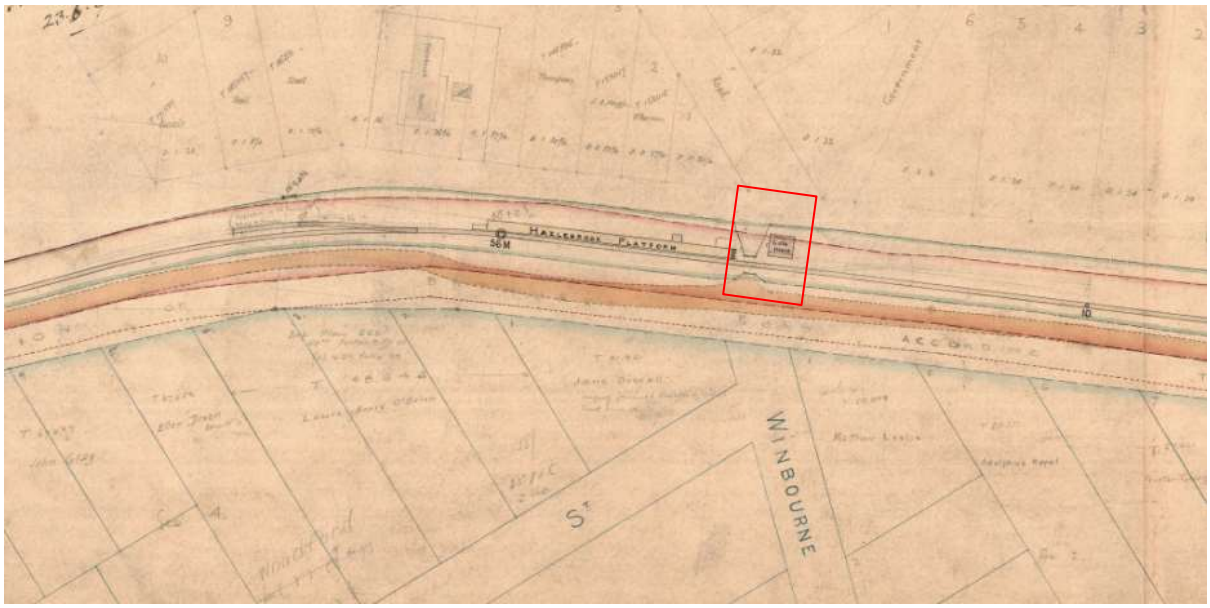

Figure 5.Hazelbrook Railway Station c.1892 showing gated level crossing and gate house outlined in red (Source: Blue Mountains Library)

With the duplication of the line in 1902, a new brick island platform and Federation style station buildings were built to replace the timber platform and early structures (Figure 6). The buildings included the single storey early Type 11 island platform Station Building, and a smaller brick Lamp Room. The 1902 platform consisted of English bond brick walls retaining a concrete deck and was extended to its present length of 310 metres to the south-east and north-west by 1944. The earliest evidence of landscaped gardens on the platform (Figure 7) is noted in 1911:

The garden plots on the railway station are attracting a lot of attention just now. Miss Graham and Mr Ryan (station officers) have a fine lot of bulbs and pansies in bloom and have laid out the plots with taste and skill. Hanging baskets and asparagus will soon give a delightful relief to the monotony of brick walls inseparable from a railway station.[4]

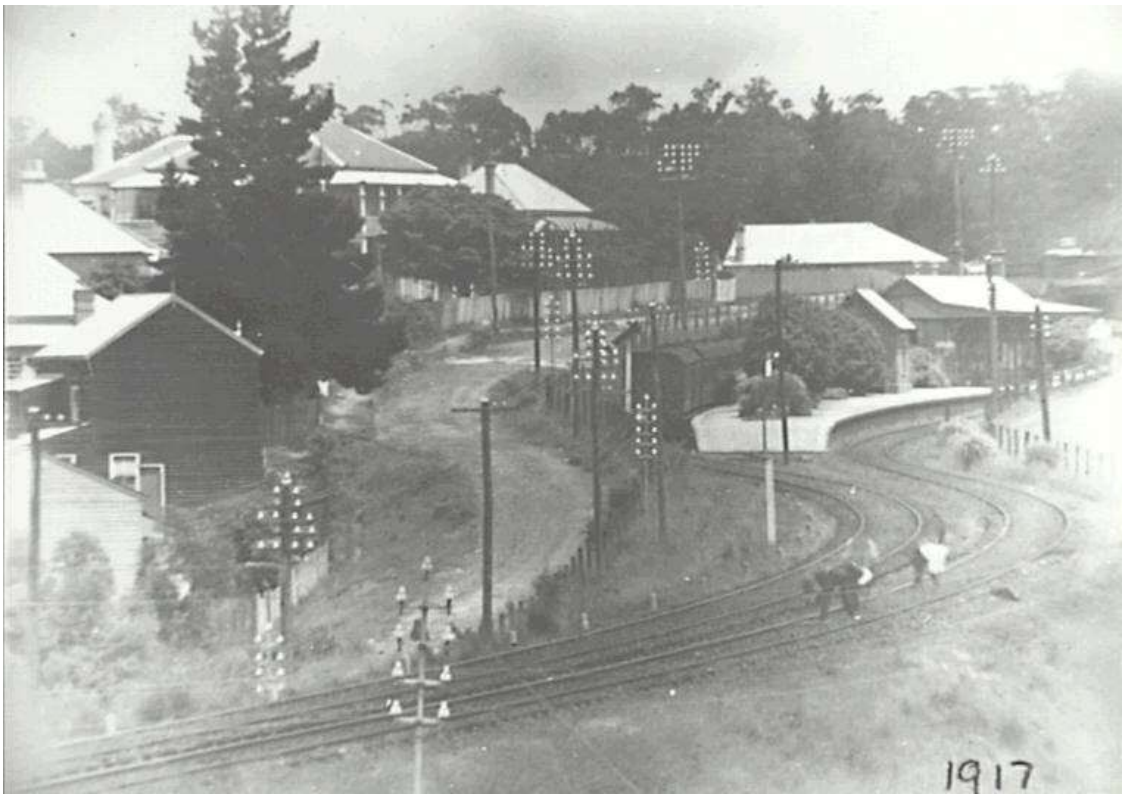

Figure 6.Hazelbrook Railway Station island platform c.1917 (Source: Blue Mountains Library, LS004\004058 Hazelbrook Railway Station)

[4] "Hazelbrook", *The Blue Mountain Echo*, 13 June 1919, p. 3

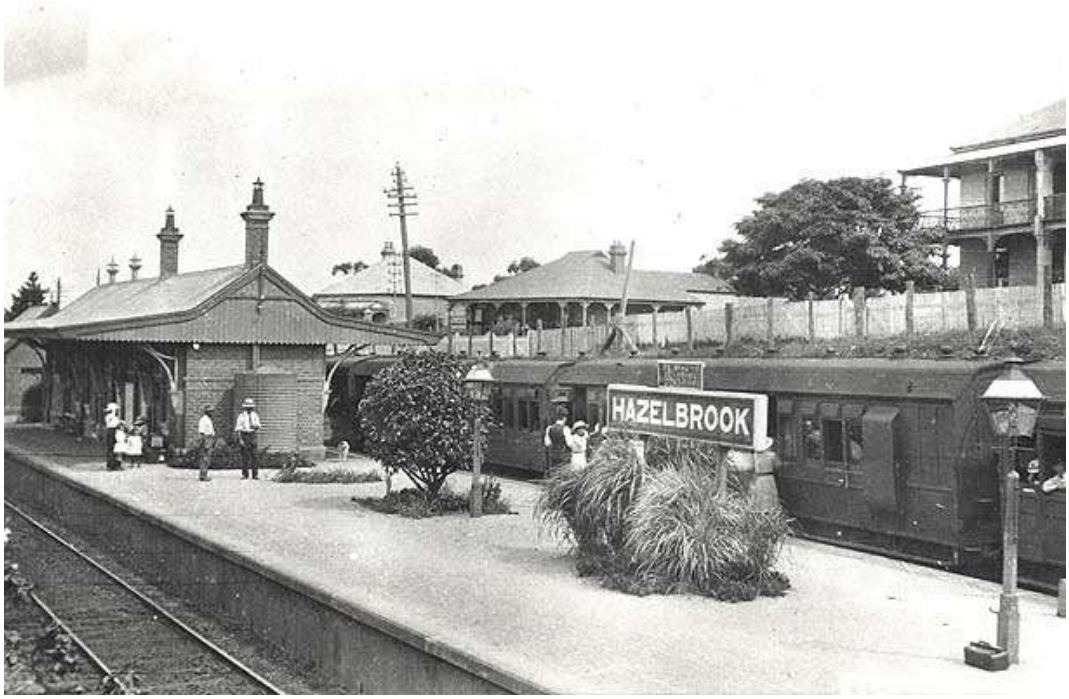

Figure 7.Hazelbrook Railway Station island platform c. 1915 (Source: Blue Mountains Library)

By 1924 (Figure 8) the Station was connected to electricity, but it was not until 1957 when the electrification of the Main Western Line from Penrith to Lithgow was completed making redundant the steam era locomotives and making way for electric rolling stock.

More recent works to the Station include the upgrade of the Station in 1990-1991 involving the introduction of new seats, bins and new signage. The existing Booking Office was also upgraded as part of these works and again in 1998. Gap reduction works to Platform 2 were undertaken in 2006.

