Transport Access Program 3 Faulconbridge Station

Statement of Heritage Impact

Report to WSP

October 2019

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EXECUTIVE SUMMARY

Transport for NSW (TfNSW) is proposing upgrades to Faulconbridge Station as part of the Transport Access Program (TAP), an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

Previously, a Preliminary Environment Assessment (PEA) has been prepared for the proposal (TfNSW 2018), with a supporting heritage assessment report prepared by Niche Environment and Heritage (Niche, 2018). The PEA and Niche heritage assessment report have assessed the scoping designs for the project.

Artefact has been engaged by WSP, on behalf of TfNSW, to prepare a Statement of Heritage Impact (SoHI) report for the proposed Faulconbridge Station upgrade to support a Review of Environmental Factors (REF) that is being prepared for the project. The aim of this SoHI report is to identify heritage items which may be impacted by the proposed works, assess the level of heritage significance of any listed heritage items within the proposal area, and provide a preliminary assessment of heritage impacts that would occur from the proposal. An assessment of historic archaeological potential has also been prepared. This report also provides recommendations for heritage sympathetic design during further design development of the project to minimise and mitigate heritage impacts.

Conclusions

Faulconbridge Station is listed on the following registers as an item of local heritage significance:

- ‘Faulconbridge Railway Station Group’, RailCorp s.170 register SHI# 4801064
- ‘Faulconbridge Railway Station’, Blue Mountains Local Environmental Plan (LEP) 2015 item FB005

Faulconbridge Station is locally heritage significant due to its historic, aesthetic and social values, as well as its representativeness as a model example of a Federation-era Type 11 island railway station in good condition and integrity. The station has historic associations with the former Premier of NSW Sir Henry Parkes, as it was constructed after Parkes purchased the land for his residence.

The station is located in proximity to a number of heritage items listed on the Blue Mountains LEP 2015, of local heritage significance:

- ‘Faulconbridge Cemetery—Sir Henry Parkes’ grave, item no. FB012
- ‘The Pines’, item no. FB0165
- ‘House’, item no. FB016

Based on concept design architectural drawings for TAP 3 Faulconbridge, issued in December 2018 and updated in August 2019, the proposed works would result in the following heritage impacts:

- The installation of the two new lifts and modifications to the pedestrian footbridge structure would result in minor direct (physical) and minor indirect (visual) impacts to the heritage significance of Faulconbridge Railway Station Group
- The removal of platform garden beds during platform regrading would result in minor direct (physical) and indirect (visual) impacts to the heritage significance of Faulconbridge Railway Station Group

- Internal renovations to the station building, involving the conversion of the men's toilet to a Family Accessible Toilet, and the conversion of the women's toilets to a new ambulant toilet, would result in minor direct (physical) impacts to the heritage significance of Faulconbridge Railway Station Group
- The current scope includes widening of the waiting room doors, which would impact the original brick and timber fabric of the existing fenestration and result in the removal of movable heritage items located within the room. At the current stage, these works would result in a minor to moderate direct (physical) and indirect (visual) impact to the heritage significance of Faulconbridge Railway Station Group
- The installation of the proposed installation main switchboard (IMSB) cabinet would result in in minor direct (physical) and indirect (visual) impacts to the heritage significance of Faulconbridge Railway Station Group
- The extent of platform regrading works and service utility installation have the potential for causing adverse heritage impacts. These impacts would be assessed during detailed design.

Heritage recommendations during detailed design

The current concept design package requires further elaboration during detailed design stages following the determination from the REF for the project. The following recommendations are provided to develop heritage sympathetic design measures during the detailed design stage:

- Options for the use of transparent materials for the proposed anti-throw screens on the new walkway structure should be considered during detailed design. Partially transparent materials such as metal mesh may not occlude heritage significant views from the perspective of the footbridge, however from further distances these screens would appear opaque and block views. Material schedules to be provided during detailed design would require further heritage impact assessment by the project's appointed heritage consultant during later design stages.
- During regrading works at the northern extent of the platform, heritage significant garden beds should be reinstated at their present locations following the completion of works;
    - If there is insufficient room to meet platform clearances at their current location, it is recommended that these are relocated to a new location
    - Alternatively, new garden beds should be provided to offset the loss of those that would be removed for the installation of a compliant access path along the station platform, in line with the TfNSW Vegetation Offset Guide (2019).
- The regrading works for the platform should avoid impacting existing door thresholds and any elements of former station architecture (such as buried historical boot scrapers) of the station platform building. Platform regrading works must avoid impacting the significant brick retaining wall coping of the platform edges.
- The removed platform seating should be appropriately reinstated along the platform. The existing platform bubbler located against the western wall of the station master's room should be conserved and protected *in situ* during works.

- It is recommended that during detailed design that cladding and material finishes for the proposed lift be as lightweight and recessive as possible to ensure that adverse visual impacts to Faulconbridge Station are minimised.
- It is recommended the proposed canopy design for the Family Accessible Toilet entrance should incorporate slim, lightweight and transparent materials in order to prevent the loss of significant views or detailing. The proposed canopy should require a minimum amount of penetrations or modifications of significant heritage fabric and should avoid penetrations or fixings into areas of significant detailing (such as timber bargeboards and finials, brackets, awnings or decorative sills). Final designs for the canopy structure should be incorporated into future detailed design heritage impact assessment.
- In order to mitigate any impact upon the entrance and façade of the building, it is recommended that the existing brick and stonework located at the entrance to the men's toilets be protected during the demolition and construction phase.
- During the installation of fireproof walls and ceiling in the new MSB room, penetrations on decorative fabric (skirting boards, lintels, cornices) should be avoided to minimise irreversible harm to elements of high heritage value.
- Removal of existing tiling and finishes from the existing men's and women's toilets should be conducted with care to avoid damaging original walls and detailing underneath which are heritage fabric. The reinstallation of tiling and finishes in these rooms should endeavour to use existing penetrations and fixing points to minimise harm to the original brick fabric located underneath.
- The current scope of works includes a variety of works to built and movable heritage items within the waiting room. Detailed design should provide final drawings which require heritage impact assessment from a suitably qualified heritage advisor who has been appointed to the project. The following design and mitigation measures are recommended during the development of detailed design:
    - Final drawings are to depict the proposed widening of the doorways in both plan and elevation and indicate the amount of material (brickwork, timber door frame, skirting boards etc) to be removed from these openings. Any works to these areas should be minimal and sympathetically designed to contribute to the heritage significance of the platform building
    - Final drawings are to indicate whether existing floor levels need to be raised or lowered during works. Should the existing floor require modification to a new level, original timber joists and floorboards should be carefully removed and reinstated at the new level. Modifications to the floor of the waiting room should endeavour to remove linoleum finishes on the floor and restore the timber floorboards to their original condition.
    - Final drawings may indicate the removal of the existing movable heritage items within the waiting room (seating). It is recommended that the conservation of the timber benches within the waiting room be considered, in order to contribute to the heritage

interpretation of the room and the station overall. Any removed seats should be safely stored onsite to prevent loss of the item and its contextual significance. Train destination indicators currently on display in the waiting room are also items of moveable heritage and should be conserved in the room. Should timber seating be removed, any seats should be removed intact and accessioned into the Sydney Trains Heritage movable heritage collection, and long term use and storage options for the seating developed in consultation with Sydney Trains Heritage.

  - Final drawings should be provided to depict the construction of the new waiting room library bookshelf. Any new furniture should not block or obscure the existing fireplace, which is an original architectural feature of the room of heritage significance. Should new library structures require attachment to existing walling, existing insignificant penetrations from current furniture should be utilised as much as possible to minimise the need for new penetrations
  - A schedule of movable heritage objects in the waiting room should be prepared in consultation with Sydney Trains. The schedule of objects would be prepared prior to commencement of works and provide guidance in accordance with the Sydney Trains Movable Heritage Strategy on the temporary and long-term curation of these items.

- New tiling to be installed on original fabric should also be affixed and grouted with care to prevent long-term damage to underlying brickwork. Original decorative features (such as skirting boards and cornices) that are to be overlayed with tiling should be physically protected prior to the installation of tiling.
- The installation of the IMSB cupboard in the women's waiting room should be painted and matched to existing colour schemes within the room, to ensure that the cupboard would be visually recessive within the space. Fixings and penetrations to install the IMSB cupboard should minimise damage to original physical fabric of the room and should avoid all areas of significant detailing.
- Proposed platform regrading should not cover over or obscure original sub-floor ventilation grates of the platform building. Should platform elevations be adjusted that may cover grates, a small cavity should be provided in the platform surface near the grates so that they can continue to allow air flow to freely ventilate.
- Above ground conduit installation and modifications to existing telephone and help points should endeavour to use existing penetrations and entry points to structures. Conduits should not cover significant fabric or areas of detailing wherever possible. Conduits and conduit casings should not introduce large noticeable structures or items in areas of significant detailing or within significant view lines. During detailed design, conduit works should adhere to the principles and guidelines outlined in the *Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017) to prevent minor cumulative impacts to fabric from occurring due to ad hoc conduit design solutions. Conduit design solutions should avoid ad hoc solutions which can cause further direct and indirect impacts to heritage significant fabric.

- A Photographic Archival Recording (PAR) should be prepared for the station, in accordance with the *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office, 2006).

Heritage approval pathway and management

- This SoHI has been prepared for supporting the REF for the determination of the concept design of the project. Detailed design would be developed post determination approval, and new works or significant changes would require further heritage assessment and possible approval
- A suitably qualified heritage practitioner must be engaged during detailed design to provide heritage advice and input into developing design phases, and to oversee heritage sensitive works at Faulconbridge Station
- Should new works not detailed in the scoping design be proposed during detailed design, these new works should be assessed by a suitably qualified heritage practitioner who has been engaged for the project for adverse heritage impacts. New or increased adverse heritage impacts may require further approval from TfNSW and consultation with Sydney Trains Heritage as required.
- A copy of this SoHI report should be provided to Sydney Trains for their review and comment.
- Under ISEPP provisions, TfNSW should provide a copy of the complete SoHI to Blue Mountains City Council for their comment.
- Following the completion of the detailed design process, further heritage assessment would be required to confirm the degree of adverse heritage impacts from the project works. Should detailed design indicate that significant fabric would be demolished or removed, TfNSW may need to complete a Sydney Trains s170a notification for Sydney Trains to review and sign as landowner delegate.
- Consideration should be given to the provision of interpretation as part of the project, which would outline the history, associations and significance of Faulconbridge Station and the wider Faulconbridge area Interpretive measures could involve interpretive signage, panels or displays at entry/exit points to the station, including in the existing waiting room and on the proposed lift and walkway structure and would be considered during detailed design.

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1.0 INTRODUCTION

1.1 Project background

Transport for NSW (TfNSW) is proposing upgrades to Faulconbridge Station as part of the Transport Access Program (TAP), 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.

Previously, a Preliminary Environmental Assessment (PEA) has been prepared for the proposal (TfNSW, 2018), with a supporting heritage assessment report prepared by Niche Environment and Heritage (Niche, 2018). The PEA and Niche heritage assessment report have assessed the scoping designs for the project.

Artefact has been engaged by WSP, on behalf of TfNSW, to prepare a Statement of Heritage Impacts (SoHI) report for the proposed Faulconbridge Station upgrade to support a review of environmental factors (REF) that is being prepared for the project. The aim of this SoHI report is to identify heritage items which may be impacted by the proposed works, assess the level of heritage significance of any listed heritage items within the proposal area, and provide a preliminary assessment of heritage impacts that would occur from the proposal. An assessment of historic archaeological potential has also been prepared. This report also provides recommendations for heritage sympathetic design during further design development of the project to minimise and mitigate heritage impacts.

1.2 Project location

The subject site is located at Faulconbridge Station, situated within the Blue Mountains township of Faulconbridge, NSW. The subject site is within the Blue Mountains City Council Local Government Area (LGA). Faulconbridge Station is bounded by Sir Henrys Parade to the east and the Great Western Highway to the west. A footbridge provides access to the station from each side of the Great Western Highway which comprise of residential development dating from the late nineteenth century onwards.

The location of the subject site is illustrated in Figure 1.

1.3 Proposed works

This assessment has been prepared based on concept design architectural drawings for the TAP 3 Faulconbridge, which were issued in October 2018 and updated in August 2019. The TAP 3 upgrade at Faulconbridge Station involves the provision of DDA-compliant access to the station. In order to meet DDA compliance standards, TfNSW are proposing the following works to be completed at Faulconbridge Station:

- Construction of two new lifts connecting the existing footbridge to the platform and pedestrian and cyclist paths next to the Great Western Highway
- A new access ramp from the Railway Avenue western commuter carpark
- Modifications to the interior and exterior of the station platform building to provide amenities including a Family Accessible Toilet and a unisex ambulant toilet. The proposal also includes the widening of the existing original waiting room entrances and seating modifications to ensure accessibility.

- Platform resurfacing and introduction of tactile ground surface indicators (TGSIs) and safety zone markings
- Local area re-gradation around new DDA compliant car space and kiss and ride bay
- New compliant handrails, TGSIs and nosing on existing footbridge and stairs
- Ancillary works including adjustments to lighting, relocation or replacement of existing customer facilities (drinking fountain, seating, rubbish bins).

1.4 Authorship

This report was prepared by Sophie Barbera (Heritage Consultant). Duncan Jones (Senior Heritage Consultant) and Josh Symons (Principal) provided management input and review.

1.5 Methodology

The methodology used in this SoHI is consistent with *Statements of Heritage Impact* and *Assessing Heritage Significance* published by the Heritage Division of the NSW Office of Environment and Heritage and has been prepared in accordance with the principles contained in the most recent edition of *The Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance.*

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the *Burra Charter* of Australia International Council on Monuments and Sites (ICOMOS). The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines*.[1]

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

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

'Local heritage significance', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.[2]

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature. The heritage significance assessment criteria are as follows:

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

Table 1: NSW heritage assessment criteria

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

1.5.1 Research potential

In 1984, Bickford and Sullivan examined the concept and assessment of archaeological research potential; that is, the extent to which archaeological resources can address research questions. They developed three questions which can be used to assess the research potential of an archaeological site:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to:
  - General questions about human history?
  - Other substantive questions relating to Australian history?
  - Other major research questions?

In the 2009 guidelines *Assessing Significance for Historical Archaeological Sites and 'Relics'*, the NSW Heritage Division has since provided a broader approach to assessing the archaeological significance of sites, which includes consideration of a site's intactness, rarity, representativeness, and whether many similar sites have already been recorded, as well as other factors. This document acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes.[3]

A site can have high potential for archaeological remains, and yet still be of low research potential if those remains are unlikely to provide significant or useful information.

[3] NSW Heritage Branch 2009

1.6 Report limitations

This report has been prepared based on project work descriptions outlined in the October 2019 REF and scoping design documents issued on 29 October 2018.

Design plans for proposed bathroom and IMSB modifications at Faulconbridge Station have been provided based on similar works outlined for the Hazelbrook Station TAP project issued in April 2019. These designs do not provide information on other platform building works (such as waiting room adjustments and Family Accessible Toilet canopy design), nor accurately provide information on platform furniture and regrading works in the vicinity of the platform building. These designs are provided as indicative for the bathroom and IMSB works only.

Further heritage assessment would be required during future design development stages once definitive platform building design plans are provided.

1.7 Assessment of heritage impact

This Heritage Impact Assessment has been prepared using the document *Statement of Heritage Impact* 2002, prepared by the NSW Heritage Office, contained within the *NSW Heritage Manual,* as a guideline.

Impacts on heritage are identified as either:

- Direct impacts, resulting in the demolition or alteration of fabric of heritage significance
- Indirect impacts, resulting in changes to the setting or curtilage of heritage items or places, historic streetscapes or views
- Potential direct impact, resulting in impacts from vibration and demolition of adjoining structures.

Specific terminology and corresponding definitions are used in this assessment to consistently identify the magnitude of the project's direct, indirect or potentially direct impacts on heritage items or archaeological remains. The terminology and definitions are based on those contained in guidelines produced by the International Council on Monuments and Sites (ICOMOS) [4] and are shown in

Table 2: Terminology for assessing the magnitude of heritage impact. It is assumed that all direct and potential direct impacts are a result of construction. Indirect impacts are assumed to be operational unless specified as temporary in which case they are related to construction.

Table 2: Terminology for assessing the magnitude of heritage impact

Magnitude	Definition
Major	Actions that would have a long-term and substantial impact on the significance of a heritage item. Actions that would remove key historic building elements, key historic landscape features, or significant archaeological materials, thereby resulting in a change of historic character, or altering of a historical resource. These actions cannot be fully mitigated.

[4] Including the document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011.

Moderate	This would include actions involving the modification of a heritage, including altering the setting of a heritage item or landscape, partially removing archaeological resources, or the alteration of significant elements of fabric from historic structures. The impacts arising from such actions may be able to be partially mitigated.
Minor	Actions that would results in the slight alteration of heritage buildings, archaeological resources, or the setting of an historical item. The impacts arising from such actions can usually be mitigated.
Negligible	Actions that would results in very minor changes to heritage items.
Neutral	Actions that would have no heritage impact.

Figure 1: Location of Faulconbridge Station

2.0 STATUTORY CONTEXT

2.1 NSW Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) is the primary piece of State legislation affording protection to heritage items (natural and cultural) in NSW. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant. Significance is based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items can be listed on the NSW SHR and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance. The Heritage Act also protects 'relics', which can include archaeological material, features and deposits.

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

2.1.1 Relics Provisions

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. According to Section 139 (Division 9: Section 139, 140-146):

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

(2) A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.

