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Hawkesbury River Station Upgrade
Transport for New South Wales
31 May 2019

Transport Access Program 3 Hawkesbury River Station

Statement of Heritage Impact

Statement of Heritage Impact

Transport Access Program 3: Hawkesbury River Station

Client: Transport for New South Wales

ABN: 18 804 239 602

Prepared by

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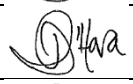
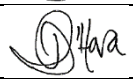
0.2	20/05/2019	Revised draft for client review	Rachel O'Hara, Principal Environmental Scientist	
0.3	31/05/2019	Final draft	Rachel O'Hara, Principal Environmental Scientist	

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Executive Summary

Transport for NSW (TfNSW) has proposed the upgrade of Hawkesbury Station (the 'Proposal'). The Proposal forms part of the Transport Access Program (TAP), a NSW Government initiative to provide accessible, modern, secure and integrated transport infrastructure.

In 2019, Aurecon (commissioned by TfNSW) produced accessibility upgrade plans and undertook options development and assessment for Hawkesbury Station. Two options were developed to address deficiencies at the Hawkesbury Station to meet its accessibility obligations in an efficient and cost-effective manner, while being easy to maintain.

The preferred option (Option 1) has since been refined and is subject to environmental impact assessment. As part of the Review of Environmental Factors (REF), AECOM has been commissioned by TfNSW to undertake a Statement of Heritage Impact assessment of the operation of the Proposal.

Hawkesbury River Station is located approximately 60 km north of Central Station, within the Hornsby Shire local government area and is listed on the State Heritage Register (SHR) (#01166), on the Railcorp Section 170 Heritage and Conservation Register, and on the *Hornsby Local Environmental Plan 2013*.

The key features of the Proposal assessed in this assessment include the installation of two lifts, one from Dangar Road, and the other from the existing footbridge down to the existing platform. The current male and female toilets would be upgraded to incorporate a family accessible toilet and a unisex ambulant toilet, including a station staff toilet respectively. The platform around both entrances to toilets would also be re-graded, and the existing privacy screen in front of the male toilet would be removed.

This statement of heritage impact has assessed the Proposal against the identified SHR significance associated with the Hawkesbury River Station. This assessment has found that there would be an adverse impact to the aesthetic significance from the installation of the new lifts as the current open view and picturesque setting would be enclosed and partially obscured. This has been mitigated through the use of steel and glass as the predominate material for both lift wells. This would allow for the new structures to be lighter, and would still allow for partial views through the glass used for the cladding. Further considerations for the lift design would also occur during the detailed design stage. These considerations would include reducing the visual bulk of the lifts, such as removing every second horizontal member and replacing them with internal cross bracing.

The impact from the Proposal to the existing male and female toilets has been assessed as having a negligible impact, as both toilets were upgraded as part of a station refresh program in 2017/18.

The following mitigation measures are recommended to minimise impacts.

Recommendation 1 – Heritage Conservation Architect

A heritage conservation architect should be engaged to provide ongoing heritage and conservation advice throughout detailed design and any subsequent relevant design modifications. The nominated heritage conservation architect shall provide supervision of areas identified as contributory elements within the scope of works and ensure that the final design adheres to the *Sydney Trains Footbridge Heritage Conservation Strategy*, *Heritage Platforms Conservation Management Strategy*, the *Station Access Heritage Conservation Guide* and the *Painting Station Guide*.

Recommendation 2 – Specialist Construction Contractors

A specialist construction contractor, experienced in working with heritage fabric, should be engaged during the construction stage of the project.

Recommendation 3 – Toilet Refurbishment

The following recommendations are made with relation to the station building refurbishment:

- Care should be taken when undertaking all demolition works so as not to damage significant fabric.
- Any new brickwork should match the original in terms of brick colour, mortar composition and brick orientation (bricks should be laid in the Flemish bond – alternating between header and stretcher alignment).
- New services, outlets, wall units and brackets (etc.) should be located in areas already modified and/or consolidated in one location. Existing openings in ceilings are the preferred location for the installation of new services. New services and fittings should use existing fixing points or located at mortar joints.
- The painting colour scheme for the new toilets should follow the Conservation Guide: *Painting Station Buildings* approved colour scheme. Specific heritage paint schemes have been developed for station buildings, and the painting scheme outlined for station buildings built 1910 to 1920 should be followed.
- The glass canopy should be freestanding and not come into contact with the station building. The height of the canopy should be raised to coincide with the existing louvre highlight above the entry door to the male toilets. Further design considerations should be investigated during detailed design. This should be done in conjunction with the heritage conservation architect.
- New partitions should be lightweight with a reversible construction to ensure significant fabric is protected and conserved. They should also not extend the full height to the ceiling.

Recommendation 4 – Platform Upgrade Works

The following recommendation is made with regard to works that would be undertaken on, and to, the current platform. This includes the re-grading of the platform surface, and relocation of the current public telephone and vending machine.

- Re-grading of the station platform should not cover any existing wall vents that have been installed along the lower course of the brickwork to the station building. If cast iron gratings are removed, these should be stored for future reuse.
- Further considerations should be investigated during detailed design regarding the relocation options for both the public telephone and vending machines.

Recommendation 5 – Movable Heritage

The Proposal would not impact on any Movable Heritage items identified in the SHR listing of the station. The five movable heritage items should be included into any heritage specific work inductions that are carried out prior to works commencing at the station.

- Ensure that movable items are tagged and recorded (photographs and written description) and included in the Sydney Trains register of movable items.

Recommendation 6 – Archival Recording

Archival recording of the station as a whole prior to the commencement of construction should be undertaken in accordance with NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies should be provided to NSW Heritage Division, the State Library, Hornsby Shire Council and Sydney Trains for future reference. In particular the following elements should be concentrated on:

- Views and vistas to and from the current station
- Footbridge and its original fabric

- Station building.

Recommendation 7 – Heritage Interpretation

Installation of new heritage interpretation signage at the new station entrance should be designed and installed as part of the broad signage and wayfinding plan for the station.

Recommendation 8 – Section 60 Approval

As the Hawkesbury River Station Group is listed on the SHR, a Section 60 approval to undertake the works associated with the Proposal is required from the Heritage Council of NSW. It is recommended that this Statement of Heritage Impact be submitted to the NSW Heritage Branch, together with the requisite forms, for assessment.

Recommendation 9 – Update of State Heritage Register Listing

Following completion of works, the SHR listing description and historical context should be updated to accurately reflect the significance of the station and the new works and elements within the station.

Recommendation 10 – Heritage Induction

A heritage induction should be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly describe the heritage constraints of the site.

Recommendation 11 – Stop Work Procedure

The Construction Environmental Management Plan (CEMP) is to include stop work procedures in accordance with TfNSW's *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016) to manage activities in the unlikely event that intact archaeological relics or deposits are encountered.

1.0 Introduction

1.1 Project Background

Transport for NSW (TfNSW) has proposed the upgrade of Hawkesbury Station (the 'Proposal'). The Proposal forms part of the Transport Access Program (TAP), a NSW Government initiative to provide accessible, modern, secure and integrated transport infrastructure.

In 2019, Aurecon (commissioned by TfNSW) produced accessibility upgrade plans and undertook options development and assessment for Hawkesbury Station. Two options were developed to address deficiencies at the Hawkesbury Station to meet its accessibility obligations in an efficient and cost-effective manner, while being easy to maintain.

The preferred option (Option 1) has since been refined and is subject to environmental impact assessment. As part of the Review of Environmental Factors (REF), AECOM has been commissioned by TfNSW to undertake a Statement of Heritage Impact assessment of the operation of the Proposal.

1.2 Site Identification

Hawkesbury River Station is located approximately 60 km north of Central Station, within the Hornsby Shire local government area (LGA). The station is located on the Main North Line and services both local and intercity trains (Figure 1).

The Proposal encompasses Hawkesbury River Station, which is listed on the State Heritage Register (SHR) (#01166) (Figure 2), Railcorp Section 170 Heritage and Conservation Register, and in the *Hornsby Local Environmental Plan 2013* (Hornsby LEP 2013).

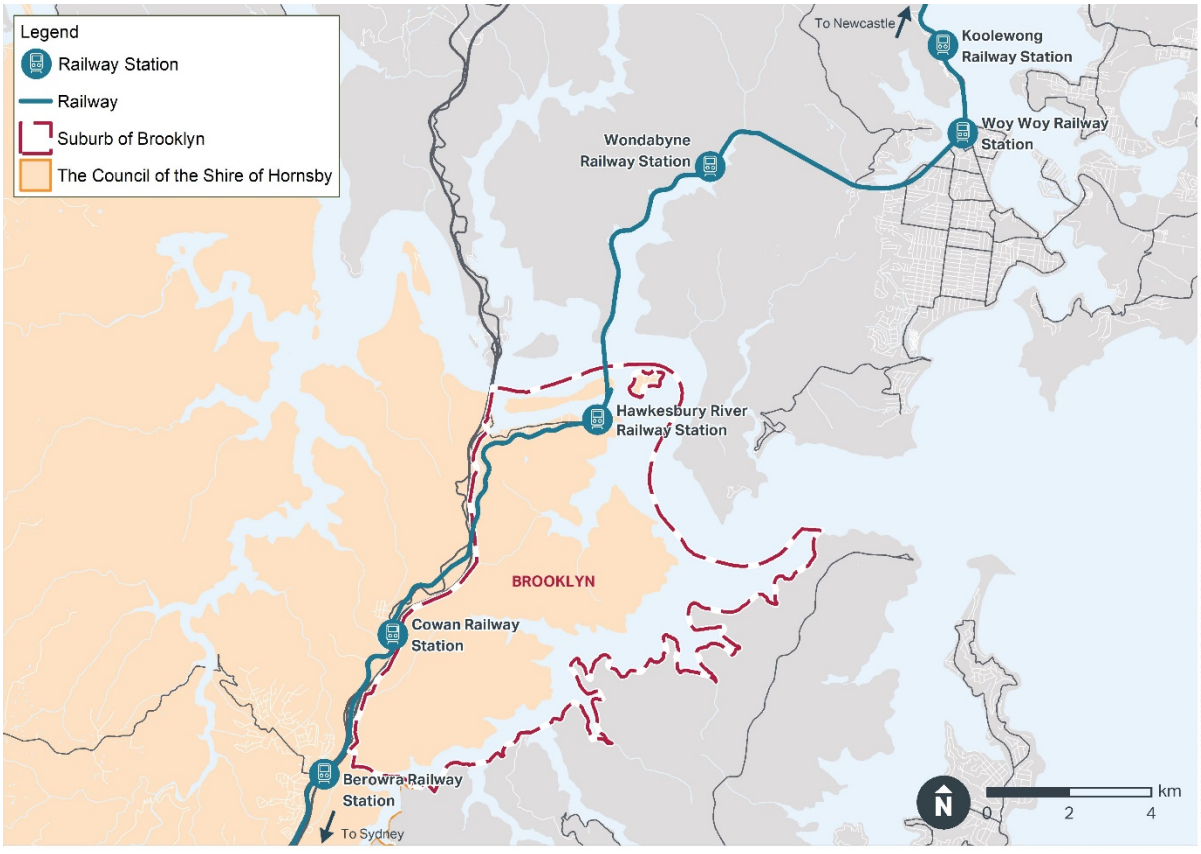


Figure 1 Hawkesbury River Station Location

Figure 2 **Hawkesbury River Railway Station Group State Heritage Register Curtilage Plan** (NSW Heritage Division, 2009)

1.3 Hawkesbury River Station Upgrade

The proposed upgrade to the Hawkesbury River Station includes the construction of the two new lifts to access the platform from Dangar Road; the provision of a new kiss and ride space, footpath grading and other new access path modifications. The existing male and female toilets would also be upgraded, with a new unisex ambulant and staff toilet, and a new family accessible toilet respectively. A full description of the upgrade works is provided in Section 6.1.

1.4 Project Methodology

This heritage assessment has been undertaken in accordance with the New South Wales (NSW) Heritage Division documents *Assessing Heritage Significance* (NSW Heritage Office, 2001) and *Statements of Heritage Impact* (NSW Heritage Office, 2002); it includes:

- Desktop searches of relevant heritage registers.
- Review of Proposal drawings and concept design reports.
- Review of the following key documents:
  - heritage register listings for the station
  - historic plans for the station held by the Sydney Trains Plan Room
  - previous reports and other relevant documentation provided by TfNSW.
- Background research into the historical development of the station using the historic plans, historical photographs, newspapers and other primary and secondary historical sources as relevant and referenced in Section 3.0.
- Site inspection on 5 March 2019 by AECOM staff assessing the existing station (both internal and external) along with the existing character of the Project area and surrounding land uses. Note: all photographs within this report were taken during the site inspection unless otherwise stated.

1.5 Report Limitations

The purpose of this report is to identify and assess historic heritage and archaeological potential which might be impacted by the Proposal. Predictions have been made within this report about the probability of subsurface archaeological materials occurring within the site, based on surface indications and environmental contexts. However, it is possible that materials may occur in areas without surface indications and in any environmental context. Should subsurface archaeological materials be uncovered during construction, these would be addressed in accordance with TfNSW's *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016). This report is based on the scoping design for the Proposal. It is noted that during detailed design, details of the Proposal may change or be refined. Further heritage assessment would be required to assess the potential additional impacts to the heritage value of Hawkesbury River Station during detailed design as outlined in Section 8.0.

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

2.0 Statutory Context

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

2.1 Commonwealth Legislation

2.1.1 Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historic cultural heritage items. Under the EPBC Act, protected heritage items are listed on the National Heritage List (NHL) (items of significance to the nation) or the Commonwealth Heritage List (CHL) (items belonging to the Commonwealth or its agencies). These two lists replaced the Register of the National Estate (RNE). The RNE has been suspended and is no longer a statutory list; however, it remains as an archive.

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

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

Hawkesbury River Station has not been identified on the NHL, CHL or RNE and therefore the Proposal would not require a referral under the EPBC Act with respect to heritage.

2.1.2 Disability Discrimination Act 1992

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

2.2 State Legislation

2.2.1 Environmental Planning and Assessment Act 1979

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) allows for the preparation of planning instruments to direct development within NSW. This includes Local Environmental Plans (LEP), which are administered by local government, they principally determine land use and the process for development applications. LEPs usually include clauses requiring that heritage be considered during development applications and a schedule of identified heritage items be provided. The EP&A Act also allows for the gazettal of State Environmental Planning Policies (SEPP).

2.2.2 State Environmental Planning Policy (Infrastructure) 2007

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

Clause 14 of ISEPP 2007 applies to infrastructure developments carried out by, or on behalf of, a public authority if the development is likely to impact a local heritage item or heritage conservation area (other than a heritage item that is also a State heritage item). Under ISEPP 2007, a public authority, or person/s acting on behalf of a public authority, must not carry out a development to which this clause applies, unless an assessment of the proposed impact has been prepared and forwarded

to the local government of the area for comment. Comments received within 21 days must be taken into consideration.

2.2.3 Heritage Act 1977

The *Heritage Act 1977* (as amended) was enacted to conserve the environmental heritage of NSW. Under Section 32, places, buildings, works, relics, movable objects or precincts of heritage significance are protected by means of either Interim Heritage Orders (IHO) or by listing on the NSW State Heritage Register (SHR). Items that are assessed as having State heritage significance can be listed on the SHR by the Minister on the recommendation of the NSW Heritage Council. Hawkesbury River Railway Station Group has been identified as meeting the criteria for listing on the SHR as item #01166.

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

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

The Hawkesbury River Railway Station Group has been identified on the RailCorp Section 170 Heritage and Conservation Register under the State Heritage Inventory database (SHI #4801021). Under Section 170A(1)(c) Sydney Trains must provide the Heritage Division with written notice prior to demolition of any place, building or work entered in its register. Listing on the SHR overrides this requirement as approval under Section 60 is required.

Archaeological features and deposits are afforded statutory protection by the 'relics provision'. Section 4(1) of the *Heritage Act 1977* (as amended 2009) defines 'relic' as follows:

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

The 'relics provision' requires that no archaeological relics be disturbed or destroyed without prior consent from the Heritage Council of NSW. Therefore, no ground disturbance works may proceed in areas identified as having archaeological potential without first obtaining an Excavation Permit pursuant to Section 140 of the *Heritage Act 1977*, or an Archaeological Exception under Section 139 of the *Heritage Act 1977*.

The Heritage Council must be notified of the discovery of a relic under Section 146 of the *Heritage Act 1977.*

2.3 Local Government

Hawkesbury River Station is located within Hornsby Shire Local Government Area (LGA). The relevance of the Hornsby LEP 2013 to the Proposal is outlined below.

2.3.1 Hornsby Local Environmental Plan 2013

Part 5, Section 5.10 of the Hornsby LEP 2013 deals with heritage conservation within the area covered by this LEP. All heritage items listed on the LEP are included in Schedule 5. The Hornsby LEP 2013 states:

> *(1) The objectives of this clause are as follows:*
>
> *a. to conserve the environmental heritage of Hornsby,*
>
> *b. to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
>
> *c. to conserve archaeological sites,*
>
> *d. to conserve Aboriginal objects and Aboriginal places of heritage significance.*

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

a. demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):

i. a heritage item,

ii. an Aboriginal object,

iii. a building, work, relic or tree within a heritage conservation area,

b. altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

c. disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

d. disturbing or excavating an Aboriginal place of heritage significance,

e. erecting a building on land:

i. on which a heritage item is located or that is within a heritage conservation area, or

ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

f. subdividing land:

i. on which a heritage item is located or that is within a heritage conservation area, or

ii. on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

Hawkesbury River Railway Station Group is a listed item of environmental heritage on Schedule 5 of the Hornsby LEP 2013, identified as #227.

2.4 Summary of Statutory Controls

Hawkesbury River Station has been identified as holding State significance and is listed on the SHR, RailCorp Section 170 Heritage and Conservation Register and Hornsby LEP 2013. In addition, the register search was extended to 100 metres from the curtilage of Hawkesbury River Station to establish if there were surrounding registered items or conservation areas that may be affected by the Proposal. Table 1 summarises the heritage listings identified as a result of this search.

Table 1 Summary of listed heritage items within and adjacent to the Project area

Heritage list	Items within the Project area	Level of significance	Items adjacent to the Project area	Level of significance	Distance to Project area (metres)
World Heritage List	Nil	n/a	Nil	n/a	n/a
National Heritage List	Nil	n/a	Nil	n/a	n/a
Commonwealth Heritage List	Nil	n/a	Nil	n/a	n/a
Register of the National Estate (non-statutory)	Nil	n/a	Nil	n/a	n/a
State Heritage Register	Hawkesbury River Railway Station Group (SHR #01166)	State	Nil	n/a	n/a
Sydney Trains Section 170 Heritage and Conservation Register	Hawkesbury River Railway Station Group (SHI #4801021) Hawkesbury River Railway Station Group (SRA#21), Footbridge (SRA#663)	State State	Nil	n/a	n/a
Hornsby LEP 2013	Hawkesbury River Railway Station Group/Brooklyn Railway Platform and Station (#227) Hawkesbury River Railway Station Group/Brooklyn Railway Station, including Platform (#A16)	State State	McKell Park, Lower/Upper, Cabbage Palms and WWII Gun and Emplacements (#225) Governor Philip Memorial (#A15) House (#229) Hawkesbury River Rail Bridge and Long Island Group (#A19) Railway Shelter Shed (#228)	Local Local Local State (LEP Listing) Local Local	30 30 30 50 30 60

Heritage list	Items within the Project area	Level of significance	Items adjacent to the Project area	Level of significance	Distance to Project area (metres)
			House (#234)	Local	70
			House (#236)	Local	80
			House (#237)	Local	80
			Station Master Cottage (#249)	Local	80
			Shop (#197)	Local	90
			Shop (#198)	Local	100
			Shop (#199)	Local	90
			Shop Fronts (#224)	Local	90
			Footpath (#233)		

There are five heritage items located at Brooklyn that are within 100 metres of the Hawkesbury River Station. The Hawkesbury River Rail Bridge and Long Island Group is listed on the Hornsby LEP as an archaeological item that extends from both the northern end and at the southern end of the railway station. The heritage curtilage associated with the SHR and LEP listings for the railway station extends beyond the ends of the station platforms, and as such the proposed works would be within this area and would not directly impact on this archaeological listing.

Four identified heritage items listed on the Hornsby LEP 2013 are located immediately across the road from the railway station on Dangar Road. These are the McKell Park (including the Lower/Upper Cabbage Palms and World War II Gun and Emplacements), a landscape item, the Governor Phillip Memorial, a locally listed house at 10 Dangar Road, and the Railway Shelter Shed. All proposed construction works, with the exception of the new path, new kiss and ride and accessible carpark would occur within the heritage curtilage associated with the SHR and LEP listing for the Hawkesbury River Station. The path, new kiss and ride and accessible carpark would require regrading to allow the path to be constructed and would result in the modification of the existing carparking spaces which would not require any additional construction activity (line-marking only). As such, there would be no direct impact to any of these items.

3.0 Historical Context

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

3.1 Early European Settlement

The Hawkesbury River was known to Europeans from the onset of colonial history, when in 1788, Governor Phillip voyaged west, exploring its islands and river banks (Hornsby Shire, 2017). Over time, settlements grew along the river, attracted by the richness of available resources (Higginbotham, 1993).

By the mid-1800s the area of modern-day Brooklyn was surveyed and settled. Early Parish Maps of the region show that initial land grants largely clustered around the main inland transport route, being the Great Northern Road (depicted on Figure 3 as a brown line). However, a tract of 100 acres was also granted to Francis King and R W Robinson, on the ridge and river bank overlooking Flat Rock to the east (Figure 3).

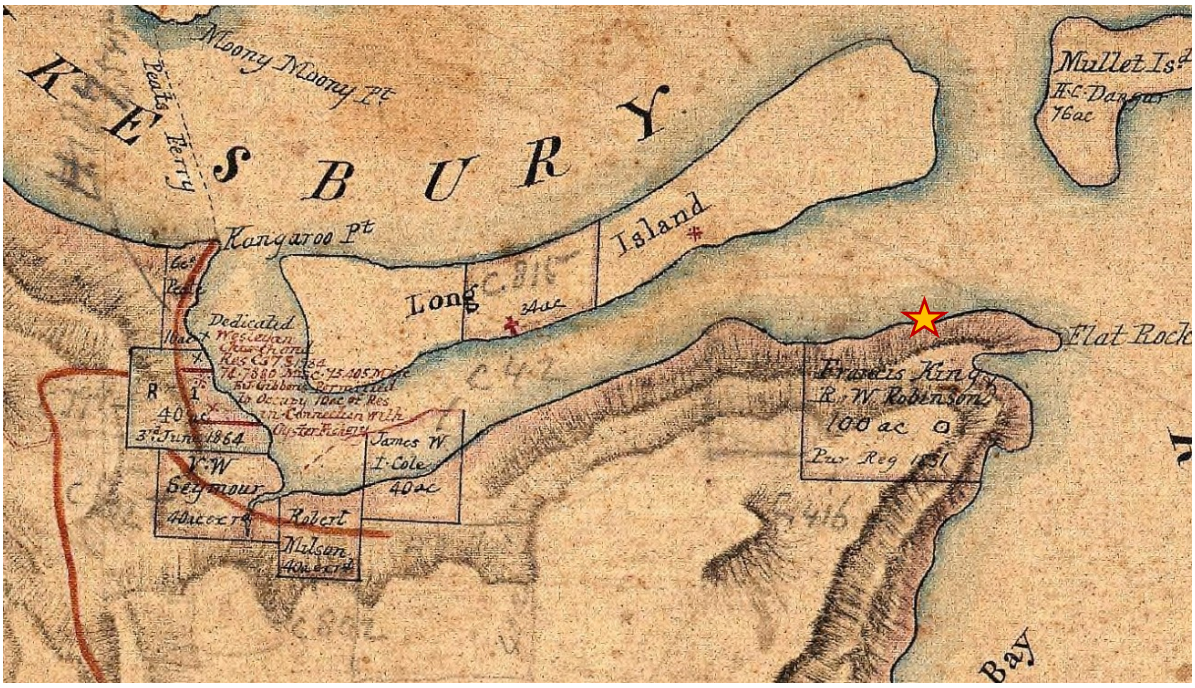


Figure 3 Excerpt from Parish of Cowan Map N.D. (Historical Land Records Viewer, NSW Land Registry Services, 2019). Approximate location of Hawkesbury River Station Group indicated by yellow star.

3.2 A 'United Australia': Railway Developments

The first railway in the Colony connected Sydney to Parramatta Junction in 1855. Following this, proposals for further lines were numerous, as the benefits of transporting goods from inland centres were immediately recognised by "landed interests" (RailCorp, 2009).

In the lead up to Federation, development focus shifted to uniting railways between the eastern colonies, and a continuous rail line was envisaged that would facilitate communication and transport from Charlestown, Queensland right through to Port Augusta, South Australia (Hornsby Shire, 2017). The Hawkesbury River formed a major challenge in this pursuit as its steep river banks necessitated the funding and construction of "the largest iron bridge in the southern hemisphere", which would allow the railway to continue uninterrupted (Davison, 1978) (The Australian Town and Country, 1889).

3.2.1 Sydney to the Hawkesbury River Terminus

With plans for the railway bridge already set in motion, railway lines in the north and south were extended towards the Hawkesbury River, and camps were established along the routes to house railway construction workers (NSW Heritage Division, 2009). By 1883, land on the southern bank of the Hawkesbury River was resumed for the advent of the future railway station, and the 'Township of Brooklyn' was subdivided for private sale, suggesting that the station was predicted to encourage immigration to the area (Figure 4).

Figure 4 Hawkesbury River Subdivision Plans 1883 (State Library of NSW, Mitchell Map Collection, call no. Z/TP/H2/ IE8969642). N.B. Location of the land bridge has been drawn incorrectly. Approximate location of Hawkesbury River Station Group indicated by yellow star.

Parish Maps from 1885 illustrate that the expansion of the railway was well underway by this time, extending east along the southern bank of the Hawkesbury River before leaving the coast at 'Brooklyn Station' and crossing the river over a land bridge towards Long Island (Figure 5).