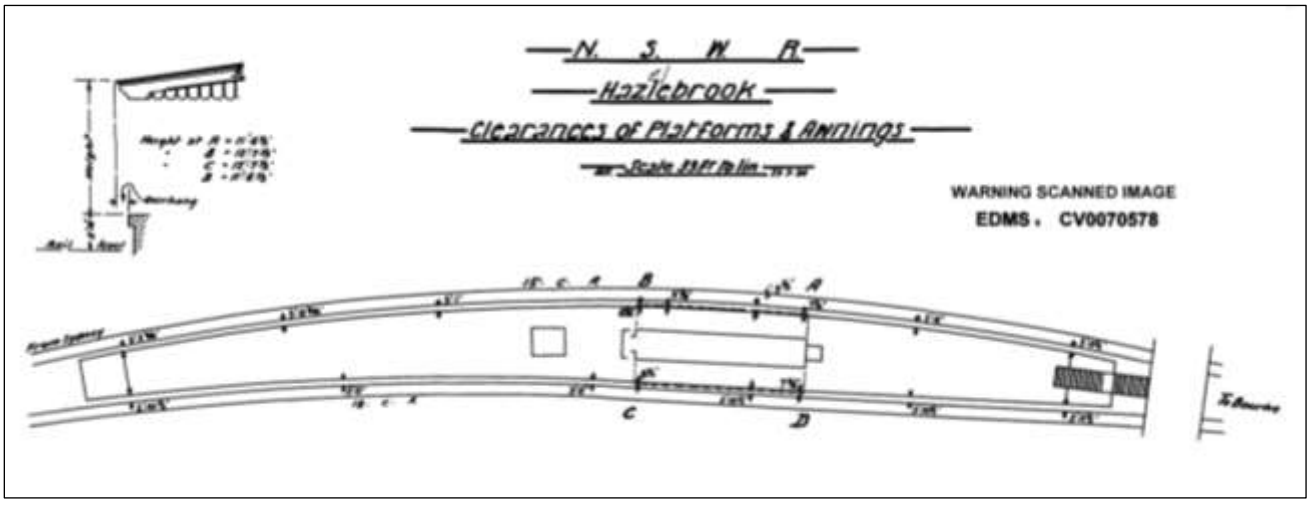

Figure 8.Hazelbrook Railway Station c.1924 (Source: Blue Mountains Library)

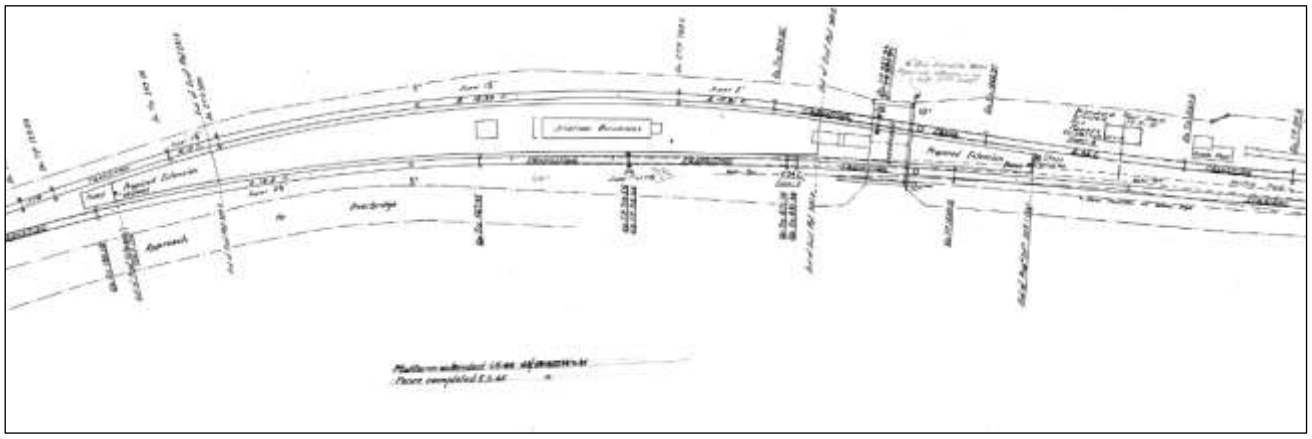

Figure 9.Hazelbrook Railway Station c.1945 (Source: Blue Mountains Library)

4. Heritage Status

4.1 Heritage Listings

Hazelbrook Railway Station is listed on the following statutory heritage registers (Table 1):

Table 1: Heritage Listings

Register/Listing	Item Listed	Item Name	Item Number
Statutory Registers			
National Heritage List	Not Listed	-	-
Commonwealth Heritage List	Not Listed	-	-
State Heritage Register (SHR)	Not Listed	-	-
RailCorp Section 170 Heritage and Conservation Register	Listed	Hazelbrook Railway Station Group	4801914
Blue Mountains Local Environmental Plan 2015	Listed	Hazelbrook Railway Station	H007

4.2 Heritage Items in the Vicinity

Hazelbrook Railway Station (Item H007) is in the vicinity of five heritage items listed on the Blue Mountains LEP, listed in Table 2 below and shown in Figure 10. It is also adjacent to the Railway Parade Conservation Area.

Table 2: Heritage items in the vicinity

Item	Address	Item Number	Significance
Railway Parade Group	46, 47, 49 and 51 Railway Parade	H026	Local
Ortona	46 Railway Parade	H023	Local
Selwood House and grounds	4 Addington Road and 41 Railway Parade	H009	Local
Commercial Group of buildings	37, 38 and 39 Railway Parade	H016	Local
Store	35 Railway Parade	H015	Local
Railway Parade Conservation Area	NA	H008	Local

Figure 10. Blue Mountains LEP 2015, Heritage Map HER_006A. Heritage Items are shown in Brown, and Heritage Conservation Areas are shown as red diagonal hatching. Hazelbrook Railway Station is Item No.H007 on this map. (Source: https://legislation.nsw.gov.au/#/view/EPI/2015/829/maps#HER)

5. Physical Description

The following physical descriptions have been adapted from the RailCorp Heritage and Conservation Register, as provided in the online State Heritage Inventory database.[5] A site inspection undertaken by Extent has also informed this section of the report.

5.1 Built Heritage

Station Building (1902)
The island platform Station Building is constructed of face brickwork with corrugated metal gabled roof extending as awnings to both platforms. The building has two brick chimneys with terracotta pots. The façade is fenestrated with six bays with linear arrangement along the platform with tuckpointed red brickwork and engaged piers between the bays. The façade is embellished with moulded string courses and cornices. The timber framed, double-hung windows with multi-paned upper sashes with colour glazing windows have contrasting decorative trims and sills. The timber panelled door also has multi-paned fanlights with colour glazing. The platform awnings are supported with standard iron brackets over decorative corbels, with fretted timber work to both ends of awnings and gable ends, and timber finial to gable apex. Some windows and doors have been covered with metal grilles for security purposes. A number of fanlights have been fitted with window-mounted air conditioner units. There are some areas in the brickwork that require some repointing and exhibit typical signs of wear and tear expected as an operational railway station, however generally the condition of the building is good.

Internally, the Station Building has retained a number of its original detailing and finishes despite more recent 20th century operational upgrades. Original features include architraves, coloured glass window panes and coloured glass fanlights, mini-orb ceiling and a ceiling rose in the waiting room. Fireplaces are blocked or obscured with station boards. The original floor layout including a waiting room, booking office and ladies room is still present. Light fittings and carpet finishes are modern though exhibit an expected degree of wear and tear.

Lamp Room (1902)
The Lamp Room is a small square building located to the south of the Station Building. It is face brick and features similar moulded string course detailing to the Station Building. It has a gabled corrugated metal roof with timber bargeboards and narrow eaves with exposed rafters. There is a single door on the southern elevation with a glazed fanlight over it, and the two double hung timber windows with the multiple coloured panes to the top sash, similar to the Station Building. There is no opening on the northern elevation of the building. The building is currently being used as a store room, and is incorrectly identified in the State Heritage Inventory as an Out-of Shed.

[5] https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801914

Platforms (1902)
The island platform curves towards the north-east at the south end of the platform. The platform is concrete faced with concrete deck and asphalt finish. It has been extended. Garden beds are present along the length of the platform planted with shrubs and a number of mature trees. The platform also features modern light fittings, contemporary timber bench seating, modern signage and aluminium palisade fencing at both ends of the platform.

Overhead Footbridge (1980)
The overhead pedestrian footbridge provides overhead access across the rail corridor between the Great Western Highway to the north, and Railway Parade to the south. The bridge is constructed of steel beams on steel columns supporting a concrete deck. There is a brick abutment on one end. The concrete slab stairs leading down to the platforms feature metal balustrades while the bridge is secured by wire mesh and pipe balustrade.

5.2 Movable Heritage

Hazelbrook Railway Station features a number of movable heritage items including:

- Seth Thomas Clock 1277 in the ticket office
- Date press KIW New South Wales Government Signalling branch (c1904) in the ticket office
- Station seat in the Ladies Room (1902)
- Centenary Plaque (2002) in the Waiting Room
- Two single timber rollover indicator boards in the waiting room (no foot pedals).

5.3 Station Landscaping

Garden Beds
The Station precinct has an established formal landscape that contributes to its visual and contextual aesthetic. The historic photographs show that formal platform gardens have featured at the Station since the island platform was put in place in 1902. They occupied the same position along the centre of the platform, but originally appeared to have no edging. At some stage, bush rock was used to line the edges of the garden beds, but this has since been replaced with concrete. This has all been refreshed, with concrete outlining the original line of the garden beds.

The photographic evidence shows that while the original outlines of the garden beds are in place, the plantings and style of edging has changed according to trends and perhaps availabilities at the time. The current plantings themselves are not considered to be significant but do compliment the highly landscaped setting of the Station Group and the strong character of vegetated landscapes of the local Blue Mountains area.

Lights and Platform Furniture

There are no historic style lamps, lighting or platform furniture remaining on the platform at Hazelbrook Railway Station. Platform-located customer amenities such as seats, bins, lights and signage are all modern, RailCorp-standard equipment.

Fencing

Surrounding the Station, on the road embankments and the overhead footbridge, are modern, steel anti-throw screens and fences.

5.4 Views and Settings

Hazelbrook Railway Station is set within the commercial and public centre of the suburb of Hazelbrook. The southern edge of the station along Railway Parade comprises residential suburban developments with a few shops near the station entrance. Railway Parade is topographically higher than the Great Western Highway, as a result views from the island platform include rocky outcrops with a partial view of houses along Railway Parade. Views of the Great Western Highway are at the same level as the Platform. The station is visible from the Great Western Highway with the footbridge, known as Campbell Bridge forming a backdrop to the station. From Railway Parade there are very clear views of the station buildings and platform. The footbridge connects the two sides of the suburb over the station and across the Great Western Highway. It is accessible at road level along Railway Parade with a ramp and a staircase leading down to the footpath along the Great Western Highway.