(3) This section does not apply to a relic that is subject to an interim heritage order made by the Minister or a listing on the State Heritage Register.

(4) The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:

- *a. Any relic of a specified kind or description,*
- *b. Any disturbance of excavation of a specified kind or description,*
- *c. Any disturbance or excavation of land in a specified location or having specified features or attributes,*
- *d. Any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.*

Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

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

A relic has been further defined as:

> *Relevant case law and the general principles of statutory interpretation strongly indicate that a 'relic' is properly regarded as an object or chattel. A relic can, in some circumstances, become part of the land be regarded as a fixture (a chattel that becomes permanently affixed to land).*[5]

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not listed on the SHR or under Section 60 for relics listed on the SHR. An application for an excavation permit must be supported by an Archaeological Research Design and Archaeological Assessment prepared in accordance with the NSW Heritage Division archaeological guidelines. Minor works that will have a minimal impact on archaeological relics may be granted an exception under Section 139 (4) or an exemption under Section 57 (2) of the Heritage Act.

2.1.2 Works

The Heritage Act defines 'works' as being in a separate category to archaeological 'relics'. 'Works' refer to remnants of historical structures which are not associated with artefactual material that may possess research value. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not require approved archaeological excavation permits under the Act.

The following examples of remnant structures have been considered to be 'works' by the NSW Heritage Council:

- Former road surfaces or pavement and kerbing.
- Evidence of former drainage infrastructure, where there are no historical artefacts in association with the item.
- Building footings associated with former infrastructure facilities, where there are no historical artefacts in association with the item.
- Evidence of former rail track, sleepers or ballast.
- Evidence of former rail platforms and former platform copings.

Where buried remnants of historical structures are located in association with historical artefacts in controlled stratigraphic contexts (such as intact historic glass, ceramic or bone artefacts), which have the potential to inform research questions regarding the history of a site, the above items may not be characterised as 'works' and may be considered to be 'relics'. The classification of archaeological remains as a 'work' therefore is contingent on the predicted remains being

[5] *Assessing Significance for Archaeological Sites and 'Relics'*, Heritage Branch, Department of Planning, 2009:7.

associated with historical structures as well as there being no prediction of the recovery of intact artefactual deposits which may be of research interest.

2.2 Environmental Planning and Assessment Act 1979

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The Proposal is subject to assessment under Part 5 of the EP&A Act.

The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans [LEPs] and Development Control Plans [DCPs]) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required. The current Proposal location falls within the boundaries of the Blue Mountains City Council LGA. Schedule 5 of the Blue Mountains LEP 2015 includes a list of items/sites of heritage significance within the Blue Mountains City Council LGA.

2.2.1 Blue Mountains Local Environmental Plan 2015

Heritage items listed on the Blue Mountains LEP 2015 are managed in accordance with the provisions of Section 5.10 Heritage Conservation of this LEP. Under Clause 5 of this section of the Blue Mountains LEP 2015:

> *The consent authority may, before granting consent to any development:*
>
> *(a) on land on which a heritage item is located, or*
>
> *(b) on land that is within a heritage conservation area, or*
>
> *(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),*
>
> *require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.*

2.3 State Environmental Planning Policy (Infrastructure) (ISEPP) 2007

In 2007, the ISEPP was introduced to streamline the development of infrastructure projects delivered by state agencies. The proposed Faulconbridge Station upgrade would be considered "Development Permitted without consent" under the provisions of ISEPP 2007 Clause 79.

Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of rail infrastructure facilities may be carried out by a public authority without consent on any land.

While the ISEPP overrides the controls included in the LEPs, the proponent is required to consult with the relevant local councils when development "is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area". When this is the case, the proponent must not carry out such development until it has (ISEPP 2007 Clause 14.2):

(a) had an assessment of the impact prepared, and

(b) given written notice of the intention to carry out the development, with a copy of the assessment and a scope of works, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and

(c) taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.

2.4 Heritage registers search

Statutory registers provide legal protection for heritage items. In NSW, the Heritage Act and the EP&A Act provide for heritage listings. The SHR, the Section 170 Heritage & Conservation Registers and the environmental heritage schedules of LEPs are statutory listings. Places on the World, National and Commonwealth Heritage Lists are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

A search of all relevant registers was undertaken on 3 August 2019.[6] The results are displayed below in Table 3. A map of the curtilages of the nearby heritage-listed items is provided in Figure 2.

Table 3: Register search results for Faulconbridge Railway Station

Item	Address	Significance	Listing	Place ID (Item No.)	Distance from Study Area
Faulconbridge Railway Station	444 Great Western Highway, Hazelbrook, NSW, 2776	Local	Blue Mountains LEP 2015	LEP no. FB005	Within
Faulconbridge Railway Station Group	444 Great Western Highway, Faulconbridge, NSW, 2776	Local	NSW Transport RailCorp s170	SHI listing no. 4801064	Within
Faulconbridge Cemetery—Sir Henry Parkes' grave	25A Sir Henrys Parade, Faulconbridge, NSW, 2776	Local	Blue Mountains LEP 2015	FB012	Approximately 73 metres south of the study area
The Pines	6 Railway Avenue, Faulconbridge, NSW, 2776	Local	Blue Mountains LEP 2015	FB015	Approximately 160 metres southwest of the study area
House	25 Sir Henrys Parade, Faulconbridge, NSW, 2776	Local	Blue Mountains LEP 2015	FB016	Approximately 62 metres east of the study area

[6] While Faulconbridge Station is located within the Blue Mountains, the site is over 400m from the nearest boundary of the Blue Mountains National Park. As such, the proposal is not expected to impact upon the National Park, which is part of the Greater Blue Mountains World Heritage item

Figure 2: Location of heritage listed items and curtilages with respect to Faulconbridge Station

3.0 HISTORICAL CONTEXT

3.1 Early European settlement in the Blue Mountains and Faulconbridge

3.1.1 Early exploration of the Blue Mountains

Faulconbridge is located within the Blue Mountains, between the townships of Linden (to the southwest) and Springwood (to the southeast). The first recorded European to records of the Blue Mountains region were by William Paterson in 1793. Paterson was a soldier and amateur botanist and followed the Grose River for some distance before stopping, content with his identification of several plant species unknown to Europeans at the time. Paterson was followed by John Wilson, a former convict and skilled bushman, between 1792 and 1797, George Bass in 1796, Francis Barrallier in 1802 and George Caley in 1804.

In May 1813, Gregory Blaxland, William Charles Wentworth and William Lawson, assisted by an Aboriginal guide and three convicts, set out in search of grazing land at the Great Dividing Range. The party followed a ridge in between the Grose and Cox Rivers to Mount York (33 kilometres northwest of the study area). They then trekked into the Kanimbla and Hartley Valleys where they found “forests all around them, sufficient to feed the stock of the colony” for the next thirty years.[7] Upon their return to Sydney, the men were each granted 400 hectares of land. [8]

Shortly after their return, Governor Macquarie quickly sought to have a road constructed over the Blue Mountains. William George Evans surveyed a route in 1814 that followed closely to Blaxland, Wentworth and Lawson’s cross-mountain route. William Cox then organised a convict gang at Governor Macquarie’s request, who immediately commenced work on a road which was completed to the Macquarie River (opposite the future site of Bathurst) in September 1815. The road was an ad hoc construction which was difficult to traffic until deviations to avoid the more difficult sections of road were added in the 1830s.

3.1.2 The settlement of Faulconbridge

The development of Faulconbridge can be assigned to four prominent members of NSW’s political, legal and academic society. Sir Henry Parkes, Sir James Martin, Sir Alfred Stephen and Professor Charles Badham were some of the first landowners of the area, developing large estates and cultivating the land that ultimately formed the town of Faulconbridge.

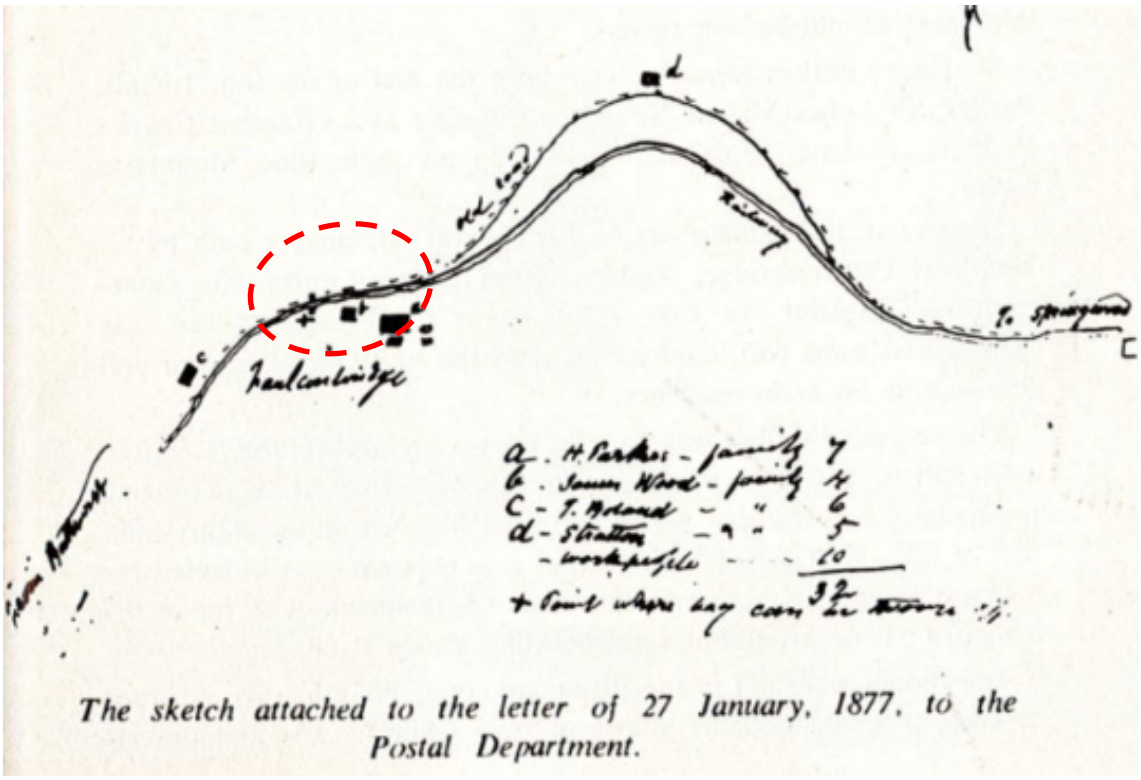
In 1876, Sir Henry Parkes was granted a parcel of land to the north of Springwood. At the time, Parkes was a dominant figure in Australian politics, and had recently finished his first tenure as Premier of the Colony of New South Wales. Parkes would later be known as the ‘Father of Federation’[9] due to his promotion of the federation of the six colonies of Australia.

In early 1877 Parkes wrote to the local Postal Department, informing them that his family would be moving to the Blue Mountains and asking that any future mail be bundled into a bag and thrown from the moving train that passed by the property. A few days later, a second letter was sent by Parkes, containing a sketch of the area and the surrounding dwellings to the east of the railway line

[7] RTA Environmental Branch, 2008. Statement of Heritage Impact, Great Western Highway widening at Bullaburra West, from Genevieve Street to Tableland Road, NSW. Report to Client Services RTA Sydney Region.
[8] OEH Online Content, ‘Blue Mountains National Park, History since colonisation’. Accessed at: http://www.environment.nsw.gov.au/NationalParks/parkHistory.aspx?id=N0004 (8/3/2013).
[9] A. W. Martin, 'Parkes, Sir Henry (1815–1896)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, http://adb.anu.edu.au/biography/parkes-sir-henry-4366/text7099, published first in hardcopy 1974, accessed online 7 August 2019.

(Figure 3). In the accompanying letter, Parkes noted the "X" was used as a railway drop-off/pick-up zone by locals, continuing that he 'suppose(d) a platform will ultimately be there as the traffic would be considerable…The name I have given to it is Faulconbridge.'[10] The town was named after Henry Parkes' mother, Martha Faulconbridge.[11]

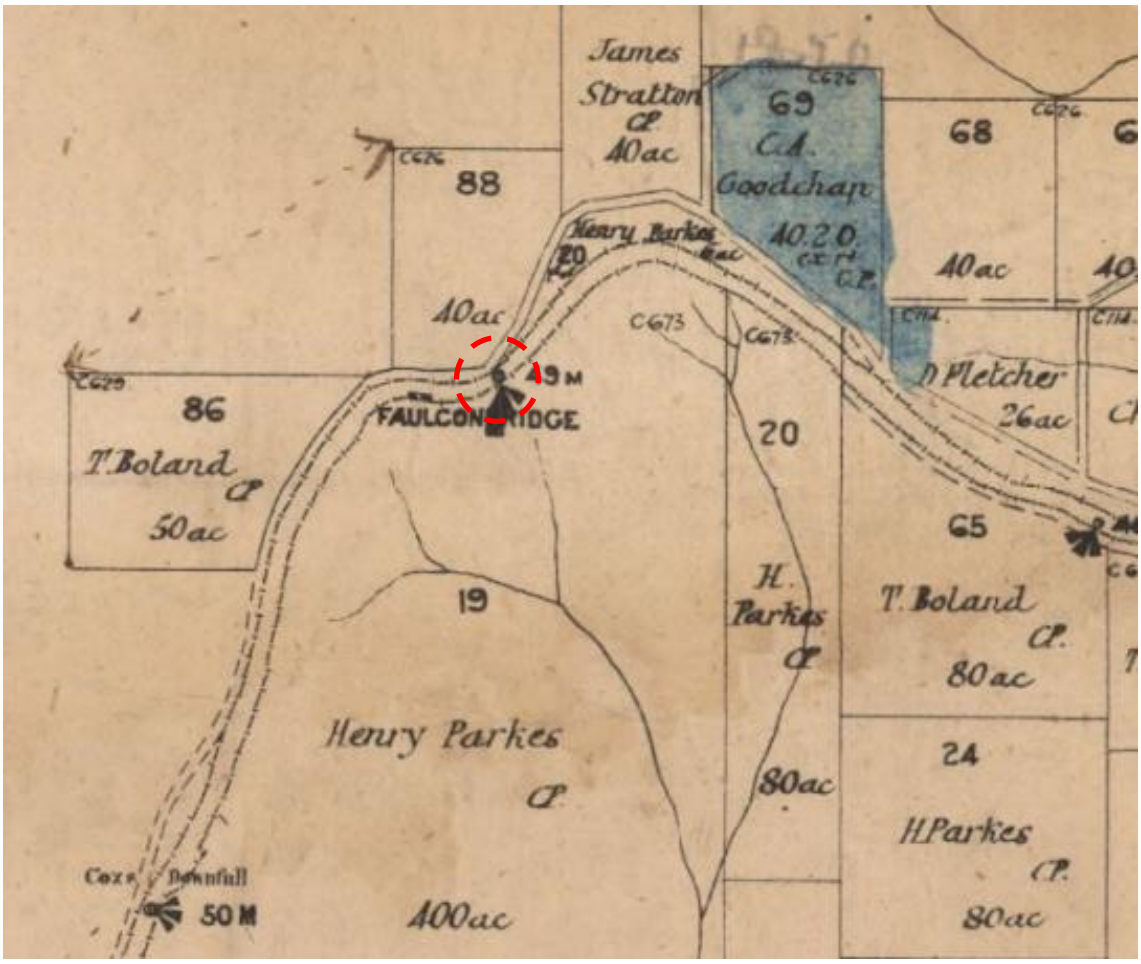
Figure 3. Parkes' Faulconbridge. Image of Parkes' sketch attached to his letter. Searle, 1977:19



The sketch attached to the letter of 27 January, 1877, to the Postal Department.

[10] Searle, A.E. 1977. '*The History of Faulconbridge, Linden and Woodford*'. Springwood Historical Society. pg.20
[11] ibid

Figure 4. Image of the land grants of Faulconbridge, 1877. Note T. Boland's land grant to the west of the Great Western Highway. Plan of measured land in close proximity to the western railway between Penrith & Blackheath, Parishes of Strathdon, Coomassie. Source: NLA



3.1.3 Early land grants and residences

By 1877 several land holdings had been taken up in the area. These belonged to James Wood, T. Boland (50 acres), and James Stratton (40 acres), visible in Figure 4. Henry Parkes had four adjacent land grants, totalling to 560 acres, located on both the north and southern sides of the Great Western Highway.

3.1.3.1 Henry Parkes

Parkes' first dwelling was constructed in 1877 and was named *Stonehurst* after his birthplace in Stoneleigh, England.[12] Stonehurst was a weatherboard cottage located on one of the higher parts of Parkes' land.[13] Two years later, Parkes constructed the second of four buildings, naming it *Faulconbridge House*. Faulconbridge House was constructed in close proximity to Stonehurst, located on a stone outcrop. Faulconbridge House is a Victorian period weatherboard house with a verandah, a rear kitchen wing, constructed on sandstone footings.

Faulconbridge House was used as the family's main residence, while a third building, *Moseley Cottage*, was built to house Parkes' sister, Maria.[14] A fourth building, *Fern Dell*, was constructed to

[12] Ibid; OEH, 2000. 'Fb014: Faulconbridge House and Gardens.' Accessed online 4/9/2019 at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170322
[13] OEH, 2000. 'Fb014: Faulconbridge House and Gardens.'
[14] ibid

the west of the other buildings and adjacent to the original Faulconbridge Station platform (**Error! Reference source not found.**).