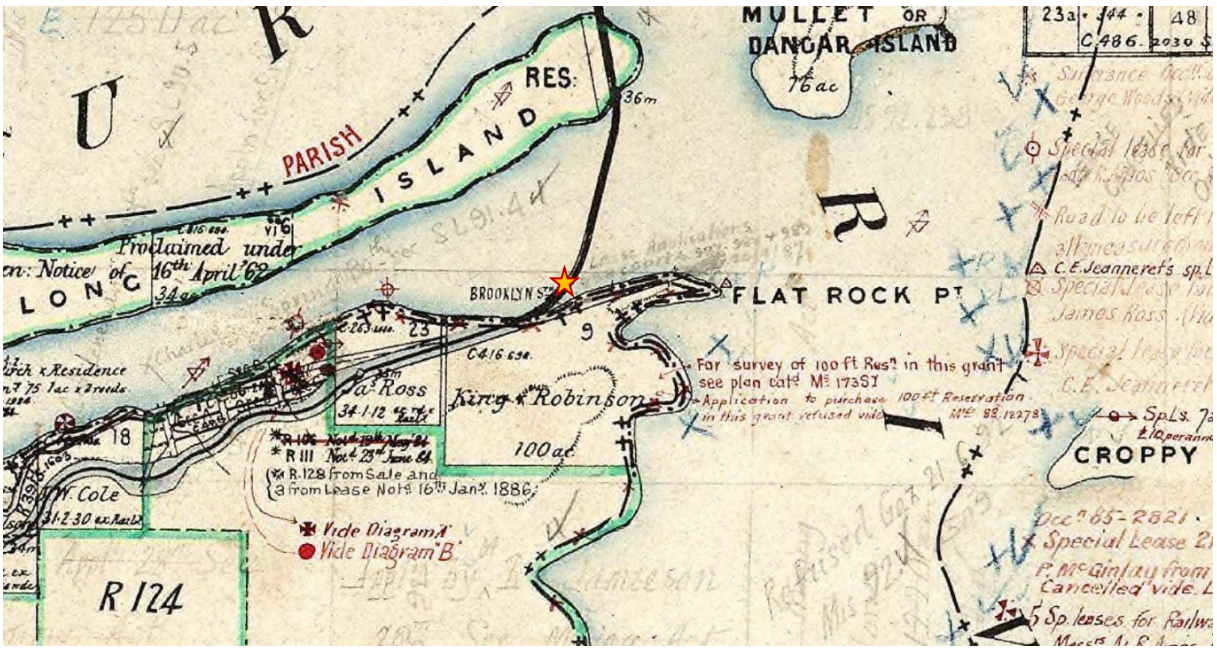


Figure 5 Excerpt from Parish of Cowan Map 1885 (Historical Land Records Viewer, NSW Land Registry Services, 2019). Approximate location of Hawkesbury River Station Group indicated by yellow star.

In 1887, the station, renamed 'Hawkesbury River Station', was officially opened to the public. In a day of celebration, the public was invited to travel the 21 miles (34 km) from Sydney to the railway terminus at Hawkesbury River Station in a specially appointed train. A correspondent for the *Sydney Morning Herald* reported on the day, describing the journey and the town of Brooklyn:

> "*A very large number of people availed themselves of the opportunity thus offered to be amongst the first to travel over the new line. All told there must have been nearly 500 passengers. The government was well represented by Ministers, members of Parliament, and officials… Hawkesbury itself-or Brooklyn as it is called dawns upon the view. A stranger has to look twice to be sure of the township. Its one particular and complete building is the Brooklyn Hotel. The rest of the dwellings are rude tents, or corrugated iron rooms, or rough wooden huts. All the township came down to meet the train. This might have comprised 20 persons, including the navvies working at the new plat-form…*"
>
> (*The Sydney Morning Herald*, 8 April 1887:7)

This description of Brooklyn, as an unassuming town predominately serving the railway, is reflected in early photographs of the Hawkesbury River Station (Figure 6) and later subdivision plans (Figure 7). In these, growth surrounding the station had been minimal, despite hopes that with the railway open, the "present unassuming marine settlement [would] soon develop into a populous seaside resort" (The Sydney Morning Herald, 1887).

The layout of the station was altered in the early 1900s in preparation for duplication of the line. In 1903 the timber station building was replaced with a new brick building in the standard Federation style. The timber side platforms were replaced with an island around the same time, constructed with brick retaining walls. Duplication of the line from Boronia to Hawkesbury River was completed on 27 September 1909 (NSW Heritage Division, 2009).

As rail traffic became more frequent, pedestrian footbridges were constructed at numerous stations along the Main North Line, providing safe pedestrian access to the new island platforms. The Hawkesbury River footbridge was constructed in 1911; it was extended in 1912 to provide access to an adjacent wharf on the river (NSW Heritage Division, 2009).

The new station building was constructed in 1910 on top of the new island platform. The brick station design was a standard A8-10 (Figure 8).

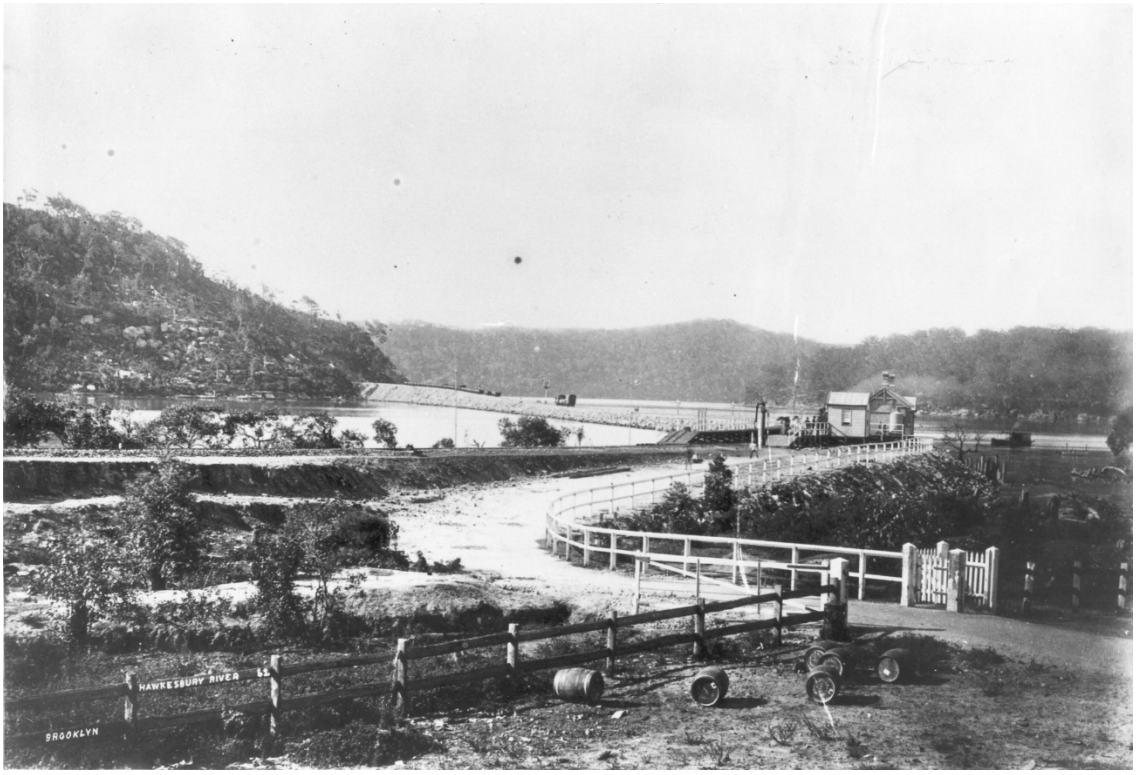


Figure 6 Brooklyn, showing Hawkesbury River Station, c.1900 (Hornsby Shire Library & Information Service Digital Collections, 2018). Station, platform and land bridge to Long Island shown mid right to left. Barrels from the Brooklyn Hotel shown in the foreground.

Figure 7 Hawkesbury River Subdivision Plans, c.1912 (State Library of NSW, Mitchell Map Collection, call no. Z/TP/H2/IE8969494).

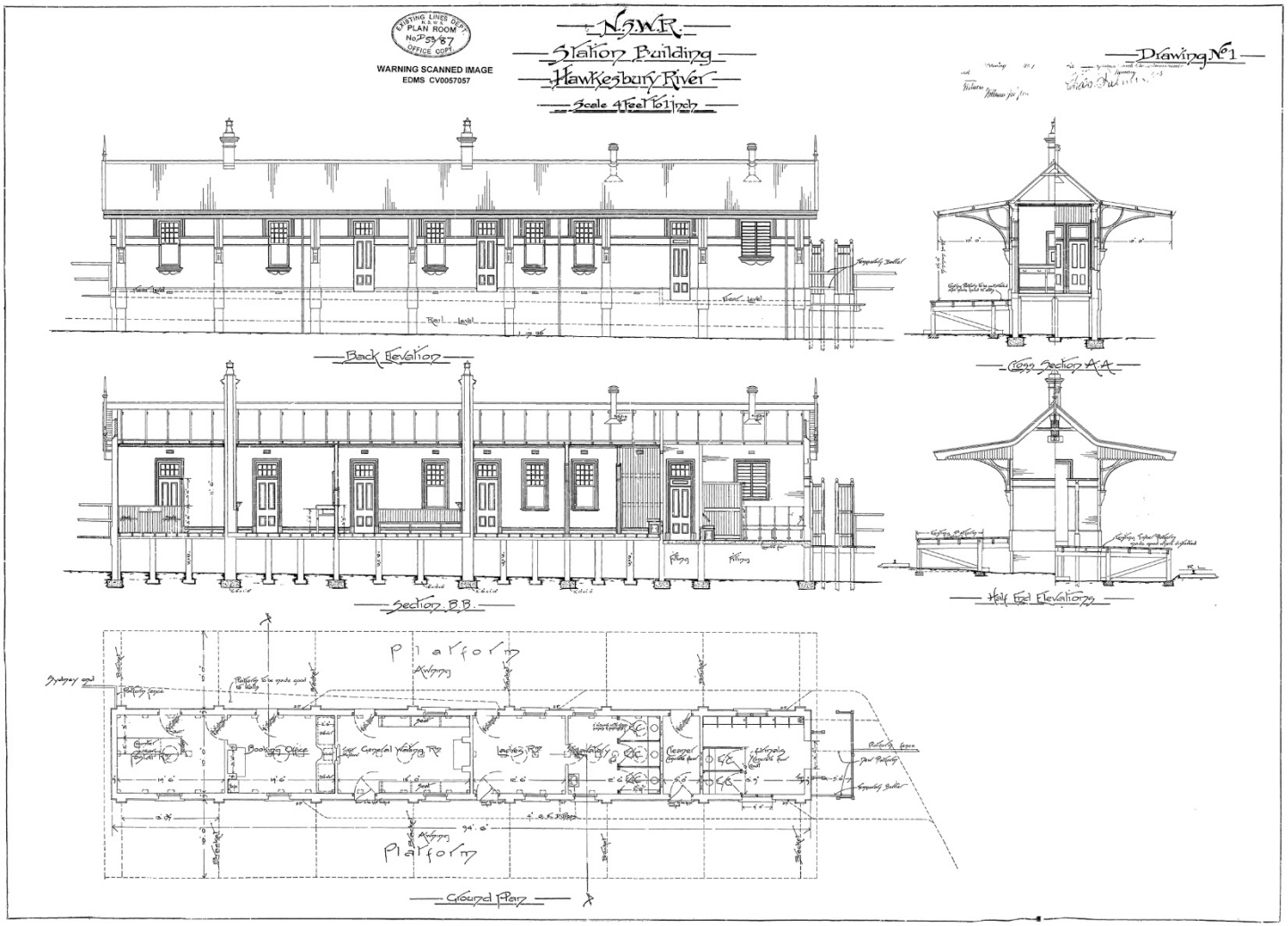


Figure 8 Design plan for the Station building – Hawkesbury River (source Sydney Train Digital Plan Room EDMS CV0057057)

While growth in the Brooklyn area was limited, the opening of the station facilitated the transportation of goods into Sydney markets and attracted tourists looking to escape the crowded metropolis of Sydney for the infamous views and healthy fresh air of the Hawkesbury region (Higginbotham, 1993).

A c.1920s plan of Hawkesbury River Station shows the location of a “fish shed” built immediately to the north of the current footbridge, on the eastern, Dangar Road, side of the station. The “fish shed” appears in an undated photograph that shows a lightweight structure built on raised timber posts (Figure 9). The shed itself appears to have been an open slat structure with a metal roof, surrounded by a timber deck (Figure 10). The only other structure that appears to have been built near the station is the goods shed near the southern end of the station platform. The shed is likely to have been a timber raised platform with a timber and corrugated iron shed (Figure 9).

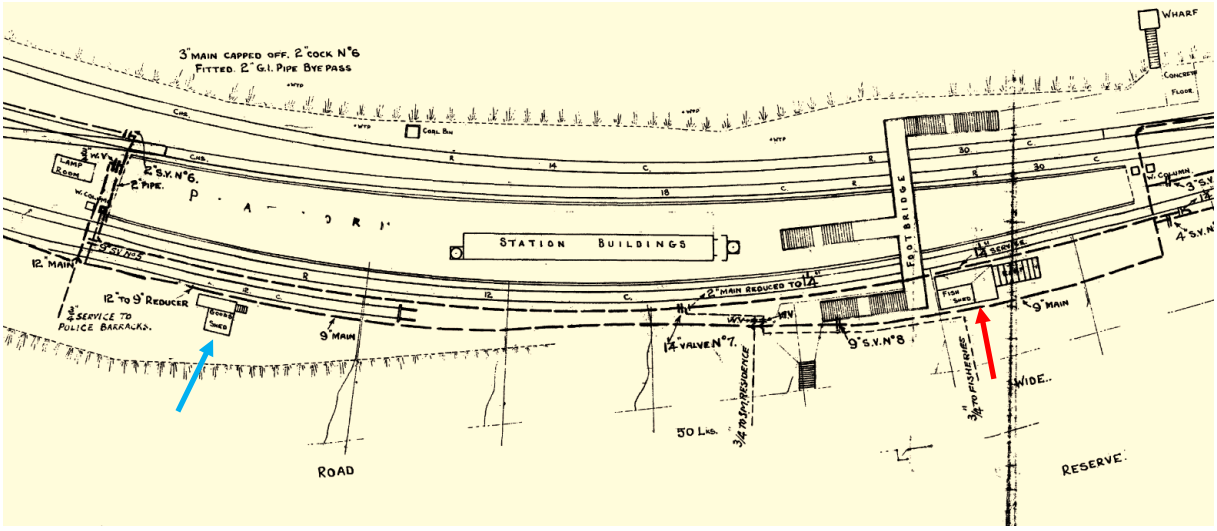


Figure 9 **c.1920 plan showing the location of the series and layout of the Hawkesbury River Station. The plan shows the location of the “Fish Shed” (red arrow) and Goods Shed (blue arrow) located close to the station layout (Source Sydney Digital Plan Room EDMS CV0068765).**

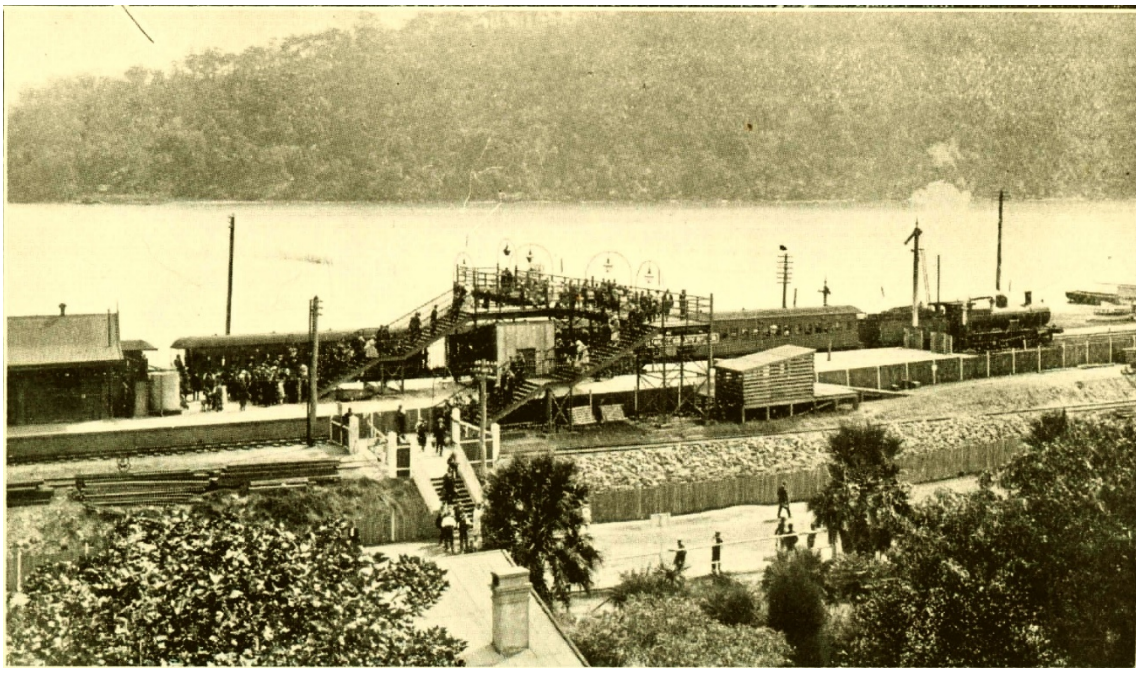


Figure 10 **Hawkesbury River Station, N.D. (Hornsby Shire Library & Information Service Digital Collections, 2018).**

On 24 July 1932, over 8,000 Sydneysiders were transported to the Hawkesbury and hiked between Hawkesbury River Station and Cowan Station, as part of a “hike yourself into jolly good health” ‘mystery hike’ jointly organised by NSW Railways and F. J. Palmers & Sons (Figure 11).

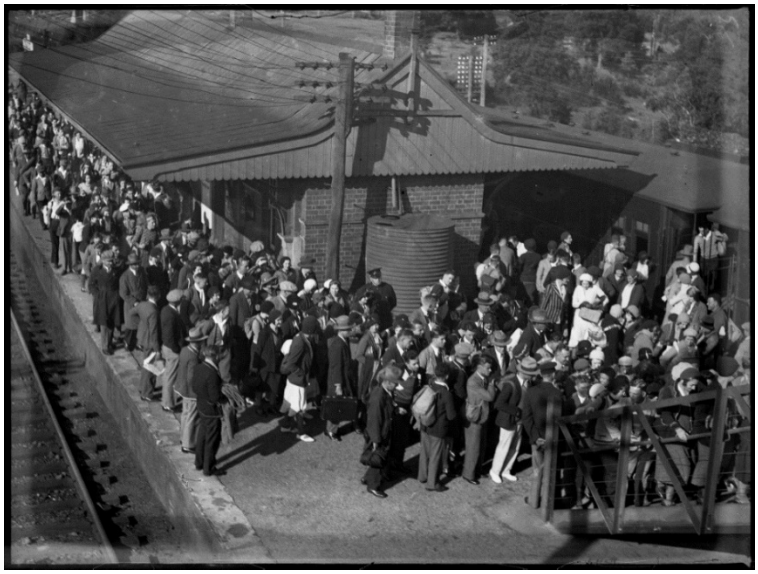


Figure 11 Palmer’s Mystery Hike at Hawkesbury River Station, 1932 (Hornsby Shire Library & Information Service Digital Collections, 2018). Participants bought a two-shilling ticket at Central Station and were taken to a ‘mystery destination’ to begin a hike. The 8,000 passengers were transported in twelve trains.

3.2.2 The Sydney (Homebush) to Newcastle (Waratah) Line

Once the Short North Line (Newcastle to the northern bank of the Hawkesbury River) was completed in 1888, travel between Sydney and Newcastle was possible, with a short paddle steamer journey across the Hawkesbury River while the Hawkesbury River Rail Bridge was under construction (Hornsby Shire, 2017). The railway was extended north from Hawkesbury River Station along a causeway of reclaimed land to ‘River Wharf’ (also known as ’Flat Rock Wharf’ and ‘Gordon Wharf’) Station on the eastern side of Long Island (NSW Heritage Office, 2019). From River Wharf Station, passengers were transported via the ‘General Gordon Paddle Steamer’ to the northern bank of the Hawkesbury River, where they would resume travel on the railway (Hornsby Shire Library & Information Service Digital Collections, 2018). Figure 12 depicts the Paddle Steamer leaving River Wharf.

Figure 12 Flat Rock Wharf (Long Island) - General Gordon (Paddle Steamer), 1887 - 1889 (State Library of NSW, Call no. Government Printing Office 1-19292/IE1869318).

3.2.3 The Great Northern Railway: Uninterrupted

The Hawkesbury River Rail Bridge and Long Island tunnel were officially opened in May 1889, allowing for a fully uninterrupted rail journey from Sydney to Newcastle (NSW Heritage Division, 2009). NSW Premier Sir Henry Parkes is remembered for his celebratory toast at the opening of the Bridge, famously stating: “In this great system of material arteries which we complete today, we see the crimson fluid of kinship pass through all the iron veins” (The Northern Star, 1897). The Bridge thus became a symbol of the approaching Federation and a “United Australia”.

Built by the Union Bridge Company of Brooklyn, New York – after which the township of Brooklyn received its name – the Hawkesbury River Railway Bridge was recognised as a feat of engineering. Despite being rebuilt in 1945, on the Centenary of Federation in 2001, the bridge was recognised as a ‘National Engineering Landmark’ by the Institution of Engineers, Australia (Figure 13). The Rail Bridge and Hawkesbury River Station are strongly associated sites.

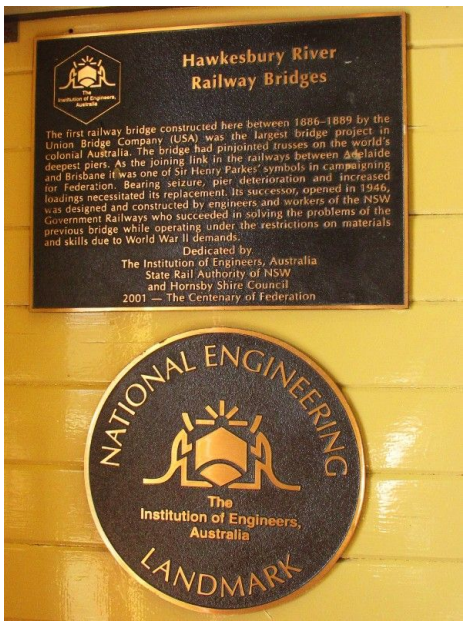


Figure 13 Hawkesbury River Railway Bridges 2015 (website Monument Australia, accessed 25 February 2019, http://monumentaustralia.org.au/australian_monument/display/105435).

3.2.4 Name Changes

Hawkesbury River Station has been known over the years by such various names as 'Flat Rock Station', 'Brooklyn Station', 'Hawkesbury River Station' and 'Hawkesbury Station', causing much confusion for visitors. It has retained its current name, 'Hawkesbury River Station', since 1906 (NSW Heritage Division, 2009). For the following sections of this report, the station will be referred to as the 'Hawkesbury River Station'.

3.3 Development of the Hawkesbury River Station

Hawkesbury River Station was subject to a number of modifications since its opening in 1887. The original fabric and known upgrades are summarised briefly below and shown in Figure 12 and Figure 13.

Original Fabric	
1887	Single line – two timber side platforms
1887	Timber station building on the up (eastern) platform
Early Upgrades	
1887	Island platform is built
1909	Layout changes for duplication of the lines
1910	New standard brick Federation style type station building including Signal Box – Type 11
1910	Footbridge

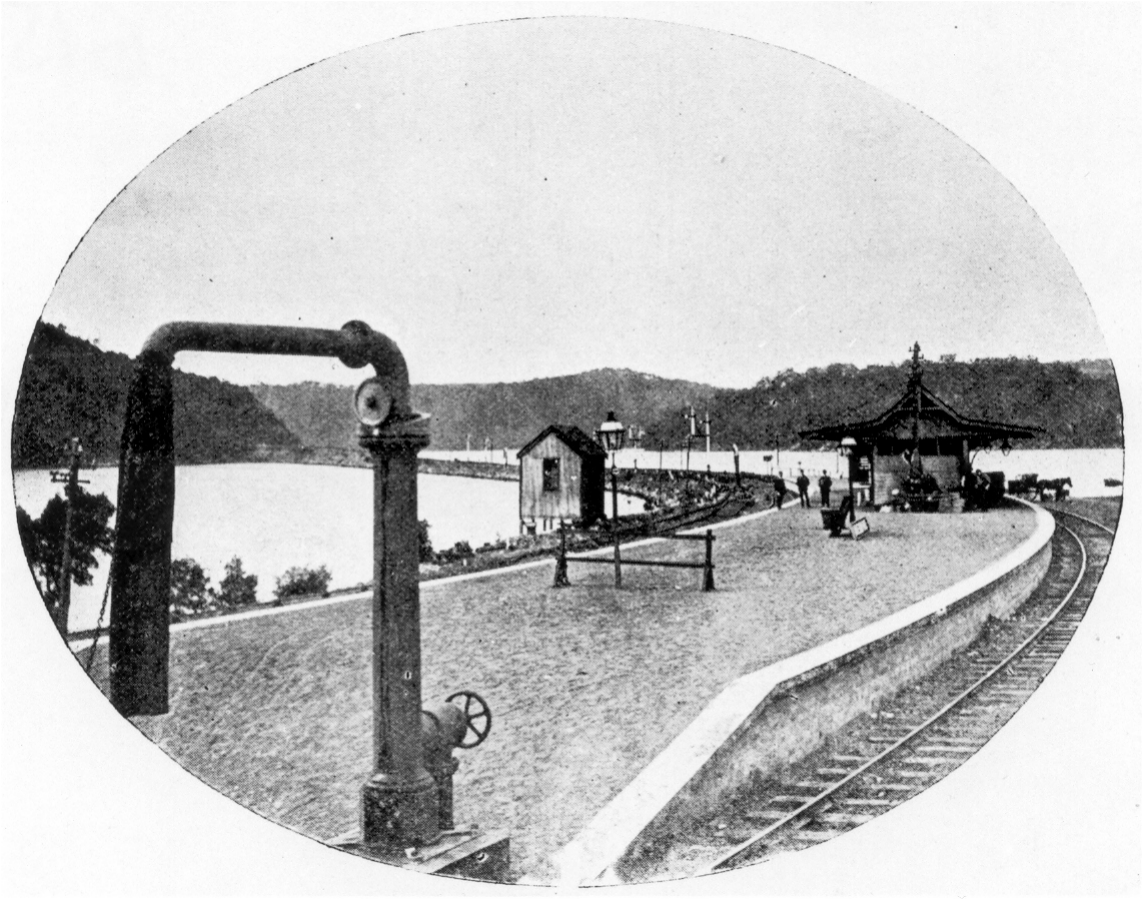


Figure 14 Hawkesbury River Station, looking towards the Causeway, c.1900 (Hornsby Shire Library & Information Service Digital Collections, 2018).