Figure 11. Hazelbrook Railway Station from Railway Parade – Station Building to the front and Lamp Room building to the rear of the image (Source: Extent)

Figure 12. Footbridge entrance to Hazelbrook Railway Station. View looking east from Railway Parade (Source: Extent)

Figure 13. Great Western Highway viewed from the Footbridge, looking south-east. Hazelbrook Railway Station can be seen to the right. (Source: Extent)

Figure 14. Hazelbrook Railway Station – view looking north from city end of island platform (Source: Extent)

Figure 15. Lamp Room to the front of the Station Building (Source: Extent)

Figure 16. Lamp Room, looking south-east. (Source: Extent)

Figure 17. Station Building viewed from the south-east showing brick privacy wall in front of existing male toilet (Source: Extent)

Figure 18. Entrance to male toilets showing brickwork needing repointing (Source: Extent)

Figure 19. Floor at entrance to male toilets to be lowered to accommodate proposed FAT (Source: Extent)

Figure 20. Existing male toilet fixtures, partitions to be removed to accommodate proposed FAT (Source: Extent)

Figure 21. Existing women's waiting room interiors (Source: Extent)

Figure 22. Existing women's waiting room with attached toilets (Source: Extent)

Figure 23. Women's waiting room showing original ceiling and ceiling rose (Source: Extent)

Figure 24. Women's waiting room showing original 1902 seat (Source: Extent)

Figure 25. General waiting room (Source: Extent)

Figure 26. General waiting room showing original ceiling and ceiling rose (Source: Extent)

Figure 27. Rollover indicator boards in general waiting room (Source: Extent)

Figure 28. Seats in general waiting room (Source: Extent)

Figure 29. Store room to be converted to Ambulant Toilet (Source: Extent)

Figure 30. Former Lamp Room, currently used for storage (Source: Extent)

Figure 31. The footbridge and stairs (Source: Extent)

Figure 32. Footbridge, embankments and back of stairs (Source: Extent)

Figure 33. View from footbridge and stairs to station platform (Source: Extent)

Figure 34. View from Railway Parade looking south toward commuter carpark (Source: Extent)

Figure 35. View of Commercial Group of buildings local heritage items along Railway Parade (Source: Extent).

Figure 36. View of Commercial Group of buildings local heritage items along Railway Parade (Source: Extent).

Figure 37. View of Railway Parade Group local heritage item along Railway Parade (Source: Extent).

Figure 38. View of Railway Parade Group local heritage item along Railway Parade (Source: Extent).

6. Assessment of Significance

The basis of assessment of heritage significance of an item or place is guided by *Assessment of Significance* – a publication developed by the Heritage Office and former NSW Department of Urban Affairs and Planning. This is achieved by evaluating the place or items significance in reference to specific criteria, which can be applied at a national, state or local level.[6] The significance of the study area is assessed against the criteria below.

6.1 Assessment Against Criteria

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);

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);

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);

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;

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);

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);

Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments. (or a class of the local area's cultural or natural places; or cultural or natural environments.)

The following assessment of significance is provided in the State Heritage Inventory database for *Hazelbrook Railway Station Group.*[7]

[6] NSW Heritage Office & Department of Urban Affairs and Planning (DUAP) 1996, *NSW Heritage Manual*, NSW Heritage Office and DUAP, Sydney.
[7] https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801914f

Criteria	*Assessment of Significance*
SHR Criteria a) [Historical significance]	*Hazelbrook Railway Station is of historical significance as part of the early construction phase of railway line duplication across the Blue Mountains demonstrating the technological and engineering achievements in the railway construction at the beginning of the 1900s.* *The sandstone culvert provides physical evidence of the construction of the railway from 1866 to 1867. It also marks the original rail alignment and demonstrates skill and workmanship of the railway engineers and stonemasons who built the Great Western*
SHR Criteria c) [Aesthetic significance]	*Hazelbrook station building together with the matching out-of-shed is a good example of the standard design known as Type 11 island platform building and demonstrates typical architectural elements of Federation period 'A10' standard buildings that were built between Penrith and Lithgow in 1902-1913. The station with its platform gardens, although the plants are not significant, is a landmark within the townscape.*
SHR Criteria d) [Social significance]	*The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.*
SHR Criteria e) [Research Potential]	*Hazelbrook Railway Station has limited research potential due to its relatively intact station buildings that have ability to provide information on the construction techniques and architecture of larger size type 11 island platform buildings that were built along Blue Mountains in the early 1900s. However, this information can be found elsewhere as this type of station building was commonly used.*
SHR Criteria g) [Representativeness]	*Hazelbrook Railway Station is a representative example of standard design larger station buildings demonstrating the construction techniques and characteristics of commonly used railway design, and is representative of station buildings built on this line between Lithgow and Penrith for duplication works. The stone culvert is representative of similar culverts that have been constructed along the railway in the Blue Mountains.*
Integrity/Intactness:	*Hazelbrook Railway Station is, despite some internal changes, relatively intact and retains a high degree of integrity.*

6.2 Statement of Significance

The following Statement of Significance for *Hazelbrook Railway Station Group* has been reproduced from the RailCorp Heritage and Conservation Register, as provided in the online State Heritage Inventory database[8]:

> *Hazelbrook Railway Station is of local significance as part of the early construction phase of railway line duplication across the Blue Mountains demonstrating the technological and engineering achievements in railway construction at the beginning of the 1900s. Although there are no significant plantings, the station with its platform gardens and typical rock cutting railway corridor is a landmark within the townscape of Hazelbrook. Hazelbrook station building together with the matching out-of-shed form a good representative group of the standard Federation railway buildings constructed along the Blue Mountains line between Penrith and Lithgow in 1902-1913.*

6.3 Gradings of Significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within the study area are based on guidelines established in the NSW Heritage Division publication, *Assessing Heritage Significance*.

Table 1. Gradings of Significance Definitions[9]

Grading	Justification	Status
EXCEPTIONAL	Rare or outstanding element contributing to an item's local and State significance.	Fulfils criteria for directly State listing. local or State
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.

[8] Hazelbrook Railway Station Group, available at https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801914, accessed on 23 August 2018

[9] NSW Heritage Office & Department of Urban Affairs and Planning (DUAP) (2001). *Assessing Heritage Significance.*

Grading	Justification	Status
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 of State listing.

Based on the above definitions, the following gradings can be applied to individual elements on site.

Table 2. Gradings of significance for Hazelbrook Railway Station

Element	Grading
Station building (1902)	HIGH
Lamp Room (1902)	HIGH
Platforms	MODERATE
Overhead Footbridge	MODERATE
Movable Heritage	HIGH
Garden beds	MODERATE
Lights and Platform Furniture	LITTLE
Fencing	LITTLE

The above gradings demonstrate that while the elements within the station precinct have undergone various changes over time, quite a substantial degree of historic fabric is still intact and still well represent the significance of the place. Individual elements such as the station building, and lamp room are good representations of Type 11 Railway Station architecture. As a collection of built elements generally, they provide a typical but socially familiar landscape and setting within villages that have essentially developed along the route of the Great Western Highway and subsequently the Great Western Rail Line.

7. The Proposal

7.1 Rationale

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. The Hazelbrook Railway Station Upgrade forms part of the Transport Access Program. This program is designed to drive a stronger customer experience outcome to deliver seamless travel to and between modes, encourage greater public transport use and better integrate station interchanges with the role and function of town centres within the metropolitan area and developing urban centres in regional areas of NSW.

The key objective of this project is to develop and design an option for an accessibility upgrade of Hazelbrook Railway Station, that would address accessibility deficiencies of the station and interchange to allow TfNSW to meet its accessibility obligations while being easy to maintain.

The specific objectives of the Hazelbrook Railway Station Upgrade are to:

- provide a station that is accessible to those with a disability or limited mobility, parents/carers with prams and customers with luggage
- improve customer experience with better interchange facilities
- minimise pedestrian conflict and crowding points
- improve integration with surrounding precinct
- improve customer safety
- improve wayfinding in and around the station
- respond to the heritage values of the site
- improve customer amenity.

Hazelbrook Railway Station does not currently meet key requirements of the *DSAPT* or the Commonwealth *DDA*.

The non-compliant access points and stairs to the Hazelbrook Railway Station footbridge and platforms do not facilitate access for people with reduced mobility or parents/carers with prams. There are no lift facilities and inadequate amenities and tactile surfacing to stairs, platforms and interchange facilities.

The Proposal would involve upgrade works to Hazelbrook Railway Station, interchange facilities and surrounding footpaths. The station is located 93 kilometres west of the Sydney CBD in the suburb of Hazelbrook and is serviced by the Blue Mountains line. Platform 1 provides train services east to the CBD and Platform 2 provides train services west to Katoomba, Mount Victoria and Lithgow. The Proposal is located within the Blue Mountains LGA between Railway Parade and the Great Western Highway, Hazelbrook.

As part of the options assessment process four options were considered by TfNSW prior to the decision to adopt the preferred option as outlined below.

Option 1 which is the chosen design option is outlined below. Option 2 is similar to Option 1 with the lift centred to the platform and located to the city end of the footbridge. However, this Option involved removing the existing stairs and installation of a temporary stair for approximately 12 months while new stairs are constructed. This was not considered preferable. Longer possession periods and staging were also considered as negatives for this option. Option 3 featured a narrow lift located on top of the existing platform coping on the country end of the existing footbridge. This option was found to be non-compliant for a number of reasons, namely:

- the proposed clearance between the lift and platform edge was found to be insufficient
- the lift would have significant impact on train driver's vision
- there were perceived issues with maintenance of trackside vertical surfaces, particularly the glass to the lift
- the location of the lift would also limit future train designs and future patronage numbers and it would significantly impact on mobility for blind or sight-impaired passengers.