3.1.3.2 Thomas Boland and the Former Reid House

Aerial imagery from shows a large dwelling located to the west of the current (second) railway station and the Great Western Highway (Figure 5). This dwelling was located within the 1880 land grant of Thomas Boland.[15]

Thomas Boland opened and operated the Springwood Inn in Springwood from the 1850s onwards and became an early mercantile pioneer of the growing Springwood township. By the 1880s he had purchased a number of land grants in the Springwood area, including 50 acres of land at what is now Faulconbridge from an expired land grant originally issued to Michael Scott in 1851. Boland built a house for himself called "Clearview", which was located approximately 90 m to the north of the Faulconbridge railway station platform.

The land was subsequently sold off as three allotments in 1885 to Peter Reid, a Sydney draper.[16] The sale of 40 acres belonging to Thomas Boland was advertised in *The Sydney Morning Herald*, described as "a grand block of Mountain land…commanding magnificent views of the surrounding beautiful country, and suggests the erection of a first-class Gentleman's Residence".[17] Identical advertisements continued to appear in the *Herald* and *The Daily Telegraph* in 1892 and 1893, suggesting that the property had not yet been sold.[18]

The land remained the property of the Reid family until 1955, when the property was transferred to Richard Heaps.[19] Less than a decade later, the Council of the City of the Blue Mountains resumed the land in 1963.[20] The allotments were later developed into the commuter car park that exists today.

[15] NSW Land Registry Services. HLRV.Vol 487 Fol 99
[16] NSW Land Registry Services. HLRV.Vol 769 Fol 33
[17] *The Sydney Morning Herald,* 14 Nov 1883. 'By order of the Mortgagee: Springwood or Faulconbridge.' Advertising. Accessed online 4/9/2019 at: https://trove.nla.gov.au/newspaper/article/13556891?searchTerm=%22thomas%20boland%22%20faulconbridge&searchLimits=
[18] *The Sydney Morning Herald*, 30 Jan 1892. 'Advertising.' By order of the Mortgagee. Springwood or Faulconbridge.' Accessed online 4/9/2019 at: https://trove.nla.gov.au/newspaper/article/13870655?searchTerm=%22thomas%20boland%22%20faulconbridge&searchLimits=; *The Daily Telegraph, 30 Jan 1892. 'Advertising By Order of the Mortgagee. Springwood or Faulconbridge.'* Accessed online 4/9/2019 at: https://trove.nla.gov.au/newspaper/article/236058561?searchTerm=%22thomas%20boland%22%20faulconbridge&searchLimits=
[19] NSW Land Registry Services. HLRV Vol 4194 Fol 98
[20] NSW Land Registry Services. HLRV Vol 6989 Fol 132

Figure 5. Faulconbridge Station and the Reid House, 1943. Source: SixMaps

3.1.3.3 Faulconbridge at the turn of the century

By the late-1890s, Parkes and Badham had passed away and their various land grants and titles were inherited by members of their family or were sold to new owners.

The main town of Faulconbridge developed further during the nineteenth century and was known 'not only as the mountain township of the greatest possibilities, but the most desirable from every point of view'.[21]. In 1933, Joseph Jackson, a NSW Member of Parliament, provided the Council with land for the specific intention of having every Prime Minister of Australia plant an Oak tree, which is now referred to as the Corridor of Oaks.[22]

3.2 First Faulconbridge Station

3.2.1 The Main Western Railway

During the mid-nineteenth century the New South Wales Colonial Government prioritised the extension of a railway westwards in order to access and capitalise on the resources of the Bathurst Plains. In 1848, the *Sydney Railway Company* announced proposals to establish a railway line to Bathurst. Sydney's first train line was opened in 1855, running between Sydney and Granville, and it was extended to Parramatta in 1860. The Main Western Railway Line reached Penrith in 1863, yet

[21] Falcenbridge Progress (1916, January 22). The Newsletter: an Australian Paper for Australian People (Sydney, NSW : 1900 - 1919), p. 7. Retrieved August 7, 2019, from http://nla.gov.au/nla.news-article112711775
[22] Mounument Australia. *Corridor of Oaks*. 2019. Retrieved from: http://monumentaustralia.org.au/themes/people/government---federal/display/21180-corridor-of-oaks-

railway engineers sought to develop a line that could navigate the geographical challenge of the Blue Mountains.[23]

The Main Western Railway Line was extended over the Blue Mountains to Bowenfels (near Lithgow) between 1863 and 1869 and included a platform at Faulconbridge.

3.2.2 Faulconbridge Platform (1867-1902)

The first railway station at Faulconbridge was established in 1867 and comprised of a simple platform on the southern side of the Main Western Line, as shown in Figure 7 and Figure 8.[24] The platform opened on the 15 March 1877 for the private use of Sir Henry Parkes, however it was soon made into a public platform.[25] It was located approximately 200 metres to the northeast of the current railway station. Around 1880, a goods siding was added, while the platform was relocated to the northern side of the trackway six years later.[26] The original Faulconbridge platform was not the only unofficial stopping place along the line, with one located near Sir Alfred's Alphington residence, and another level crossing called Numantia located further south of Faulconbridge, which was used by Sir James while constructing his never completed mansion.[27] During its operating years, several curves in the line were reduced,[28] prompting the re-location of the station buildings to the western side of the rail line.[29] Faulconbridge's first platform was replaced in 1902 when the track duplication work expanded into the Blue Mountains.[30]

[23] Croft & Associates, 1985, p.40.
[24] Searle,A.E. 1977. '*The History of Faulconbridge, Linden and Woodford*'. Springwood Historical Society.
[25] ibid
[26] ibid
[28] Alteration of Railway Curves at Linden. (1896, March 19). Nepean Times (Penrith, NSW : 1882 - 1962), p. 2. Retrieved August 7, 2019, from http://nla.gov.au/nla.news-article108687245
[28] Alteration of Railway Curves at Linden. (1896, March 19). Nepean Times (Penrith, NSW : 1882 - 1962), p. 2. Retrieved August 7, 2019, from http://nla.gov.au/nla.news-article108687245
[29] MOUNTAIN RAILWAY DEVIATION. (1902, January 28). The Sydney Morning Herald (NSW : 1842 - 1954), p. 3. Retrieved August 7, 2019, from http://nla.gov.au/nla.news-article14478006
[30] SHI Entry for RailCorp s170 item "Faulconbridge Railway Station Group", accessed online 5 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801064

Figure 6. Image of the original location of Faulconbridge Station, highlighted in red, c.1881. The current (second) station is located further south, in blue (location approximate). NLA. Faulconbridge and Mount Albert Estates

Figure 7. Image of Fern Dell cottage, Faulconbridge. The gate to the right of the building lead to the original station platform. Blue Mountains Library. LSHS0\HS0450.

3.3 Second (Current) Faulconbridge Station

3.3.1 Duplication of the line and development of the new station

The Main Western Line was duplicated at the turn of the twentieth century, resulting in significant alterations to existing Blue Mountains railway stations in order to accommodate the additional rail line.[31] As part of these duplications, the first Faulconbridge Station was removed and replaced with a brick island platform and station building.[32] The 1902 island platform and Federation style station building, shown in Figure 8 remains extant. The station building is sympathetic to the design of the nearby stations on the Main Western Railway from the same era, notably Glenbrook and Hazelbrook Stations.

In 1901 a footbridge for access to the platforms was constructed with trussed stair stringers.[33] The overhead bridge provided pedestrian access to the station from the Bathurst Road (now the Great Western Highway) and Sir Henry Parade. Since 1990, the components of the footbridge have been replaced,[34] although at the time the footbridge was one of seven in New South Wales constructed in its style.[35]

[31] SHI Entry for RailCorp s170 item "Faulconbridge Railway Station Group", accessed online 5 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801064
[32] SHI Entry for RailCorp s170 item "Faulconbridge Railway Station Group", accessed online 5 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801064
[33] Niche, 2018. *Transport Access Program 3 Faulconbridge Railway Station, Faulconbridge Heritage Impact Assessment,* p.16.
[34] SHI Entry for RailCorp s170 item "Faulconbridge Railway Station Group", accessed online 5 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801064
[35] Niche, 2018. *Transport Access Program 3 Faulconbridge Railway Station, Faulconbridge Heritage Impact Assessment,* p.16.

Figure 10 attests that in the early 1900s the Great Western Highway was an unsealed dirt road separated by the Main Western Highway by a low timber fence. By 1939 the entire Great Western Highway was sealed and widened[36] as shown in **Error! Reference source not found.**.

As with most of the Blue Mountains railway stations, by 1925, Faulconbridge Station was adorned with a number of garden beds (Figure 9), which were 'admired by the thousands who travel on the Western line'.[37]

A goods siding, most likely dating to 1902, was removed in 1936.[38] Work on a new goods shed and stage commenced in 1926, however the structures are no longer extant and the date of demolition is unknown.[39] The structures are not clearly pictured in the 1943 aerial imagery.

3.3.2 Modern Faulconbridge Station

The Blue Mountains Line was electrified in 1957, which involved the construction of cantilevered overhead wiring structures throughout the line. In the mid-1900s longer passenger trains were introduced along the Main Western Railway, requiring the extension of many of the platforms, likely including Faulconbridge.

The station building has experienced several renovations from the 1990s until today. These have included renovations to the internal toilets, including the raising of the floor, tiling, and the construction of a brick privacy wall at the entrance to the men's toilets which replaced an earlier timber privacy screen. A ramp has been installed, leading to the station footbridge. The platform surface has been resurfaced/regraded, and platform furniture has been replaced in the 2010s. Electrical upgrades have also occurred throughout the station, including the installation of electric lighting and CCTV systems.

[36] OEH, 2012. 'Former Great Western Road, Prospect.' Accessed online 4/9/2019 at: https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5061510
[37] FAULCONBRIDGE (1925, June 19). The Blue Mountain Echo (NSW : 1909 - 1928), p. 6. Retrieved August 7, 2019, from http://nla.gov.au/nla.news-article108850176
[38] SHI Entry for RailCorp s170 item "Faulconbridge Railway Station Group", accessed online 5 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801064
[39] Niche, 2018. *Transport Access Program 3 Faulconbridge Railway Station, Faulconbridge Heritage Impact Assessment*, p. 15.

Figure 8. Image of Faulconbridge Station, c.1917. Searle, 1977:46

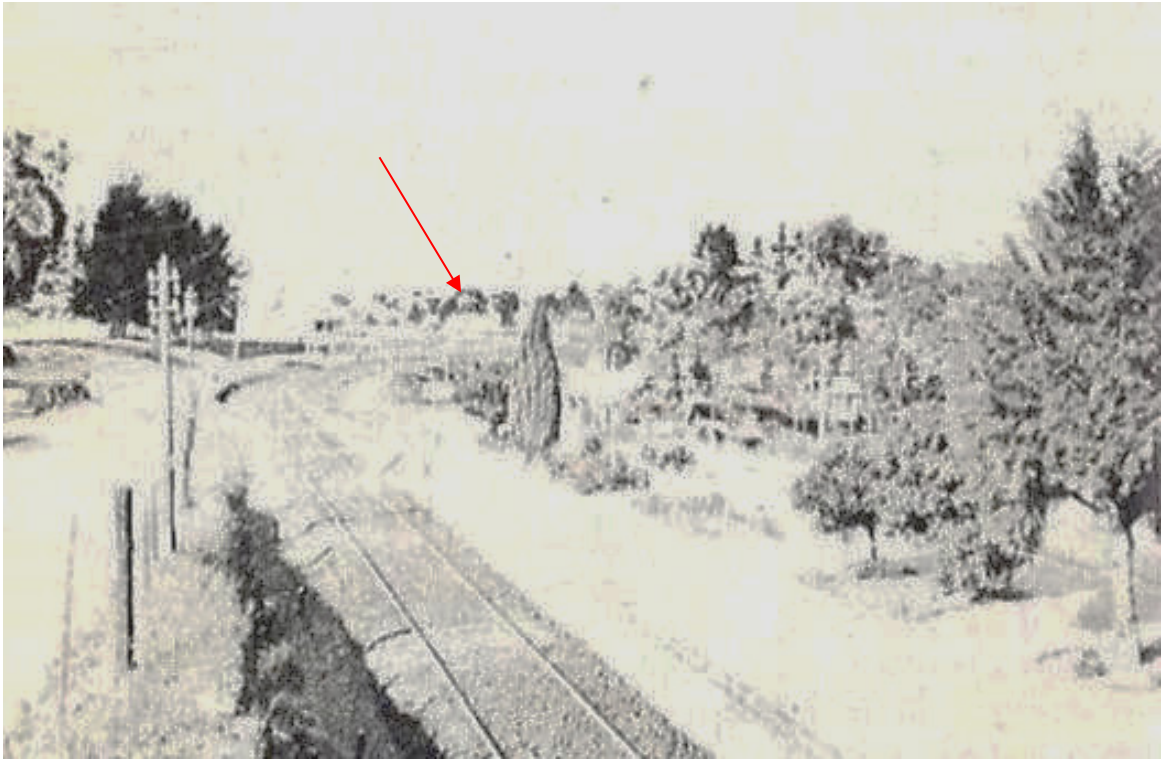


Figure 9. Image of the early garden beds of Faulconbridge Station. The Blue Mountain Echo, 1925:6

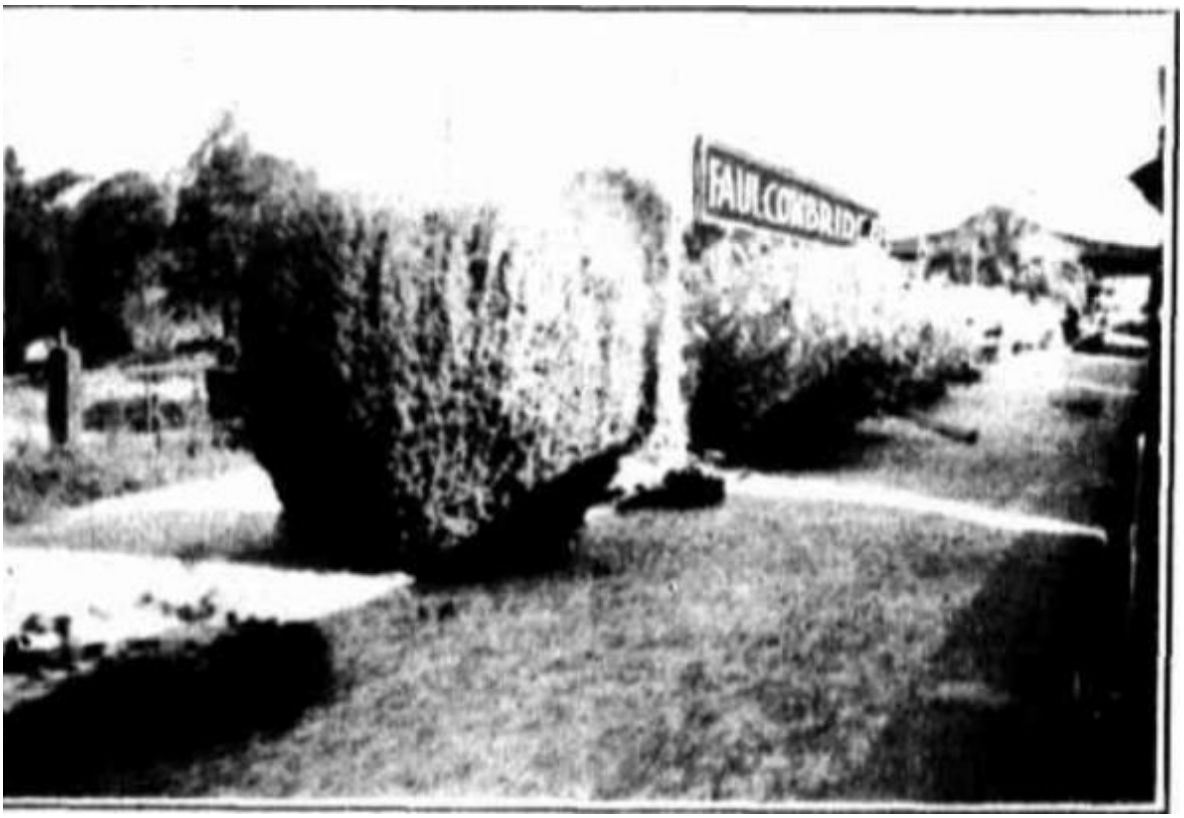
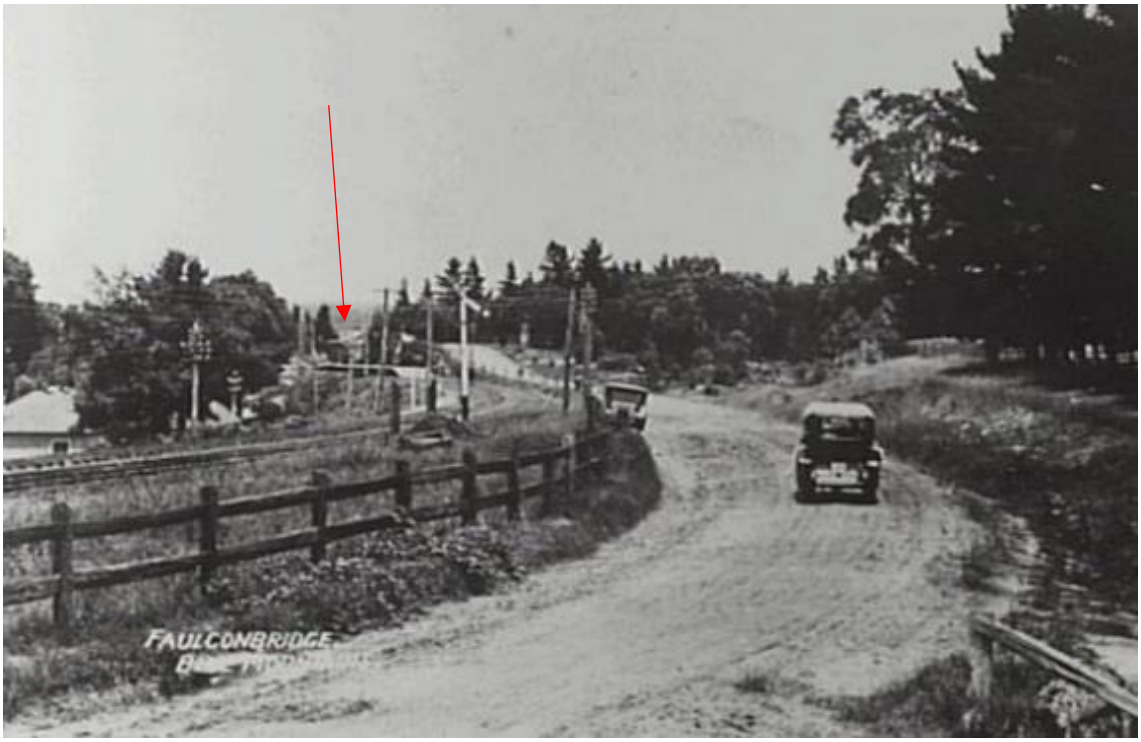


Figure 10. Image of Faulconbridge Station (red arrow) from Great Western Highway, n.d. Blue Mountains Library. LS000\000217



4.0 SITE INSPECTION

4.1 Introduction

A site inspection was conducted on 5 August 2019 by Alyce Haast (Senior Heritage Consultant) and Sophie Barbera (Heritage Consultant) from Artefact Heritage. The aim of the site inspection was to inspect the area of proposed impacts, inform a preliminary assessment of archaeological potential, and to identify heritage items and heritage significant fabric at the station and in the vicinity that may be affected by the Proposal. The inspection was undertaken on foot and a photographic record was made.