3.3.1 Mid-Century Station Upgrades

Increased railway traffic

In subsequent years, increased rail traffic resulted in constant re-modelling, improvement and updating of railway facilities at Hawkesbury River to cater for bank engines (which assisted south-bound trains from Hawkesbury River to Cowan) as well as longer and heavier trains. Signalling and interlocking was improved as a result. The station building was extended to the south in the c.1920s with the addition of a precast concrete signal box. The up (eastern) platform was rebuilt in approximately the late 1930s with a steel rail post and reinforced concrete panel retaining wall (NSW Heritage Division, 2009).

Electrification of the line and subsequent changes

Electrification of the Hornsby-Gosford section was opened in 1960. The first stage of the project was the electrification of the Hornsby to Hawkesbury River section and this was opened at Hawkesbury River Station on 12 April 1959. As part of this scheme, platforms, overbridges, underbridge, footbridges and other structures along the line were often modified or rebuilt to accommodate the wide electric rolling stock, planned to operate between Hornsby and Cowan (NSW Heritage Division, 2009).

At Hawkesbury River Station, the platforms were raised and extended to the north; the station footbridge was also raised for electrification. The demise of steam locomotive bank engines, replaced by electric locomotives, also led to modifications and improvements to track work, sidings and signalling to suit the use of electric locomotives and the future operation of stainless steel electric interurban car sets on passenger trains. A brick Relay Room was constructed at the south end of the Hawkesbury River Station platform (between 1952 and 1959) as an adjunct to the signal box (NSW Heritage Division, 2009).

3.3.2 Recent change and alterations to the Hawkesbury River Station

In the late 1980s and early 1990s, some station buildings on the Main North Line between Hornsby and Newcastle were further rebuilt with modern materials, a result of the extension of electrification from Gosford to Newcastle. However, the 1910 brick station building at Hawkesbury River is extant, although some additional awnings and structures have been added on the platform. The station steps were rebuilt with modern materials.

The last major upgrade works to the Hawkesbury River Station included restoration of the station as a whole. This was undertaken between 2016 and 2017 and included the following works (Catalyst Architects Pty Ltd, 2016):

External works:

- Paint removal to originally unpainted face brickwork frieze and stone corbel elements.
- General external cleaning, including cleaning of all masonry elements.
- Removal of all intrusive anchors and plugs to face brickwork and brick patch repairs to all holes.
- Brick mortar jointing repairs.
- Brick tuckpointing repairs.
- Reconstruction of string mouldings where damaged.
- Repainting all previously painted mouldings with mineral silicate coating.
- Repainting original painted timber and steel external elements, including lead-based paint removal and removal of all loose and unsound paint substrates.
- Replacement of existing roof sheeting and flashings to entirety of station building and as well as associated replacement of awning to original detail. Reconstruction of roof timber barge to original detail.
- Replacement of damaged glazing; replacement of intrusive non-original glazing; replacement of damaged glazing putty.
- General lighting improvement and upgrade, using Light-emitting diode fittings.
- Restoration works to early cast iron water bubbler.
- General cleaning and repair works to western Relay Room building (c.1920).
- General maintenance of garden beds maintenance.
- Replacement of non-original outdoor seats and bins.
- Removal of intrusive security screens to all windows and fanlights and installation of Crimsafe screens to Booking Office and Signal Room only.

Internal works:

- Removal of intrusive exit signs covering fanlights and replacement with new mounted above fanlights.
- Repainting original painted internal elements.
- Refurbishment of men's toilets including new floor and wall tiles, partitions, pans, basins and other fittings.
- Refurbishment of women’s toilets including new floor and wall tiles, partitions, pans, basins and other fittings.
- Demolishing of vinyl floor to Ladies’ Waiting Room and reinstatement of original polished timber floor finish.
- General lighting improvement and upgrade, using LED fittings.

A Statement of Heritage Impact was prepared by Catalyst in 2016 that assessed the impact of these proposed works against the significance of the railway station. The report assessed the impact of the station refresh works as not having an adverse heritage impact to the station building or to the heritage significance associated with the property. As such, the works were approved under the Agency-Specific Exemptions granted under Section 57(2) of the *Heritage Act 1977*. The report also identified and presented heritage opportunities that could restore missing elements relating to the station building through reconstruction.

The site inspection also noted the pedestrian overbridge had recently been upgraded and refurbished, however, no documentation relating to these works has been uncovered.

4.0 Physical Evidence

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

4.1 Hawkesbury River Station – Major Group Elements

4.1.1 General Overview

Hawkesbury River Station has a single island platform, accessed by the footbridge from Dangar Road on the southern side of the station, and from a wharf located on the northern side of the station. The Dangar Road entry to the station consists of a wide footpath with a block form retaining wall along the boundary line. There is a separate double staircase that leads from the footpath to a return landing that accesses the original footbridge. The area to the north of the footbridge includes a series of stairs that access the rail corridor and a vegetated embankment. The embankment extends all the way to the northern end of the station (Plate 1 and Plate 2). The area to the south of the footbridge includes a stone retaining wall and vegetated embankment as well.

Plate 1 Dangar Road layout of the Hawkesbury River Station entry (view to the southwest).

The footbridge consists of three box trestle footings at either end of the bridge and one in the centre supporting the staircase onto the platform. Additional modern rounded steel trestle frames have been built underneath the staircase leading to the platform, as well as, under each landing on the staircases on the outside of the pedestrian overbridge (Plate 3, Plate 4, Plate 6 and Plate 7).

The deck, stairs and landings on both sides of the overbridge are supported by the original lateral iron girder frames, however, the original iron support structure is only present below the main span of the footbridge (Plate 5). The deck and stair treads are all modern concrete (Plate 8 and Plate 9).

The balustrades on all staircases and on top of the main span deck are all modern. The staircase from Dangar Road has a 2 m steel frame and wire screen on the track side, and a similar balustrade, but only 1.1 m tall on the street side. The main span of the bridge includes tall aluminium panels with operable windows along both sides (Plate 8, Plate 9 and Plate 10). These steel panel walls continue to the northern side of the central staircase, where the balustrade changes to a lower profile design. This lower profile continues along both sides of the overbridge and down the northern staircase. An aluminium and corrugated iron anti-throw screen has been installed on the track side staircase.

Plate 2 View of the current footbridge at Hawkesbury River Station (view west from Dangar Road.)

Plate 3 View of the eastern (Dangar Road) side of the footbridge at Hawkesbury River Station (view south)

Plate 4 **View of the western (Hawkesbury River) side of the footbridge at Hawkesbury River Station (view south), showing modified footbridge balustrades and anti-throw screens.**

Plate 5 **Detailed view of the underside of the footbridge. Showing the original subdeck structure associated with the footbridge, and the modern balustrades and windows.**

Plate 6 View of one of the box trestles supporting the footbridge (view southwest)

Plate 7 View of the new supports installed under the staircase leading from Dangar Road to the footbridge (view east).

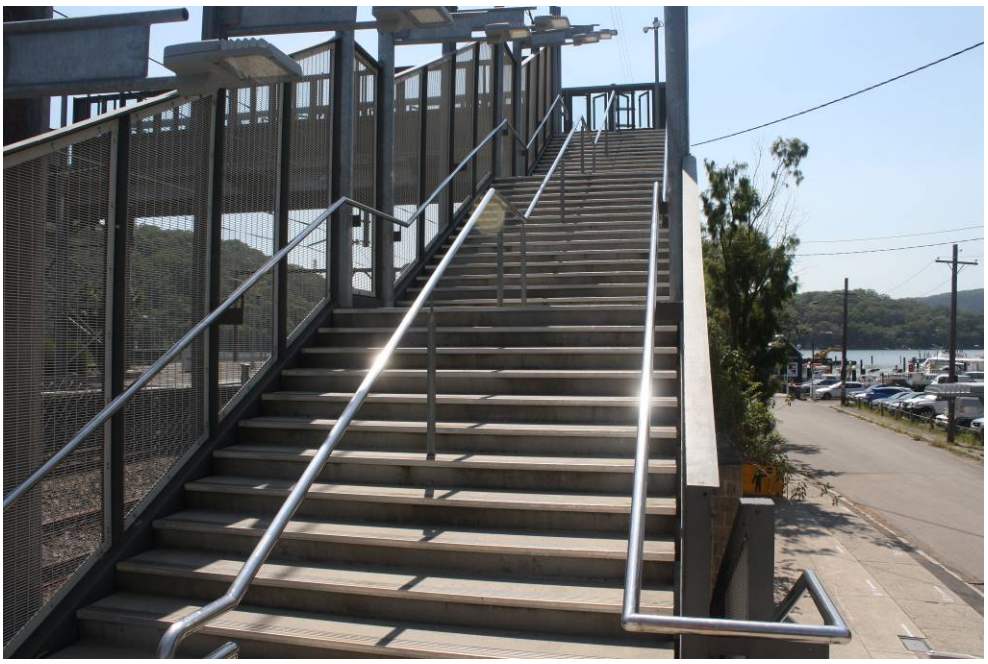


Plate 8 **View of the stairs leading up to the footbridge from Dangar Road. Note the installation of the anti-throw screens and the new concrete deck (view north).**

Plate 9 **View from the top of the footbridge. Note the lower balustrade installed on the western half of the footbridge and modern concrete deck (view east)**

Plate 10 Detail view of the modern balustrade and operable windows on top of the footbridge.

The station consists of a single island station building located between the Up and Down lines. The station building is a single-story face brick building with a corrugated iron gable roof. On either side adjoining the platform, there is a large awning supported on cast iron brackets, which are supported and attached to the station building on top of a sandstone plinth. The station building features rendered detailing including cornices, architraves, string-courses and sill, with recently refreshed tuck-pointing, timber-framed double-hung sashed windows with the upper sashes retaining coloured cathedral glass panes (NSW Heritage Division, 2009).

The proposed modifications to the station building would be limited internally to the existing male and female toilets only, and therefore the description of the station building has been limited to these rooms. Both toilets were upgraded as part of the 2017/18 station refresh program. The current female toilets are accessible from both sides of the station building via a lobby room. The lobby room consists of original timber floors, rendered and painted internal brick walls with a two sash windows fronting both sides to the platforms. The top half of the windows, and transom windows above both entrance doors, consist of coloured cathedral glass panels (Plate 11 and Plate 12). Wall ventilation grills are present above both doors and windows. Bench seating is present below both windows and may be original furniture (Plate 13).

The ceilings consist of decorative architraves with ripple iron ceiling and a new modern light fitting (Figure 14) (Plate 14).

The toilets are accessed by a single door towards the northern side of the room (Plate 15). There are three cubical stalls along the northern wall of the room, with new tiling present along the western, northern and eastern walls where the cubicles have been installed. The floor consists of a new modern tiled floor (Plate 16). The windows are original and have not been impacted by the latest refresh works.

Plate 11 Platform entry door to the lobby that leads to the female toilet (view east).

Plate 12 Detail of current door layout and transom window in the lobby room (view northeast).

Plate 13 Detailed view of one of the sash windows, cathedral glass, dado rail and original bench seat.

Plate 14 Wall and window detail inside the current female toilet.

Plate 15 Internal entry door from the lobby room into the existing female toilets showing contemporary fitout.

Plate 16 Internal layout of the current female toilet.

The male toilet is located at the northern end of the station building. Entrance into the toilet is through a timber privacy wall from Platform 2 only (Plate 17 and Plate 18). The transom window is missing above the door and has been replaced with a metal grate (Plate 19). The male toilets consist of lightly rendered and painted brick walls with a dado line present at a height of approximately 1.5 m (5 ft) (Plate 20). Frosted glass louver windows are present on both the eastern and western walls of the room (Plate 21 and Plate 22). The floor of the room has been tiled and is modern. The ceiling is made up of decorative moulded architraves, with a ripple iron roof and two florescent lights. The architraves and ceiling are likely to be original.

The toilet consists of three modern cubicle stalls along the southern wall of the room, and a urinal located on the western wall. The tiling present inside the cubical stalls along the outer walls of the room is modern. The sink, mirror and other toilet fittings are all modern. The cisterns for the toilets are hidden behind the tiled wall.

Plate 17 External view of the privacy screen currently installed in front of the entry to the male toilet.

Plate 18 Current entry into the male toilet from the privacy screen.

Plate 19 Detail of the metal grate installed where a transom window was previously.

Plate 20 Current layout of the male toilet

Plate 21 Detail of the current fixtures and fittings inside the male toilet. Note the original window and frosted glass.

Plate 22 Detail of the opposite wall of the male toilet

4.1.2 Additional Elements – Movable Heritage

The SHR listing identifies eight items of movable heritage (NSW Heritage Division, 2009). These are described in Table 2.

Table 2 Movable Heritage

Item and Description	Images
World War 2 honour roll board	
Cast iron drinking fountain	

Item and Description	Images
Collection of historic photographs in waiting room corridor	
Original cast iron safe in former Station Master's Office.	

5.0 Significance Assessment

5.1 Introduction

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

The process of linking this assessment with an item's historical context has been developed through the NSW Heritage Management System and is outlined in the guideline *Assessing Heritage Significance* (NSW Heritage Office, 2001), part of the NSW Heritage Manual (Heritage Branch, Department of Planning). The *Assessing Heritage Significance* guidelines establish seven evaluation criteria (which reflect four categories of significance and whether a place is rare or representative) under which a place can be evaluated in the context of State or local historical themes. Similarly, a heritage item can be significant at a local level (i.e. to the people living in the vicinity of the site), at a State level (i.e. to all people living within NSW) or be significant to the country as a whole and be of National or Commonwealth significance.

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

Table 3 Significance assessment criteria

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

Criterion	Inclusions/Exclusions
Criterion (e) *– an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area). Significance under this criterion must have the potential to yield new or further substantial information.*	Under the guideline, an item can be excluded if the information would be irrelevant or only contains information available in other sources.
Criterion (f) *– an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).*	An item is excluded if it is not rare or if it is numerous, but under threat. The item must demonstrate a process, custom or other human activity that is in danger of being lost, is the only example of its type or demonstrates designs or techniques of interest.
Criterion (g) *– an item is important in demonstrating the principal characteristics of a class of NSW's (or local area's):* • *cultural or natural places cultural or natural environments.*	An item is excluded under this criterion if it is a poor example or has lost the range of characteristics of a type.

5.2 Hawkesbury River Railway Station Group

5.2.1 State Heritage Register and Section 170 Register Listings

The Hawkesbury River Station has been assessed against the SHR criteria in the State Heritage register and the Section 170 Heritage and Conservation Register to determine the level of significance and related statutory protection. The existing assessment of significance assessed in the SHR listing is provided in Table 4.

Table 4 Significance assessment – Hawkesbury River Railway Station Group

Significance Criteria	Application of Criteria (Existing Assessment)
Historical significance SHR criteria (a)	*The Hawkesbury River Railway Station was the terminus for the first section of the Short North Line from Strathfield for two years until the first Hawkesbury River bridge was completed in 1889. As such it has historic associations with the rail linkage of Sydney and Newcastle, which was a major event in the history of NSW railways. It forms part of a significant railway landscape including the Long Island Maintenance Depot, land bridge and tunnels, the current and former Hawkesbury River Rail bridges and railway worker accommodation in Brooklyn township.* *The station facilitated the development of Brooklyn as a settlement for workers constructing the line. The associated housing (not owned by RailCorp) increases the significance of the Brooklyn Railway precinct, representing the provision of railway workers accommodation for construction and permanent ongoing operation of the railway, a practice that is no longer occurring.* *Like many historic railway stations in NSW the station complex is able to evoke a former era of travel, communication and trade. This is heightened by the presence of a water spout at the southern end of the station from the former days of steam powered railway travel and the jetty, which forms an interface between transport on land and sea.*

Significance Criteria	Application of Criteria (Existing Assessment)
Historical association significance SHR criteria (b)	The item does not meet this criterion.
Aesthetic significance SHR criteria (c)	*The station group has an outstanding degree of aesthetic significance. It has a particularly picturesque setting on the edge of the Hawkesbury, with views over the water to the east and west and to Long Island to the north. The station affords a view of the land bridge between Brooklyn and Long Island and the portals of the current and former Long Island tunnels, providing a rare opportunity to easily view some of the technical achievements of the Short North line construction. Its waterside setting is unusual and as such it is one of the most picturesque station settings in NSW.* *The station building is an example of early twentieth century railway station design with fabric and details typical of this period and is similar to other rail buildings of the late nineteenth and early twentieth century in the Sydney region.*
Social significance SHR criteria (d)	*The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.*
Technical/Research significance SHR criteria (e)	The item does not meet this criterion.
Rarity SHR criteria (f)	*The Hawkesbury River station complex is a common station Type 11 (standard A8-10), well represented elsewhere in the Sydney metro network. Its waterside setting is however rare, providing one of the most picturesque station settings in NSW.* *The station group also forms part of an unusual late nineteenth and early twentieth century railway landscape of outstanding significance clustered around the Hawkesbury River, which includes the Long Island tunnels and maintenance depot, the current and former Hawkesbury River railway bridges and worker accommodation in Brooklyn township.*
Representativeness SHR criteria (g)	*The platform building, island platform and footbridge are representative of structures built at Sydney railway stations between 1892 and 1929. The station building is a good representative example of Type A8-10 stations due to its high degree of intactness and integrity. The later Relay Room is representative of rail infrastructure of the 1950s era, designed to accommodate significant technological change in signalling and electrification of the line at this time.* *The footbridge was identified as an item of moderate heritage significance in the comparative analysis from the 2016 'Railway Footbridges Heritage Conservation Strategy'.*
Integrity/Intactness	*The station group is intact and maintains its historic relationship with the Hawkesbury River setting, the Long Island Group, the current and former Hawkesbury River Rail Bridges and workers accommodation in Brooklyn township. The station building is intact with most original fittings and fixtures. The footbridge has been raised to accommodate electric trains but maintains its original steel support structure.*

The existing Statement of Significance reads as follows:

> *Hawkesbury Railway Station has State significance. The station group has an outstanding degree of aesthetic significance. It has a particularly picturesque setting on the edge of the Hawkesbury, with views over the water to the east and west and to Long Island to the north. The station affords a view of the land bridge between Brooklyn and Long Island and the portals of the current and former Long Island tunnels, providing a rare opportunity to easily view some of the technical achievements of the Short North line construction. Its waterside setting is unusual and as such it is one of the most picturesque station settings in NSW.*
>
> *Hawkesbury River Station has historical associations with the construction of the Short North line in the late 1880s and the Hawkesbury River Bridge in 1889, which was a major event and a significant engineering achievement in the history of NSW railways. The station facilitated the development of Brooklyn as a settlement for workers constructing the line and the station forms part of an extensive railway landscape of outstanding significance clustered around the Hawkesbury River, which includes the Long Island tunnels and maintenance depot, the current and former Hawkesbury River railway bridges and worker accommodation in Brooklyn township.*
>
> *The platform building, island platform and footbridge are representative of structures built at Sydney railway stations between 1892 and 1929 and especially the period between 1909 and 1917. The station building is a good representative example of its type due to its high degree of intactness and integrity.* (NSW Heritage Division, 2009)

This Statement of Significance was last updated 16 October 2009.

5.2.2 Hornsby LEP 2013 Listing

The Hornsby LEP 2013 listing does not contain an assessment of significance against the criteria. The Statement of Significance for the LEP listed Hawkesbury River Railway Station states:

> *Fine late Victorian period railway station. Much original detail including moulded render. In good condition and little altered. Of historical and social significance for its association with the development of Brooklyn and the railway*.

This Statement of Significance was last updated 22 July 1994.

5.2.3 Discussion

The heritage significance associated with the Hawkesbury River Station relates to the station's historical, social and aesthetic significance. Historically, the station was the terminus stop at the Hawkesbury River, which led to the development of the township of Brooklyn, firstly as a railway works settlement, and later riverside settlement. The presence and ongoing operation of the station continues this historical association, as does the station's social significance through its connection to place, to Brooklyn, and to continued use by residents and tourists.

The station building, platform and the pedestrian overbridge are typical of the types of buildings constructed on the Sydney metropolitan network between 1892 and 1929. They are, on their own, not considered to be rare or endangered, although the station building is considered to be highly intact. The setting of the station contributes to the station's landscape, represented in the station's aesthetic significance and rarity. The grouping of the station building, platform and pedestrian overbridge, on the banks of the Hawkesbury River, has been identified as a rare and picturesque setting that is not represented elsewhere on the Newcastle line.

5.3 Grading of Significant Elements

As different elements of an item can have a different contribution to its heritage significance, it is sometimes useful to define which elements are of significance and which may detract from its significance. The NSW Heritage Division (NSW Heritage Office, 2001:11) use the grading criteria provided in Table 5.

Table 5 Grading of significance criteria (from NSW Heritage Office, 2001:11)

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

Table 6 Hawkesbury River Station grading of fabric (Figure 15 and Figure 16)

Grading	Element meeting criteria
Exceptional	Station building (1910)
High	Platforms (c.1903 and c.1938) Water spout (1910)
Moderate	Footbridge (1910) Wharf (c.1884 – 1910) Relay room (c.1950s) Movable heritage items (Table 2)
Little	n/a
Intrusive	Footbridge balustrades including metal balustrades with operable glass

The location of these elements is shown in Figure 15 and Figure 16.

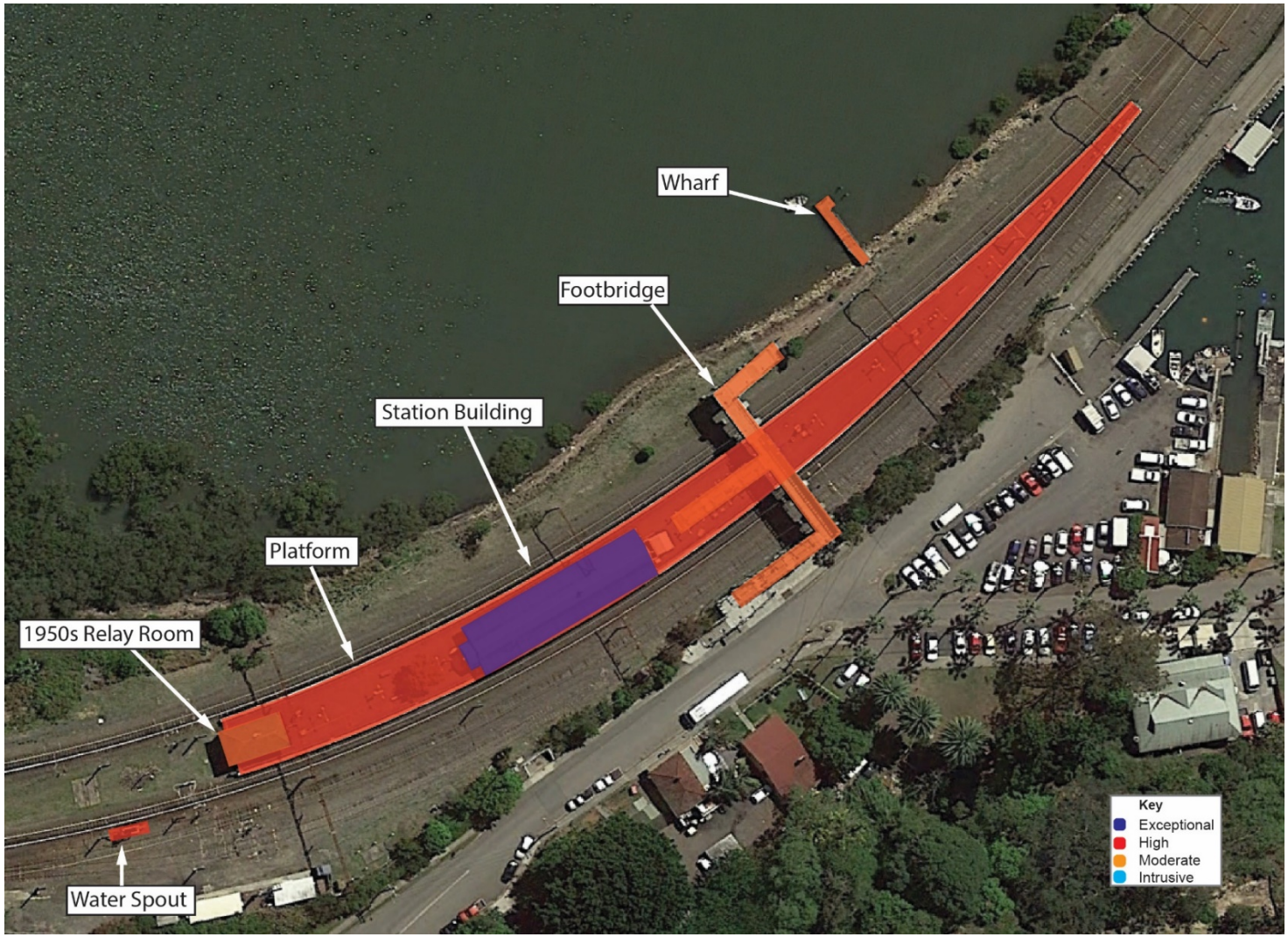


Figure 15 Heritage Significance grading of the Hawkesbury River Railway Station Group

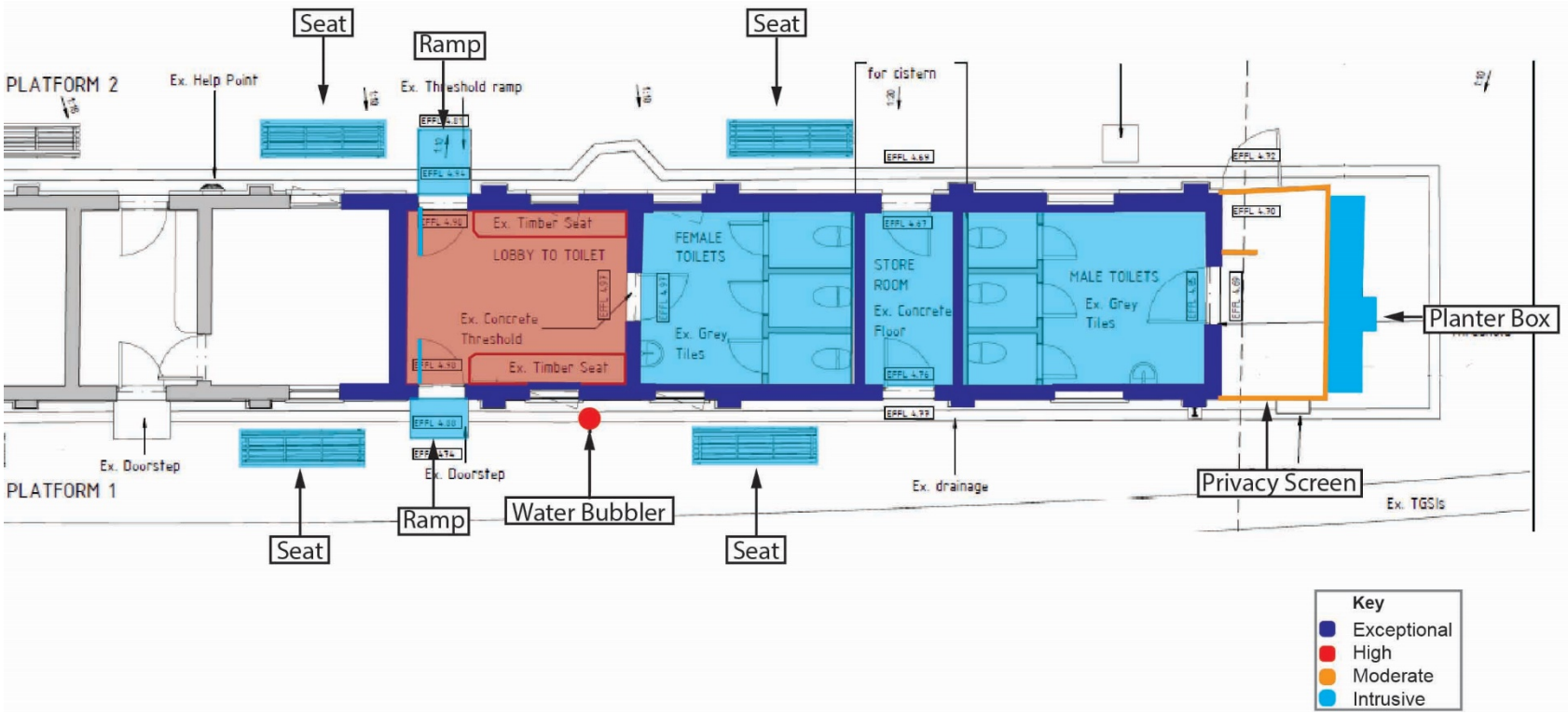


Figure 16 Heritage significance grading of the two existing toilets where proposed internal works to the station building are proposed.