The location of the lift for Option 4 was similar to Options 1 and 2 – to the city end of the footbridge, with access to the lift via an alternate elevated route separate from the existing footbridge. However, the new ramp/ bridge was found to be problematic as it had low clearance to existing services under Railway Parade, and it was considered an inequitable solution as it only provided for an accessible path of travel to the platform from Railway Parade and not from the Great Western Highway.

Therefore Option 1 was considered as the most compliant option and was adopted.

7.2 Outline of the Proposal

The key features of the Proposal are summarised below and in **Table 3**.

- installation of a new lift, awnings with opaque roof cladding and a new lift landing from the existing footbridge to the platform
- modification to the existing levels within the commuter car park, Railway Parade pedestrian crossing (including new road humps) and footbridge to provide DDA compliant pedestrian routes to the proposed new lift
- regrade existing platform surfaces to provide DDA compliant pedestrian routes between new lift, station building, toilets and the boarding zone on the platform
- upgrade of two DDA compliant parking spaces to the commuter car park
- relocation of existing bike storage within the existing commuter car park
- renovation of a new FAT with glazed awnings
- installation of new corridor fencing
- removal of some plants and gardens within and surrounding the station to allow for works

- modification of existing station building layout to allow for new amenities and station services equipment room (SSER)
- ancillary works including adjustments to lighting and additional opal card readers, new anti-throw screens, handrails, electrical upgrades, minor drainage works, landscaping, improvements to station communications systems including closed circuit TV (CCTV) cameras, hearing loops, wayfinding signage, emergency help points and installation of tactile ground surface indicators (TGSIs).
- a new pad mount and upgrade of low voltage system to account for new lift.

Table 3. Proposed Works

Work Scope Item	Description of Proposal
Lift and Footbridge	
Installation of a new lift (approximately 11m high from the platform level), awnings and a new lift landing from the existing footbridge to the platforms	▪ Construct the lift and install a new roof on top of lift shaft ▪ At platform level a section of the concrete slab would be removed to accommodate the lift shaft. ▪ At footbridge level construct a lift landing consisting of a concrete slab over the southern end of the stairway, to connect the footbridge to the island platform ▪ Install curved anti-throw screens on either side of landing ▪ Install new awnings over lift in opaque roof cladding ▪ Existing footbridge to be retained ▪ Existing planter box to be partially removed. ▪ Existing screen and steel structures to northern and southern edges of footbridge to be retained. However, screens and support to the extent of the new lift landing would be removed from the southern edge of footbridge to allow for the new lift landing to be installed
Railway Parade/ The Great Western Highway	
Modification to existing levels within the existing commuter carpark, Railway Parade pedestrian crossing (including new road humps) and footbridge to provide DDA compliant parking and pedestrian routes	▪ Modify front section of commuter carpark to adjust existing road levels to be DDA compliant ▪ Surface of footbridge to be regraded to achieve DDA compliance
Relocation of existing bike storage within the existing commuter car park	▪ Relocate bike storage from front end of commuter carpark area to within the carpark

Work Scope Item	Description of Proposal
New footpath from the existing commuter car park to the existing pedestrian crossing on the southern side of Railway Parade	▪ Remove existing pedestrian crossing and footpath. A new DDA compliant footpath and crossing would be constructed in its place.
New corridor fencing	▪ Installation of new Rail Corridor Fencing 2.1 metres high palisade style rail corridor fence – to 50 metres past each end of the platform on the city side and the country side
Platform area	
Partial demolition and modification of existing Station Building layout to allow for a new FAT, ambulant toilet and storage room	New unisex Ambulant toilet: ▪ Conversion of existing store room to an ambulant unisex toilet ▪ Relocate communications rack from store New FAT: ▪ Conversion of existing men's toilets to a FAT. ▪ Lower existing floor to suit compliant door threshold for FAT. ▪ Remove existing toilet cubicle partitions fixtures, toilet finishes and joinery ▪ Remove existing privacy brick wall and concrete slab to enable direct access to FAT. ▪ Reinstate existing access ramp upon its removal from privacy wall ▪ New concrete flooring at level threshold with platform, tiled finish ▪ New wall tiling ▪ New door to entrance of toilet to match detailing of existing door ▪ Door frame to be modified to match proposed lowering of floor ▪ New steel roof sheet canopy to FAT entrance New repurposed Station Services Equipment room (SSER): ▪ Conversion of existing women's toilets and waiting room area to a SSER room ▪ Remove existing toilet cubicle partitions, toilet fixtures, finishes and joinery ▪ Remove existing furniture including seat from women's waiting room. ▪ Door to northern wall of women's waiting room to be permanently closed or locked

Work Scope Item	Description of Proposal
	▪ New SSER equipment ▪ Fire-rated lining to be provided to existing internal walls, and fire-rated ceiling
Regrade existing platform/concourse surfaces to provide DDA compliant pedestrian routes between new lifts, Station Building and station entry/exit	▪ Remove sections of Platform 2 for regrading purposes ▪ New handrails, tactile surfaces and nosing to stairs
Amenities	
Removal of existing plants within and surrounding the station to allow for works	▪ At platform level remove one existing planter in front of stairs to allow for construction of lift. Install a new planter further east along the platform.
Ancillary works	▪ adjustments to lighting and opal card readers ▪ new anti-throw screens, handrails and fencing ▪ minor drainage works, landscaping ▪ electrical upgrades, improvements to station communications systems including CCTV cameras, hearing loops, PA system, ▪ retain existing seats, Opal card top-up machine, vending machine and help point ▪ wayfinding signage, emergency help points, and installation of TGSIs (tactile ground surface indicators)

The Proposal is shown in the following Figures 39 - 42.

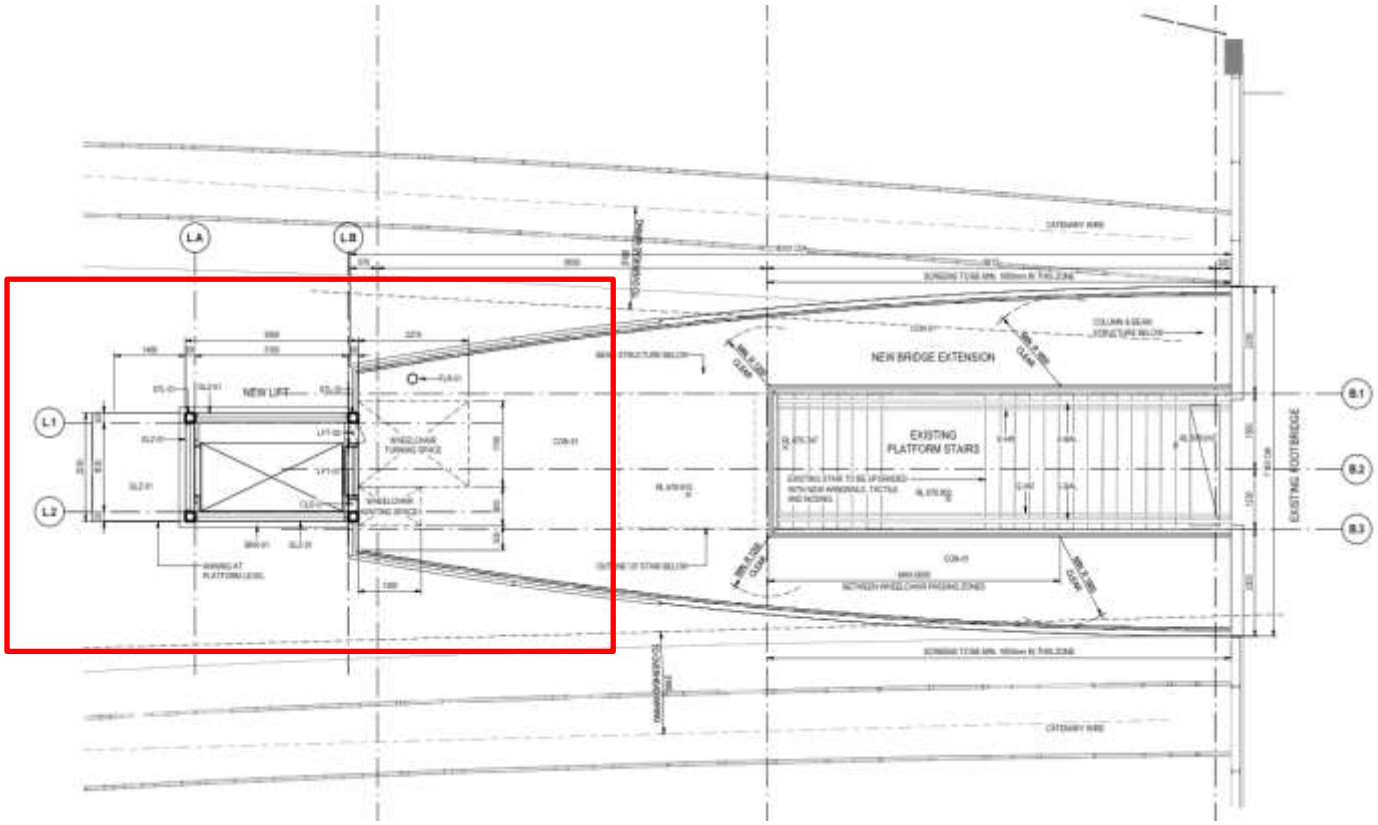

Figure 39. Hazelbrook Railway Station – Proposed lift and lift landing outlined in red. (Source: DesignInc)