4.2 Site context and setting

Faulconbridge Station is located to the east of the Great Western Highway in the suburb of Faulconbridge. The Main Western Railway consists of two tracks and is orientated south-west (country) to north-east (city) in this location. The station consists of an island platform within a modified sandstone cutting. Access to the station is provided by a pedestrian footbridge that connects with the Great Western Highway to the north-west and Sir Henry's Parade to the east (Figure 11 and Figure 12). Private residential houses are located on both sides of the Great Western Highway and the railway station, with some dwellings having partial views of the station and station building.

The rail cutting consists of vertically cut sandstone parallel to the platform on the eastern (down) side of the station, with evidence of drilling and cutting marks portions of this cutting. Some sections have been impacted due to the construction of the existing pedestrian footbridge (Figure 13). The cutting on the western (up) side of the station has been cut down to platform level. The upper surface of the eastern cutting is a gently levelled embankment, with fern and grass growth over much of it. The Great Western Highway is located approximately 10 metres to the north-west of the station and has a parallel alignment to the rail corridor in this location.

Figure 11: View of Faulconbridge Station island platform and footbridge from western embankment, eastern aspect.

Figure 12: View of Faulconbridge Station footbridge from existing station car park, northeast aspect.

Figure 13: View of concrete plinth infill in rail cutting, northeast aspect.

Figure 14: View of Great Western Highway and platform building from station footbridge, northeast aspect

4.3 Pedestrian footbridge and station platform

The pedestrian footbridge consists of a concrete deck supported by concrete plinths on either side of the rail corridor (Figure 15). Steel balustrades align the sides of the walkway, while mesh screens line the stairways descending to the Great Western Highway and Sir Henry's Parade. The lower area of the balustrade has been inserted with glass panels for additional screening (Figure 16). The only remnant fabric of the original pedestrian footbridge is found to the northwest of the rail corridor (Figure 17).

A circular stairway descends from the pedestrian footbridge to the island platform. The stairway consists of concrete steps and wearing surfaces, steel balustrades and is supported via a concrete plinth.

The island platform is approximately 185 metres long and 10 metres wide at its widest point. The platform is orientated north-east to south-west and is slightly curved throughout. There is one structure on the platform, the main platform building (Figure 18, discussed in Section 4.4). There are five small reconstructed garden beds located to the north end of the platform (Figure 19). Platform lighting is present throughout the station, with platform seating located in the vicinity of the station building and garden beds.

The platform surface is asphalted with a white painted platform edge. The retaining wall on both platforms is original brick fabric, with a vertical retaining wall with corbelled brick on the upper retaining wall edge (Figure 20).

Figure 15: View of the footbridge supports in centre of island platform, northwest aspect.

Figure 16: View of pedestrian footbridge with steel balustrade and glass inserts. Note the remnant original concrete plinth fabric. Southwest aspect.

Figure 17: View of existing circular stairwell from footbridge, western aspect.

Figure 18: View of the station platform building and platform from pedestrian footbridge, northeast aspect.

Figure 19: View of existing, reconstructed platform garden beds. South aspect.

Figure 20: View of Platform 1 brick retaining wall, northeast aspect.

4.4 Platform station building

4.4.1 Exterior description

Built in 1902, the platform station building is located approximately 6 metres north of the pedestrian footbridge-to-platform stair landing. The platform building is a 'Type 11' structure approximately 23 metres by 5 metres in horizontal footprint. The roofing is corrugated metal sheeting, with gables at both ends and awnings that extend out to the edge of either platform. The building consists of five bays, with gabled ends of the roof decorated with timber bargeboards and timber finials. The building has two corbelled chimneys (the southern chimney is missing its chimney pot). Red

machine pressed bricks for walling are laid in Flemish bond, with curved iron supporting arches on ornate sandstone corbels (Figure 21), and two rows of rendered and moulded string courses surround the built form. The brickwork on the building appears to have been recently re-pointed (Figure 22) and there is evidence of paint matching painted onto brickwork.

Wooden window and door frames are present throughout the platform building, with rendered and moulded windowsills. Doorways and windows include top sash with coloured windowpanes (Figure 23). Most of the doorways into the building retain original stone thresholds (Figure 24), while the entryways into the male and female toilets display a modern tile threshold . An earlier eastern entry door has been replaced with a sympathetic and period-appropriate door, as evident by the remnant lock to the door frame (Figure 25). This earlier door may have featured a lower handle (evident in the entry door to the western entry to the storeroom (Figure 26). There is evidence that the symmetrical entries from of the storeroom are not original, as the interior fabric depicts a segmental arch above the existing doorways (Figure 27).

The northern side of the building has a non-original brick fabric privacy wall installed. This privacy wall screens the entry to the men's toilet (Figure 29). Moveable heritage items include early signage which has been reinstated along the façade of the building (Figure 30).

Figure 21: View of island platform station building from Platform 1. Northeast aspect.

Figure 22: View of island platform building bricking, showing repointing, window lintels and recently pained brickwork. West aspect.

Figure 23: View of coloured panes in sash windows, behind metal grill. West aspect.

Figure 24: View of coloured panes in above door sash window, west aspect.

Figure 25: View of stone door threshold at entrance to waiting room, west aspect.

Figure 26: View of western entry door to storeroom, east aspect.

Figure 27: View of early door lock within existing door frame for storeroom. West aspect.

Figure 28: View of interior of storeroom, showing early segmented brick arch above existing doorframe. Ceiling panel absent. East aspect.

Figure 29: Existing modern brick screen fence to men's toilets, southeast aspect.

Figure 30: View of early Faulconbridge Station sign, east aspect.

4.4.2 Interior description

The original interior room layout of the platform building has been preserved. This consists of a station master's room, a waiting room (Figure 31), a store room (Figure 32), a ladies' toilet (Figure 33) and a men's toilet (Figure 34). Interior modifications include new fit-outs in both the ladies and men's toilets. These changes have included new floor and wall tiling, installation of new toilets and sink, and installation of ceiling fan(s) and new lighting. The ladies' toilet has been recently modified by the station refresh program, involving new sympathetic tiling and internal fit-outs. The modifications to the men's toilets appear to date from an earlier upgrade.

The waiting room is largely intact, however has experienced minor modifications including the introduction of air conditioners to interior walls, and the introduction of lino flooring over the top of timber floorboards (Figure 35). The mini orb ceiling includes a ceiling rose and florescent lighting. The room can be entered on both side of the platform. Interpretative panels adorn the eastern and western interior walls, while the northern wall consists of a large fireplace with timber mantel and hearth. Internal moveable heritage items include the early roller over indicator boards which are located either side of the fireplace and the existing seating (Figure 36).

As stated above, the existing female toilets have recently been upgraded with contemporary yet sympathetic materials. Entry to the toilet is found on both sides of the platform, which opens into a small waiting area (formerly the Ladies Waiting Room). The cubicles consist of a toilet each, with a small sink and mirror located along the northern elevation. Four windows are located within the toilet area.

The male toilets were upgraded during the past; however, no date could be ascertained as to when they were modified. The room consists of two cubicles with male urinal trough located along the western elevation. Non-original internal elements include existing cubicles, toilet elements, tiling and lighting. The brick elevations have been painted with gloss yellow paint. Jalousie windows are located on the eastern and western elevations.

The storeroom is located between the ladies' and men's toilet inside the building. The room is currently used for CCTV rack server and access to toilet plumbing. Damage to the original brick fabric in this room is evident, likely from works associated with the installation of new toilet facilities. There is no ceiling panel in this room.

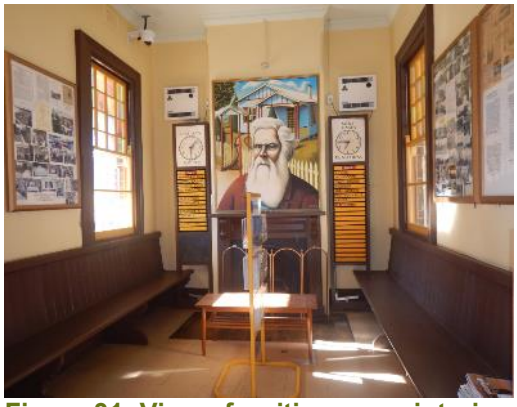


Figure 31: View of waiting room interior, including movable heritage items. North aspect.

Figure 32: View of storeroom interior, west aspect.

Figure 33: View of recently renovated women's toilets, south aspect.

Figure 34: View of existing male toilets, south aspect.

Figure 35: View of existing flooring of waiting room, north aspect.

Figure 36: View of existing windows of the male toilets, east aspect.

4.5 Faulconbridge Station car park

A carpark is currently located in the area where the Reid house formerly stood (Figure 37). The vehicle entrance to the carpark is located on Railway Avenue to the southwest of the station. The carpark area has a partial visual relationship with the station, footbridge and station platform. 'The Pines' heritage listed house is located to the southwest of the car park and shares partial views to the railway station precinct (Figure 38).

Figure 37: View of existing carpark from access ramp, southwest aspect. 'The Pines' heritage listed item indicated with red arrow.

Figure 38: View of station precinct from the carpark. Northeast aspect.

Figure 39: View towards station precinct from 'The Pines', west aspect. Location of the pedestrian footbridge indicated with red arrow.

Figure 40: View of 'The Pines' from Railway Avenue, south aspect.

4.6 Sir Henrys Parade

Sir Henrys Parade consists of an asphalt covered roadway that borders the railway station access ramp to the east of the station precinct. The area is heavily landscaped with mature trees and shrubbery. A small, unpaved car parking area is located to the west of Sir Henrys Parade, while an undeveloped area is located around the access ramp to the footbridge. Two Blue Mountains LEP 2015 heritage-listed items ('Faulconbridge Cemetery -Sir Henry Parkes Grave' (Figure 41 and Figure 42) and 'House' (Figure 43 and Figure 44) are located to the west of the Parade and share partial views to the existing footbridge.

Figure 41: View towards station access ramp from Sir Henrys Parade, west aspect.

Figure 42: View towards 'Faulconbridge Cemetery – Sir Henry Parkes Grave' from station precinct. East aspect.

Figure 43: View of 'Faulconbridge Cemetery – Sir Henry Parkes Grave' heritage item, south aspect.

Figure 44: View towards 'House' heritage listed item from the station precinct, northeast aspect.

Figure 45: View from driveway of 'House' heritage item towards the station footbridge. West aspect.

Figure 46: View towards 'House' heritage item from driveway, northeast aspect.

5.0 SIGNIFICANCE ASSESSMENT

5.1 Assessment of significance for Faulconbridge Railway Station Group

The assessment of significance in Table 4 has been adapted from the RailCorp s170 Heritage and Conservation register entry for the Faulconbridge Railway Station Group.[40]

Table 4: Significance assessment for Faulconbridge Railway Station Group

Criterion	Explanation
A – Historical Significance	*Faulconbridge Railway Station is of historical significance as evidence of an early station that was built in direct association with the former Premier of NSW Sir Henry Parkes following his selection of the area for his residence. The station has provided railway services to the locality since its opening in 1887 and was updated as part of the Western line duplication in 1902. The station forms an important part of the Faulconbridge historic precinct.* **Faulconbridge Railway Station Group has local significance under this criterion**
B – Associative Significance	*Faulconbridge Railway Station has historic associations with the former Premier of NSW Sir Henry Parkes as it was built following his selection of the area for his residence.* **Faulconbridge Railway Station Group has local significance under this criterion**
C – Aesthetic or Technical Significance	*Faulconbridge Station building is aesthetically significant as a good and intact example of an island platform building demonstrating standard characteristic design elements of the style of railway building built commonly around the turn of the century (known as type 11). The building is a landmark within the landscape of Great Western Highway and the immediate townscape.* **Faulconbridge Railway Station Group has local significance under this criterion**
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.* **Faulconbridge Railway Station Group has local significance under this criterion**
E – Research Potential	*Faulconbridge Railway Station Group does not demonstrate potential to yield new or further knowledge that is not already readily available from other resources.* **Faulconbridge Railway Station Group does not meet the threshold for local significance under this criterion**
F – Rarity	*Faulconbridge Station is not a rare item within the Blue Mountains, nor is it the only example of its type.* **Faulconbridge Railway Station Group does not meet the threshold for local significance under this criterion**
G – Representativeness	*Faulconbridge Station building is representative of the many (type 11) standard 'A8-A10' island platform station buildings built along the Western line and in particular the Blue Mountains section where many of the stations received this Federation design station building.* **Faulconbridge Railway Station Group has local significance under this criterion**

[40] SHI Entry for RailCorp s170 item "Faulconbridge Railway Station Group", accessed online 5 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801064

5.2 Statement of significance

Faulconbridge Station is of local heritage significance.

The following statement of significance has been sourced from the SHI database listing for the Faulconbridge Railway Station Group. [41]

> *Faulconbridge Railway Station is of local significance as an early 1870s railway station that was built in direct association with the former Premier of NSW, Sir Henry Parkes, following his selection of the area for his residence. The station has been providing railway services to the locality for more than 130 years, with its current configuration demonstrating duplication of the Western line in 1902. Faulconbridge station building is a good and intact example of a common type of island platform building demonstrating standard railway design of the early 20th Century. Set within a small rock cutting and landscape surrounds, the station forms an important part of the Faulconbridge historic townscape.*

5.3 Faulconbridge Station components

Based on historical research, information provided in public heritage register listings and the results of the site inspection, the following Table 5 summarises the heritage significance of the components of Faulconbridge Station.