5.4 Railway Footbridges Heritage Conservation Strategy

The NSW Government Architects Office was commissioned by Sydney Trains to prepare a conservation management strategy for railway footbridges that were previously identified as having heritage value, and were located within railway station precincts. A total of 68 railway footbridges were assessed as they were previously identified as having exceptional, high, moderate and little or no heritage value. From these investigations, the strategy created conservation management policies to assist with future development and management to these footbridges (NSW Government Architect's Office Heritage Group, 2016).

The report assessed the Hawkesbury River Station Footbridge as being of Moderate significance as it is a:

> "…representative example from the period. It has been modified including being raised to accommodate electric trains, but maintains its original steel support structure and contributes visually to the SHR listed precinct. Precinct is SHR, s170 & LEP listed."

The significance assessment for the footbridge states the footbridge, while being highly modified, contributes to the overall heritage railway station. As such, the conservation strategy states that these footbridges should be carefully conserved and adapted (NSW Government Architect's Office Heritage Group, 2016).

Strategies have been developed in the report that outline the management options for footbridges of Moderate heritage significance. These are:

Strategy 9: Retain footbridges of Moderate significance as a first preference

Railway station footbridges of Moderate heritage significance which also contribute to heritage railway precincts should be prioritised for conservation.

A range of good examples of railway station footbridges of Moderate heritage significance should be earmarked for careful conservation. They should be chosen to because of their ability to represent different periods and constructions techniques.

Strategy 11: Setting

Important heritage relationships between heritage footbridges and other heritage elements in railway station precincts should be maintained, particularly where the elements, such as overhead booking offices are physically connected.

Strategy 12: Interpretation

Communicate the history and significance of railway station footbridges and their associated station precincts through interpretive media; in particular as part of major station upgrades.

Strategy 13: Ensure all conservation works, maintenance programs and new works:

Are undertaken in accordance with the principles and objectives of the Burra Charter: the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance;

Are undertaken in accordance with the policies in this report;

Use an understanding of all aspects of the cultural significance of the asset as a key factor for future planning and implementation;

Are aimed at ensuring the retention and enhancement of the cultural significance of the footbridge;

Seek to minimise adverse heritage impacts;

Are co-ordinated by a project manager familiar with the philosophy, methodology and practice of heritage conservation; and

Follow the required statutory approvals or notification processes.

Strategy 16: Change

Ensure any change that reduces cultural significance is reversible and is reversed when circumstances permit. Reversible changes should be considered temporary. Non-reversible change should only be used as a last resort and should not prevent future conservation action.

Strategy 18: Heritage Specialist

Seek advice from relevant heritage specialists when planning or implementing conservation works, repairs and maintenance or when proposing major changes to the footbridges identified in this study.

Strategy 20: Inductions

Prior to commencing work on the site all design professionals and tradespeople working on the footbridges of Exceptional and High heritage significance should be required to undertake an induction on the heritage significance of the asset and be provided with the relevant sections of this report.

Strategy 21: Design Phase

Informally assess potential heritage impacts during the design process to ensure that avoidance of adverse heritage impacts is considered early in every project.

Strategy 22: Heritage Assessments

Prepare a Heritage Impact Statement for all works requiring an Exemption notification or application for approval under the NSW Heritage Act, or when required to accompany a Development Application.

6.0 Proposal Description and Impacts

The following section provides a description of the Proposal and is followed by a detailed assessment of the potential impacts to identified heritage significance.

6.1 The Proposal

As described in Sections 1.1 and 1.2, the Proposal involves an accessibility upgrade of Hawkesbury River Station as part of the Transport Access Program (TAP) which would improve accessibility and amenity for customers. The following sections describe the key features of the Proposal.

Figure 17 to Figure 23 and Appendix A show the general layout of key features of the Proposal.

6.1.1.1 Station accessibility upgrade

Details of the Proposal to improve accessibility include:

- Construction of two new lifts to provide access to the existing footbridge and station platforms, including associated landings and support structures.
- Re-grading of the station platform surfaces to provide compliant access path/s and ramps to station amenities.
- Provision of a Kiss and Ride space within the Dangar Road car park (subject to detailed design).
- Provision of a new accessible parking space on the Dangar Road side of the station entrance.
- Provision of a new access path and pedestrian crossing from the new Dangar Road accessible parking / Kiss and Ride spaces to the station entrances.
- Re-grading of the footpath at the access points to the station on the Dangar Road side of the station and extending approximately 50 m north from the station entrance.
- Construction of a new family accessible toilet, a new unisex ambulant toilet, and a new staff toilet within the existing toilet facilities and existing false wall will be retained where possible. If this is not able, then a new false wall to accommodate toilet cisterns will be installed.
- Extending the station's existing sewerage system to accommodate the new amenities.
- Installation of mechanical ventilation systems for new toilets and lifts.
- Installation of signage and line-marking for the new accessible parking space, kiss and ride space and pedestrian crossing.
- Installation of Closed-Circuit Television (CCTV) cameras and Public Address (PA) systems to areas impacted by the construction contractor's activities.
- Provision of Help Points to be accessible.
- Relocation and provision of additional Opal card readers.
- Relocation of services as required by the construction contractor's activities.

6.1.1.2 Electrical work

Electrical work required to support the Proposal includes:

- Installation of a new 200 kilo-volt-ampere (kVA) distribution padmount to supply the station and new lifts.
- Installation of a new service pole to take the existing electricity supply to the distribution padmount.
- Provision of new three-phase distribution board, including installation of circuit breakers and switches.
- Disconnect and remove the overhead aerial lines between private pole No. 11 and Ausgrid pole BR83732 and remove pole No. 11 to facilitate the installation of the lift on Dangar Road.

6.1.1.3 Drainage

Drainage work required to support the Proposal includes the design of the lift downpipe systems, sanitary drainage and potable water adjustments for the station toilets. It is proposed that entry drainage is discharged to the existing stormwater drainage and not the track drainage system. The sanitary drainage for the upgraded toilets would be extended and connected to the existing sanitary drainage system.

6.1.1.4 Materials and finishes

Materials and finishes for the Proposal have been selected based on the criteria of durability, low maintenance, cost effectiveness, and ensuring it is aesthetically pleasing and sympathetic to the existing heritage fabric. Consideration has also been given to life cycle impacts of the materials. The life cycle impacts are calculated by looking at the environmental impacts of materials from the point of extraction, through to transportation, use, operation and end of life. These materials and finishes are outlined in Section 6.2.4.

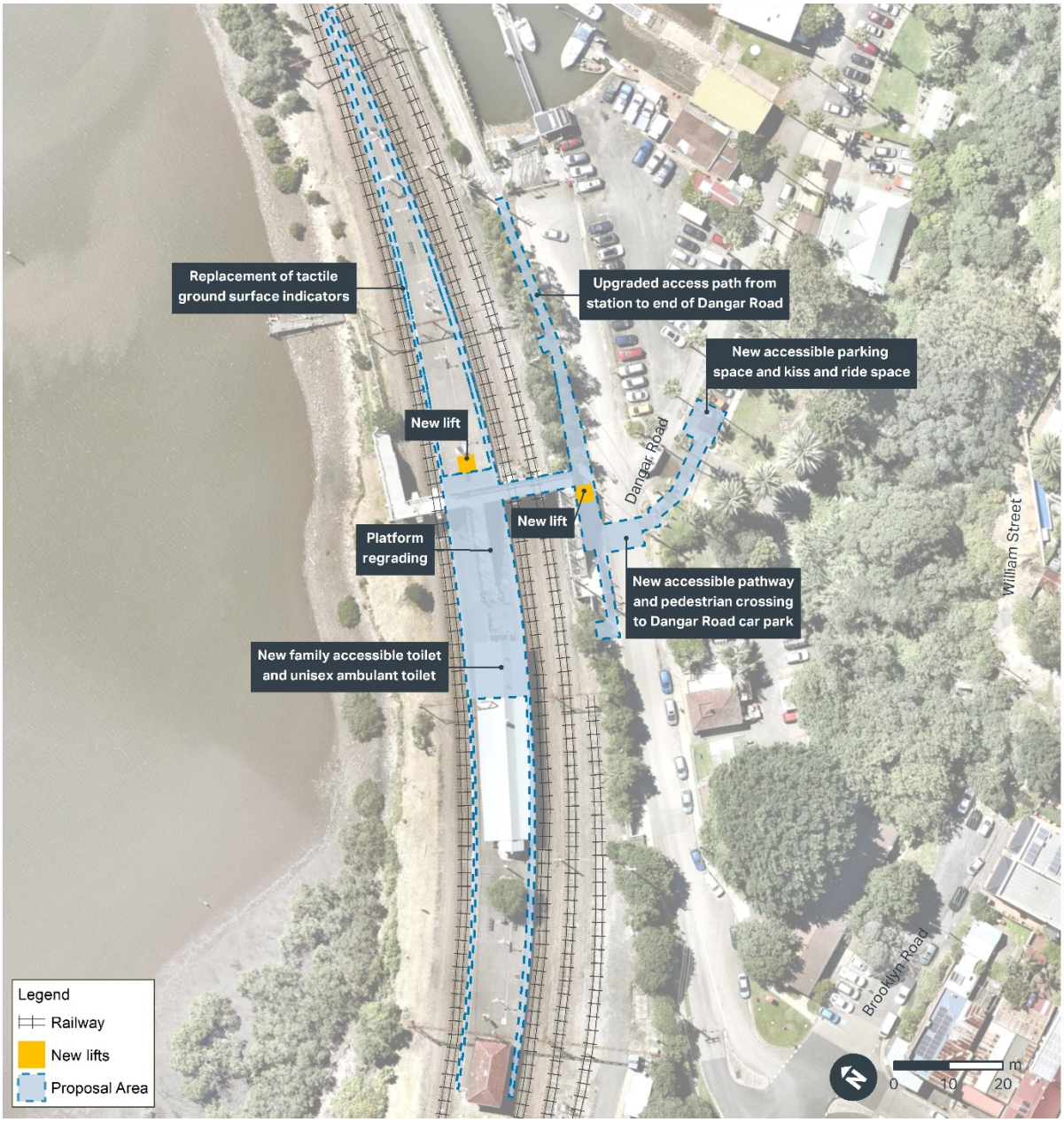


Figure 17 Key elements of the Proposal

6.1.1.5 Temporary Works Compound

Three temporary construction compounds would be established (Figure 18). The compounds would be used as a laydown area for materials and site sheds. The compound site would not require any ground disturbance or clearance.

Figure 18 Location of the compound areas at Hawkesbury River Station

6.2 Proposal Impacts

6.2.1 New Lifts

The Proposal includes the installation of a lift between Dangar Road and the existing footbridge and a lift between the northern side of the footbridge and the station platform. The proposed lift on the Dangar Road side of the station would be located on the eastern side of the existing footbridge, within the current footpath and set back from the pedestrian footbridge. The new lift would be connected to the existing footbridge via a landing constructed on a cantilevered structure tied to the new lift structure (Figure 19 to Figure 23).

The platform lift would be located on the northern side of the footbridge, located directly opposite the current stairs. The new lift would also be set back and connected to the existing footbridge via a cantilevered structure tied to the new lift structure (Figure 19 to Figure 23).

The placement of the new lift on the station platform would require the relocation of existing seating benches.

6.2.2 Toilet Refurbishment Works

The Proposal includes alterations to the interior of the station building male toilet to create a family accessible toilet, and modification of the existing female toilet to create a unisex staff toilet and a unisex ambulant toilet. The proposed alterations to the toilets are shown in Figure 20 and Figure 21, and include (subject to detailed design):

Female Toilet

- Removal of three existing toilet cubicles, hand basin, fittings and fixtures in existing toilet, including floor tiles and internal lighting.
- Creation of an ambulant toilet in the western corner of the room.
- Creation of a unisex staff toilet in the eastern corner of the room.
- Installation of a new hand basin on the southern wall of the toilet.
- Replacement of the current tiled floor with new tiled floor.

Male Toilet

- Removal of three existing toilet cubicles, hand basin, urinal, fittings and fixtures in existing toilet, including floor tiles and internal lighting.
- Installation of a toilet bowl in the eastern corner.
- Installation of a baby change table along the western wall.
- Change the existing metal grate door to a solid door.
- Replacement of the existing metal screen transom with glass louvre window.
- Replacement of the current tiled floor with new tiled floor.
- Removal of the current timber privacy screen.
- Installation of a new glass canopy in front of the current male toilet.

Refer to Section 6.4 for the assessment of impacts to the heritage significance of the Hawkesbury River Railway Station Group resulting from the Proposal.

6.2.3 Station Platform Upgrade

The Proposal would require works along the current platform of Hawkesbury River Station additional to those mentioned above. These include (Figure 21 and Figure 22):

- Platform regrading to create access paths of travel to the FAT, lifts, public phone, help points, vending machine and Boarding Assistance Zones (BAZ). The access paths to achieve a 1:40 maximum gradient would raise the current platform level in the areas of these facilities.

- Relocation of existing public telephone to the northern end of the station building.
- Relocation of existing platform furniture, including bench seats and vending machines from one platform to another.
- Installation of CCTV cameras and PA system at the station.
- Relocation and provision of existing Help Points and Opal card readers.
- Tactiles (TGSIs) would be replaced once platform regrading has been completed.

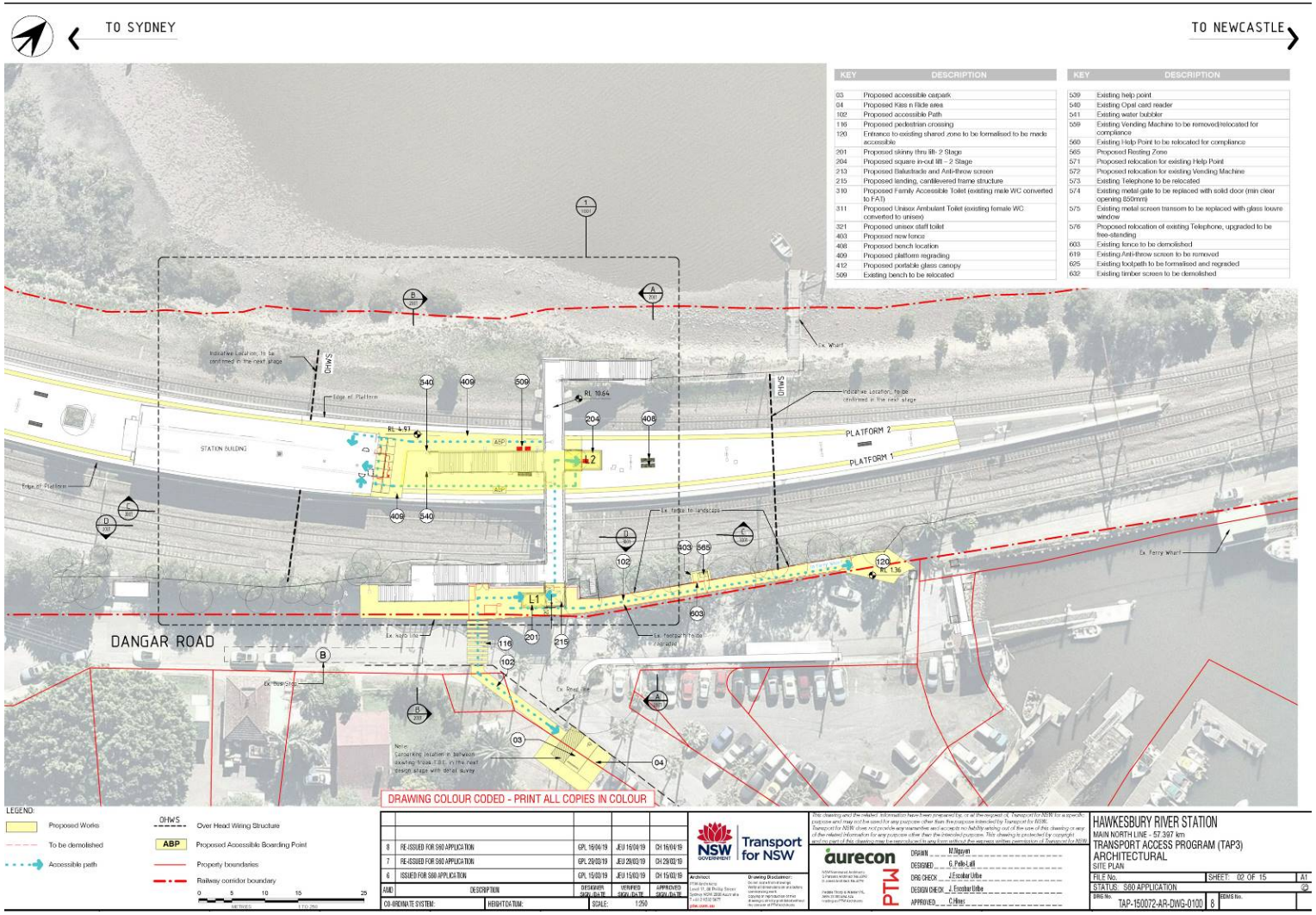


Figure 19 Plan view of Hawkesbury River Station showing areas where works are proposed (yellow).

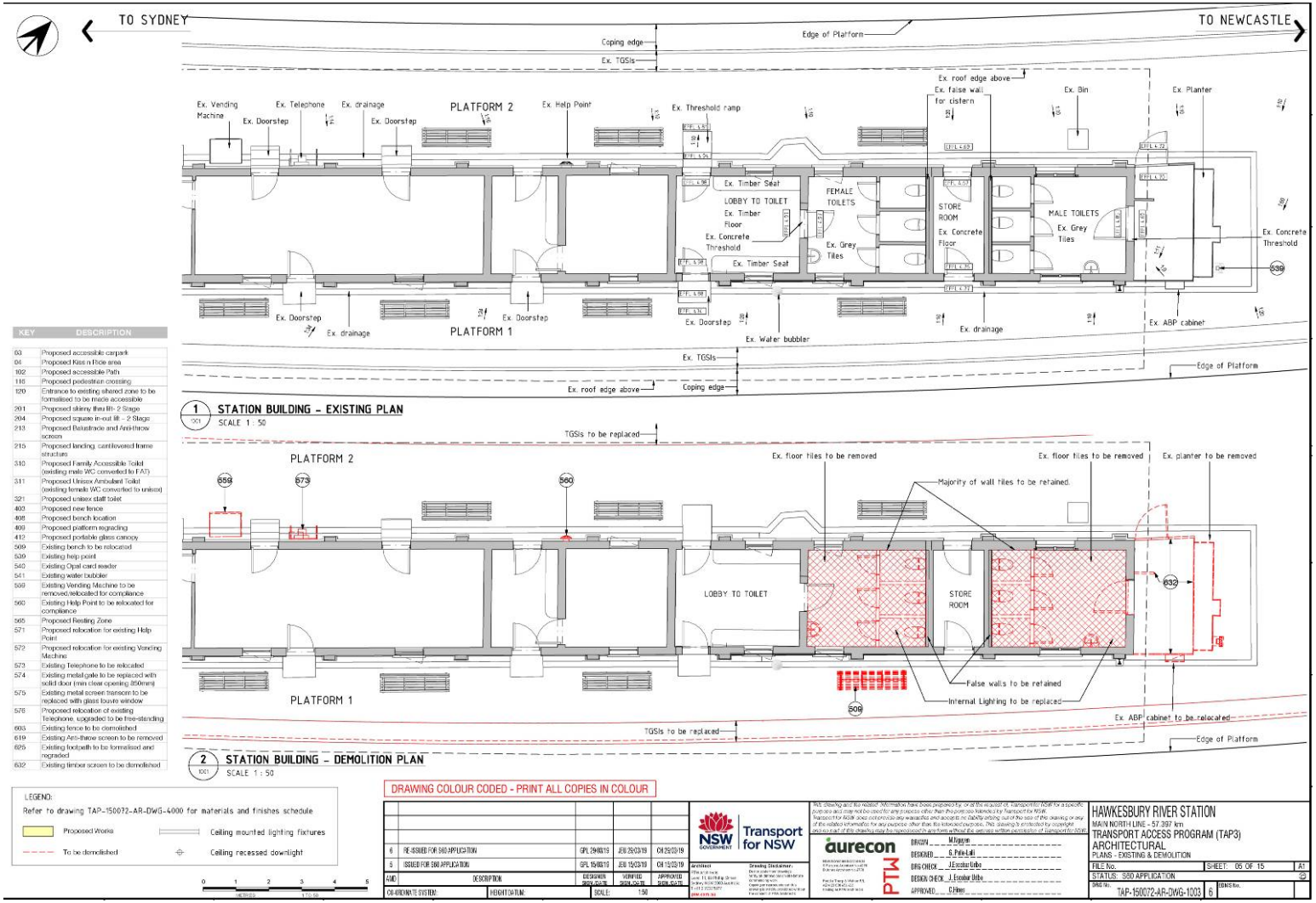


Figure 20 Plan view showing the current layout (top image) and proposed areas to be changes (lower image) to the current station building.

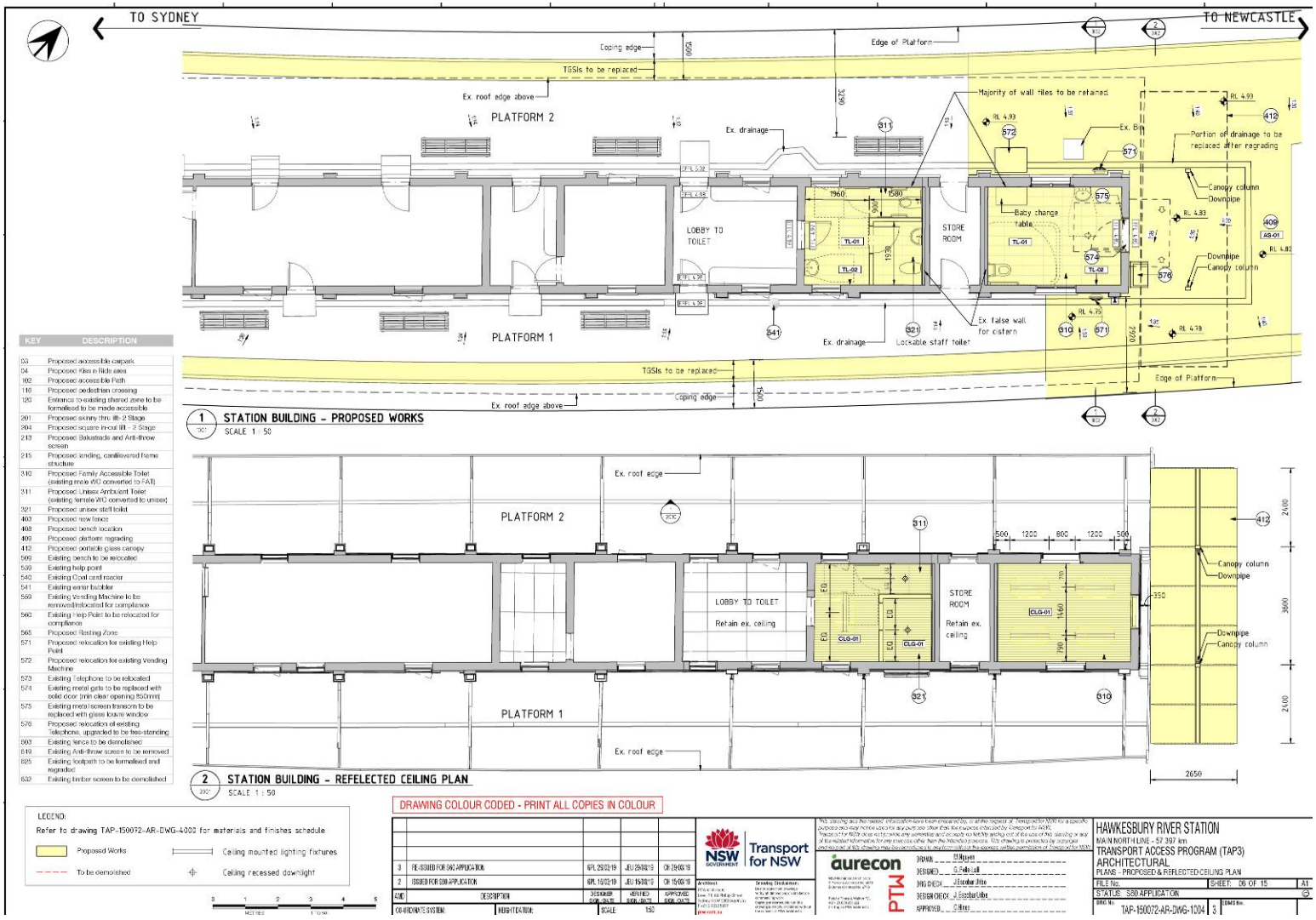


Figure 21 Plan view of proposed changes to the current male and female toilets within the station building.