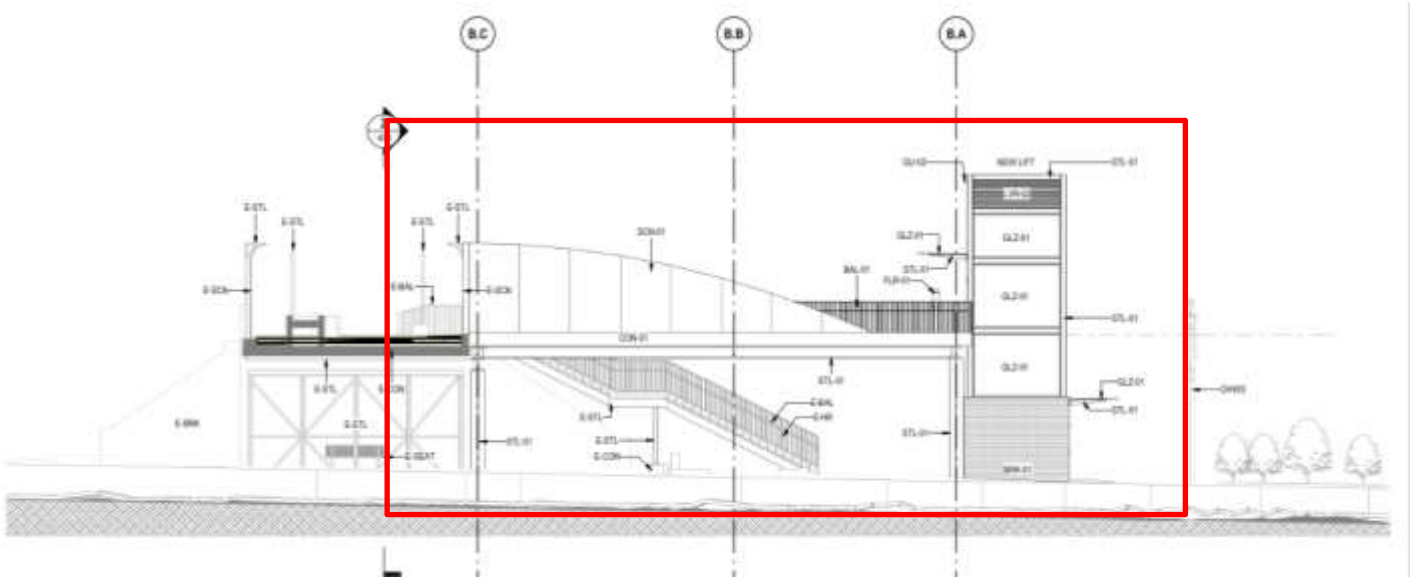

Figure 40. Hazelbrook Railway Station – Proposed lift with new screens and balustrades outlined in red. (Source: DesignInc)

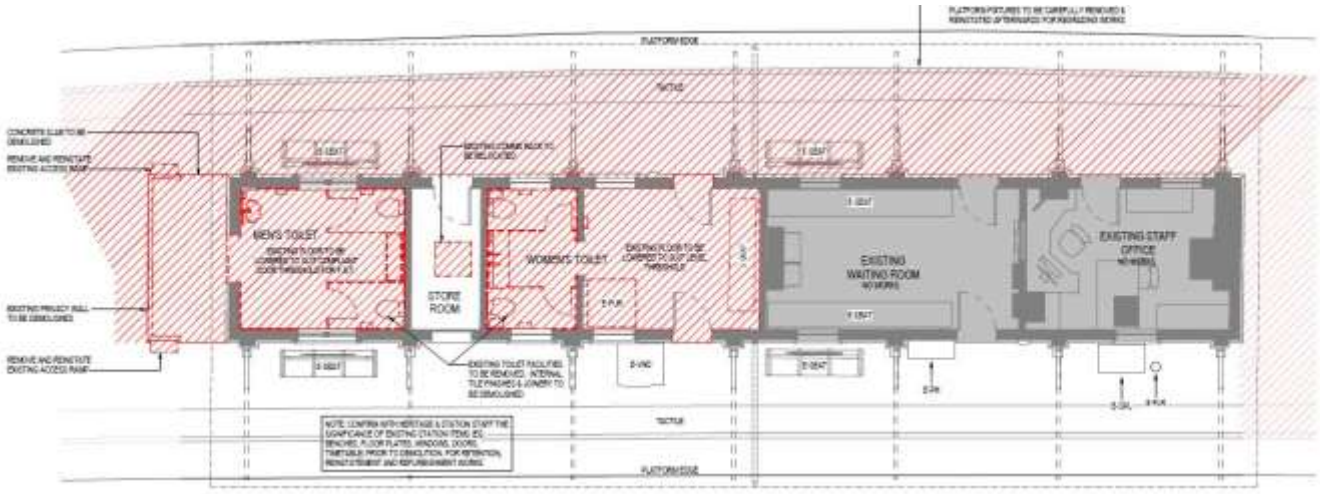

Figure 41. Hazelbrook Railway Station – proposed demolition works (Source: DesignInc)

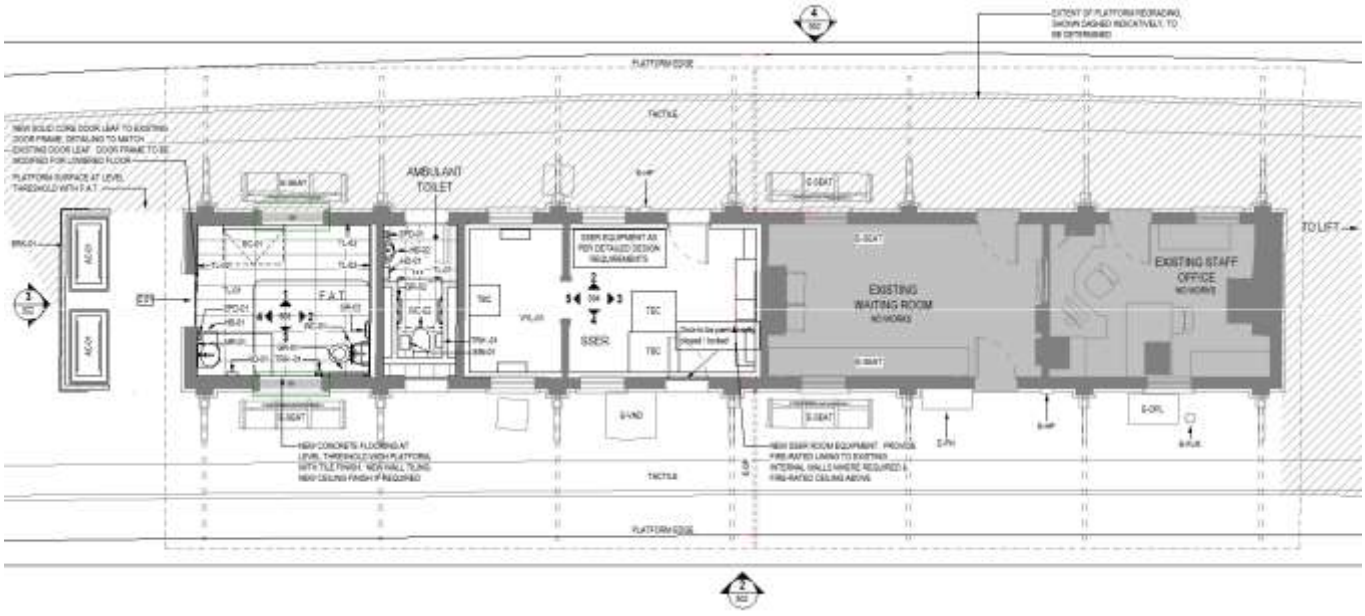

Figure 42. Hazelbrook Railway Station – Proposed Station Building layout (Source: DesignInc)

8. Heritage Impacts

8.1 Potential Impacts

The following table identifies the individual components of the proposed works and considers the potential impacts of the works upon the heritage significance of Hazelbrook Railway Station.

Work Scope Item	Description of Proposal	Extent Comments
Lift and Footbridge		
Installation of a new lift (approximately 11m high from the platform level), glazed awnings and a new lift landing from the existing footbridge to the platforms	▪ Construct the lift and install a new roof on top of lift shaft ▪ At platform level a section of the concrete slab would be removed to accommodate the lift shaft. ▪ At footbridge level construct a lift landing consisting of a concrete slab over the southern end of the stairway, to connect the footbridge to the island platform ▪ Install curved anti-throw screens on either side of landing ▪ Existing footbridge to be retained ▪ Existing screen and steel structures to northern and southern edges of footbridge to be retained. However, screens and support to the extent of the new lift landing would be removed from the southern edge of footbridge to allow for the new lift landing to be installed.	Whilst the proposed installation of a lift would result in changes to the station, the location of the lift on the platform at a distance of approximately 20m from the Station Building and 50m from the Lamp Room, ensures that there would be no direct impact on the station buildings. Furthermore, the distance would help mitigate the impact upon the visual curtilage of the station buildings and their immediate setting. However, the lift as a new vertical feature will impact views to and from the station buildings and the footbridge and stairs. In fact, the use of a largely glazed shell of the lift will ensure that it does not create a visual obstruction between the buildings, footbridge and stairs. The provision of a face brick base to the lift is a sensitive design solution in response to the face brickwork of the station buildings. The 11m high lift would affect views to and from the station. The top of the lift shaft would be 5.7m higher than the footbridge (from pavement level) it would be an additional feature in views

Work Scope Item	Description of Proposal	Extent Comments
		to the station from Railway Parade. It would be most noticeable from the southern section of Railway Parade, as the vertical nature of the lift shaft and its height would be most visible from residences along this part of the road and would interrupt views to the established horizon. The new curved anti- throw screens to the new lift landing would also be visible from Railway Parade and would stand out in terms of the more rectilinear language of the existing station elements including the existing screens to the footbridge. While the new lift and lift landing with new curved anti-throw screens, would be visible from the Greater Western Highway, and the shared path along the Highway, its impact on vehicular traffic and transitional pedestrian traffic would be low. Despite these impacts it should be noted that the installation of the lift adapts the station to current and compliant DDA standards, ensuring equitable access.
Railway Parade/ The Great Western Highway		
Modification to existing levels within the existing commuter carpark, Railway Parade pedestrian crossing (including new road humps) and footbridge to provide	▪ Modify front section of commuter carpark to adjust existing road levels to be DDA compliant ▪ Surface of footbridge to be regraded to achieve DDA compliance	The upgrades to the commuter carpark, the pedestrian crossing, and footbridge would enhance the accessibility of the Station precinct. All the elements form part of the Station precinct but are all recent additions, and therefore

Work Scope Item	Description of Proposal	Extent Comments
DDA compliant parking and pedestrian routes		the works proposed would not impact any significant fabric. The resurfacing of the footbridge would match existing patterns and colours.
Relocation of existing bike storage within the existing commuter car park	▪ Relocate bike storage from front end of commuter carpark area to within the carpark	The bike storage is not part of original or early fabric, therefore its relocation would not impact the Station precinct.
New footpath from the existing commuter car park to the existing pedestrian crossing on the southern side of Railway Parade	▪ Remove existing pedestrian crossing and footpath. A new DDA compliant footpath and crossing would be constructed in its place.	This would improve access to the Station. No significant fabric would be affected by the works.
New corridor fencing 50 metres past either end of the station platforms	▪ Installation of new Rail Corridor Fencing 2.1m high palisade style rail corridor fence – to 50m past each end of platform on city side & country side	The existing cyclone wire fencing is not original or early fabric; therefore, its removal will not involve fabric of significance. The new rail corridor fencing is visually more opaque and would have a visual impact on the railway station in general, particularly to the southern section overlooking the station. While this may be the case, the view of the station along the eastern side of Railway Parade is not accessible to the public. There is no pedestrian footpath on this side of Railway Parade, therefore these views are not experienced by the public at any rate. The similar issue goes for the Great Western Highway side of the station, where there is a wide embankment not accessible to the public. Views of the station from these areas are limited.