Table 5: Grades of significance for components of the Faulconbridge Station

Element	Description	Grading
Platform station building – External	The platform building is a 'Type 11' structure, with gables at both ends and awnings that extend out to the edge of either platform. The roof has two corbelled chimneys (the chimney pot of the southern chimney has been removed). The building consists of five bays, with gabled ends of the roof decorated with timber bargeboards and timber finials. Two rows of rendered and moulded string courses surround the built form. The building appears to have been recently re-pointed. Original red brick walls laid in Flemish bond with curved cast iron supporting arches on ornate sandstone corbels. Original door thresholds are evident. Wooden window and door frames throughout the platform building, with rendered and moulded windowsill. Doorways include top sash with coloured windowpanes. Original timber detailing on outer brickwork with minimal damage. Timber and metal work on the exterior of the station building has been recently repainted in period sympathetic style. External fixtures such as CCTV cameras, lighting, and signage are minor elements of intrusive fabric. A brick privacy wall to the north of the men's toilet is not original fabric. Despite minor damage to original brickwork and detailing in places, and affixed signage and lighting, this element is in excellent condition and demonstrates a high degree of integrity.	**High**

[41] SHI Entry for RailCorp s170 item "Faulconbridge Railway Station Group", accessed online 5 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=4801064

Element	Description	Grading
Platform station building - Internal	The original interior floor layout of the platform building is intact. Interior modifications include new fit-outs in both the ladies and men's toilets. These changes have included new floor and wall tiling, installation of new toilets and sink, and installation of ceiling fan(s) and new lighting. Installation of plumbing for the new toilets has resulted in removal of small quantities of original brick fabric. The storeroom between ladies and men's toilets currently used for CCTV rack server and access to toilet plumbing. Impact to original brick fabric from installation of new toilets visible on both walls. No ceiling panel in this room, with the corrugated platform building roof clearly visible. The Station Master's Office is intact, however original internal walls have been impacted by nee services. The waiting room is largely intact, however has experienced minor modifications including the introduction of air conditioners to interior walls, and the introduction of lino flooring over the top of timber floorboards. Interpretative panels have been placed along the eastern and western walls. Timber seating (listed as items of movable heritage) is located within this room, as well as former train destination indicators (also an item of significant movable heritage). The original fireplace is present in good condition within the waiting room. Despite the covering over of original walls, ceilings, floors and detailing in some places, as well as minor damage and penetrations to these structures, this element is in excellent condition with a high degree of integrity.	**High**
Island platform and coping	Original platform garden beds with sandstone lining were removed during a past station upgrade. The current garden beds are concrete lined and arranged in similar locations to the original garden layout to the northern area of the platform. The retaining walls on both platforms are original brick fabric from 1902. Despite modifications to the station platform over time, and the introduction of some intrusive elements (signage, lighting structures), platform fabric and setting are in excellent condition and demonstrate a high degree of integrity.	**High**
Rock cutting	The rock cutting on the eastern side of the station is largely intact, while the rock cutting on the western side of the station has been largely levelled, allowing clear views of the station from the Great Western Highway (when it was previously largely concealed). Remnant portions of the rock cutting exhibit original drill and cut marks from the period of its original construction and from the later duplication of the line. While the installation of the 1990s footbridge and the levelling of the western cutting has diminished the integrity of this remnant fabric, preserved remnants are in largely good condition.	**Moderate**

Element	Description	Grading
Pedestrian footbridge and stairs	The pedestrian footbridge and stairs were originally constructed in 1902 with the development of Station and served as a vehicle and pedestrian footbridge, with stairs allowing access to the station platform. The bridge and stairs were replaced nearly entirely replaced by the existing twin-beam concrete pedestrian footbridge in 1990. Remnant original fabric of the earlier structure includes the western foundation. However, this element is difficult to interpret. The pedestrian footbridge constructed in the 1990 is considered intrusive fabric.	**Little**

5.4 Locally listed heritage items

In addition to the Faulconbridge Railway Station Group, a number of properties are listed on the Blue Mountains LEP 2015 as items of local significance. Statements of significance for these items have been derived from the SOHI entries for each item and provided in Table 6 below.

Table 6: Statements of significance for nearby local heritage listed items

Item	Statement of significance
'**Faulconbridge Cemetery -Sir Henry Parkes Grave'** (Blue Mountains LEP 2015 Fb012) [42]	*The Faulconbridge General Cemetery is an early cemetery in the Blue Mountains and contains monuments to a number of important citizens in the history of Faulconbridge, most notably the grave of Sir Henry Parkes who established the cemetery and features a central obelisk monument.* *The cemetery has state significance as a commemoration of the life and work of Sir Henry Parkes and is attracting particular attention in 1999-2000 because of his role in encouraging Federation. The significance is enhanced by the gift of the land from Sir Henry's own estate in Faulconbridge.* *Sir Henry Parkes grave is set in a substantial plot with a fine iron picket fence on a sandstone base. The terraced columbarium on the east side of the site is a well-designed memorial park in a natural bushland setting.*
'**The Pines'** (Blue Mountains LEP 2015 Fb015) [43]	*The Pines, 6 Railway Parade, Faulconbridge is clearly an early substantial house within the sub-division north of the railway line. It is a good example of a late Victorian Georgian style house in the Blue Mountains featuring an encircling verandah and high quality.*
'**House'** (Blue Mountains LEP 2015 Fb016) [44]	*The house is an unusual example of the Inter-war functionalist style of housing in the Blue Mountains. It is well designed to take advantage of the views and to maximise sunlight. The house has typical characteristics of the functionalist style including rendered horizontal awnings, parapetted walls with simple copings, asymmetrical massing and handrails with horizontal emphasis.*

[42] SHI Entry for Blue Mountains LEP 2015 item "Fb012 : Faulconbridge Cemetery - Sir Henry Parkes Grave ", accessed online 6 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170204
[43] SHI Entry for Blue Mountains LEP 2015 item "Fb015 : The Pines", accessed online 6 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170224
[44] SHI Entry for Blue Mountains LEP 2015 item "Fb016 : House", accessed online 6 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170225

6.0 ARCHAEOLOGICAL ASSESSMENT

6.1 Reid House

The site of the current carpark is located in the area where the former Reid House residence was located, to the west of Faulconbridge Station. Aerial imagery from 1943 shows the house is a wide-fronted double-hipped roof single storey residence, with a rear skillion and outhouse. The house was located on a small plot of land with surrounding gardens.

Sir Henry Parkes' 1877 sketch of the Faulconbridge area shows that a building was located in this area at that time (indicated as C – T. Boland in Figure 3), however the indicated building references Boland's personal residence "Clearview", which is located approximately 90 metres to the north of the Faulconbridge railway platform (and outside of the study area for this assessment). As such, the house identified in the 1943 aerial imagery dates from after the successful subdivision of the Boland property in the 1890s and is not associated with the early mercantile pioneer of Springwood Thomas Boland.

While there is a moderate possibility that archaeological remains of the house would be preserved below the carpark and western access ramp for the footbridge, these remains would largely consist of building remnants such as stone, brick and timber demolition materials. Original footings or foundations may also be present. Artefactual deposits are not considered likely in association with the former house, due to the presence of tongue-and-groove floorboards used in building construction in the 1890s (which would prevent the accumulation of below-floor domestic artefact deposits). Ground disturbance for the levelling of the carpark and construction of the footbridge access ramp would also have heavily impacted any artefactual remains.

Structural artefactual remains of the former late-Victorian house are a common archaeological resource and do not provide unique information from archaeological investigation. While the house was located on a grant of land originally owned by Thomas Boland, there is no direct evidence to suggest that he occupied the property, or that any buried remains would be associated with him. As such, buried structural remains of the Reid House would not reach the threshold for local significance.

6.2 Former pedestrian footbridge

The second (current) Faulconbridge Station was constructed as an island platform in 1901 and 1902, with a steel trellis footbridge constructed over the rail corridor, located approximately 5 m south of the alignment of the current footbridge. A steel stringer stair was constructed to access the platform from the footbridge in the centre of the island platform. The footbridge and stairs were demolished in the 1990s when the current footbridge was installed. A historical plan overlay prepared by Niche has been excerpted in Figure 47 below.

All above platform remains of the former stairs would have been removed during demolition works, however it is possible that former steel or concrete footings for the trellis and stair may remain below the platform surface. The footprint of the former stairs would be located within the excavation area outlined for the installation of the proposed lift from the footbridge to the platform.

The SHI entry for the RailCorp s170 listing of Faulconbridge Station indicates that prior to the demolition of the 1901 and stairs, it was one of only seven surviving trussed stair stringers known to be present on the NSW railway network. While the steel stair stringers are rare in the network today (with Mount Victoria Station having one of the few remaining examples of the design), the stringers

would have been mounted on the steel trellis above ground and would have been removed when the stairs were dismantled in the 1990s.

Buried remnants of the stair structure located to the south of the current pedestrian footbridge (within the area of works) would consist of concrete footings or buried remnants of vertical rail beams that formed the supporting trellis structure. Unlike the steel stair stringers, concrete footings and vertical rail beams are ubiquitous physical structures within the NSW railway network. As a highly common former component of rail infrastructure, remains related to concrete footings or vertically buried rail beams would not reach the threshold for local heritage significance.

Figure 47: Overlay of 1924 railway plan of Faulconbridge Station. Location of former stairs indicated in red.

6.3 Former goods shed

Historical rail plans from 1924 indicate that a small goods shed and stage platform were located on the eastern side of the rail corridor to the north of the platform station building. This structure was located on the outer edge of the current rail corridor and was accessed from Sir Henrys Parade to the north of the access ramp to the pedestrian footbridge. A historical overlay showing the location of the goods shed prepared by Niche has been excerpted in Figure 48.

This structure would have most likely been a timber building and small stage platform, used for the temporary storage and loading of goods onto docked trains at that location. Aerial imagery from 1943 faintly shows the presence of this small timber structure. It is uncertain when the shed and stage were removed from site following 1943.

The current ground conditions at the edge of the rail corridor show evidence of extensive ground disturbance, with a vehicle access point to the rail corridor located in close proximity to the location of the former goods shed and stage. While it is evident that this portion of the western rail corridor would have undergone ground disturbance there is a low potential for some timber remnants of the former structure to remain in this area.

Timber goods sheds and stage platforms are common elements of the pre-WW2 rail network in NSW, and while many of these structures have been removed from the network since that time, numerous existing examples of these buildings remain. It is evident from the rail plan that the goods shed and stage at Faulconbridge Station was of very small size to service the relatively small community in Faulconbridge in the early twentieth century. Due to the use of the building as a temporary storage facility without long-term or perennial human occupation, it is considered unlikely that artefact deposits associated with its use would remain.

As timber remnants of this former structure are likely to be demolished and in poor condition, that artefactual remains would be highly unlikely to be preserved in the ground disturbed area, and that the former structure does not represent a unique resource which would provide new archival or historical research information. Any buried remains of the former goods shed and stage would not reach the threshold for local significance.

Figure 48: Historical overlay of 1924 railway plan on modern aerial imagery; location of former goods shed and stage indicated in yellow circle.[45]

[45] Niche 2018. Figure 5, p. 27.

7.0 PROPOSED WORKS

7.1 Overview of works

The TAP 3 upgrade at Faulconbridge Station involves the provision of DDA-compliant access to the station. In order to meet DDA compliance standards, TfNSW are proposing to install two new lifts at Faulconbridge Station, which would connect to the existing pedestrian footbridge and would retain the existing footbridge-to-platform stairs.

The upgrade would also involve creating DSAPT-compliant gradients along the station platform. The proposal indicates the removal of three existing garden planter boxes. All existing stairs would be upgraded to include new compliant handrails, TGSIs and nosing.

The main platform station building would also be modified to provide a new Family Accessible Toilet facility with DSAPT-compliant access within the existing male toilets, and the conversion of the current women's toilet into a unisex ambulant toilet. Additional internal works also include the removal of existing significant movable heritage items and the formalisation of the existing waiting room library. External works include the relocation of the help point & telephone to comply with AS1428.1.The proposal also indicates the widening of the existing doorways of the existing waiting room.

Modifications are also proposed to incorporate provisions of a new DSAPT compliant ramp (requiring the demolition of the existing path) from the existing pedestrian footbridge to the western commuter carpark and upgraded accessible car spaces. The proposal includes local area regrading around accessible car spaces, kiss and ride bay and any associated works.

New seating area would be installed at the western entrance of the existing pedestrian footbridge including one wheelchair space

This assessment has been prepared based on concept design architectural drawings for Faulconbridge, which were issued in October 2018. Relevant design drawings for the proposal are provided in Figure 49 to Figure 54 on pages 42 through 47.

Design plans for proposed bathroom and IMSB modifications at Faulconbridge Station have been provided based on similar works outlined for the Hazelbrook Station TAP project issued in April 2019. These designs do not provide information on other platform building works (such as waiting room adjustments and Family Accessible Toilet canopy design), nor accurately provide information on platform furniture and regrading works in the vicinity of the platform building. These designs are provided as indicative for the bathroom and IMSB works only. These designs are illustrated in Figure 55 and Figure 56 on pages 48 to 49.

7.2 Detail of works

7.2.1 Lift access between the pedestrian footbridge and the Great Western Highway

A lift would be constructed to the south of the existing pedestrian footbridge These works would include the removal of the existing balustrade to this area and would the triangular viewing platform would be included in the new lift lobby at this location. The proposed lift would rise approximately 5 metres above the existing platform of the pedestrian footbridge and generates an overall height of approximately 12 metres from the ground level of the Great Western Highway footpath. The proposed lift and lift shaft would be sited within the existing rock retaining wall which is located to the northeast of the station platform.

The proposed lift landing expands to the southwest to join the existing footbridge. A small canopy of would be sited approximately 3 metres above the new landing platform and located above the lift

entry. The horizontal extent of the canopy has not been developed and it is presumed that the extent of the canopy would be determined during detailed design.

A materials board and colour scheme have not been supplied, however the drawings included below depict a similar balustrade to the new lift landing that is already evident within the station precinct.

7.2.2 Lift access between the pedestrian footbridge and the station platforms

A lift would be constructed on the Faulconbridge Station platform, located approximately 19 metres to the south-west of the existing main station platform building. This lift would be connected to the southern side of the existing pedestrian footbridge at Faulconbridge Station and the existing stairs would be retained.

The proposed lift would rise approximately 5 metres above the existing platform level of the footbridge and generates an overall height of approximately 11 metres from the station platform. A small landing would be sited to the northeast of the new lift to adjoin the existing pedestrian footbridge. A small canopy would be sited approximately 3 metres above the new landing platform and located above the lift entry.

7.2.3 Pedestrian footbridge and stair modifications

The existing pedestrian footbridge connects with the Great Western Highway to the north-west of the station and towards Sir Henrys Parade to the south east of the station. The existing footbridge would be retained, although modifications to areas are proposed with the introduction of the two new lifts to the station precinct. Further works include the upgrading all existing stairs to include new compliant handrails, tactiles and nosing.

7.2.4 Ramp modifications

The proposed works include the removal of the existing path to the commuter car park (located to the west of the station), and the construction of a new accessible ramp from the commuter carpark to the existing pedestrian footbridge. Additional path furnishings include the introduction of a new rest area with a bench and wheelchair space to be sited to the western entrance of the footbridge.

7.2.5 Car park modifications

Car parking spaces at the council car park would undergo minor modifications, with minor upgrades to existing accessible parking spaces and formalisation of the kiss and ride bay.

7.2.6 Platform modifications

The existing island platform would include localised regrading to provide compliant access paths and ramps to station amenities. Final horizontal and vertical extents for platform grade modifications would be confirmed during detailed design. Additional works include the relocation or replacement of existing customer facilities (seating, rubbish bins).

7.2.7 Modifications to platform station building

The main platform station building at Faulconbridge Station would undergo several modifications. The existing women's toilet would be modified into a unisex ambulant toilet. This would involve the removal of existing tile finishes, toilets, cubicles and sinks in the current women's toilets, to be replaced with a single toilet cubicle, new tiling and finishes.

A new installation main switchboard (IMSB) would be constructed within the existing female waiting room and against the south-western internal elevation. The IMSB would consist of a grey metal cupboard. The proposed siting of this new element would result in the removal of the existing tile and timber flooring, to be made good (clean up and restore the surface after works to ensure it has a clean and consistent appearance) after construction of the IMSB.

The proposed changes to the existing waiting room include the widening of the existing original doorways to comply with AS1421.1.2009 and new doors would be introduced to these entrances. The proposal also includes the removal of existing significant movable heritage items (seating), and the fabrication of a library bookshelf within this room.

The existing men's toilet would be converted into a Family Accessible Toilet. This would involve the removal of the existing concrete slab in the toilet area to bring the Family Accessible Toilet down to provide level access from the platform , approximately 50 mm lower than the current elevation. Existing modern finishes in the toilets would be largely replaced for the new Family Accessible Toilet. The current steel gate is to be removed. The entrance to the Family Accessible Toilet would be lowered approximately 50 mm with the removal of the existing concrete slab.

The existing non-original brick privacy wall which covers the entrance to the toilet would be removed, along with the raised concrete slab, with a new surface lowered to the level of the new Family Accessible Toilet floor. The privacy wall may be re-instated in an unspecified new material approximately 2 metres north of the building façade.

A new canopy would be constructed over the entrance to the Family Accessible Toilet. Canopy design would be confirmed during detailed design. The existing light above the doorway may be removed and the barge board made good.

Additional external works may include the removal and relocation of HP & PH to comply with DSAPT requirements and the installation of door threshold ramps to the existing waiting room entrances.

7.2.8 Utility services and signage works

The installation of new services and the modification of existing services are likely to occur during detailed design. It is understood that service works would occur both within the platform structure as well as within the main station building and may result in impacts to heritage significant fabric. The provision of new signage, platform furniture and wayfinding aides are also likely to be developed during detailed design.