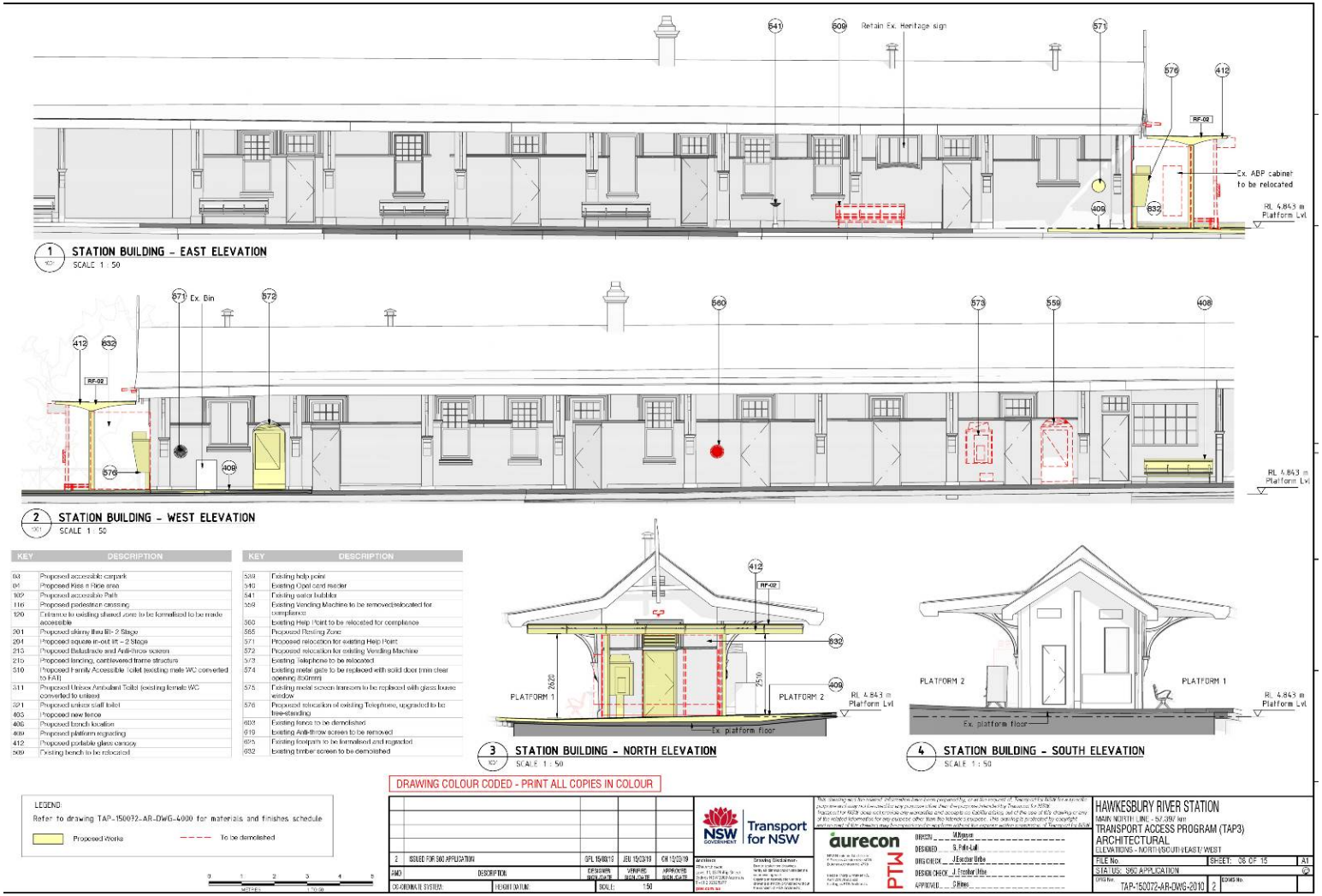


Figure 22 Detail view of proposed changes to the station building (yellow).

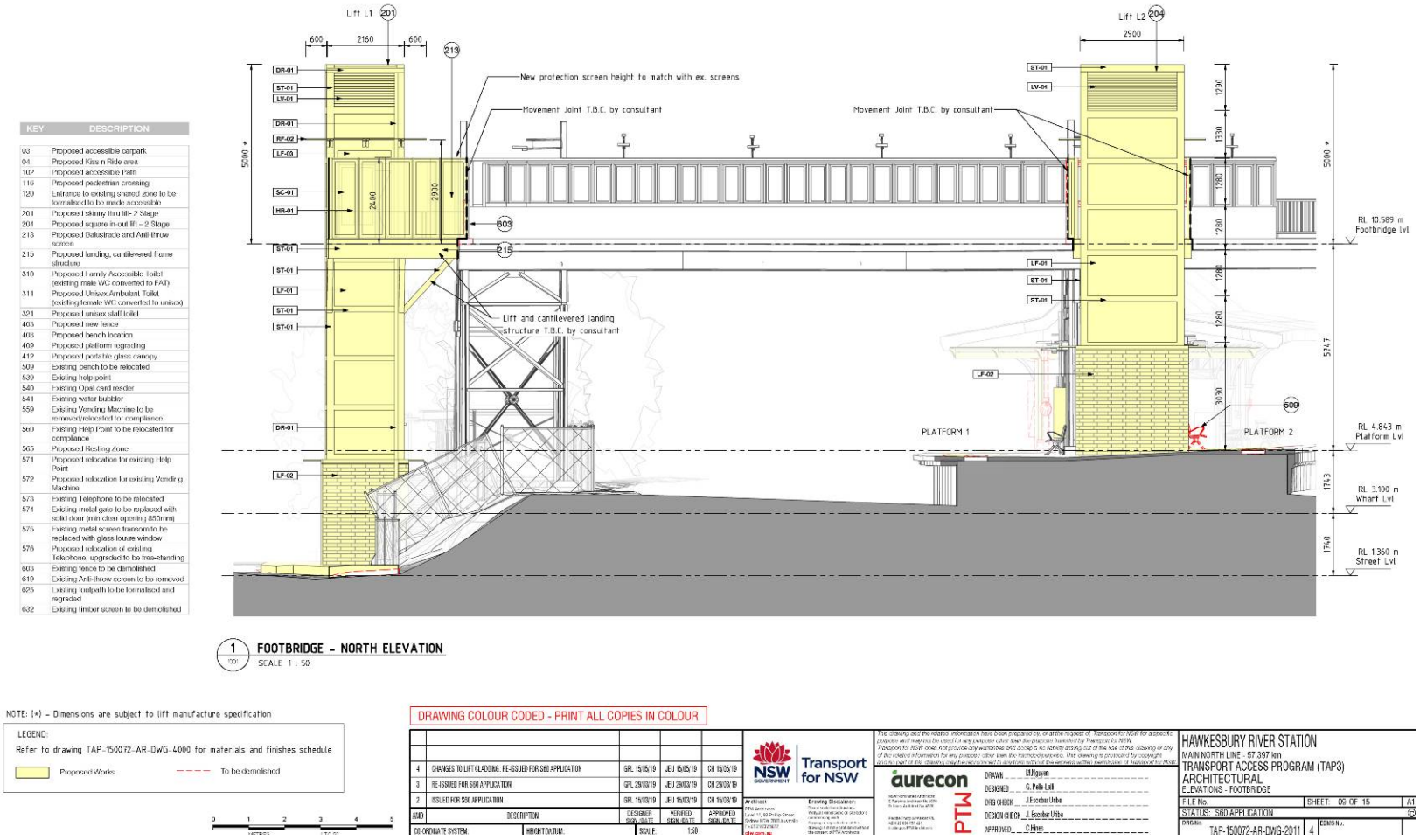


Figure 23 Lift design and layout to be constructed on the Hawkesbury River Station footbridge.

6.2.4 Materials and Finishes

Materials and finishes for the Proposal have been selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts, and to be aesthetically pleasing. Availability and constructability are also important criteria to ensure that materials are readily available and the structure can be built with ease and efficiently. Materials are also selected for their application based on their suitability for meeting design requirements.

Each of the upgraded or new facilities would be constructed from a range of different materials that contain graffiti resistant properties and with a different palette for each architectural element. Subject to detailed design, the Proposal inclusions are summarised in the Figure 24.

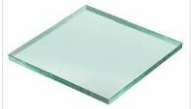
6.2.5 Visual Impacts

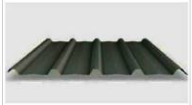
A Visual Impact Assessment was undertaken for the Proposal (AECOM, 2019). The assessment determined the most prominent views of the station were from the platform, from the corner of Dangar Road and Bridge Street; the approach to the station from Dangar Road in front of 'Fitzies' fish shop, and from the northern side of the station along Dangar Road. Photomontages were then prepared to provide an indication of what the Proposal may look like from these key viewpoints once complete, and demonstrate the likely bulk and scale of the Proposal elements.

Photomontages of the Proposal, including existing views are provided in Figure 25 to Figure 32.

The assessment found that the new lifts on the existing footbridge would be highly visible elements within the surrounding landscape from select viewpoints. The magnitude of changes has been assessed as having a moderate change from view locations closer to the station, based on the uncharacteristic lift towers and the size of the lifts projecting above the existing skyline. The magnitude of change has been assessed as being low at viewpoints that are further away from the station. The assessment also found that the squared form and colour of the lift towers would integrate well with the existing footbridge steel elements, while the glass panels would facilitate a lightness of structure that referenced the angle iron lattice structure of the existing footbridge supports (AECOM, 2019).

The impacts of these elements to the heritage significance of the station are assessed in Section 7.0.

KEY	ITEM	DESCRIPTION	IMAGE
AS-01	Platform floor	Asphalt	
CLG-01	Ceiling	Ripple iron to match existing	
DR-01	Downpipe and Gutter	Paint finsish to match colour of steel frames	
HR-01	Handrail	30-50mm diameter handrail on stainless steel brackets or stainless steel pins to supporting structure - Finish: linished stainless steel	
LF-01	Lift Glazing	Clear glass	

KEY	ITEM	DESCRIPTION	IMAGE
LF-02	Lift Base Wall	Non-combustible Shot-Blast Conrete Block - Size: 100mm; Quarter Stretcher Bond; Colour: Natural Grey (Subject to product sample review)	
LF-03	Lift Door, Control Button & Indicator	Linished Stainless Steel	
LV-01	Ventilation Louvre	Horizontal storm proof louvre - Colour: Dark Charcoal Grey	
RF-01	Lift Roof	Metal Roof Sheeting - Colour: Dark Charcoal Grey	
RF-02	Lift Canopy and Platform Glass Canopy	Glazed Canopy	

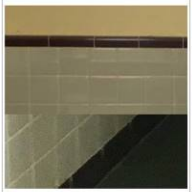
KEY	ITEM	DESCRIPTION	IMAGE
SC-01	Landing Protection Screen	Mesh screen with boundary steel frame - Colour to match existing	
ST-01	Lift Steel Frame, Lift Canopy, Platform Glass Canopy	Painted steel frame to match exising - Colour: Dark Charcoal Grey	
TL-01	Toilet floor	Floor Tiles to match existing	
TL-02	Toilet wall	Wall Tiles and skirting to match existing	

Figure 24 Materials to be used for the TAP Project at Hawkesbury Station.

6.3 Options Assessment

6.3.1 Dangar Road Lift Location

Two locations were investigated as part of the design of the Dangar Road lift location. This included the placement of the lift within the embankment behind the footbridge opposite to the Dangar Road stairs (Option 1A), and the option to locate the lift on Dangar Road (being assessed in this report) (Option 1B).

TfNSW considered creating an entry that was away and separated from the main entry location to the station, by progressing with Option 1A (cutting the rail embankment and placement of the lift behind the footbridge).However, Option 1B means that the lift is in a more prominent location and is more likely to be used by elderly and people requiring ambulant access to the station. TfNSW preferred Option 1B as this also a preferable design outcome when TfNSW's crime prevention through environmental design guideline is considered as Option 1B means the lift location is immediately across from the steps that lead down from the station entry.

Option 1A would also have been a more intrusive as a visual element to the station when viewed from on the platform. When looking along the platform northward towards the water, the lift tower would be behind the footbridge. Although Option 1B would mean the lift is more visibly prominent on Dangar Road from outside and away from the station, the Dangar Road entry to the station has previously been highly modified. The use of materials, such as brick work at the base of the lift to blend with the existing retaining wall, would be used to minimise the intrusive nature of the lift well.

It was also determined that Option 1A could not be pursued as the location was too close to existing 11kVand 66kV aerial cables. The proximity of these powerlines to the lift would not have been compliant with both Australian and TfNSW ASA Standards for electrical clearance distances. The placement of the lift on Dangar Road would not require any re-routing of the 11kV or 66kV lines.

For these reasons, TfNSW preferred the design that would place the lift fronting Dangar Road (Option 1B).

6.3.2 Male Toilet Canopy Design

Two design options were investigated as part of the canopy design that would be installed above the entrance to the new FAT (former male toilets). Option 1C included a freestanding gable roof canopy placed as an extension to the gabled end of the station building over the entrance to the toilet. The gabled roof would have included a glass canopy. The gabled roof design would require steel framing and supports. Option 1D included a smaller structure that included flat glass roof canopy across the entrance to the toilet. The screen would be held up by two individual posts that support the canopy roof to be installed at a height below the gabled roof of the station building.

Option 1C would extend along the same roof line as the station building, however, by doing so, the extension would be visibly intrusive from the footbridge and from the platform. This roof design would also block elements associated with the station building's end façade, in particular the gabled roof and awning finishes. Option 1D, however, would be at a similar height to the current privacy screen and would not block any additional views to the station building from above on the footbridge or from on the platform. While it is also a new element, the design is considered to be minimal and the glass roof would reduce the intrusive nature of the new element.

Option 1D, the flat roof glass canopy, would be the preferred design from a heritage perspective.

Figure 25 Existing view along Dangar Road from McKell Park

Figure 26 Proposed view along Dangar Road from McKell Park

Figure 27 Existing view from Dangar Road in front of 'Fitzies' Fish and Chip Shop.

Figure 28 Proposed view from Dangar Road in front of 'Fitzies' Fish and Chip Shop.

Figure 29 Existing View from the corner of Dangar Road and Bridge Street.

Figure 30 Proposed view from the corner of Dangar Road and Bridge Street.

Figure 31 Existing view from the northern end of the Hawkesbury River Station Platform

Figure 32 Proposed view from the northern end of the Hawkesbury River Station Platform.

6.4 Impacts to Heritage Significance

Potential impacts to the heritage significance of Hawkesbury River Station as a result of the Proposal are summarised in Table 7.

Table 7 Assessment of impacts to heritage significance of the Hawkesbury River Railway Station Group

Criterion	Significance	Action
Historical significance SHR criteria (a)	**The Hawkesbury River Railway Station was the terminus for the first section of the Short North Line from Strathfield for two years until the first Hawkesbury River bridge was completed in 1889. As such it has historic associations with the rail linkage of Sydney and Newcastle, which was a major event in the history of NSW railways. It forms part of a significant railway landscape including the Long Island Maintenance Depot, land bridge**	***Construction - New lifts*** The configuration of the station and its key elements that contribute to the station's historical significance (station building and footbridge) would remain intact. The proposed works would have little or no impact to the historical significance of the station. The construction of lifts providing equitable access would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line.

Criterion	Significance	Action
	and tunnels, the current and former Hawkesbury River Rail bridges and railway worker accommodation in Brooklyn township. **The station facilitated the development of Brooklyn as a settlement for workers constructing the line. The associated housing (not owned by RailCorp) increases the significance of the Brooklyn Railway precinct, representing the provision of railway workers accommodation for construction and permanent ongoing operation of the railway, a practice that is no longer occurring.** **Like many historic railway stations in NSW the station complex is able to evoke a former era of travel, communication and trade. This is heightened by the presence of a water spout at the southern end of the station from the former days of steam powered railway travel and the jetty, which forms an interface between transport on land and sea.**	***Toilet Refurbishment Works*** The Proposal includes the refurbishment of the existing male and female toilets. Both existing toilets were upgraded in 2017/18 as part of the refresh project for the station. All fixtures and fittings, including the wall and floor tiles, toilets, partitions and hand basins are new and are not considered to be of heritage significance. Original fabric present in the room includes the external walls and windows, including window frames (Plate 20, Plate 21 and Plate 22). The new ambulant and unisex staff toilets would be constructed along the northern wall where the existing upgraded toilets have been constructed. Refresh works in 2017/18 installed all new fixtures, but did not have to modify the internal size of the rooms. Impacts to original fabric associated with the station building would occur where previous impacts have occurred, specifically, where cubicle walls were installed, replacement of floor and tiles, and all toilet fixtures and fittings as they were all modified and installed in 2017/18. The installation of new hand basins would have no impact to the heritage fabric associated with the station building. These alterations would not have an impact on the historical significance of the station as the item would continue to act as a tangible link to the development of the railway network to Newcastle. The proposed modifications would still allow the contributory elements of the station building to be interpreted as the earliest and key phase of the historical development of the station. The proposed works would remove the privacy screen to the male toilets as there is not sufficient clearance for wheelchair uses to access the new FAT. The existing screen is not original and has been altered over time, hence there is no impact to significant fabric.
		Station Platform Upgrade The station platform was constructed in 1887 and has been graded as being of High significance. The proposed regrading of the platform will be limited to the area immediately around both existing toilet entries. Significant fabric of the platform includes the brick platform facing. The existing platform asphalt finish is not original and the proposed regrading would not impact on significant fabric and in turn would not have an impact to the heritage significance under this criterion.

Criterion	Significance	Action
		Dangar Road Modifications The regrading of a footpath in front of the station entry along Dangar Road, provision of a kiss and ride space, accessible car space and new access path along across to the station would not have an impact to the heritage significance under this criterion.
Historical association significance **SHR criteria (b)**	**No assessment provided against this criterion.**	**n/a**
Aesthetic significance **SHR criteria (c)**	**The station group has an outstanding degree of aesthetic significance. It has a particularly picturesque setting on the edge of the Hawkesbury, with views over the water to the east and west and to Long Island to the north. The station affords a view of the land bridge between Brooklyn and Long Island and the portals of the current and former Long Island tunnels, providing a rare opportunity to easily view some of the technical achievements of the Short North line construction. Its waterside setting is unusual and as such it is one of the most picturesque**	***Construction - New lifts*** The construction of the proposed lifts would have a moderate adverse impact on the aesthetic significance of the station. The current open views to and from the station would be enclosed. While impacts have been minimised through the placement of the proposed platform lift in the centre of the platform and would be partially screened behind the platform staircase, the contemporary form and fabric of a lift shaft would alter the overall early twentieth century aesthetic of the station. The materials and finishes selected for the lifts would have an impact on the aesthetic of the station, including to the Hawkesbury River Railway Station Group as a whole, and to the setting of the station. The use of dark grey colour palette for the steel works and cladding around the base of the lifts has been chosen to match the existing steel works associated with the footbridge and to soften the appearance of the new structures. This has also extended to the use of steel and glass, with the steel used to match the framing of the footbridge supports, and the glass to allow for a lighter appearance. The removal of portions of the existing footbridge balustrade to allow for access to the lifts and landings would have a negligible impact on the aesthetic significance of the station. These balustrades have been previously altered and are contemporary fittings.

Criterion	Significance	Action
	station settings in NSW. **The station building is an example of early twentieth century railway station design with fabric and details typical of this period and is similar to other rail buildings of the late nineteenth and early twentieth century in the Sydney region.**	***Toilet Refurbishment Works*** The removal of all of the existing toilet fixtures and fittings would not have an impact to the aesthetic significance associated with this station. Both male and female toilets were upgraded in 2017/18 as part of the station refresh works. The existing toilets, including hand basins and partitions are not considered to be of heritage significance. The new works to create the family accessible toilet, ambulant and unisex toilets in the existing male and female toilet area would be contained within the existing refurbished area. The installation of new toilets, hand basins, partitions and false wall to hide cisterns would not impact on the early twentieth century design of the station as the works are contained to areas that have been previously modified and proposed works would be distinguished from the original fabric by their contemporary and sympathetic form and fabric. The removal of the existing privacy screen to the male toilet is considered to have a minor impact. The current privacy screen is not original and previous screens have been built in the same location as the present, but in varying timber styles. The new privacy screen would be removed and a glass canopy installed. The glass canopy would be installed below the height of the awning and would not detract from the current roof of the station building. The structure would also be separate and detached from the station building. As such, the canopy structure could be removed at a later time and not have an impact to any fabric associated with the station building.

Criterion	Significance	Action
		Station Platform Upgrade The regrading works in the vicinity of the existing toilet entrances from the platform would not have an impact to the original fabric, or aesthetics associated with this station. The regrading works would not impact on the view to or from the existing station building, and would not result in modifications to any significant fabric associated with the station. The relocation of the existing public telephone and vending machines would also not have an impact on the heritage significance of the station under this criterion. This is unlikely to have any impact on the aesthetic characteristics associated with the station building. The proposed new public telephone would be placed under the new glass canopy on the northern side of the station building in front of the new family accessible toilet (the current male toilet). As such, it would not block any views to original fabric associated with the station building. The vending machine would be located on Platform 2. This would not be attached to the building and could be easily removed, if needed. As such, it would not have any permanent impact on the station building or platform fabric.
		Dangar Road Modifications The regrading of a footpath in front of the station entry along Dangar Road, provision of a kiss and ride space, accessible car space and new access path along across to the station would not change the view to and from the station. The proposed works would be at or close to the current footpath and road level and would not detract from the current setting of the railway station. As such, these works would not have an impact to the heritage significance under this criterion.
Social significance SHR criteria (d)	**The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.**	***Construction - New lifts*** The construction of lifts would provide equitable access to the island platform, which would allow a wider range of the community to appreciate the heritage significance of the station. The installation of the new lifts would allow for the continued use of the station, and would retain the connection between the local community, the railway station and the wider rail network.

Criterion	Significance	Action
		Toilet Refurbishment Works The proposed removal of the current male and female toilet fittings and fixtures, installation of family accessible toilet and removal of the privacy screen and installation of a glass canopy are unlikely to have a negative adverse impact on the social significance associated with this station as the proposed alterations would make the toilets more user friendly. It is anticipated that the construction of the family accessible toilet would have a positive impact on the local community by providing essential amenities for equitable access.
		Station Platform Upgrade The proposed re-grading of the platform in the vicinity of the current male and female toilets, and relocation of the public telephone and vending machines would have no impact on the social significance associated with the station.
		Dangar Road Modifications The regrading of a footpath in front of the station entry along Dangar Road, provision of a kiss and ride space, accessible car space and new access path along across to the station would not have an impact to the heritage significance under this criterion.
Technical/ Research significance SHR criteria (e)	**No assessment provided against this criterion. It is not considered to fulfil this criterion.**	n/a

Criterion	Significance	Action
Rarity **SHR criteria (f)**	**The Hawkesbury River Station complex is a common station Type 11 (standard A8-10), well represented elsewhere in the Sydney metropolitan network. Its waterside setting is however rare, providing one of the most picturesque station settings in NSW.** **The station group also forms part of an unusual late nineteenth and early twentieth century railway landscape of outstanding significance clustered around the Hawkesbury River, which includes the Long Island tunnels and maintenance depot, the current and former Hawkesbury River railway bridges and worker accommodation in Brooklyn township.**	***Construction - New lifts*** The construction of the new lifts would not have a direct impact on the station building, however it would have a moderate negative impact on the waterside setting of the station that has been identified as a rare feature. The inclusion of the new lift wells above the height of the pedestrian overbridge would enclose the views to and from the station. These impacts have been moderated through the placement of the new platform lift in the centre of the platform on the opposite side of the stairs, and through the use of steel and glass materials. The new lifts would also impact on the station group, as the station at present forms part of an unusual late nineteenth and early twentieth century railway cluster. The addition of the new lifts would introduce intrusive elements into the station group. Mitigation measures include designing simple and refined detailing to the lifts so they do not visually impact on the setting. This also includes using a sympathetic palette of materials and finishes. Views to individual elements identified in the significance assessment under this criterion would not be adversely impacted. Views to the river, from the platform towards the west, and from the pedestrian overbridge, would remain, as would views to the Long Island tunnels and workers cottages.
		Toilet Refurbishment Works The proposed reconfiguration to the current male and female toilets would not have an impact on the rarity of the station, nor to the picturesque nature of its setting. Works would be contained to the interior of the station building wet areas, which were upgraded as part of the 2017/18 station refresh program. The removal of the existing privacy screen to the male toilet is considered to have a negligible impact to the overall heritage significance of the station but does not affect the rarity criteria.
		Station Platform Upgrade The proposed re-grading of the platform in the vicinity of the current male and female toilets, and relocation of the public telephone and vending machines would have a negligible impact to the overall heritage significance and would have no impact to the rarity of the station.

Criterion	Significance	Action
		Dangar Road Modifications The regrading of a footpath in front of the station entry along Dangar Road, provision of a kiss and ride space, accessible car space and new access path along across to the station would not have an impact to the heritage significance under this criterion.
Representativeness SHR criteria (g)	**The platform building, island platform and footbridge are representative of structures built at Sydney railway stations between 1892 and 1929 and especially the period between 1909 and 1917. The station building is a good representative example of Type A8-10 stations due to its high degree of intactness and integrity.**	***Construction - New lifts and canopies*** The construction of the new lifts would not have a direct impact to the station building, but would have a minor impact to the platform in relation to the placement of the new lift, and a minor impact to the pedestrian overbridge. The direct impacts to the footbridge are reversible, as the new lift wells would be independent structures, with only a new landing connection between the bridge and the lift. The overbridge has been highly modified, with the inclusion of new stairs, framing, balustrades, decking and anti-throw screens. The new lift located on the platform would require the removal of the new balustrade and windows present on the main span of the overbridge. This would not impact on any original fabric. Similarly, the removal of the current balustrade for the Dangar Road lift would not impact on original fabric. The impact to the platform would be via the installation of the new lift well. This impact is considered to be minor as the location of the lift would not impact on the platform coping or other significant elements.