Work Scope Item	Description of Proposal	Extent Comments
Platform area		
Partial demolition and modification of existing Station Building layout to allow for a new family accessible toilet, ambulant toilet and storage room	New unisex Ambulant toilet; ▪ Conversion of existing store room to an ambulant unisex toilet ▪ Relocate communications rack from store New FAT ▪ Conversion of existing men's toilets to a FAT ▪ Lower existing floor of men's toilet to the same level as the platform, such that the floor level suits the compliant threshold for FAT ▪ New concrete flooring with tiles to the FAT to be at the same level threshold as the platform. ▪ Remove existing toilet cubicle partitions fixtures, toilet finishes and joinery ▪ Remove existing privacy brick wall and concrete slab to enable direct access to FAT ▪ Reinstate existing access ramp upon its removal from privacy wall ▪ with platform, tiled finish ▪ New wall tiling ▪ New door to entrance of toilet to match detailing of existing door ▪ Door frame to be adjusted to the level of the proposed lowered floor. ▪ New glass canopy to FAT entrance	The conversion of the existing store to an ambulant toilet would involve partial demolition of a small section of the floor of the store to accommodate the ambulant water closet (WC) pan. The work is minor in nature. The construction of the FAT toilet would involve lowering the existing floor. As the floor has been previously modified to accommodate the existing male toilet, there is little original fabric remaining. The tiles, flooring, fixtures and partitions to the existing male toilets are all recent introductions, therefore their removal and replacement with an accessible WC and associated fixtures would not impact any significant fabric. The privacy wall is not original or early fabric and its removal would reinstate the original configuration of the eastern end of the Station Building. The installation of the new steel sheet canopy over the FAT entrance is in accordance with *Sydney Trains Design Guidelines for Heritage Stations: Canopies and Shelters* (Guidelines). These Guidelines identify steel as the common structural material used for new canopies, with glass being increasingly used for roofing of the canopies. The proposed steel roof clad canopy at Hazelbrook Railway Station

Work Scope Item	Description of Proposal	Extent Comments
		would be supported on steel posts, beam and outriggers. The design detailing of the canopy is sympathetic to the station building in that it would be placed behind the barge board of the gable end of the building. This would reduce the overall impact on the external façade of the building. The low (5 degree) pitch of the canopy would also lessen the visual bulk of the canopy.
	New repurposed Station Services Equipment room (SSER); ▪ Conversion of existing women's toilets and waiting room area to a SSER room ▪ Remove existing toilet cubicle partitions, toilet fixtures, finishes and joinery ▪ Remove existing furniture including seat from women's waiting room. ▪ Door to northern wall of women's waiting room to be permanently closed or locked ▪ New SSER equipment ▪ Fire-rated lining to be provided to existing internal walls, and fire-rated ceiling	The conversion of the existing women's toilet into an SSER room would involve the removal of significant movable fabric notably the 1902 women's waiting room seat. With the change in use of this room, it is more appropriate from a conservation and interpretation perspective to relocate this item to another location onsite. The proposed fire-rated lining to the internal walls and ceiling would impact the existing original fabric of the walls, the ripple iron ceilings, ceiling rose and joinery. However, as details of these works are not provided it is difficult to assess the full impact on the original fabric.
Regrade existing platform/concourse surfaces to provide DDA compliant pedestrian routes between new lifts, station building and station entry/exit	▪ Remove sections of Platform 2 for regrading purposes ▪ New handrails, tactile surfaces and nosing to stairs	The regrading of the platform surfaces is needed for DDA compliance. The platform surface material is modern and therefore its removal and replacement will not impact significant historic fabric. The concept design for the proposed regrading indicates clearances

Work Scope Item	Description of Proposal	Extent Comments
		which would be maintained from the Station Building and the garden bed, so as to mitigate impact on these items. Certain strategies that ensure careful work is taken around buildings and significant fabric will also mitigate any risks. The stairs are not original or early fabric and the upgrades proposed would ensure the stairs are DDA complaint.
Amenities		
Removal of existing plants within and surrounding the station to allow for works	▪ At platform level remove the existing planter in front of stairs to allow for construction of lift	The planter to be removed is not considered to have significance as an individual element but it does contribute to the overall setting of the Station. While its removal will constitute a form of 'reduction' in the garden setting of the platform, there are other planters on the platform which continue to form this setting. The impact of its removal will be mitigated through the installation of a new planter in a different location further east on the platform which would match existing planters in form, finish and plantings.
Ancillary works	▪ adjustments to lighting and opal card readers, ▪ minor drainage works, landscaping, ▪ electrical upgrades, improvements to station communications systems including CCTV cameras, hearing loops, PA system, ▪ wayfinding signage, emergency help points, and installation of TGSIs (tactile ground surface indicators).	These works would improve the user experience, safety and accessibility at the station. For the most part, impact on heritage fabric is not expected. However, installation of the anti-throw screens will have some impact on the views and aesthetic of the station. These screens, while consisting of a steel mesh material and is therefore somewhat transparent, the gauge of the mesh is such that it will obstruct views into the

Work Scope Item	Description of Proposal	Extent Comments
		station precinct. While this is the case, the new screens are simply replacing out an existing impact resent through the existing security and anti-throw screens. Therefore, its impact is not increased, but neutral.

8.2 Summary of Heritage Impacts

The assessment of the degree of impacts made in this report has been modelled off the ICOMOS *Guidance on Heritage Impact Assessments for Cultural Work Heritage Properties.*[10]

While the guideline was prepared for the Heritage Impact Assessment for World Heritage properties to evaluate the impact of developments on their outstanding universal value (OUV), the definitions and evaluation matrix can be applied to the values of any heritage significant place.

Appendix 3b of the Guideline provides an example guide for assessing magnitude of impact to built heritage and historic urban landscapes. The definitions for gradings of impact specific to this project and the study area have been modelled off this guidance.

Impact Grading	Built heritage or Historic Urban Landscape attributes
Major	*Change to key historic building elements that contribute to OUV, such that the resource is totally altered. Comprehensive changes to the setting.*
Moderate	*Changes to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.*
Minor	*Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.*
Negligible	*Slight changes to historic building elements or setting that hardly affect it.*
No Change	*No change to fabric or setting.*

[10] ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, January 2011

Built Heritage

Some components of the Proposal will have the potential to have a moderate impact. Work such as the installation of the FAT, removal of garden beds, regrading of platforms and installation of appropriate fire-proofing material will have an impact on some significant material fabric of the site. However, these impacts are localised and area able to be mitigated through various strategies and methodologies that aim to reduce the impacts.

There will be impacts to the station platform with the need to excavate a lift pit for the elevator. The lift installation work will also involve the removal of a garden planter. Overall, the impact will be moderate simply due to the scale of the project. However, with regards to the significance of the Station precinct, and significant material fabric, the impact is minor in that the platform is a highly modified element with a limited degree of significant fabric. Furthermore, ensuring that the lift is located close to and is combined with the more recent footbridge allows for recent additions to be limited to one side of the station. Changes to the road and footbridge surfaces and commuter carparks would have no impact on significant fabric.

Overall, the works would have a number of impacts of varying degrees, none of which are of a substantive nature and they are balanced by the social equity value of the outcomes.

Impact Assessment Summary – Station Building	
Grading of Significance	HIGH
Proposed work	Work to women's waiting room and toilets; to men's toilets; and to store room; new steel canopy over FAT entrance
Rationale	Upgrading of station facilities to accommodate a FAT, unisex ambulant toilet, and a new SSER
Degree of Impact	Minor impact – Refreshment of existing bathroom installation for the new FAT will have a minor impact as the existing fabric is modern material and not significant. Moderate impact (potential) – Internal original fabric including walls, ripple iron ceiling, ceiling rose and joinery to the women's waiting room may be impacted as a result of proposed fire-proofing. As the work has not yet been detailed, the degree of impact is still unknown. Minor impact - The bulk, detailing and joinery of glass canopy is sensitive to station building fabric and façade, and is therefore considered to have minor impact.

Impact Assessment Summary – Lamp Room	
Grading of Significance	HIGH
Proposed work	None
Rationale	-
Degree of Impact	No change

Impact Assessment Summary – Platforms	
Grading of Significance	MODERATE
Proposed work	Installation of the lift would involve demolition of a small section of the concrete slab of the platform, regrading of a section of the platform and removal of one garden bed.
Rationale	Demolition of asphalt and concrete slab required to accommodate lift shaft; regrading required as part of station upgrade to ensure correct drainage and safety falls and levels.
Degree of Impact	Moderate impact – small section of concrete slab affected by lift installation as impact is to 1902 platform fabric; Minor impact – removal existing platform surface, however this material is not significant as it constitutes modern resurfacing material. Major impact – The removal of the garden bed constitutes a major change to that one element, however there are several existing elements of its type still to e retained throughout the station precinct, and the impact will be offset by the installation of a new garden bed further east along the platform, in keeping with the existing planter installations.