Figure 49: Overview of proposed work areas at Faulconbridge Station

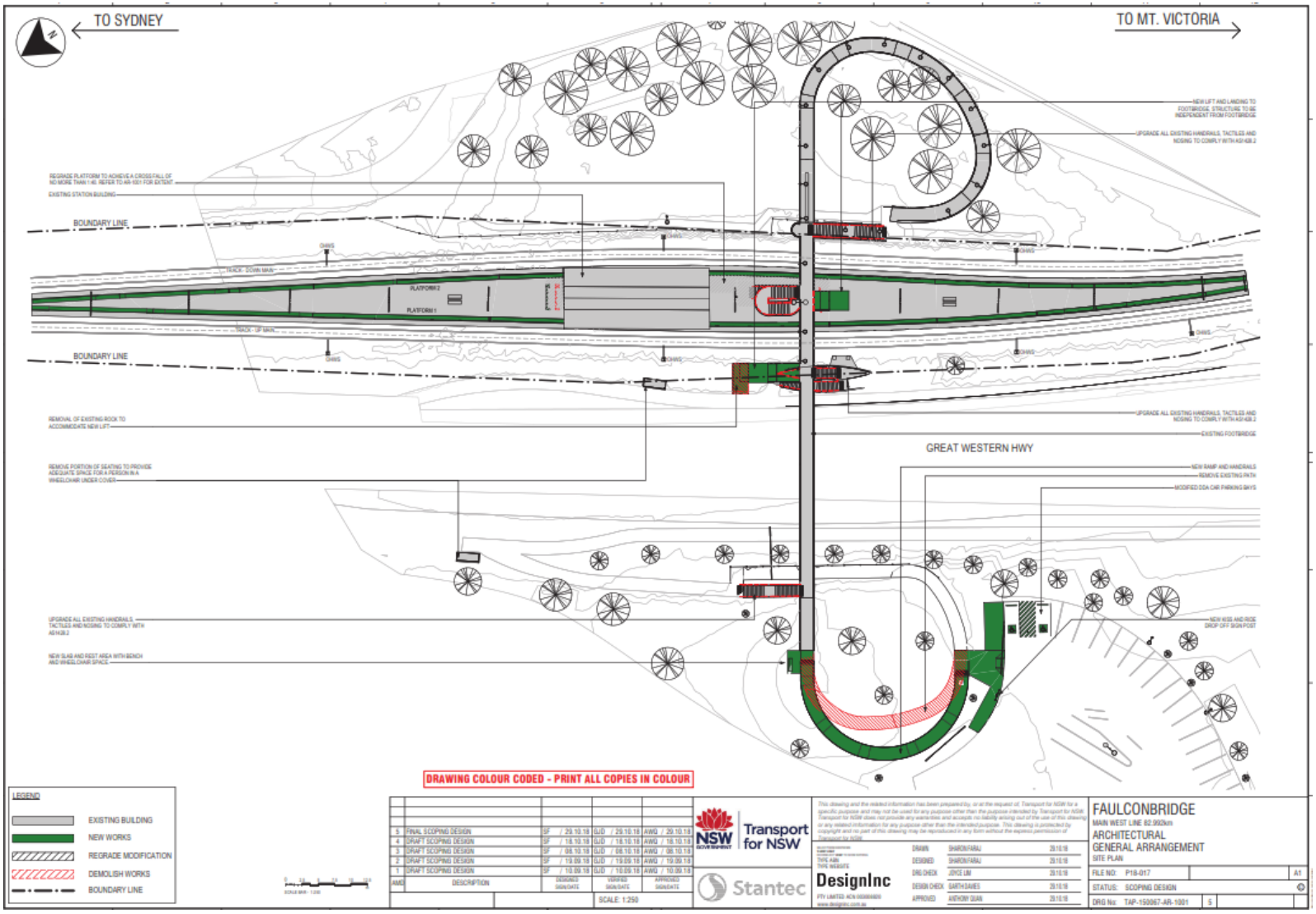


Figure 50: Faulconbridge Station site and works overview

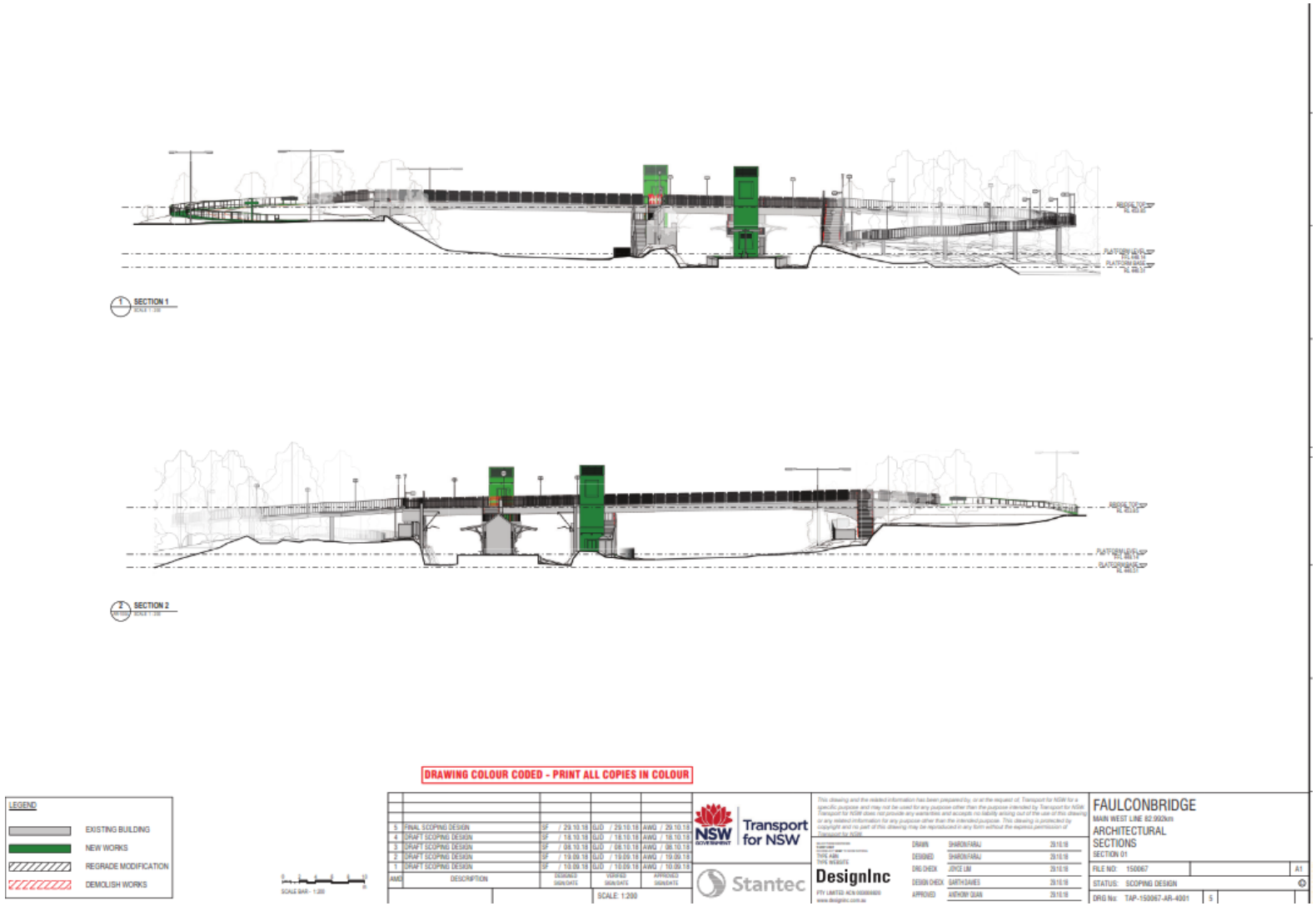


Figure 51: Latitudinal cross section of proposed lift installation

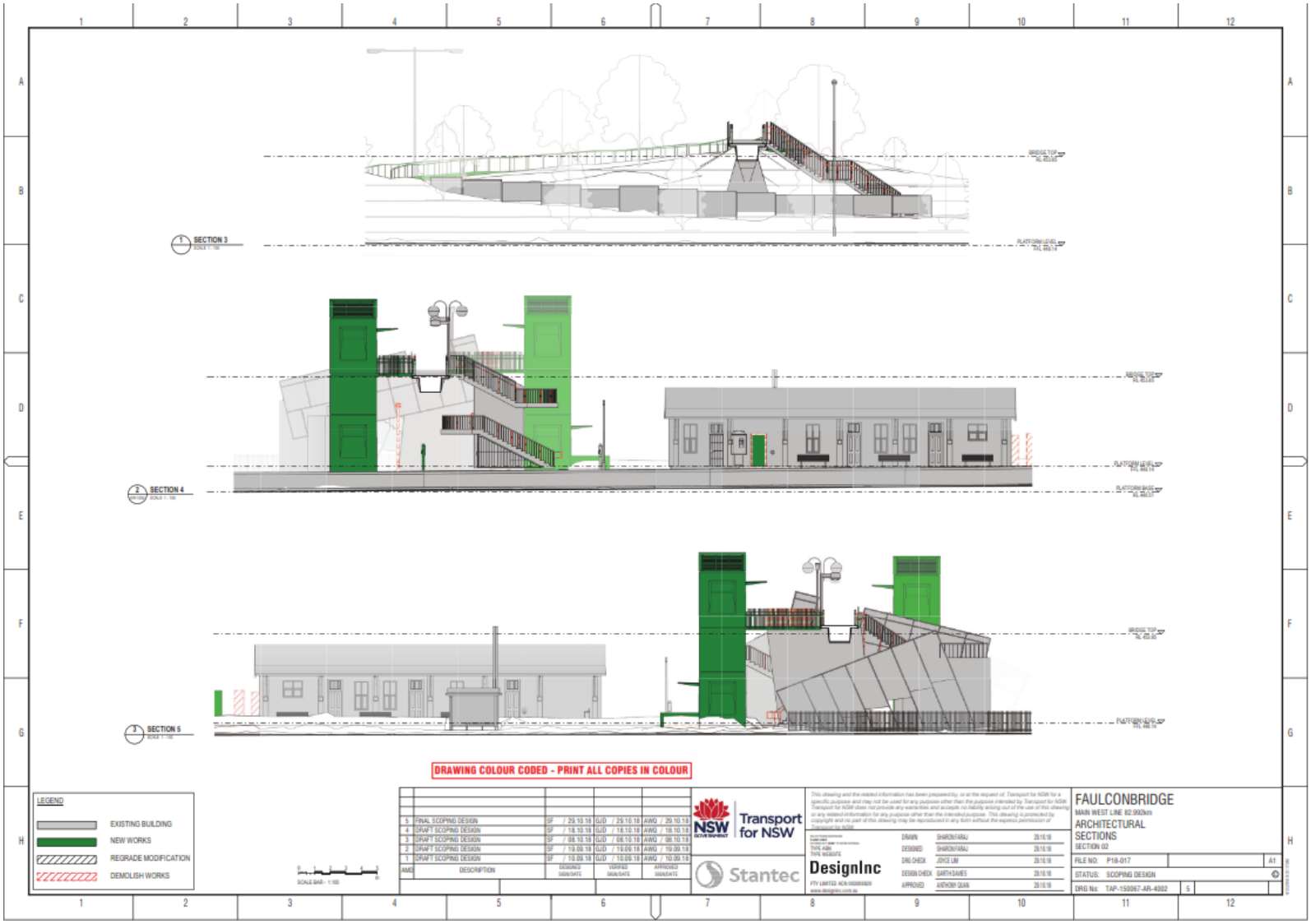


Figure 52: Longitudinal cross section of proposed new lift installation

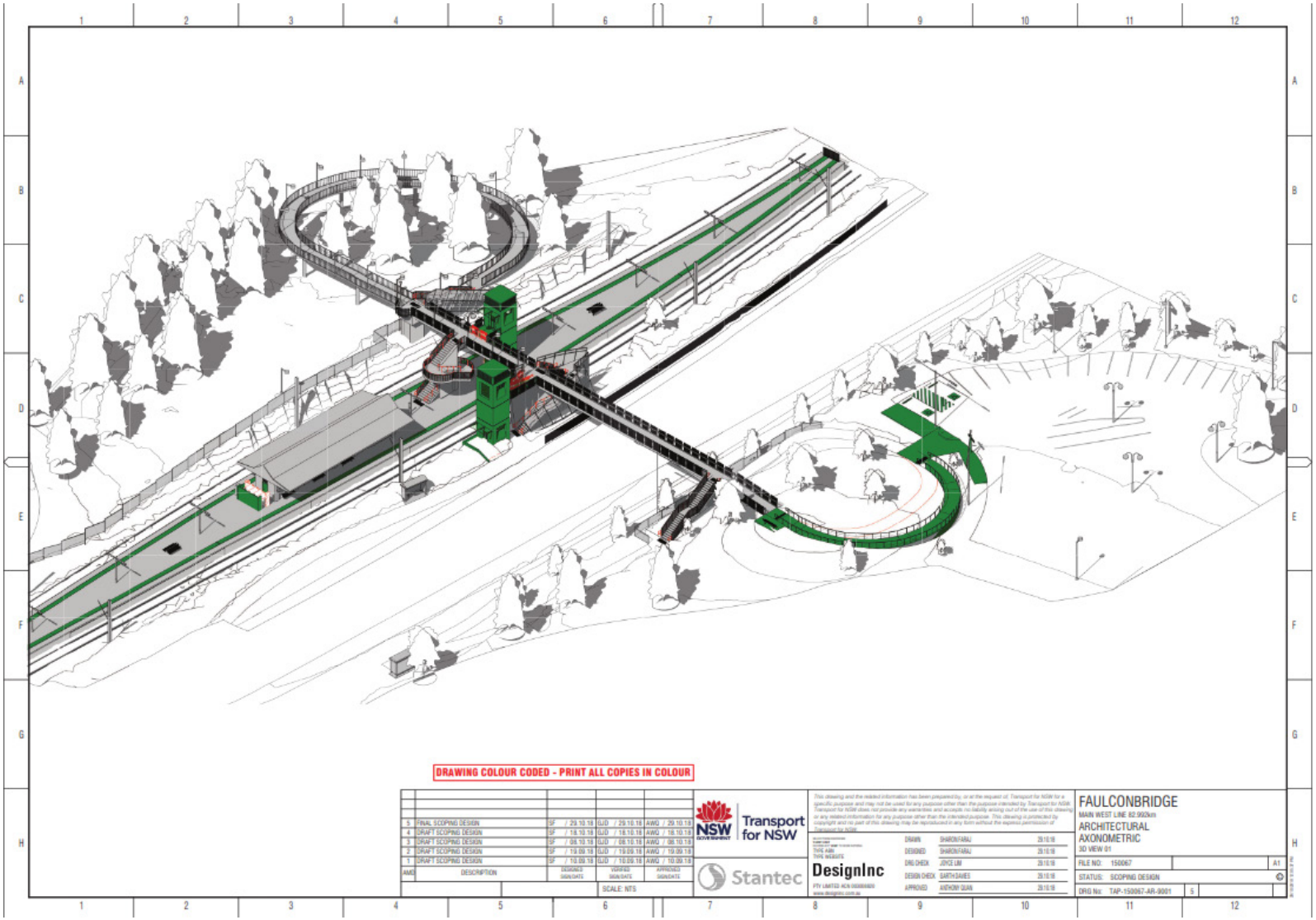


Figure 53: Isometric visual render of proposed lift and ramp modification works

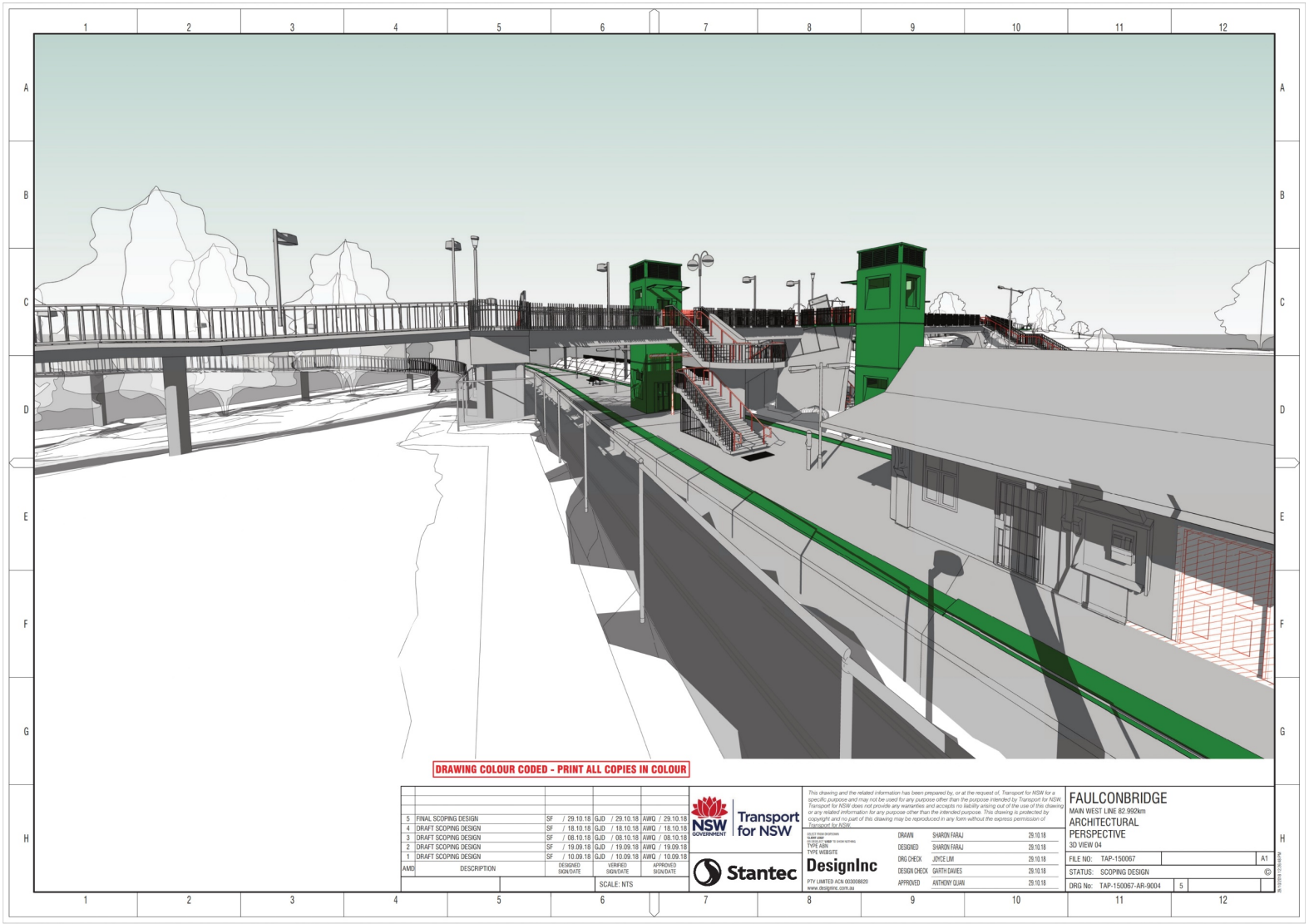


Figure 54: Architectural perspective of proposed Faulconbridge Station lifts

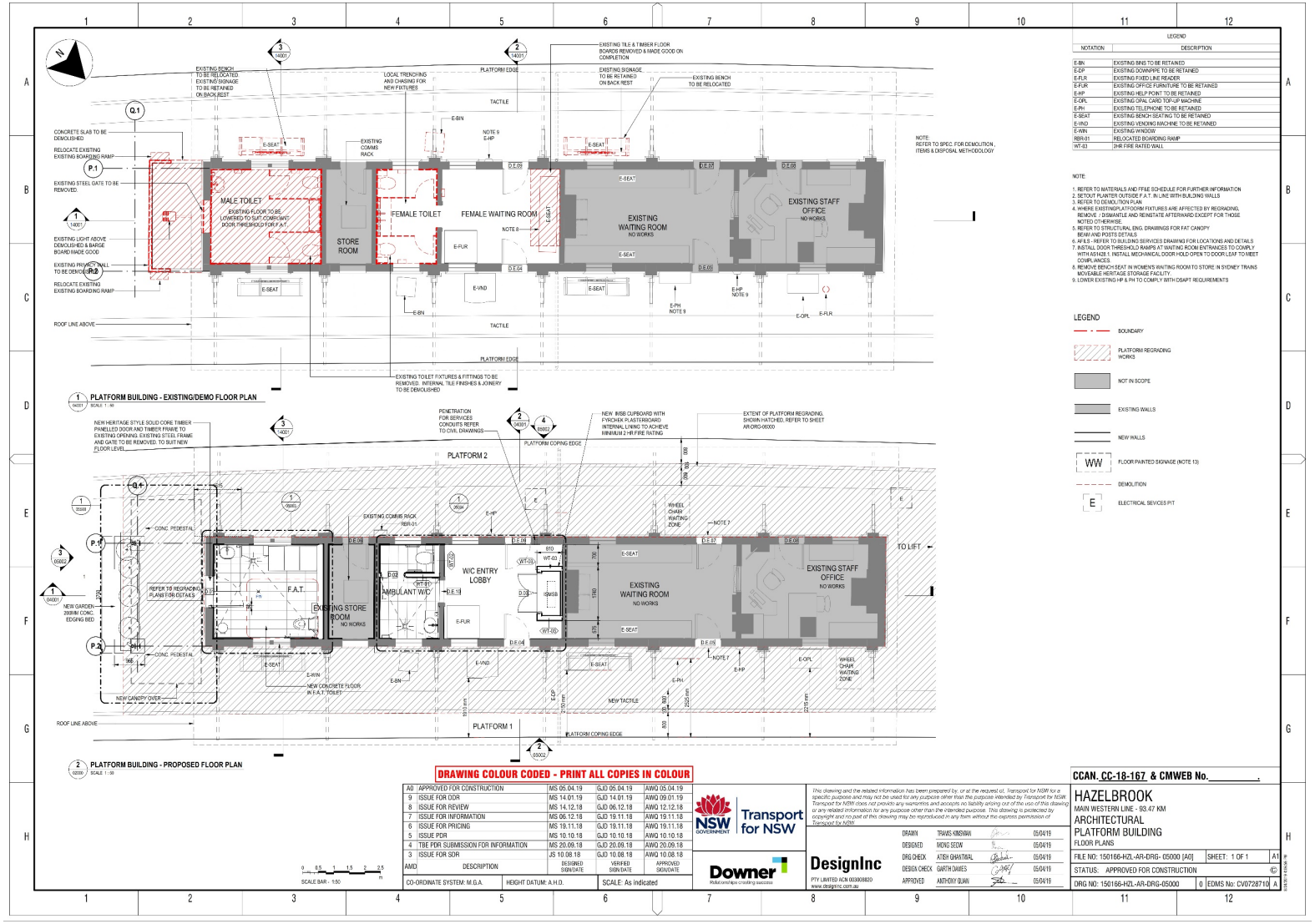


Figure 55: Design plan drawings for similar bathroom renovation works for the TAP Hazelbrook Station platform building

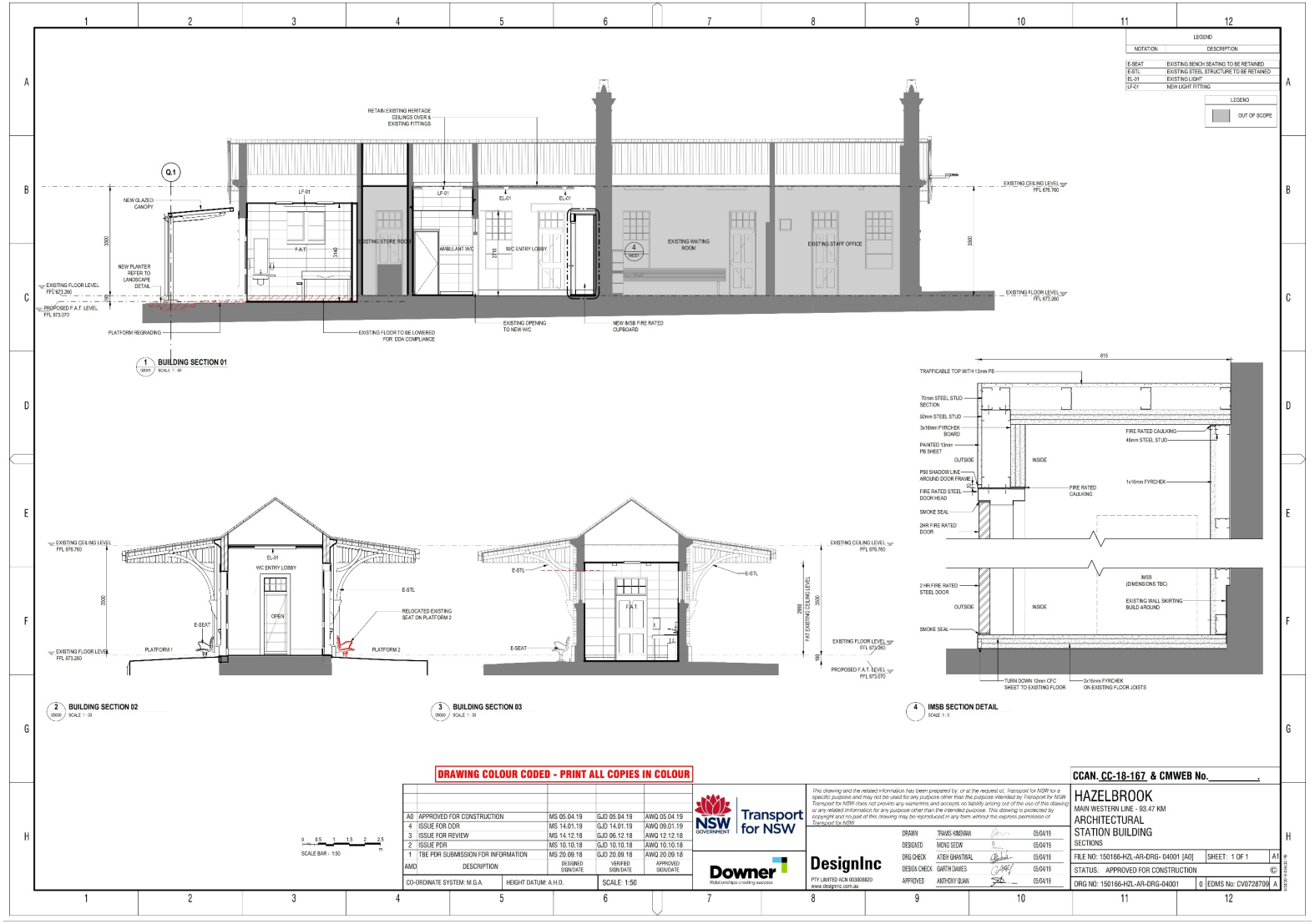


Figure 56: Profile drawings for similar bathroom renovation works for the TAP Hazelbrook Station platform building

8.0 HERITAGE IMPACT ASSESSMENT

8.1 Heritage impacts to Faulconbridge Railway Station Group

8.1.1 Direct (physical) heritage impacts

8.1.1.1 Lift access between the pedestrian footbridge and the Great Western Highway

The proposed lift and landing structures would be attached onto the existing pedestrian footbridge, requiring the removal of some sections of the existing 1990s balustrade and protruding view deck of the footbridge. The deck of the footbridge is not considered significant fabric, and elements near the footbridge that are considered significant (the remnant fabric of the original footbridge) would not be modified or impacted by the proposed works.

However, the new lift would result in the removal of an existing rock cutting. While the retaining wall is not noted as a significant fabric within the station precinct, the formation of the rock structure forms part of the rail cutting of the rail corridor. The rock cutting for Faulconbridge Station is considered of moderate value to the heritage significance of Faulconbridge Station overall of which relatively small portions of the original cutting remain.

As such, the installation of the new lift and walkway would result in a minor direct (physical) impact to the heritage significance of the Faulconbridge Railway Station Group.

8.1.1.2 Lift access between the pedestrian footbridge and the station platforms

The proposed lift and landing structures would be attached onto the existing pedestrian footbridge, requiring the removal of some sections of the existing balustrade and protruding view deck of the pedestrian overbridge. The deck of the footbridge is not considered significant fabric, and elements near the footbridge that are considered significant (the remnant fabric of the original footbridge) would not be modified or impacted by the proposed works.

The proposed lift would land to the south of the existing footbridge and approximately 19 metres southwest of the existing platform building. The excavation footprint for the lift shaft has not been finalised during concept design.

The installation of the new lift and landing structure would result in a negligible direct (physical) impact to the heritage significance of the Faulconbridge Railway Station Group.

8.1.1.3 Pedestrian footbridge and stair modifications

As the deck of the footbridge is not considered significant fabric, these minor modifications would not result in adverse direct (physical) heritage impacts.

8.1.1.4 Ramp and car park modifications

As the existing ramp, car spaces and associated elements are not considered significant fabric, these minor modifications would not result in adverse direct (physical) heritage impacts.

8.1.1.5 Platform modifications

Seating benches on Platforms may be relocated. The seats are modern metal platform seats and their removal would not impact any heritage significant fabric. The proposed new location of these seating benches has not been confirmed at this stage of design.

A new DSAPT complaint water bubbler is proposed to be installed. The current drawings do not indicate the new location of the bubbler. The existing bubbler contributes to the historical significance of the overall station which is being retained.

The platform surface on Platforms 1 and 2 would be regraded to create a DSAPT-compliant level surface. The horizontal and vertical extent of platform regrading would be developed during detailed design and impacts to heritage significant fabric would be assessed at that time.

Platform modifications would involve the removal of three garden beds on the northern section of the platform. While these are not the original garden beds at Faulconbridge Station, they are reconstructions of earlier garden beds in slightly different locations. Their removal would result in a **minor** direct (physical) impact to the heritage significance of Faulconbridge Station.

8.1.1.6 Modifications to platform station building

Internal modifications

The conversion of the existing women's toilets into a unisex ambulant toilet would involve the removal of existing toilets, tiling and finishes and the installation of new tiling and toilet amenities in the room. Tiling would be attached to the existing original brick walls of the room. These works would largely involve replacing non-original fabric (tiling, toilets, cubicles, sinks) with similar fabric. However, renovation works may involve modification to fixings and patching to significant fabric located underneath modern finishes. Overall, the conversion of the women's toilets to a new ambulant toilet would result in **minor** direct (physical) heritage impacts to Faulconbridge Station.

The construction of the new IMSB cabinet within the existing female waiting room would involve the placement of a cabinet along the room's southern elevation. Additional works include the removal of an existing seat, and the removal of introduced tile and original timber floorboards within this location. Depending on the degree of penetrations required to fixings to install the IMSB cabinet, these works would result in a **minor** direct (physical) heritage impact to Faulconbridge Station.

The proposed works to the waiting room have not been depicted on the current set of issued drawings. The heritage impact assessment of these works is preliminary. It is recommended that a heritage professional be engaged to assess the finalised works and their impact upon the significance of the station. The proposal includes the introduction of a wheelchair space within the waiting room. Currently, the existing plans do not depict the location of this space, however it has been indicated that the proposed space would require the removal of some seating located along the northern or southern internal walls. The removal of these elements would alter the integrity and legible historical use of the room. The removal of these elements could potentially impact upon the internal walls, which they are adjoined to for stability. As such, the removal of these elements would generate a **minor** direct (physical) impact to the significance of the station building. Recommendations are made in Section 9.2 of this report to mitigate further impact.