Criterion	Significance	Action
		Toilet Refurbishment Works The proposed reconfiguration of the current male and female toilets would not have an impact to the representativeness of the station. Works would be contained within the existing rooms that were upgraded as part of the 2017/18 station refresh program, and would not require any additional impacts. The removal of the current privacy screen is considered to have a minor impact to the significance associated with the station under this criterion. The privacy screen has previously been reconstructed in a similar location, using vertical timber cladding. This removal will alter the layout and design of the original station. The inclusion of a glass canopy would not be likely to impact on the intactness of the station building, or the heritage significance under this criterion. The proposed toilet refurbishment works do not impact on the ability of the station building, island platform and footbridge to be interpreted as fine examples of structures built at Sydney railway stations between 1892 and 1929.
		Station Platform Upgrade The proposed re-grading of the platform in the vicinity of the current male and female toilets, relocation of the public telephone and vending machines would have a negligible impact to this significance criterion associated with the station.
		Dangar Road Modifications The regrading of a footpath in front of the station entry along Dangar Road, provision of a kiss and ride space, accessible car space and new access path along across to the station would not have an impact to the heritage significance under this criterion.

6.4.1 Summary of Heritage Impacts

In summary, the Proposal is required for station facilities to comply with key requirements of the *Disability Standards for Accessible Public Transport 2002* and *Disability Discrimination Act 1992*. Currently, the existing footbridge does not provide DDA compliant access to the platform or compliant grades to the pedestrian network.

The impact assessment against the aesthetic significance criterion (criterion c) determined that the construction of the new lifts would have a moderate adverse impact on the aesthetic significance of the station. The pedestrian overbridge has previously, and recently, been highly modified, including areas of the deck, balustrades and installation of anti-throw screens. The Proposal would mean that current open views to and from the station would be enclosed and some of the simplicity obscured. This includes an impact to the general picturesque landscape setting of the station. This impact, however, has been minimised through the proposed use of steel and glass in the lift wells.

The proposed reconfiguration of the current female and male toilets into an ambulant toilet and staff toilet, and a family accessible toilet respectively, would not have an impact to the heritage significance associated with the station. Both toilets were recently upgraded as part of station refresh works in 2017/18. Works would largely be contained within toilet areas that were previously upgraded.

The removal of a new privacy screen and construction of a new glass canopy in the same location in front of the entrance to the male toilet is considered to have minor impact to the aesthetic and station layout (criterion c and criterion g). The addition of a canopy is likely to have a minor negative impact, however, the structure would be made of glass and would be independent from the station building. The use of glass would not hinder the views to, or any significant building elements associated with the station, and the item is considered to be reversible, having no impact to the station building. A privacy screen was part of the original design and construction of the station. The privacy screen has been historically replaced with similar timber materials, however, in the same location. The removal of the privacy screen would result in a loss of an original design element. This loss, however, is considered to be minor.

Re-grading of the platform and relocation of the public telephone and vending machine are not considered to have any impact to the aesthetics associated with Hawkesbury River Station (criterion c). Further consideration will be undertaken during the detailed design phase to investigate if sympathetic opportunities for the placement of the relocated public phone can be found. This will be undertaken in consultation with Sydney Trains and the Project engaged conservation heritage architect.

Changes to the pedestrian footpath, kiss and ride and accessible car parking area will not have an impact will not have an impact to the heritage significance associated with the Hawkesbury River Station. The provision of a new accessible car parking area would only require new line markings and no other works. It would not have any impacts to any nearby heritage items.

6.4.2 Summary of Archaeological Potential and Impacts

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

A “fish shed” was constructed on the northern side of the pedestrian overbridge. Historical photographs show this structure was lightweight in nature, consisting of raised timber post footings, a timber walled and possibly corrugated iron skillion roof. The building was separate from the station, and did not provide any access to the platform or pedestrian overbridge. It is presumed this is where local fish could be sold from. It is unlikely that there would be deep archaeological deposits associated with this structure, as the use of the structure was mostly as a shed. Any archaeological potential that may remain, is likely to be associated with post holes or other building remains associated with former structure. The archaeological potential in this area is considered to be low. Based on the construction and use of the shed, there is no research value to any potential archaeological deposits associated with the former “fish shed”.

The first Hawkesbury Railway Station was located at the southern end of the current platform. The current proposed works, including excavation associated with the new lifts would be located to the centre of the current platform. There are no works proposed to extend beyond the southern end of the railway station. As such, the proposed works, including the installation of the new lifts, regrading of the pedestrian footpath and kiss and ride drop off area are not expected to impact on any known or potential archaeological deposits in the area.

The temporary works compound is to be located within the SHR curtilage of the Hawkesbury River Railway Station Group. The compound would be located on the south-eastern side of the station within the rail corridor. The compound would not require any ground clearance or other ground disturbance. There are no known former rail infrastructure buildings or items built in this area. As such, the placement of the temporary works compound is not expected to impact any known or potential archaeological items.

The creation of accessible car parking across from the Dangar Road station entry would only require remarking of lines within the existing car parking spots. As such, there would be no impact to any known or potential archaeological deposits.

Notwithstanding the above, the Heritage Council must be notified of the discovery of a relic under Section 146 of the *Heritage Act 1977.*

7.0 Statement of Heritage Impact

7.1 Introduction

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

This report has been prepared in accordance with the NSW Heritage Office & Department of Urban Affairs and Planning *NSW Heritage Manual* (1996) and NSW Heritage Office *Statements of Heritage Impact* (NSW Heritage Office, 2002). The guidelines pose a series of questions as prompts to aid in the consideration of impacts based on the type of Proposal. The Proposal involves major additions to the station, being the proposed construction of the new lifts, minor alterations to the station building toilets and re-grading and relocation of station furniture, as well as, alteration to the pedestrian crossing on Dangar Road, footpath and new kiss and ride space. The guideline suggests the following questions be used to direct discussion in relation to these two modification types:

Minor Partial Demolition (relating to the station building)

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

Major Additions (relating to the new lifts and canopies)

- How is the impact of the addition on the heritage significance of the item to be minimised?
- Can the additional area be located within an existing structure? If not, why not?
- Would the additions visually dominate the heritage item?
- Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?
- Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?

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

7.2 Process Questions

7.2.1 Minor Partial Demolition (relating to the station building)

Is the demolition essential for the heritage item to function?

The demolition of the existing male and female toilet is essential to provide DDA compliant facilities at the station. Both current toilets were upgraded between 2017 and 2018, however, this refurbishment did not include an ambulant toilet or family accessible toilet. The provision of these toilets would provide more equitable access to amenities at the station.

The removal of the timber privacy screen is essential as the screen is not wide enough to allow for DDA compliance, in particular in relation to wheelchair access. The screen location is considered the original, however, the screen itself has been reconstructed previously.

Are important features of the item affected by the demolition (e.g. fireplaces in buildings)?

There are no features associated with the current male and female toilets that are considered to be important. The current fixtures and fittings were installed in 2017/18 and are all modern and new. Important original features such as windows would not be impacted.

The removal of the timber privacy screen would result in a loss of an original feature that has been replaced in a similar design replace the existing non-original screen.

Re-grading of the platform surface is not considered to impact on any important features. The level of the current platform surface would be raised around the current lobby and male toilet entrances to remove the requirement for a step to enter the new toilets.

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

The proposed reconfiguration of the existing male and female toilets into a family accessible toilet and ambulant and staff toilet respectively, would be contained within the existing toilets. Both toilets were upgraded recently, with all current fixtures and fittings being modern and not original. As such, these works are considered to be undertaken sympathetically.

If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?

The demolition is not as a result of the condition of the fabric.

7.2.2 Major Additions (relating to the new lifts and existing footbridge)

How is the impact of the addition on the heritage significance of the item to be minimised? Are the additions sympathetic to the heritage item? In what way?

The impact has been minimised through design. It is proposed that the lift shafts would be appended to the existing footbridge. The impact to the heritage item has been minimised through the retention of the existing footbridge. Changes to the existing footbridge have been minimised to the greatest extent possible to retain its heritage value. Previous work on the existing footbridge has been unsympathetic to the overall heritage value of the existing footbridge, including the addition of the concrete deck, new balustrades and operable windows. The Proposal would not include any further modifications to the footbridge. A portion of the balustrade would require removal to facilitate access to the new lift landing. The balustrade on the footbridge is new and removal of a panel would not be considered to have an impact to original heritage fabric. The floors of the lift landings at footbridge level have been designed to be supported off the lifts which would require a construction joint between the new and existing footbridge deck.

The Proposal would contribute to demonstrating the capacity for this small railway station to evolve based on changing expectations and requirements of rail passengers. The proposed works can be considered as the next stage in the pattern of human use and adaptation. The station's historical purpose – to facilitate the movement of people – would continue into the future.

Can the additional area be located within an existing structure? If not, why not?

The additional area consists of lift shafts, which cannot be located within the footprint of the existing footbridge. The lift shafts are proposed to be adjacent to the existing footbridge in order to allow for the retention of the existing footbridge. This design is also reversible, where the lifts and the landings could be removed and the footbridge reinstalled to its original state

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

The Proposal has been designed to minimise the visual impact of the new elements on the station group. Materials and finishes for the Proposal have been selected based on the criteria of durability, low maintenance and cost effectiveness, to accord with heritage requirements, to minimise visual impacts and to be aesthetically sympathetic to the heritage elements. This includes use of materials such as sympathetic coloured cladding and glazing for the lifts to create a more visually recessive structure that is separated from the station building. The new lifts have been designed to integrate with the palette of the adjacent existing footbridge to ensure a sympathetic addition. The roof and ceiling of the lifts have been design to visually 'float' above the existing footbridge and express its structural independence. This is achieved by the use of light coloured cladding that helps the roof to 'float'.

A dark grey at the base of the lift wells has been selected to match the existing steel work associated with the footbridge. The use of steel and glass in the lift wells has also been used to match the construction of the footbridge supports and not create a solid tower. The use of glass would make the appearance of the wells 'lighter'.

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

Hawkesbury River Station Group has been assessed as having low potential for significant archaeological remains. Archaeological potential has been identified immediately to the north of the footbridge on the eastern (Dangar Road) side of the station that is currently covered in vegetation. There are no areas of archaeological potential identified within the road and footpath area along the Dangar Road steps where there is proposed upgrade to the existing footpath and kerb.

There are no other areas of archaeological potential that has been identified within the proposed construction area.

In the event that any archaeological remains are discovered during construction works, the Heritage Council must be notified under Section 146 of the *Heritage Act 1977.*

7.3 Impact to Railway Footbridges Heritage Conservation Strategy

There are nine identified heritage strategies outlined in the Footbridge Heritage Conservation Strategy (NSW Government Architect's Office Heritage Group, 2016) that are relevant to the Proposal (refer to Section 5.4). The Proposal has been assessed against these nine strategies, with potential impacts and mitigation measures outlined below (Table 8).

Table 8 Assessment of Impacts to the strategies identified in the Railway Footbridges Heritage Conservation Strategy.

Heritage Conservation Strategy	Impact Assessment
Strategy 9: Retain footbridges of Moderate significance as a first preference	The proposed works include the installation of two lifts to the footbridge. Both lifts would be independent structures that would tie into the existing footbridge with cantilevered platforms. The only impact to the existing footbridge would be from the removal of the modern balustrades where the new lifts would be built. The remainder of the footbridge would be retained, including the original steel beams and box trestle footings.
Strategy 11: Setting	The setting of the footbridge would not be altered. The booking office or any other buildings are not located on the footbridge.
Strategy 12: Interpretation	There is no heritage interpretation present on the platform or on the station at present. The installation of the new lifts would create an opportunity for interpretation to be installed.
Strategy 13: Conservation, maintenance and new works	The construction of the new lifts to the footbridge would utilise modern materials. There would be a clear differentiation between the existing footbridge and the new materials associated with the lifts.
Strategy 16: Change	The two new lifts would be constructed as independent, self-supporting structures, including the cantilevered platform linking the lift to the footbridge structures. As such, the lifts could be removed in the future and have no impact to the remaining footbridge structure.
Strategy 18: Heritage Specialist	This assessment has been prepared by Ameera Mahmood, Senior Heritage Architect at AECOM, and Chris Lewczak, Senior European Heritage Specialist at AECOM. A heritage specialist will also be engaged during the next station of the design process.
Strategy 20: Inductions	It will be recommended in the assessment that all project inductions must include a heritage component, detailing the significance of the station and all significant elements.

Heritage Conservation Strategy	Impact Assessment
Strategy 21: Design phase	Two previous heritage studies were undertaken as part of the design process. This included a Statement of Heritage Impact by PTW Architects (2018), and a Preliminary Environmental Assessment prepared by AECOM (2018).
Strategy 22: Heritage assessments	Impacts associated with the Proposal are assessed in this Statement of Heritage Impact (refer to Section 7 of this report).

7.4 Statement of Heritage Impact

The potential impacts to the Hawkesbury River Railway Station Group have been assessed against the criteria outlined in the NSW Heritage Division guidelines (NSW Heritage Office, 2002). The impacts of the Proposal have been graded against the significance of the site as outlined in Table 9.

Table 9 Summary of the nature of the direct impacts

Impact Type	Impact
Major negative impacts (substantially affects fabric or values of state significance)	None.
Moderate negative impacts (irreversible loss of fabric or values of local significance; minor impacts on State significance)	The construction of the proposed lifts would have a moderate negative impact on the aesthetic significance of the station as a picturesque setting on the edge of the Hawkesbury River. The current open views to and from the station towards the Hawkesbury River would be enclosed and some of the simplicity obscured. While the impacts have been moderated through the design, including a lightweight structure with sympathetic materials, the overall aesthetic of the station would be altered.
Minor negative impacts (reversible loss of local significance fabric or where mitigation retrieves some value of significance; loss of fabric not of significance but which supports or buffers local significance values)	The removal of original fabric (brickwork) to widen entrance doors to the lobby, current female and male toilet would have a minor negative impact to the station building.
Negligible or no impacts (does not affect heritage values either negatively or positively)	The reconfiguration of the existing toilets into the new ambulant and staff toilet, and creation of a family accessible toilet is not considered to have a negative or positive heritage impact. These works would be contained within the existing toilets, which were upgraded in 2017/18. All current fixtures and fittings, including tiles, are non-original. The regrading of footpath along Dangar Road, provision of a kiss and ride drop off, accessible car park and pedestrian crossing to the station would not have an impact to the heritage significance associated with the station.
Minor positive impacts (enhances access to, understanding or conservation of fabric or values of local significance)	None.

Impact Type	Impact
Major positive impacts (enhances access to, understanding or conservation of fabric or values of state significance)	The Proposal would improve safety and accessibility and the station would be enhanced following its refurbishment. The construction of the new lift structures would enable access to and appreciation of the station by a wider demographic.

8.0 Recommendations

The following mitigation measures are recommended to minimise impacts to the heritage listed Hawkesbury River Railway Station Group.

8.1 Recommendation 1 – Heritage Conservation Architect

A heritage conservation architect should be engaged to provide ongoing heritage and conservation advice throughout detailed design and any subsequent relevant design modifications. The nominated heritage conservation architect shall provide supervision of areas identified as contributory elements within the scope of works and ensure that the final design adheres to the *Sydney Trains Footbridge Heritage Conservation Strategy*, *Heritage Platforms Conservation Management Strategy*, the *Station Access Heritage Conservation Guide* and the *Painting Station Guide*.

8.2 Recommendation 2 – Specialist Construction Contractors

A specialist construction contractor experienced working with heritage fabric should be engaged during the construction stage of the project.

8.3 Recommendation 3 – Toilet Refurbishment

The following recommendations are made with relation to the station building refurbishment:

- Care should be taken when undertaking all demolition works so as not to damage significant fabric.
- Any new brickwork should match the original in terms of brick colour, mortar composition and brick orientation (bricks should be laid in the Flemish bond – alternating between header and stretcher alignment).
- New services, outlets, wall units and brackets (etc.) should be located in areas already modified and/or consolidated in one location. Existing openings in ceilings are the preferred location for the installation of new services. New services and fittings should use existing fixing points or located at mortar joints.
- The painting colour scheme for the new toilets should follow the Conservation Guide: *Painting Station Buildings* approved colour scheme. Specific heritage paint schemes have been developed for station buildings, and the painting scheme outlined for station buildings built 1910 to 1920 should be followed.
- The glass canopy should be freestanding and not come into contact with the station building. The height of the canopy should be raised to coincide with the existing louvre highlight above the entry door to the male toilets. Further design considerations should be investigated during detailed design. This should be done in conjunction with the heritage conservation architect.
- New partitions should be lightweight with a reversible construction to ensure significant fabric is protected and conserved. They should also not extend the full height to the ceiling.

8.4 Recommendation 4 – Platform Upgrade Works

The following recommendation is made with regard to works that would be undertaken on, and to, the current platform. This includes the re-grading of the platform surface and relocation of the current public telephone and vending machine.

- Re-grading of the station platform should not cover any existing wall vents that have been installed along the lower course of the brickwork to the station building. If cast iron gratings are removed, these should be stored for future reuse.
- Further considerations should be investigated during detailed design regarding the relocation options for both the public telephone and vending machines.

8.5 Recommendation 5 – Movable Heritage

The proposed works would not impact on any Movable Heritage items identified in the SHR listing of the station. The five movable heritage items should be included into any heritage specific work inductions that are carried out prior to works commencing at the station.

- Ensure that movable items are tagged and recorded (photographs and written description) and included in the Sydney Trains register of movable items.

8.6 Recommendation 6 – Archival Recording

Archival recording of the station as a whole prior to the commencement of construction should be undertaken in accordance with NSW Heritage Division guidelines *Photographic recording of heritage items using film or digital capture* (NSW Heritage Office, 2006) and *How to prepare archival records* (NSW Heritage Office, 1998). Copies should be provided to NSW Heritage Division, the State Library, Hornsby Shire Council and Sydney Trains for future reference. In particular the following elements should be concentrated on:

- Views and vistas to and from the current station
- Footbridge and its original fabric
- Station building.

8.7 Recommendation 7 – Heritage Interpretation

Installation of new heritage interpretation signage at the new station entrance should be developed and installed and designed as part of broad signage and wayfinding plan for the station.

8.8 Recommendation 8 – Section 60 Approval

As the Hawkesbury River Station Group is listed on the State Heritage Register, a Section 60 approval to undertake the works associated with the Proposal is required from the Heritage Council of NSW. It is recommended that this Statement of Heritage Impact be submitted to the NSW Heritage Branch, together with the requisite forms, for assessment.

8.9 Recommendation 9 – Update of State Heritage Register Listing

Following completion of works, the SHR listing description and historical context should be updated to accurately reflect the significance of the station and the new works and elements within the station.

8.10 Recommendation 10 – Heritage Induction

A heritage induction should be provided to all on-site staff and contractors involved in the Proposal. The induction should clearly describe the heritage constraints of the site.

8.11 Recommendation 11 – Stop Work Procedure

The Construction Environmental Management Plan (CEMP) to include stop work procedures in accordance with TfNSW's *Unexpected Heritage Finds Guideline* (Transport for NSW, 2016) to manage activities in the unlikely event that intact archaeological relics or deposits are encountered.

9.0 References

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Appendix A

Plans

HAWKESBURY RIVER STATION

MAIN NORTH LINE - 57.397 km

TRANSPORT ACCESS PROGRAM (TAP3)

ARCHITECTURAL

S60 APPLICATION

DRAWING LIST

DRAWING No.	DRAWING NAME
TAP-150072-AR-DWG-0001	COVER
TAP-150072-AR-DWG-0100	SITE PLAN
TAP-150072-AR-DWG-1001	PLAN - PLATFORM LEVEL
TAP-150072-AR-DWG-1002	PLAN - FOOTBRIDGE LEVEL
TAP-150072-AR-DWG-1003	PLANS - EXISTING & DEMOLITION
TAP-150072-AR-DWG-1004	PLANS - PROPOSED & REFLECTED CEILING PLAN
TAP-150072-AR-DWG-2001	ELEVATIONS
TAP-150072-AR-DWG-2010	ELEVATIONS - NORTH/SOUTH/EAST/ WEST
TAP-150072-AR-DWG-2011	ELEVATIONS - FOOTBRIDGE
TAP-150072-AR-DWG-2012	ELEVATIONS - FOOTBRIDGE
TAP-150072-AR-DWG-2013	ELEVATIONS - FOOTBRIDGE
TAP-150072-AR-DWG-2014	ELEVATIONS - FOOTBRIDGE
TAP-150072-AR-DWG-3001	SECTIONS
TAP-150072-AR-DWG-3002	SECTIONS/DETAILS
TAP-150072-AR-DWG-4000	MATERIALS AND FINISHES SCHEDULE

SHR Curtilage

Property boundaries

Railway corridor boundary

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AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
5	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: NTS

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D Jones Architect No.4778
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ABN 23 000 454 424
trading as PTW Architects
PTW

DRAWN M.Nguyen
DESIGNED G. Pelle-Lalli
DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
COVER

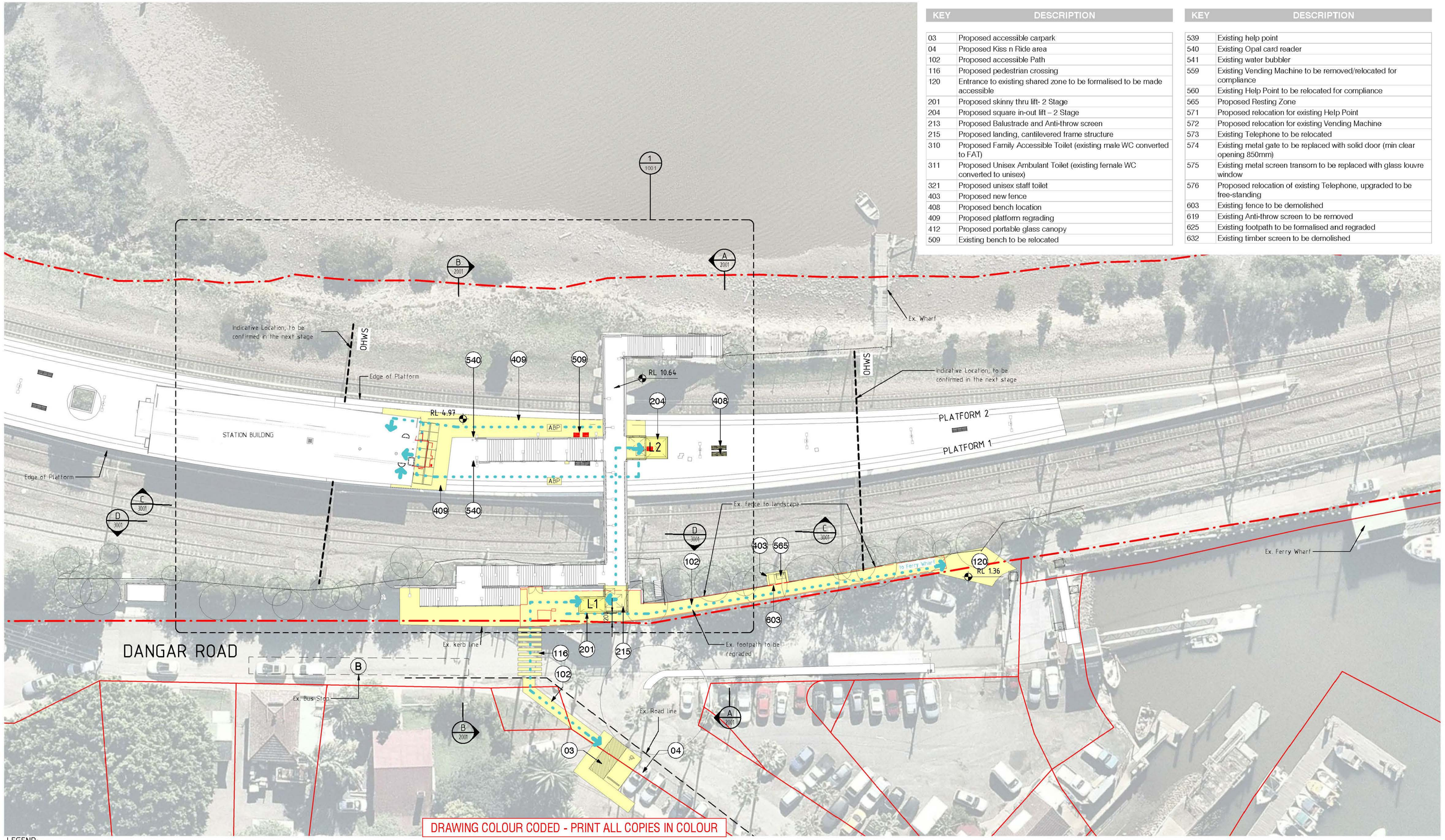
FILE No. | SHEET: 01 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-0001 | 5 | EDMS No.

DT801*554

File Name C:\Revit_Local\TAP-PTW-150072-AR-M00_minh.nguyen.EYHZ.rvt
Plot Date & Time 15/03/2019 11:49:41 AM

TO SYDNEY

TO NEWCASTLE



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632	Existing timber screen to be demolished

LEGEND:

- Proposed Works
- To be demolished
- Accessible path
- OHWS — Over Head Wiring Structure
- ABP — Proposed Accessible Boarding Point
- Property boundaries
- Railway corridor boundary

0 5 10 15 25 METRES 1 TO 250

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6	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:250

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APPROVED C.Hines

HAWKESBURY RIVER STATION

MAIN NORTH LINE - 57.397 km

TRANSPORT ACCESS PROGRAM (TAP3)

ARCHITECTURAL

SITE PLAN

FILE No.	SHEET: 02 OF 15	A1
STATUS: S60 APPLICATION		C
DRG No. TAP-150072-AR-DWG-0100	6	EDMS No.

DTB01*554

File Name C:\Revit Local\TAP-PTW-150072-AR-MOD_minh.nguyen.EXHZ.rvt

Plot Date & Time 15/03/2019 11:50:08 AM

TO SYDNEY

TO NEWCASTLE

For continuation refer to DWG-0100

For continuation refer to DWG-0100

TGSI to be replaced after regrading

Ex. roof edge above

Ex. Footbridge Above

Edge of Platform

Lift canopy above

Downpipe

RL 4.83

RL 4.80

RL 4.86

RL 4.92

RL 4.88

RL 4.74

ABP

PLATFORM 2

PLATFORM 1

L2

TGSI to be replaced after regrading

Ex. ABP Cabinet to remolocated

Proposed relocation of ex. ABP cabinet

Ex. fence

Indicative location of ex. overhead aerial

Ex. stair

Lift canopy above

Ex. stone wall

L1

Ex. road kerb

Ex. service

New road kerb to match the existing

DANGAR ROAD

to Accessible carpark

Proposed landing above

Passing space

Ex. stone kerb

New road kerb to match the ex. stone kerb

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0 1 5 10 METRES 1 TO 100

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CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:100

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APPROVED C.Hines

HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
PLAN - PLATFORM LEVEL

FILE No. | SHEET: 03 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-1001 | 6 | EDMS No.