Impact Assessment Summary – Overhead Footbridge	
Grading of Significance	MODERATE
Proposed work	Concrete slab lift landing over southern edge of stairway; removal of protection screens and supports to a section of the southern edge of footbridge
Rationale	Lift landing needed to connect footbridge to lift and platform level
Degree of Impact	Moderate impact – the lift landing would be an extension to the footbridge and would change its setting noticeably. Its connection to the existing footbridge would have no impact on heritage fabric. Negligible impact – protection screens are recent fabric therefore removal would not impact the overall historic fabric and setting of the station.

Movable Heritage

Impact Assessment Summary – Movable Heritage	
Grading of Significance	MODERATE
Proposed work	Removal of one timber 1902 waiting bench from the ladies toilet and waiting room
Rationale	The existing ladies toilets will be converted into the new SSER
Degree of Impact	Minor impact – while the construction of the SSER will be a major change, the impact to the seat itself is minor only as you will be removing in from its original context. The final design has not yet been detailed, but reinstallation of the seat into a waiting room will be the preferred ideal heritage outcome.

Station Landscaping

Impact Assessment Summary – Gardens	
Grading of Significance	MODERATE
Proposed work	Removal of existing planter at platform level in front of stairs is to be removed to allow for construction of lift
Rationale	The planter needs to be removed to allow for the construction of the lift
Degree of Impact	Minor impact – the planter is one in a series of original, on-platform garden elements. These features are often highly regarded station elements with the local community, and in particular throughout the Blue Mountains. However, there are a number of planters that will be retained. This removal of one planter to facilitate the new lift works will have a minor impact on the overall setting of the platform. While the final design and methodology have not yet been detailed, the new planter (to be installed further east along the platform) should use similar plantings, and be of a similar style in terms of form and materials, so as to match with the existing planter elements.

Impact Assessment Summary – Lights and Platform Furniture	
Grading of Significance	LITTLE
Proposed work	Adjust lighting. Retain all platform furniture.
Rationale	The lighting layout along the platform will need to be reconfigured to accommodate for the new stairs and

Impact Assessment Summary – Lights and Platform Furniture	
	footbridge, ensuring the best illumination for a safe environment.
Degree of Impact	Negligible impact (potential) – As the final design has not yet been fully detailed, the degree of impact through the change in lighting layouts and adjustments cannot yet be fully known. However, from our understanding of the purpose of the adjustments, we understand that there will be no major increase or amplification of the existing lighting elements, but rather a modification to the arrangements. These elements are all modern fabric, therefore making changes to the material or layout will have no impact on significant fabric, and only a negligible impact in terms of the overall setting of station.

Impact Assessment Summary – Fencing	
Grading of Significance	LITTLE
Proposed work	Removal of existing steel cyclone fencing. Installation of new rail corridor fencing, to 50 metres past end of platform on city side & country side.
Rationale	Increasing safety to rail corridor by limiting access through improved fencing
Degree of Impact	Negligible impact (significant fabric) – The existing fencing material is a modern steel cyclone fencing. Its replacement with a new modern fencing will have a negligible impact on significant material. Moderate impact (views and settings) – The visual impact of the 2.1m high fence would be noticeable along Railway Parade, more so to the southern section overlooking the station. The new fence would be more prominent, less transparent and would create a perceived visual barrier between the road and the station, thereby amplifying an existing impact. However, the areas where views will be impacted from are not highly accessible viewing locations. From Railway Parade, the area along the corridor is a narrow verge with areas of thick plantings, with no pedestrian access. On the other side of the corridor is the Great Western Highway. Passing traffic has limited opportunities for meaningful views from this point also.

Archaeological Potential

In terms of the excavation proposed to the island platform for installation of the lift shaft, there is would be no archaeological impact. This section of the platform is part of the original 1902 platform. Historic plans of station layouts and arrangements have demonstrated that there have been no previous structures in this area of the platform since its construction in 1902 and therefore unlikely to contain archaeological remnants.

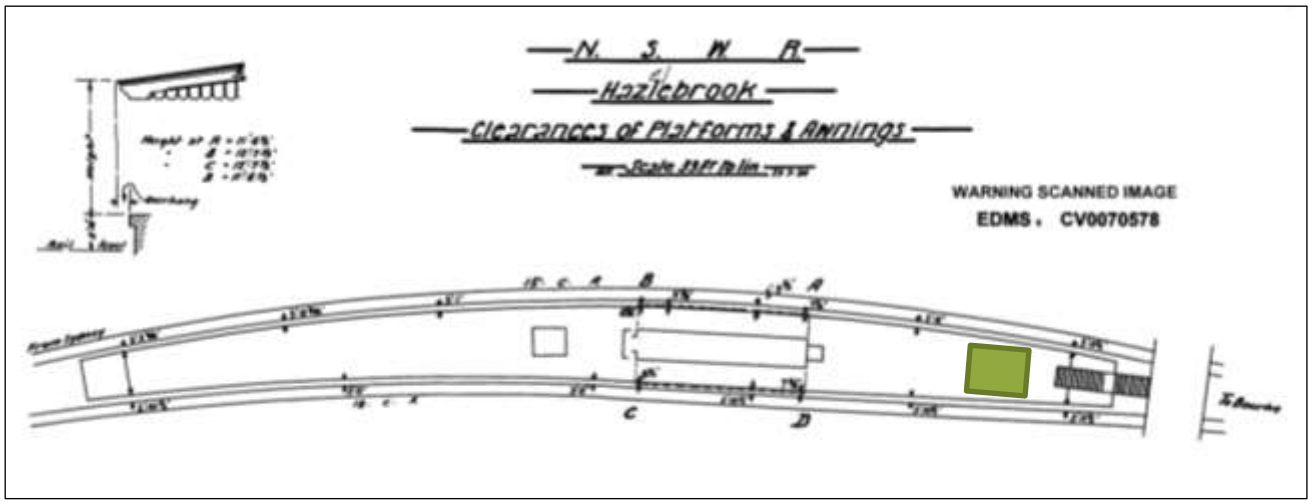

Figure 43. 1924 Plan of Hazelbrook Station and arrangements. Green outline shows approximately location of new lift structure and its area of impact. This area is not expected to contain any former structures.

Work to provide level access to the new FAT will involve the removal of a modern concrete floor/slab within the original ladies waiting room. The slab is currently higher than the original finished floor height for the room, so its removal back down to the original finished floor height should have no impact on subfloor deposits.

Views and Settings

The Proposal would create a new vertical element associated with the lift structure including the lift landing. The 11-metre-high lift structure would affect views to and from the station. The top of the lift shaft would be 5.7m higher than the footbridge (from pavement level) and would be an additional feature in views to the station from Railway Parade. The new curved anti- throw screens to the new lift landing would also be visible from Railway Parade and the Great Western Highway. Overall the lift and extended landing would have a considerable impact on the surrounding views. However, as the lift's location has been limited to the side of the station group which has the more recent footbridge, the arrangement and views of the original grouping of station buildings and platform are maintained, especially when experienced from the immediate on-platform vantage. While the lift would be visible from Railway Parade and the Great Western Highway, its contemporary and simple design with a largely transparent glass body with a brick base would reduce its visual impacts when viewed from the surroundings.

The installation of a steel canopy to the FAT entrance would have minimal impact on the station building, as a result of the sensitive design detailing of the canopy, in terms of its connection with the building fabric and its overall minimised bulk.

Curtilage and Subdivision

The proposed works would have no impact on Hazelbrook Railway Station's heritage curtilage or subdivision.

Heritage in the Vicinity

There would be no direct impacts to heritage items in the vicinity. The proposed works would not have any substantive impact upon the heritage significance of the Railway Parade Conservation Area. However, the visual curtilage of heritage items along Railway Parade would be affected by the vertical feature of the lift and the lift landing, and the 2.1-metre-high palisade style railway fence. While this might be the case, the provision of a well-maintained, modern upgraded, fully accessible, DDA compliant public transport interchange will have far-reaching community benefits, that some of these limited and localised visual impacts may be considered acceptable.

9. Statutory Context and Approvals

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

9.1 NSW Heritage Act 1977

Section 170 of the Heritage Act requires that all Government departments or agencies must maintain a Heritage and Conservation Register, which includes all property and assets owned or in the care and control of the relevant department or agency that are of State or Local heritage significance. Hazelbrook Railway Station is listed on the *RailCorp Heritage and Conservation Register*. Clause 170A of the Heritage Act addresses heritage management by government instrumentalities and states:

> *(1) A government instrumentality must give the Heritage Council not less than 14 days written notice before the government instrumentality:*
>
> *(a) removes any item from its register under section 170, or*
>
> *(b) transfers ownership of any item entered in its register, or*
>
> *(c) ceases to occupy or demolishes any place, building or work entered in its register.*
>
> *(2) Each government instrumentality is responsible for ensuring that the items entered on its register under section 170 and items and land to which a listing on the State Heritage Register applies that are under its care, control or management are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on the advice of the Heritage Council and notified by the Minister to government instrumentalities from time to time.*
>
> *(3) The Heritage Council can from time to time issue heritage asset management guidelines to government instrumentalities, being guidelines with respect to the conservation of the items entered on registers under section 170 and items and land to which a listing on the State Heritage Register applies that are under the care, control or management of the government instrumentality. The guidelines can relate to (but are not limited to) such matters as maintenance, repair, alteration, transfer of ownership and demolition. A government instrumentality must comply with the guidelines.*

State Owned Heritage Management Principles

The State-Owned Heritage Management Principles are contained in the *State Agency Heritage Guide*, which contain the 17 heritage 'Principles' and the 'Heritage Asset Management Guidelines'. The State-owned Heritage Management Principles require that decisions relating to the management of the railway station should adopt "*appropriate heritage management strategies, processes and practices*" and that the "*public sector should set the standard for the community in the management of heritage assets*".