The station building consists of symmetrical fenestration along the building facade which would be altered both internally and externally by the widening of the waiting room entrance. These works would result in the removal of the original brickwork and timber framing and would potentially modify the original glass transoms above the doorways. As the details of the amount of fabric to be removed is not indicated in the current design, these works may impact upon the location of the internal seating, which are considered moveable heritage items and contribute to the significance and legibility of the waiting room.

At this design stage, the proposed works would generate a **moderate** direct (physical) impact to the significant fabric of the station building and a moderate direct (physical) impact to the overall significance of Faulconbridge Station. Recommendations are made in section 9.2 of this report to mitigate further impact and address the introduction of new fabric during the detailed design stage.

Although not included in current design, it has been indicated that the proposal would include the fabrication of a library bookshelf to be situated within the waiting room. The current bookshelf does not consist of heritage fabric and its removal is supportable from a heritage perspective. A proposed

location of the bookshelf has not been received; therefore, locations and preferred fabric are noted in Section 9.2 of this report.

The new Family Accessible Toilet would involve the replacement of existing tiling, finishes and toilet amenities in the men's toilets with new material of the same. The proposal would also require the existing flooring to be lowered for DDA compliance by approximately 50 mm. The existing tiling, finishes and toilet amenities are not original, and their removal would not remove significant fabric. However, renovation may involve impacts to structural elements located behind finished fabric. Floor lowering works would result in impacts to existing non-original tiled thresholds. Overall, these Family Accessible Toilet modifications works would result in a **minor** direct (physical) impact to the heritage significance of the building.

The concrete slab located to the south-east of the existing men's toilets would be removed during works. This element is a modern introduction, and their removal would not result in impacts to significant original fabric.

External Modifications

Design development of the proposed canopy over the entrance to the new Family Accessible Toilet (existing men's toilet) has not been finalised. It is understood that the proposed awning would involve no new penetrations or fixings to the existing brickwork of the station building and would be supported on posts which are not attached to the platform building structure at Faulconbridge. The existing non original light above the men's toilet doorway may be removed and the barge board made good.

As such, no original or significant fabric would be impacted, and these works would result in a neutral direct (physical) impact to heritage significant fabric. This assessment of neutral adverse heritage impacts would require reassessment once final designs for the canopy have been prepared.

The proposed works include the removal and replacement of the existing, non-original brick privacy wall. Although the element itself is of modern construction, it is a representative of the early station privacy screens. The re-introduction of this element within Faulconbridge Station would continue to promote the legibility and integrity of the station building overall and generate a neutral direct (physical) impact to heritage significant fabric.

Additional works are proposed to the exterior façade of the station, specifically the lowering of the existing help points (eastern and western façade) and existing telephone (western façade). The precise relocation points for this station furniture would be developed during detailed design.

8.1.1.7 Utility services and signage works

New in-platform and above-ground services have been proposed for the project. The location, depth and configuration of any service conduits would be developed during detailed design.

8.1.2 Indirect (visual) heritage impacts

The new lifts and associated overbridge landings would introduce two large and prominent structures into the setting of the Faulconbridge Station. These structures would be visible from street level along the Great Western Highway, however they would be largely screened by the existing concrete footbridge when viewed from the platform. The new structures would be located approximately 19 metres (platform lift) and 6 metres (Great Western Highway lift) away from the current station building which would reduce the degree of overshadowing.

The new lifts and walkway structure would be largely screened by the concrete footbridge which would minimise the overshadowing of other significant elements of the station precinct. The construction of the new lifts and landing structure, along with the removal of the three garden beds would result in a minor indirect (visual) heritage impact.

Regrading works on the platform would not significantly alter the visual setting of the existing platform presuming the replacement of like-for-like surface materials. These works would result in a negligible indirect (visual) impact to the Faulconbridge Railway Station Group.

Modifications to the existing pedestrian overbridge and stairs would involve the removal and replacement of existing TGSIs, balustrades and handrails. The degree of regrading is very slight and would not noticeably alter the visual setting of the overbridge, presuming the replacement of like-for-like surface materials. While these regrading works would not noticeably alter the heritage character of the station, three garden beds would be removed to provide a compliant access path along the platform. The landscaped gardens on the platform are considered part of the aesthetic significance of the station and their removal would result in adverse heritage impacts to the setting and views of the station. These works would likely result in a minor indirect (visual) heritage impact to the Faulconbridge Railway Station Group.

The extent of works to the existing footpath and car park would not noticeably alter the visual setting of the Railway Avenue and car park area. These works would not result in adverse indirect (visual) heritage impacts to the Faulconbridge Railway Station Group.

The replacement of the tiling finishes and amenities in the women's and men's toilets and their respective conversions to an ambulant toilet and Family Accessible Toilet would continue to conceal original period detailing and materials in this room. This would not alter the aesthetic character of either room as they have already been reclad with internal finishes and would result in negligible indirect (visual) heritage impacts to the Faulconbridge Railway Station Group.