DT801*554

File Name: C:\Revit_Local\TAP-PTW-150072-AR-M0D_minh.nguyen.rvt

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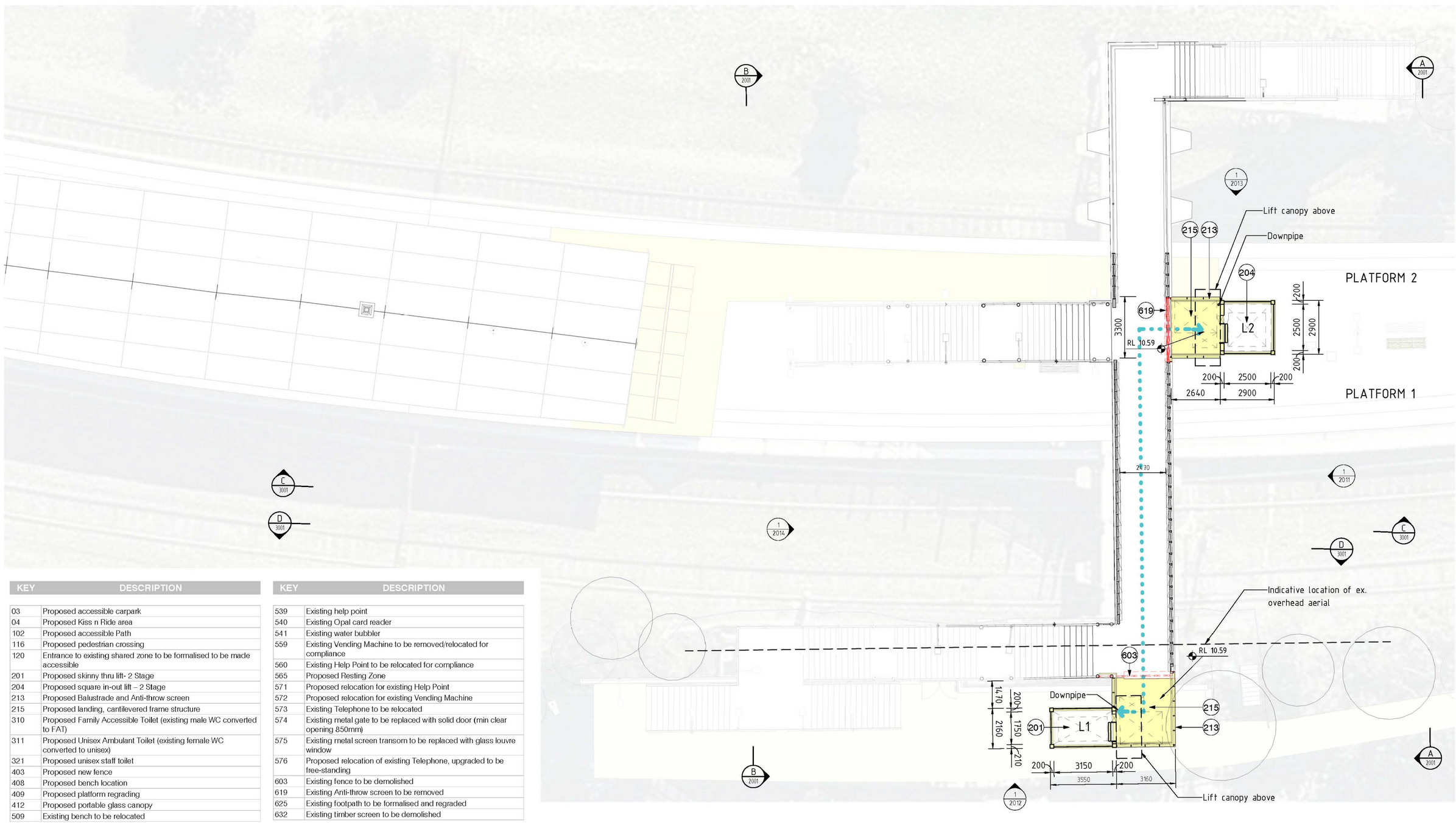

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0 1 5 10 METRES 1 TO 100

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CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:100

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HAWKESBURY RIVER STATION

MAIN NORTH LINE - 57.397 km

TRANSPORT ACCESS PROGRAM (TAP3)

ARCHITECTURAL

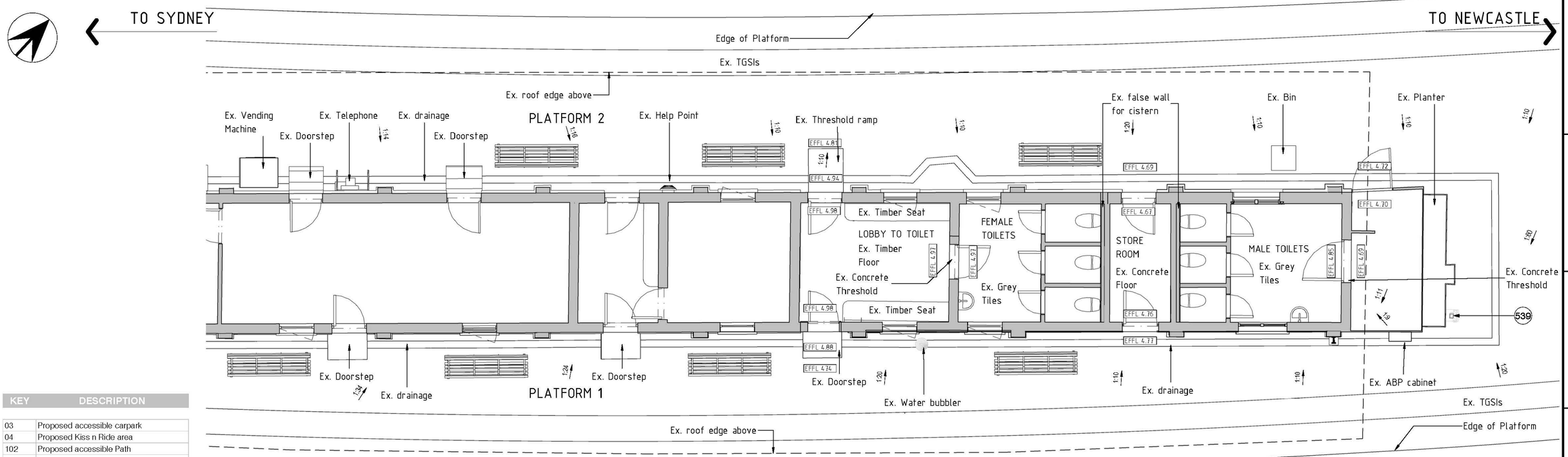
PLAN - FOOTBRIDGE LEVEL

FILE No.	SHEET: 04 OF 15	A1
STATUS: S60 APPLICATION		©
DRG No. TAP-150072-AR-DWG-1002	6	EDMS No.

DTB01*554

File Name C:\Revit Local\TAP-PTW-150072-AR-M0D_minh.nguyen.EHVZ.rvt

Plot Date & Time 15/03/2019 11:50:57 AM



1 / 1001 **STATION BUILDING - EXISTING PLAN**
SCALE 1 : 50

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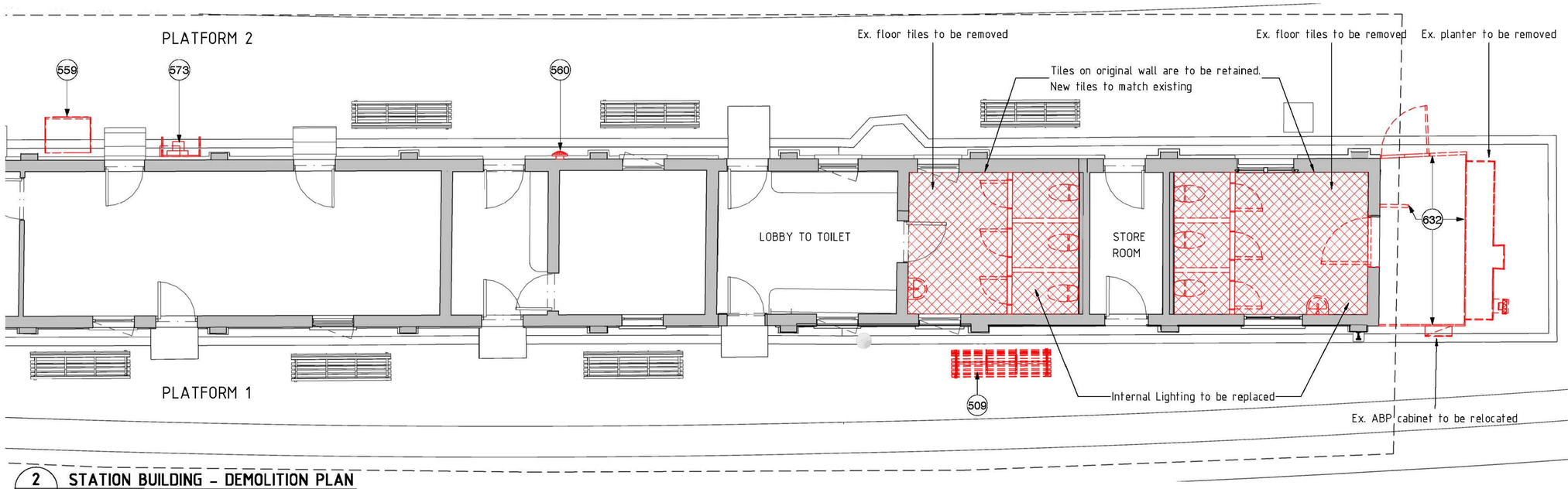

2 / 1001 **STATION BUILDING - DEMOLITION PLAN**
SCALE 1 : 50

LEGEND:
Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule

- Proposed Works
- To be demolished
- Ceiling mounted lighting fixtures
- Ceiling recessed downlight

0 1 2 3 4 5 METRES 1 TO 50

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AMD	DESCRIPTION	DESIGNER SIGN / DATE	VERIFIED SIGN / DATE	APPROVED SIGN / DATE
5	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:50

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DRG CHECK J.Escobar Uribe
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HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
PLANS - EXISTING & DEMOLITION

FILE No. | SHEET: 05 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-1003 | 5 | EDMS No.

DT801*554

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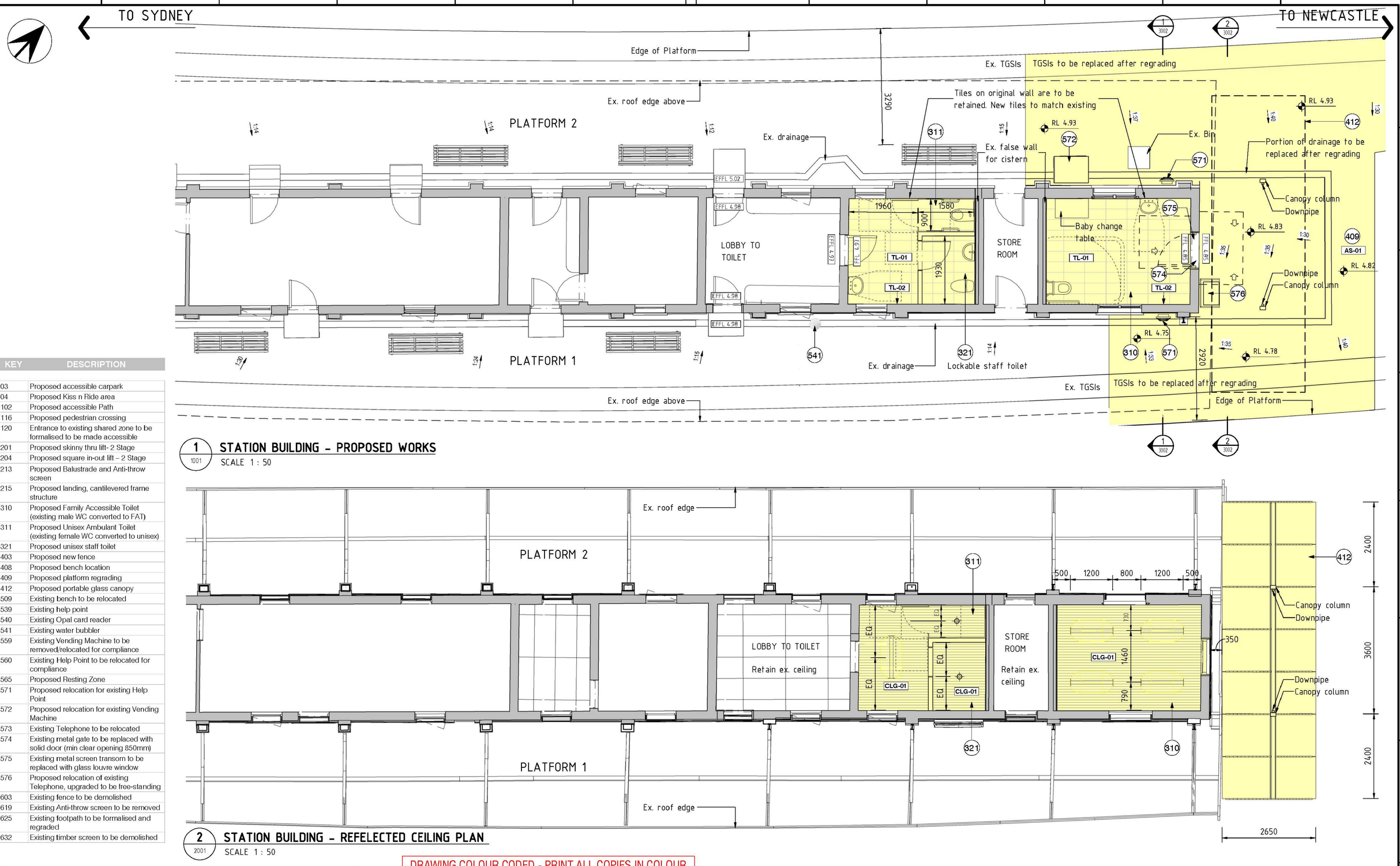

1 1001 STATION BUILDING - PROPOSED WORKS

SCALE 1 : 50

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2 2001 STATION BUILDING - REFELECTED CEILING PLAN

SCALE 1 : 50

LEGEND:

Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule

Proposed Works

To be demolished

Ceiling mounted lighting fixtures

Ceiling recessed downlight

0 1 2 3 4 5 METRES 1 TO 50

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AMD	DESCRIPTION	DESIGNER SIGN /DATE	VERIFIED SIGN /DATE	APPROVED SIGN /DATE
2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:50

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HAWKESBURY RIVER STATION

MAIN NORTH LINE - 57.397 km

TRANSPORT ACCESS PROGRAM (TAP3)

ARCHITECTURAL

PLANS - PROPOSED & REFLECTED CEILING PLAN

FILE No. | SHEET: 06 OF 15 | A1

STATUS: S60 APPLICATION

DRG No. TAP-150072-AR-DWG-1004 | 2 | EDMS No.

DT801 * 554

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Plot Date & Time: 15/03/2019 11:51:31 AM

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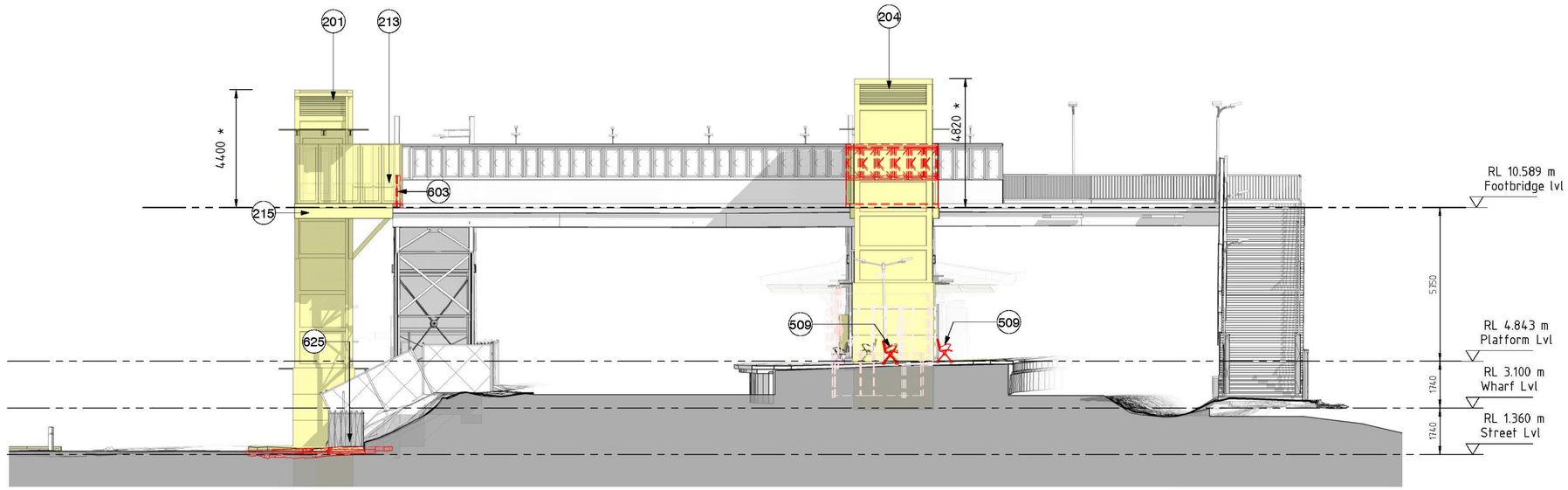
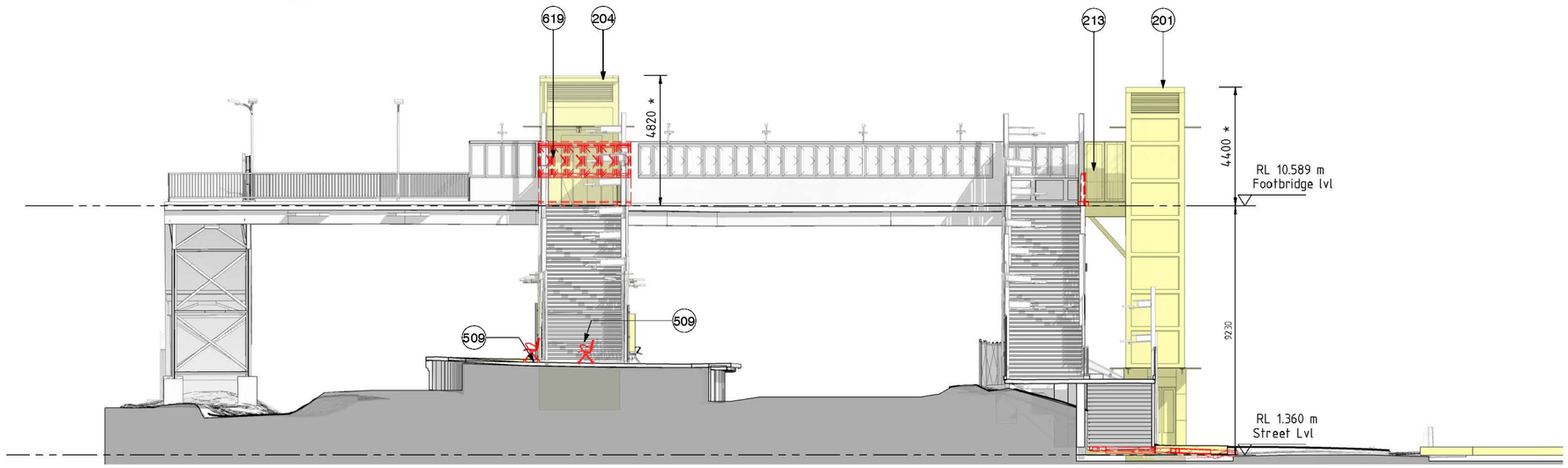


ELEVATION A
1 : 100
0100



ELEVATION B
1 : 100
0100

NOTE: (*) – Dimensions are subject to lift manufacture specification

LEGEND:

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- Property boundaries
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0 1 5 10
METRES 1 TO 100

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HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
ELEVATIONS

FILE No. | SHEET: 07 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-2001 | 5 | EDMS No.

DT801*554

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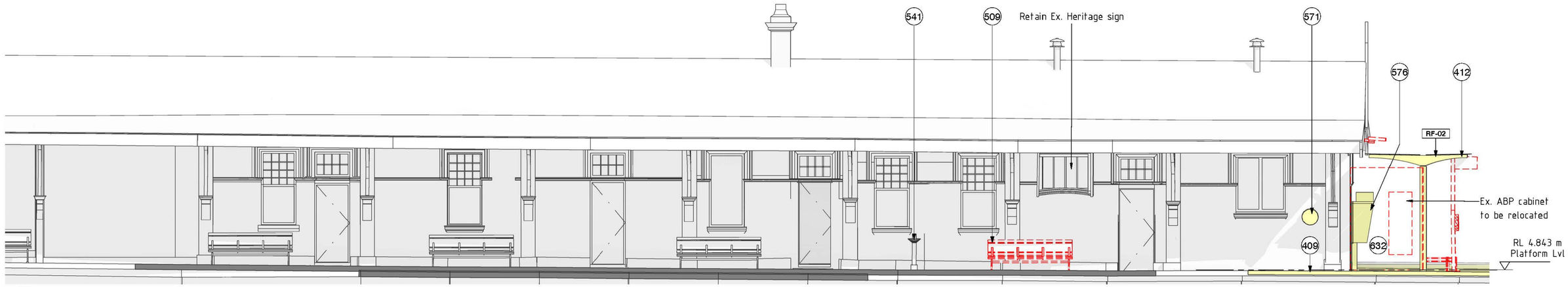

1 1001 **STATION BUILDING - EAST ELEVATION**
SCALE 1 : 50

2 1001 **STATION BUILDING - WEST ELEVATION**
SCALE 1 : 50

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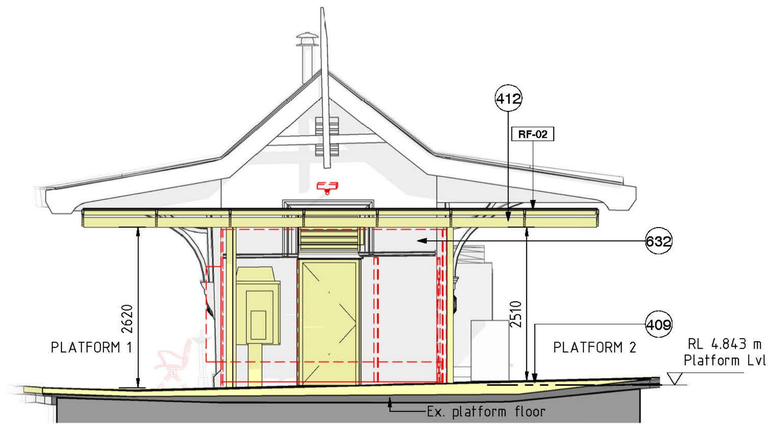
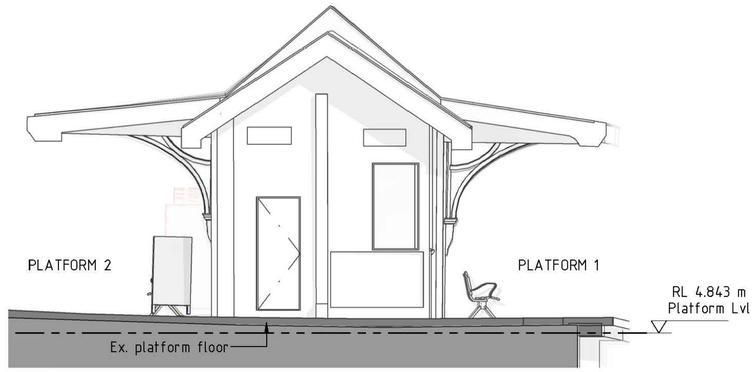
619	Existing Anti-throw screen to be removed
625	Existing footpath to be formalised and regraded
632	Existing timber screen to be demolished



3 1001 **STATION BUILDING - NORTH ELEVATION**
SCALE 1 : 50



4 **STATION BUILDING - SOUTH ELEVATION**
SCALE 1 : 50

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

LEGEND:
Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule
Proposed Works
To be demolished

0 1 2 3 4 5 METRES 1 TO 50

2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19
AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
CO-ORDINATE SYSTEM:		HEIGHT DATUM:	SCALE: 1:50	

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D Jones Architect No.4778
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ABN 23 000 454 624
trading as PTW Architects
PTW

DRAWN M.Nguyen
DESIGNED G.Pelle-Lalli
DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
ELEVATIONS - NORTH/SOUTH/EAST/ WEST

FILE No. | SHEET: 08 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-2010 | 2 | EDMS No.