The key relevant 'Principles' are:

> ***4. Conservation Outcomes***
> *Heritage assets should be conserved to retain their heritage significance to the greatest extent feasible. State agencies should aim to conserve assets for operational purposes or to adaptively re-use assets in preference to alteration or demolition*
>
> ***7. Appropriate Uses***
> *Heritage assets should, where feasible, continue to be maintained in their operational role. Where they are surplus to operational requirements, State agencies should aim to ensure that items are adaptively re-used for a purpose sympathetic to their heritage significance.*

Conclusion

The proposal has sought to conserve significant elements of the site and additionally, has aimed to minimise the inherent impacts of the proposal wherever possible. While the Proposal will need to make changes to the site, its views and settings, and some material fabric, it aims to improve the operational environment for both staff and customers. There is no full demolition of original fabric proposed, demonstrating that wherever feasible, the design has attempted to maintain original features and elements.

9.2 Environmental Planning and Assessment Act 1979

For environmental assessment purposes under Part 5 of the NSW *Environmental Planning and Assessment Act* 1979, Subdivision 2, Section 5.5 of the Act requires that a determining authority: "take into consideration such of the following matters as are of relevance to the development" with respect to the proposed works. Heritage matters fall within the scope of 'environment' with respect to this Act.

Conclusion

This report fulfils the assessment requirements under Part 5 of the EP&A Act.

9.3 State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)

The *Infrastructure SEPP* allows for some impacts to State and Local heritage items without development consent, subject to an assessment of the heritage impacts. Clause 14 of the *Infrastructure SEPP* requires consultation with the relevant local council for works impacting local heritage items on environmental planning instruments or being undertaken within a heritage conservation area, unless those works are "*minor or inconsequential*"[11]. If the works are not "*minor or inconsequential*", a written assessment of the impacts of the proposed works upon the heritage item or conservation area must be undertaken[12]. Clause 20(2)(e) of the *Infrastructure SEPP*

[11] Ibid. Section 14(1)(a)
[12] Ibid. Section 14(2)(a) - (c)

requires that, for works to be exempt, they must have no more than a "*minimal impact*" on items of State or local heritage significance.

Conclusion

The proposed Transport Access Program works fall within the definition of "rail infrastructure facilities" as per section 78 of the *Infrastructure SEPP*. Specifically, item *(d) railway stations, station platforms and areas in a station complex that commuters use to get access to the platforms.*

The Proposal is considered to have moderate impact on the heritage significance of Hazelbrook Railway Station, in particular to the settings and views of the Station. There is also the potential for moderate impacts to built heritage fabric through the conversion of some of the spaces within the Platform building. The work cannot be considered "minor and inconsequential" or have a "minimal impact" on the Hazelbrook Railway Station, in accordance with Clause 14 and 20(2)(e) of the *Infrastructure SEPP* . As such, consultation will be required with Blue Mountains City Council in relation to this Proposal, in accordance with Clause 14 of the *Infrastructure SEPP.*

9.4 Blue Mountains LEP 2015

Clause 5.10 (4) the *Blue Mountains LEP 2015* requires that, in relation to any development Proposal affecting an identified heritage item, Council must assess the heritage significance of the item or conservation area and consider the extent of the impact of any proposed works on the heritage significance of the site or area.

Hazelbrook Railway Station and Gardens is an identified item in Schedule 5 – Environmental Heritage of the Blue Mountains LEP. Five heritage items are in the vicinity of Hazelbrook Railway Station and it falls within the Railway Parade Conservation Area.

Conclusion

As the Proposal would have moderate impacts on Hazelbrook Station, the overall station precinct, and on the larger setting of the station especially along Railway Parade, consultation is required with Blue Mountains City Council.

10. Conclusions and Recommendations

10.1 Conclusion

This SOHI has considered the history and significance of Hazelbrook Railway Station, so as to assess the heritage impact of the proposed Transport Access Program works. The Proposal aims to upgrade accesses throughout Hazelbrook Railway Station, which currently has non-compliant access points and stairs to the concourse and platforms do not facilitate access for people with reduced mobility or parents/carers with prams. There are no lift facilities and there are inadequate amenities and tactile surfacing to stairs, platforms and interchange facilities.

Generally, the Proposal would improve the utility of the station by improving its accessibility, without having a substantive adverse impact on heritage fabric. The Proposal has been developed using the conservation principle of “as much as necessary, as little as possible”, opting for retention of heritage fabric as much as possible and respect for the overall aesthetic of the Station. The Proposal makes a conscious effort to retain and respect the heritage significance of the Station, whilst installing necessary new infrastructure.

Four options for the lift layout were considered prior to the current Proposal being chosen as the finalised option. The Proposal introduces a lift and lift landing to one end of the station platform, ensuring that the new changes proposed are limited to the more recently added section of the station, namely the footbridge. While there are sympathetic changes proposed to the interiors of the Station building which are considered minor in nature and are in keeping with previous changes made to floors and walls, other internal changes, such as those to the women’s waiting room have the potential for moderate impacts to the original internal fabric of the room. As the design has not yet progressed to detailed design, the full impact of these works cannot fully be understood.

Other works to the commuter carpark and pedestrian path is minor in nature and do not affect any significant heritage fabric and do not create any significant adverse impacts upon the setting of, or views to and from, the Station. However, works related to the lift, landing and the 2.1-metre-high corridor fence would have a visual impact on the setting of and adjacent to the station precinct, particularly from Railway Parade. While these impacts would clearly have a negative impact on the historic setting of the precinct, the increased upgraded amenity that this work will provide to the community offsets that impact. It has also provided opportunities for sympathetic design and conservation methodologies that has sought to enhance the retained significant elements wherever feasible. Temporary works such as construction compounds on the platform for the excavation and installation of the lift shaft would have negligible impacts to the modern platform surfaces.

10.2 Recommendations

Based upon the analysis and conclusions carried out above, the following recommendations should be considered:

Design Development

- This SoHI has been prepared on the Concept Design for the Hazelbrook Railway Station TAP Upgrades. Detailed designs have not commenced, therefore in some instances, our impact assessment of the proposed works may no appropriately reflect the work or the potential impact. The Detailed Design should take into consideration the discussion and assessments provided in this SoHI, as well as the scope of work that has formed the Concept Design. Work that differs significantly from the concept design may require an updated impact assessment.
- A heritage architect should be engaged for the detailed design process and to inform the detailed design recommendations. Specifically:
    - The heritage architect should advise on the materials and finishes palette.
    - The heritage architect should advise on the fireproofing of the proposed SSER so as to mitigate the impacts of proposed works on the original fabric of the women's waiting room.
    - The heritage architect should advise on the design of the curved anti-throw screen to the lift landing.
- Preparation of the Detailed Design should consider the following mitigations to historic elements:
    - Materials for the lift landing and fences should aim to be as transparent as possible, so as to not create a visual obstruction to historic elements, particularly the on-platform station buildings and landscaping elements.
    - Impact of the removal of the planter at the foot of the stairs should be mitigated with a new planter of the same style, materials and plantings to match the surrounding on-platform landscape elements.
    - Sub-surface excavations relating to the removal of the concrete slab and planter on the original 1902 platform, or the installation of a new planter on either end of the original platform, should apply caution for any archaeological matter of potential.
    - Alterations to internal areas of the platform building should avoid impact to original materials, such as mini-orb ceiling cladding, decorative plaster mouldings, lighting fixtures, floor treatments (such as timber floorboards), original masonry walls and floorplans, etc. Where these elements are present, they should be retained in situ wherever feasible. Salvage of the material may be considered, but only where it is not feasible to maintain the survival of the material in situ. Removal or demolition is not preferred.
    - The detailed design should consider the integration or reuse of movable heritage within spaces onsite, maintained the contextual significance with items and their provenance. This is particularly pertinent to the waiting room bench that will be removed from the current ladies toilets and waiting room. This should be reinstalled onsite, preferably in another waiting room context.
    - Painting has not been identified as part of this scope of work, as such, no proposed painting works have been assessed for impact.
    - Movable Heritage items onsite should be appropriately stored or protected during construction works. If they cannot be appropriately protected onsite, they should be temporarily removed offsite by a Sydney Trains Heritage Specialist for storage, and returned on completion of the works.

- The Detailed design in general should consider the Sydney Trains *Managing Heritage in Rail Projects Urban Design Guideline* (TfNSW, 2017)
- Installation of new services should consider the Sydney Trains Heritage Technical Note, *Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017).
- Detailed design for the canopies should consider the Sydney Trains Design Guide, *Canopy Design Guide for Heritage Stations*.
- Detailed design for platform alterations should consider the Sydney Trains Design Guide, *Station Platforms Conservation Guide*.
- Detailed design for accesses to and from the station should consider the Sydney Trains Design Guide, *Access to Heritage Railway Stations*.
- Detailed design for relating to the removal and relocation of the on-platform planter should consider the Sydney Trains Design Guide, *Railway Gardens Conservation Guide*.

Prior to Construction

- Prior to the commencement of works, contractors must be briefed on the heritage sensitive nature of the site and informed of any recommended mitigation measures or controls required.
- A Photographic Archival Recording documenting the Station precinct and its significant built and landscape environment should be undertaken. In order to record the changes that the Station will undergo, recording should include before, during and after works photography.
- The removal of the women's waiting room seat should be documented and arrangements should be made to relocate it or store it in a Sydney Trains movable heritage storage facility during construction.

During Construction

- During construction, suitable measures would be put in place to ensure the retained heritage elements are protected from damage. Measures may include hoardings, use of spotters during the movement of equipment and other measures as necessary.
- Any accidental damage to a heritage item is to be treated as an incident, with appropriate recording and notification.

On Completion of the Works

- Consideration should be given to the preparation of Heritage Interpretation Plan which specifically addresses the history and significance of the women's waiting room.
  On completion of works, the RailCorp Heritage and Conservation Register database inventory for Hazelbrook Railway Station should be updated with details regarding the specific changes that we undertaken as part of this project.

Provided the above mitigation measures are put in place, the heritage impact of the Proposal is considered to be acceptable.