Modifications to the interior of the waiting room, including the removal of heritage significant timber seating, the reconfiguration of remaining furniture (including the possible removal of train destination indicators) and the possible obscuring of the heritage significant fireplace in the waiting room may result in adverse heritage impacts. Modifications to this room which has preserved significant moveable heritage items and provides heritage interpretation could result in changes which noticeably reduce the heritage significance of this publicly accessible room. Current design information has not been finalised for these works, although depending on the degree of internal readjustment these works would result in a minor to moderate indirect (visual) heritage impacts to the Faulconbridge Railway Station Group.

The installation of the IMSB cabinet would be installed in the women's waiting room and would cover a significant portion of the southern internal wall of the publicly accessible room. The concealing of internal detailing of the wall and room would result in a minor indirect (visual) heritage impact to the Faulconbridge Railway Station Group.

The external brick privacy wall would be removed and replaced with a canopied privacy wall, located approximately 2 metres to the north of the existing facade, which is consistent with the aesthetic character of the station. Detailed design information for this new canopied privacy wall have yet to be supplied. Depending on the final design of the canopy this would result in a negligible to minor indirect (visual) impact to the Faulconbridge Railway Station Group. Potential adverse impacts would require further heritage assessment once design plans have been finalised.

Platform utility works would involve the installation of subsurface conduits to connect to the new communications room under the walls, as well as the addition or modification of existing service conduits which are affixed to the outside of existing structures. It is possible that new conduits would be installed along the walls of the building and may occlude detailing (brickwork, timber sills and lintels) of the building, which may result in adverse indirect (visual) heritage impacts. Conduit design works would be developed during detailed design and would require further heritage assessment during that time.

Impacts to other heritage items in proximity to the Proposal are discussed in Section 8.4.

8.1.3 Impacts to significant archaeological resources

No significant archaeological resources have been identified in the study area for the TAP 3 Faulconbridge project. Project works would therefore not impact any significant archaeological remains.

8.2 Summary of heritage impacts to Faulconbridge Railway Station Group

A summary of heritage impacts from the proposed works to the Faulconbridge Railway Station Group is provided in Table 7 below.

Table 7: Summary of heritage impacts to the Faulconbridge Railway Station Group

Proposed work	Direct (physical) impacts	Indirect (visual) impacts	Archaeological impacts
Installation of new lift and walkway structure	Minor	Minor	Nil
Modifications to existing pedestrian overbridge	Neutral	Negligible	Nil
Platform regrading	To be determined during detailed design	To be determined during detailed design	Nil
Alterations to platform furniture	Minor	Minor	Nil
Conversion of women's toilets to ambulant toilet	Minor	Negligible	Nil
Installation of IMSB cabinet	Minor	Minor	Nil
Construction of new Family Accessible Toilet in existing men's toilets	Minor	Negligible	Nil
Modifications to waiting room (internal and external)	Minor to Moderate	Minor to Moderate	Nil
Construction of new awning and privacy screen to the north of the station building	Neutral	Negligible to Minor	Nil
Utility service works	To be determined during detailed design	To be determined during detailed design	Nil

8.3 Heritage considerations for the proposal for Faulconbridge Railway Station Group

Heritage guidelines[46] prepared by the NSW Heritage Office (now Heritage and Community Engagement of the Department of Premier and Cabinet [DPC]) outline design considerations for projects that involve major additions to a heritage item. These considerations are discussed in Table 8 below.

Table 8: Heritage considerations for major additions to a heritage item

Heritage Consideration	Discussion
How is the impact of the addition on the heritage significance of the item to be minimised?	Early design options considered installation of four lifts on the footbridge and platform, which would have resulted in more severe overshadowing of the station precinct and larger indirect (visual) heritage impacts.
Can the additional area be located within an existing structure? If not, why not?	Lift structures are located a moderate distance from the platform station building, which reduces but does not eliminate the overshadowing of the platform station building. Installing the lift within the structure of the platform building would result in much greater heritage impacts. Lift structures must be located within the station precinct in order to ensure that DSAPT-compliant access is provided for commuters to access and use the station. Options to install the lift access on the northern side of the existing pedestrian footbridge would fail to provide adequate landing space and would generate further removal of the existing railway building, resulting in increased heritage impacts. Installing the lift on the southern side of the existing pedestrian footbridge without a new landing (i.e. directly abutting the footbridge) would not allow for waiting space at the entry point to the lift.
Will the additions tend to visually dominate the heritage item?	The new lift and landing structure will be prominent, however the 19 m setback from the main station building and its location on the opposite side of the existing concrete footbridge would largely offset the degree to which the structure will overshadow the main station building on the platform.
Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?	The proportions of the new lift and walkway structure are not sympathetic to the layout and design of the platform buildings at Faulconbridge Station. Sympathetic finishing schedules for the new structures may reduce but not eliminate these impacts.

[46] 'Statements of Heritage Impact', Heritage Office and Department of Urban Affairs and Planning 2002.

8.4 Heritage impacts to nearby heritage listed items

There are three heritage listed items located within the vicinity of Faulconbridge Station. These items would not incur any physical heritage impacts from the proposed works. However, the visual heritage significance of some of these items may be affected by the proposed works. Impacts to heritage views and vistas to these items are outlined in Table 9 below.

Table 9: Potential indirect (visual) heritage impacts to nearby heritage listed items

Item name and Listing	Potential indirect (visual) heritage impacts
'**Faulconbridge Cemetery -Sir Henry Parkes Grave'** (Blue Mountains LEP 2015 Fb012) [47]	The proposed lift structures would be constructed on the opposite side of the existing pedestrian overbridge approximately 67 m (platform lift) and 88 m (Great Western Highway lift) to the southeast of this item. At this distance, and with the intervening overbridge, the new structure would only be slightly visible. The proposed works would result in a **negligible** indirect (visual) heritage impact to the item.
'**The Pines'** (Blue Mountains LEP 2015 Fb015) [48]	The proposed lift structures would be constructed on the opposite side of the existing pedestrian overbridge approximately 170 m (Platform lift) and 172 m (Great western Highway lift) to the southwest of this item. At this distance, and with the intervening overbridge, the new structure would only be slightly visible. The proposed works would result in a **negligible** indirect (visual) heritage impact to the item.
'**House'** (Blue Mountains LEP 2015 Fb016) [49]	The proposed lift structures would be constructed on the opposite side of the existing pedestrian overbridge approximately 102 m (platform lift) and 112m (Great Western Highway lift) to the northwest of this item. The topography of the landscape also imposes restriction of view lines from the item to the station. At this distance, and with the intervening overbridge, the new structure would only be slightly visible. The proposed works would result in a **negligible** indirect (visual) heritage impact to the item.

[47] SHI Entry for Blue Mountains LEP 2015 item "Fb012 : Faulconbridge Cemetery - Sir Henry Parkes Grave ", accessed online 6 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170204
[48] SHI Entry for Blue Mountains LEP 2015 item "Fb015 : The Pines", accessed online 6 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170224
[49] SHI Entry for Blue Mountains LEP 2015 item "Fb016 : House", accessed online 6 August 2019, https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1170225

8.5 Preliminary statement of heritage impact

A statement of heritage impact has been prepared according to NSW Heritage Office guidelines[50] in Table 10 below.

Table 10: Statement of heritage impact for the proposed works

Development	Discussion
What aspects of the Proposal respect or enhance the heritage significance of the study area?	By making Faulconbridge Station compliant with *Disability Standards for Accessible Public Transport 2002* and the Commonwealth *Disability Discrimination Act 1992* (DDA) as part of the Transport Access Program, the Proposal would allow the station to continue in its historical use as well as allowing for increased public access to the station and its amenities.
What aspects of the Proposal could have a detrimental impact on the heritage significance of the study area?	The new lift and walkway structure would be highly prominent within the setting of the station and in the surrounding locality. Depending on final design considerations, the new structure would result in a moderate visual impact to the Faulconbridge Railway Station Group and a negligible visual impact to three nearby heritage items. Modifications to the internal fittings of the station building would involve minor to moderate impacts to heritage significant fabric.
Have more sympathetic options been considered and discounted?	Opportunities for sympathetic material schedules and minimising heritage impacts would be developed during detailed design.

[50] *ibid*

9.0 MANAGEMENT AND MITIGATION MEASURES

9.1 Conclusions

Faulconbridge Station is listed on the following registers as an item of local heritage significance:

- 'Faulconbridge Railway Station Group', RailCorp s.170 register SHI# 4801064
- 'Faulconbridge Railway Station', Blue Mountains LEP 2015 item FB005

Faulconbridge Station is locally heritage significant due to its historic, aesthetic and social values, as well as its representativeness as a model example of a Federation-era Type 11 island railway station in good condition and integrity. The station has historic associations with the former Premier of NSW Sir Henry Parkes, as it was constructed after Parkes purchase of the land for his residence.

The station is located in proximity to a number of heritage items listed on the Blue Mountains LEP 2015, of local heritage significance:

- 'Faulconbridge Cemetery—Sir Henry Parkes' grave, item no. FB012
- 'The Pines', item no. FB0165
- 'House', item no. FB016

Based on concept design architectural drawings for TAP 3 Faulconbridge, issued in December 2018 and updated in August 2019, the proposed works would result in the following heritage impacts:

- The installation of the two new lifts and modifications to the pedestrian footbridge structure would result in minor direct (physical) and minor indirect (visual) impacts to the heritage significance of Faulconbridge Railway Station Group
- The removal of platform garden beds during platform regrading would result in minor direct (physical) and indirect (visual) impacts to the heritage significance of Faulconbridge Railway Station Group
- Internal renovations to the station building, involving the conversion of the men's toilet to a Family Accessible Toilet, and the conversion of the women's toilets to a new ambulant toilet, would result in minor direct (physical) impacts to the heritage significance of Faulconbridge Railway Station Group
- The current scope includes widening of the waiting room doors, which would impact the original brick and timber fabric of the existing fenestration and result in the removal of movable heritage items located within the room. At the current stage, these works would result in a minor to moderate direct (physical) and indirect (visual) impact to the heritage significance of Faulconbridge Railway Station Group
- The installation of the proposed installation main switchboard (IMSB) cabinet would result in in minor direct (physical) and indirect (visual) impacts to the heritage significance of Faulconbridge Railway Station Group
- The extent of platform regrading works and service utility installation have the potential for causing adverse heritage impacts. These impacts would be assessed during detailed design.

9.2 Heritage recommendations during detailed design

The current concept design package requires further elaboration during detailed design stages following the determination from the REF for the project. The following recommendations are provided to develop heritage sympathetic design measures during the detailed design stage:

- Options for the use of transparent materials for the proposed anti-throw screens on the new walkway structure should be considered during detailed design. Partially transparent materials such as metal mesh may not occlude heritage significant views from the perspective of the footbridge, however from further distances these screens would appear opaque and block views. Material schedules to be provided during detailed design would require further heritage impact assessment by the project's appointed heritage consultant during later design stages.
- During regrading works at the northern extent of the platform, heritage significant garden beds should be reinstated at their present locations following the completion of works;
    - If there is insufficient room to meet platform clearances at their current location, it is recommended that these are relocated to a new location
    - Alternatively, new garden beds should be provided to offset the loss of those that would be removed for the installation of a compliant access path along the station platform, in line with the TfNSW Vegetation Offset Guide (2019).
- The regrading works for the platform should avoid impacting existing door thresholds and any elements of former station architecture (such as buried historical boot scrapers) of the station platform building. Platform regrading works must avoid impacting the significant brick retaining wall coping of the platform edges.
- The removed platform seating should be appropriately reinstated along the platform. The existing platform bubbler located against the western wall of the station master's room should be conserved and protected *in situ* during works.
- It is recommended that during detailed design that cladding and material finishes for the proposed lift be as lightweight and recessive as possible to ensure that adverse visual impacts to Faulconbridge Station are minimised.
- It is recommended the proposed canopy design for the Family Accessible Toilet entrance should incorporate slim, lightweight and transparent materials in order to prevent the loss of significant views or detailing. The proposed canopy should require a minimum amount of penetrations or modifications of significant heritage fabric, and should avoid penetrations or fixings into areas of significant detailing (such as timber bargeboards and finials, brackets, awnings or decorative sills). Final designs for the canopy structure should be incorporated into future detailed design heritage impact assessment.
- In order to mitigate any impact upon the entrance and façade of the building, it is recommended that the existing brick and stonework located at the entrance to the men's toilets be protected during the demolition and construction phase.

- During the installation of fireproof walls and ceiling in the new MSB room, penetrations on decorative fabric (skirting boards, lintels, cornices) should be avoided to minimise irreversible harm to elements of high heritage value.
- Removal of existing tiling and finishes from the existing men's and women's toilets should be conducted with care to avoid damaging original walls and detailing underneath which are heritage fabric. The reinstallation of tiling and finishes in these rooms should endeavour to use existing penetrations and fixing points to minimise harm to the original brick fabric located underneath.
- The current scope of works includes a variety of works to built and movable heritage items within the waiting room. Detailed design should provide final drawings which require heritage impact assessment from a suitably qualified heritage advisor who has been appointed to the project. The following design and mitigation measures are recommended during the development of detailed design:
    - Final drawings are to depict the proposed widening of the doorways in both plan and elevation and indicate the amount of material (brickwork, timber door frame, skirting boards etc) to be removed from these openings. Any works to these areas should be minimal and sympathetically designed to contribute to the heritage significance of the platform building
    - Final drawings are to indicate whether existing floor levels need to be raised or lowered during works. Should the existing floor require modification to a new level, original timber joists and floorboards should be carefully removed and reinstated at the new level. Modifications to the floor of the waiting room should endeavour to remove linoleum finishes on the floor and restore the timber floorboards to their original condition.
    - Final drawings may indicate the removal of the existing movable heritage items within the waiting room (seating). It is recommended that the conservation of the timber benches within the waiting room be considered, in order to contribute to the heritage interpretation of the room and the station overall. Any removed seats should be safely stored onsite to prevent loss of the item and its contextual significance. Train destination indicators currently on display in the waiting room are also items of moveable heritage and should be conserved in the room. Should timber seating be removed, any seats should be removed intact and accessioned into the Sydney Trains Heritage movable heritage collection, and long term use and storage options for the seating developed in consultation with Sydney Trains Heritage.
    - Final drawings should be provided to depict the construction of the new waiting room library bookshelf. Any new furniture should not block or obscure the existing fireplace, which is an original architectural feature of the room of heritage significance. Should new library structures require attachment to existing walling, existing insignificant penetrations from current furniture should be utilised as much as possible to minimise the need for new penetrations

  - A schedule of movable heritage objects in the waiting room should be prepared in consultation with Sydney Trains. The schedule of objects would be prepared prior to commencement of works and provide guidance in accordance with the Sydney Trains Movable Heritage Strategy on the temporary and long-term curation of these items.
- New tiling to be installed on original fabric should also be affixed and grouted with care to prevent long-term damage to underlying brickwork. Original decorative features (such as skirting boards and cornices) that are to be overlayed with tiling should be physically protected prior to the installation of tiling.
- The installation of the IMSB cupboard in the women's waiting room should be painted and matched to existing colour schemes within the room, to ensure that the cupboard would be visually recessive within the space. Fixings and penetrations to install the IMSB cupboard should minimise damage to original physical fabric of the room and should avoid all areas of significant detailing.
- Proposed platform regrading should not cover over or obscure original sub-floor ventilation grates of the platform building. Should platform elevations be adjusted that may cover grates, a small cavity should be provided in the platform surface near the grates so that they can continue to allow air flow to freely ventilate.
- Above ground conduit installation and modifications to existing telephone and help points should endeavour to use existing penetrations and entry points to structures. Conduits should not cover significant fabric or areas of detailing wherever possible. Conduits and conduit casings should not introduce large noticeable structures or items in areas of significant detailing or within significant view lines. During detailed design, conduit works should adhere to the principles and guidelines outlined in the *Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017) to prevent minor cumulative impacts to fabric from occurring due to ad hoc conduit design solutions. Conduit design solutions should avoid ad hoc solutions which can cause further direct and indirect impacts to heritage significant fabric.
- A Photographic Archival Recording (PAR) should be prepared for the station, in accordance with the *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office, 2006).

9.3 Heritage approval pathway and management

- This SoHI has been prepared for supporting the REF for the determination of the concept design of the project. Detailed design would be developed post determination approval, and new works or significant changes would require further heritage assessment and possible approval
- A suitably qualified heritage practitioner must be engaged during detailed design to provide heritage advice and input into developing design phases, and to oversee heritage sensitive works at Faulconbridge Station

- Should new works not detailed in the scoping design be proposed during detailed design, these new works should be assessed by a suitably qualified heritage practitioner who has been engaged for the project for adverse heritage impacts. New or increased adverse heritage impacts may require further approval from TfNSW and consultation with Sydney Trains Heritage as required.
- A copy of this SoHI report should be provided to Sydney Trains for their review and comment.
- Under ISEPP provisions, TfNSW should provide a copy of the complete SoHI to Blue Mountains City Council for their comment.
- Following the completion of the detailed design process, further heritage assessment would be required to confirm the degree of adverse heritage impacts from the project works. Should detailed design indicate that significant fabric would be demolished or removed, TfNSW may need to complete a Sydney Trains s170a notification for Sydney Trains to review and sign as landowner delegate.
- Consideration should be given to the provision of interpretation as part of the project, which would outline the history, associations and significance of Faulconbridge Station and the wider Faulconbridge area Interpretive measures could involve interpretive signage, panels or displays at entry/exit points to the station, including in the existing waiting room and on the proposed lift and walkway structure and would be considered during detailed design.

10.0 REFERENCES

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