DT801*554

File Name C:\Revit_Local\TAP-PTW-150072-AR-M0D_minh.nguyen.ettHZ.rvt
Plot Date & Time 15/03/2019 4:40:34 PM

KEY	DESCRIPTION
03	Proposed accessible carpark
04	Proposed Kiss n Ride area
102	Proposed accessible Path
116	Proposed pedestrian crossing
120	Entrance to existing shared zone to be formalised to be made accessible
201	Proposed skinny thru lift- 2 Stage
204	Proposed square in-out lift – 2 Stage
213	Proposed Balustrade and Anti-throw screen
215	Proposed landing, cantilevered frame structure
310	Proposed Family Accessible Toilet (existing male WC converted to FAT)
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321	Proposed unisex staff toilet
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409	Proposed platform regrading
412	Proposed portable glass canopy
509	Existing bench to be relocated
539	Existing help point
540	Existing Opal card reader
541	Existing water bubbler
559	Existing Vending Machine to be removed/relocated for compliance
560	Existing Help Point to be relocated for compliance
565	Proposed Resting Zone
571	Proposed relocation for existing Help Point
572	Proposed relocation for existing Vending Machine
573	Existing Telephone to be relocated
574	Existing metal gate to be replaced with solid door (min clear opening 850mm)
575	Existing metal screen transom to be replaced with glass louvre window
576	Proposed relocation of existing Telephone, upgraded to be free-standing
603	Existing fence to be demolished
619	Existing Anti-throw screen to be removed
625	Existing footpath to be formalised and regraded
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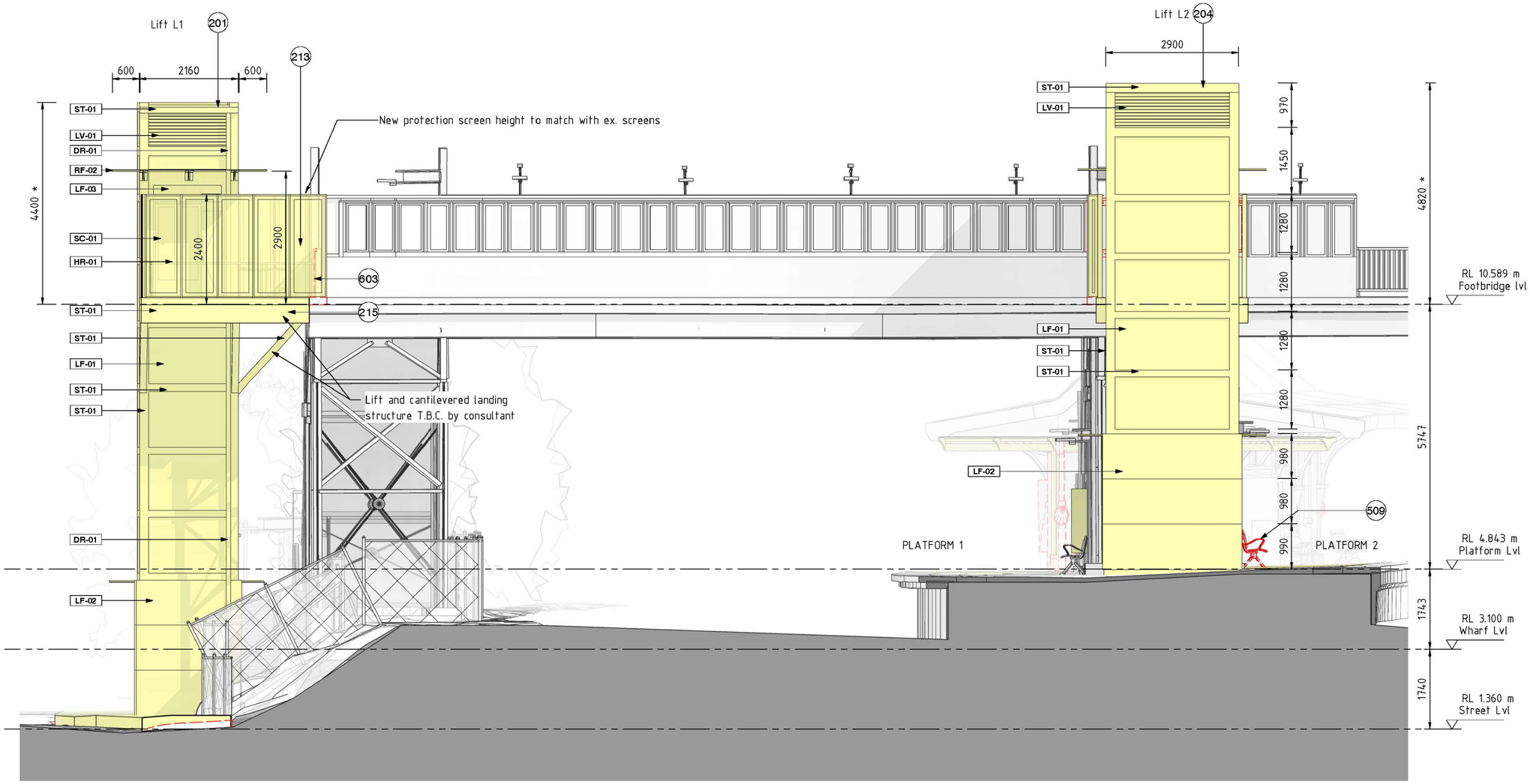

1 / 1001 **FOOTBRIDGE – NORTH ELEVATION**
SCALE 1 : 50

NOTE: (*) – Dimensions are subject to lift manufacture specification

LEGEND:
Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule

Proposed Works — — — — To be demolished

0 1 2 3 4 5 METRES 1 TO 50

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

AMD	DESCRIPTION	DESIGNER SIGN / DATE	VERIFIED SIGN / DATE	APPROVED SIGN / DATE
2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:50

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DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
ELEVATIONS - FOOTBRIDGE

FILE No. | SHEET: 09 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-2011 | 2 | EDMS No.

DTB01*554

File Name: C:\Revit Local\TAP-PTW-150072-AR-M0D_minh.nguyen.EHVZ.rvt
Plot Date & Time: 15/03/2019 4:46:09 PM

KEY	DESCRIPTION
03	Proposed accessible carpark
04	Proposed Kiss n Ride area
102	Proposed accessible Path
116	Proposed pedestrian crossing
120	Entrance to existing shared zone to be formalised to be made accessible
201	Proposed skinny thru lift- 2 Stage
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560	Existing Help Point to be relocated for compliance
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574	Existing metal gate to be replaced with solid door (min clear opening 850mm)
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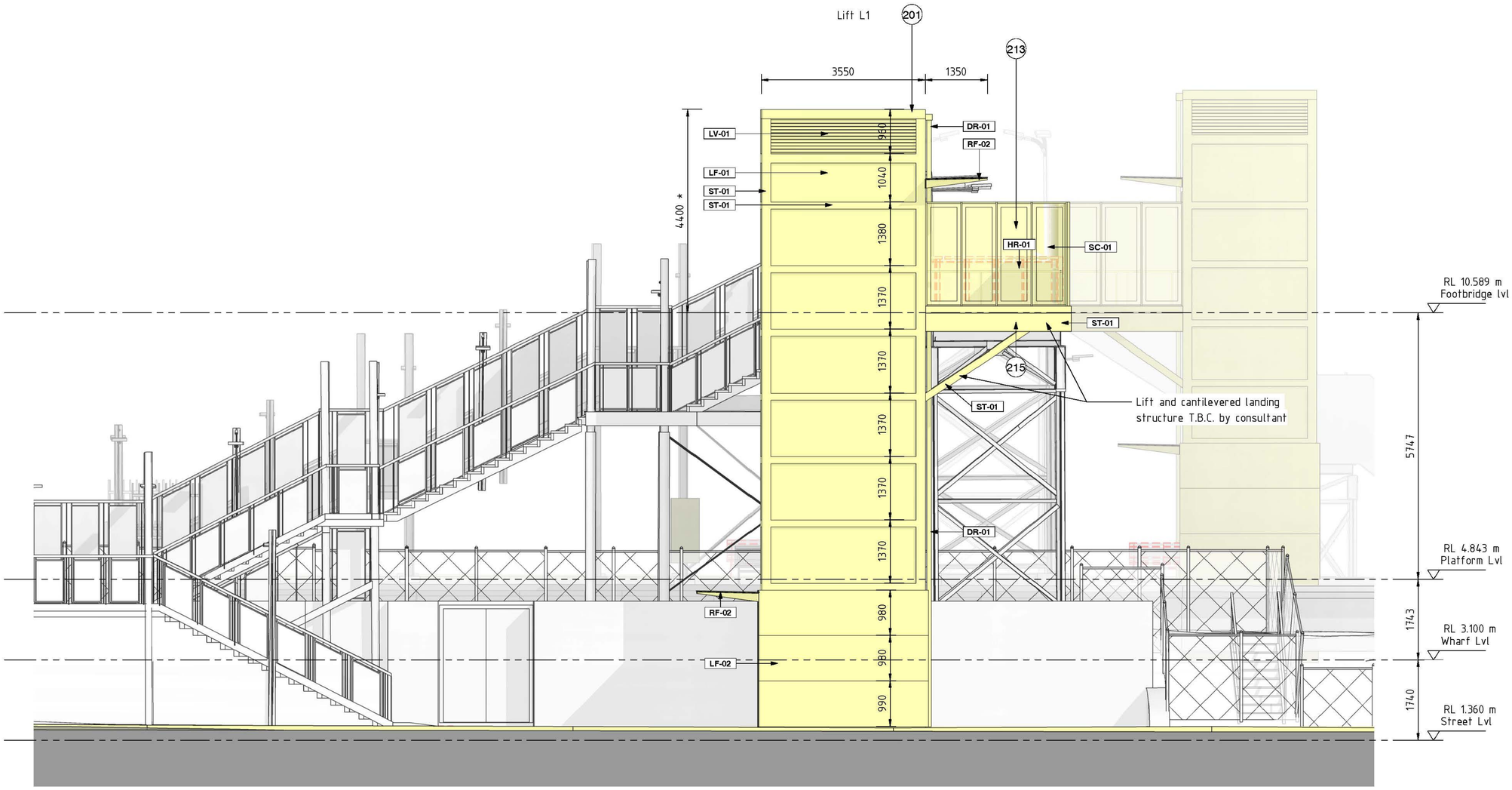
625	Existing footpath to be formalised and regraded
632	Existing timber screen to be demolished



1 / 1001 **FOOTBRIDGE - EAST ELEVATION**

SCALE 1 : 50

NOTE: (*) - Dimensions are subject to lift manufacture specification

LEGEND:

Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule

Proposed Works

To be demolished

0 1 2 3 4 5 METRES 1 TO 50

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

AMD	DESCRIPTION	DESIGNER SIGN / DATE	VERIFIED SIGN / DATE	APPROVED SIGN / DATE
2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:50

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DESIGNED G.Pelle-Lalli
DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

HAWKESBURY RIVER STATION

MAIN NORTH LINE - 57.397 km

TRANSPORT ACCESS PROGRAM (TAP3)

ARCHITECTURAL

ELEVATIONS - FOOTBRIDGE

FILE No. | SHEET: 10 OF 15 | A1

STATUS: S60 APPLICATION

DRG No. TAP-150072-AR-DWG-2012 | 2 | EDMS No.

DT801*554

File Name C:\Revit_Local\TAP-PTW-150072-AR-MOD_minh.nguyen.EXHZ.rvt

Plot Date & Time 15/03/2019 4:46:43 PM

KEY	DESCRIPTION
03	Proposed accessible carpark
04	Proposed Kiss n Ride area
102	Proposed accessible Path
116	Proposed pedestrian crossing
120	Entrance to existing shared zone to be formalised to be made accessible
201	Proposed skinny thru lift- 2 Stage
204	Proposed square in-out lift – 2 Stage
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572	Proposed relocation for existing Vending Machine
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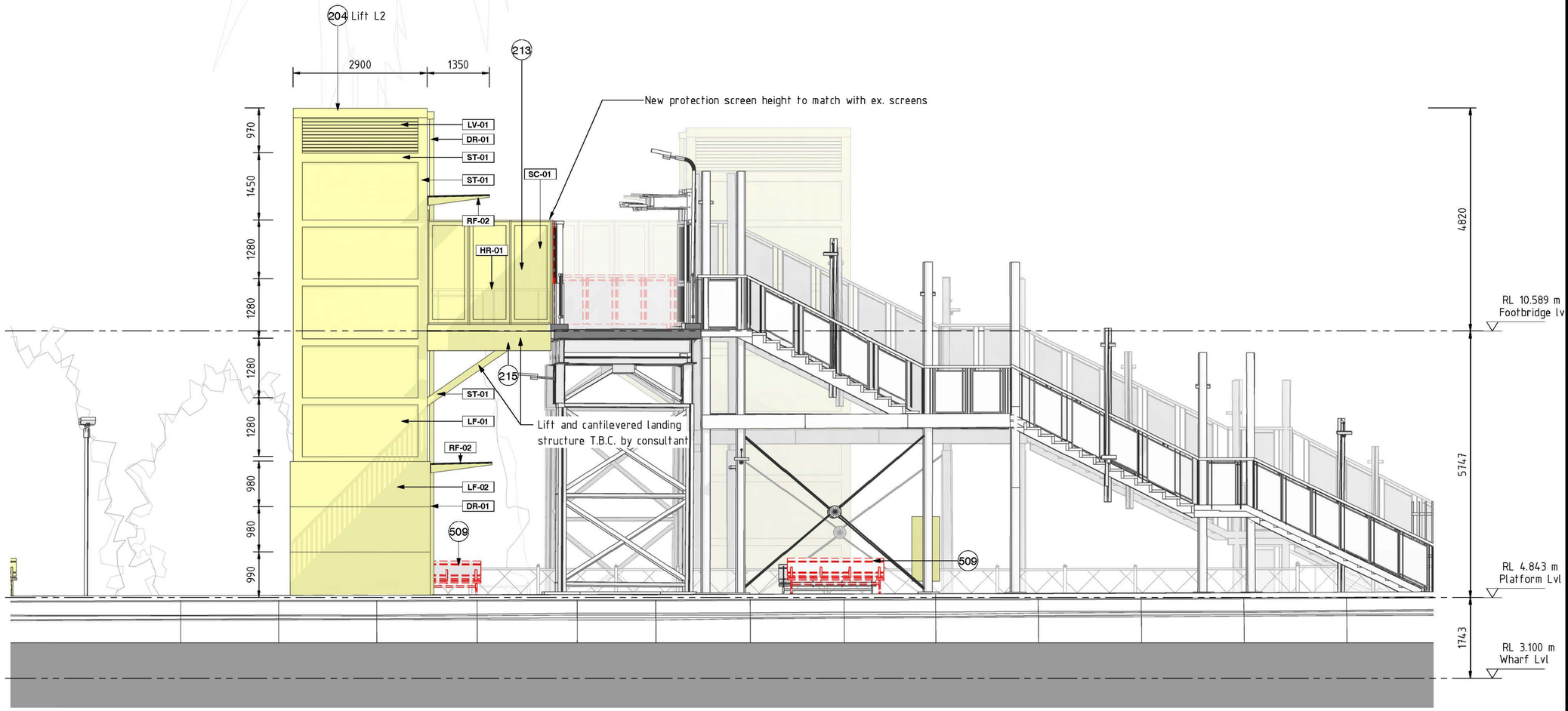

1 / 1001 **FOOTBRIDGE - WEST ELEVATION**
SCALE 1 : 50

NOTE: (*) - Dimensions are subject to lift manufacture specification

LEGEND:
Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule

Proposed Works ----- To be demolished

0 1 2 3 4 5
METRES 1 TO 50

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:50

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DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
ELEVATIONS - FOOTBRIDGE

FILE No. | SHEET: 11 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-2013 | 2 | EDMS No.

DT801*554

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Plot Date & Time: 15/03/2019 4:42:24 PM

KEY	DESCRIPTION
03	Proposed accessible carpark
04	Proposed Kiss n Ride area
102	Proposed accessible Path
116	Proposed pedestrian crossing
120	Entrance to existing shared zone to be formalised to be made accessible
201	Proposed skinny thru lift- 2 Stage
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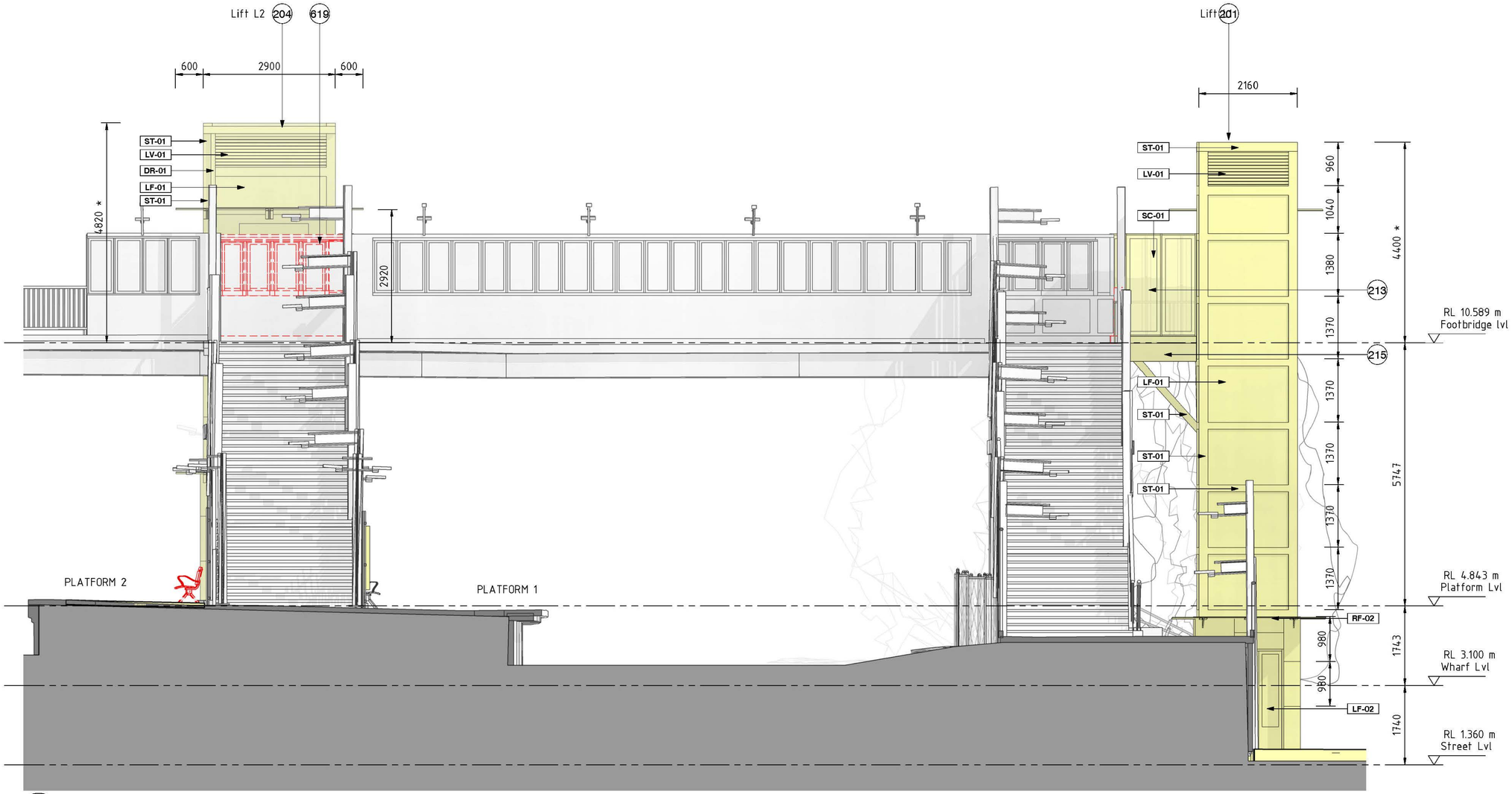

1 (1001) **FOOTBRIDGE - SOUTH ELEVATION**

SCALE 1 : 50

NOTE: (*) - Dimensions are subject to lift manufacture specification

LEGEND:

Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule

Proposed Works

To be demolished

0 1 2 3 4 5 METRES 1 TO 50

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:50

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DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

HAWKESBURY RIVER STATION

MAIN NORTH LINE - 57.397 km

TRANSPORT ACCESS PROGRAM (TAP3)

ARCHITECTURAL

ELEVATIONS - FOOTBRIDGE

FILE No. | SHEET: 12 OF 15 | A1

STATUS: S60 APPLICATION

DRG No. TAP-150072-AR-DWG-2014 | 2 | EDMS No.

DT801*554

File Name: C:\Revit_Local\TAP-PTW-150072-AR-M00_minh.nguyen.EYHZ.rvt

Plot Date & Time: 15/03/2019 1:42:57 PM

KEY	DESCRIPTION
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04	Proposed Kiss n Ride area
102	Proposed accessible Path
116	Proposed pedestrian crossing
120	Entrance to existing shared zone to be formalised to be made accessible
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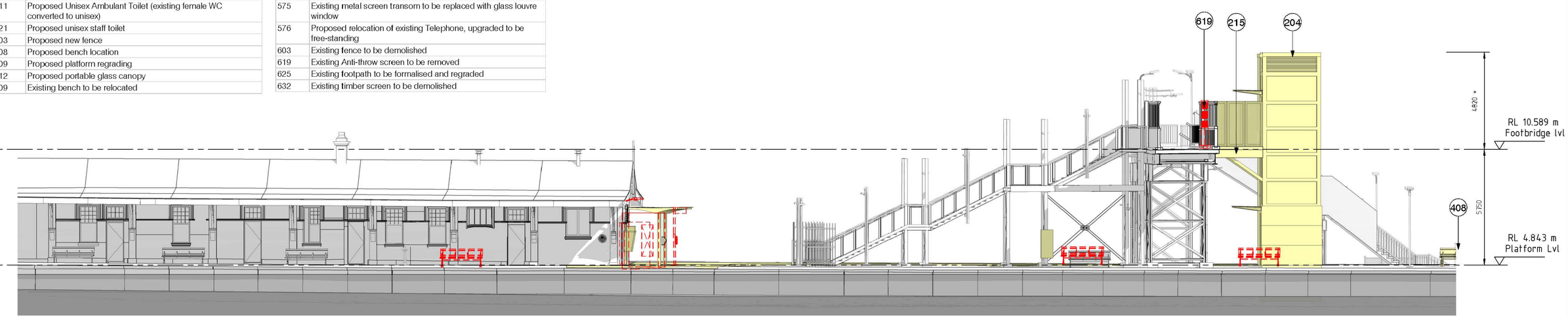
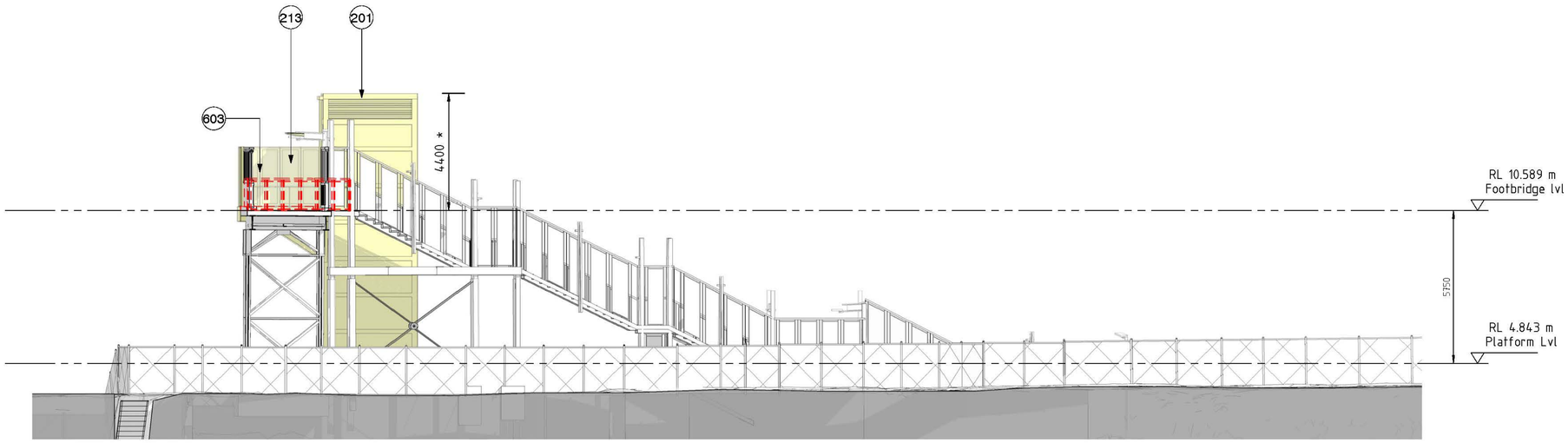


SECTION C
1 : 100 (0100)



SECTION D
1 : 100 (0100)

NOTE: (*) – Dimensions are subject to lift manufacture specification

LEGEND:

- Proposed Works
- To be demolished
- Accessible path
- OHWS — Over Head Wiring Structure
- ABP — Proposed Accessible Boarding Point
- Property boundaries
- Railway corridor boundary

0 1 5 10 METRES 1 TO 100

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
5	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:100

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DESIGNED G. Pelle-Lalli
DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
SECTIONS

FILE No. | SHEET: 13 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-3001 | 5 | EDMS No.

DT801*554

File Name: C:\Revit_Local\TAP-PTW-150072-AR-M00_minh.nguyen.EEYHZ.rvt
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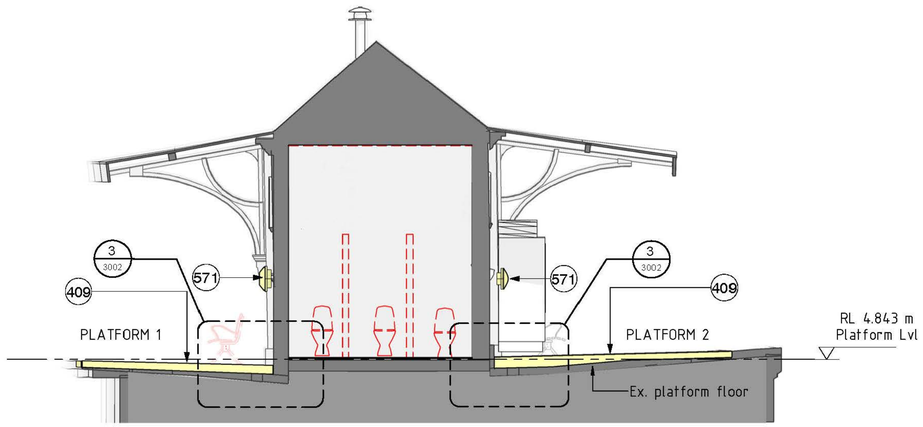
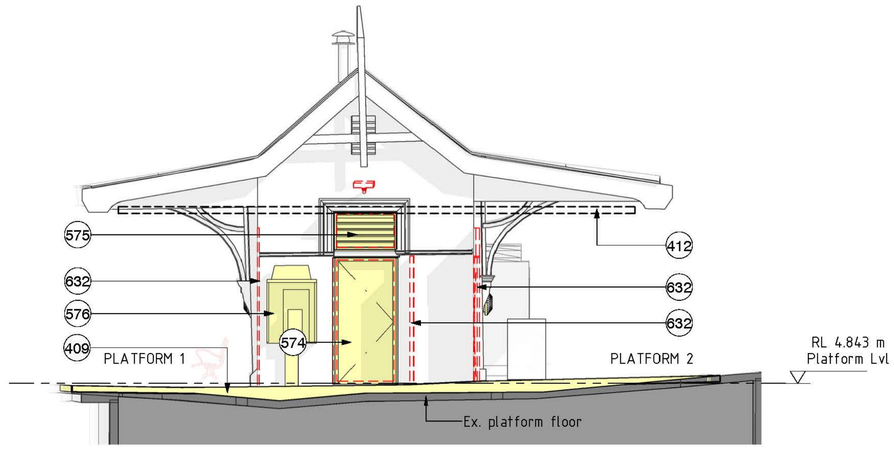


1 (1001) **STATION BUILDING - SECTION**
SCALE 1 : 50



2 (1001) **STATION BUILDING - SECTION**
SCALE 1 : 50

KEY	DESCRIPTION
03	Proposed accessible carpark
04	Proposed Kiss n Ride area
102	Proposed accessible Path
116	Proposed pedestrian crossing
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KEY	DESCRIPTION
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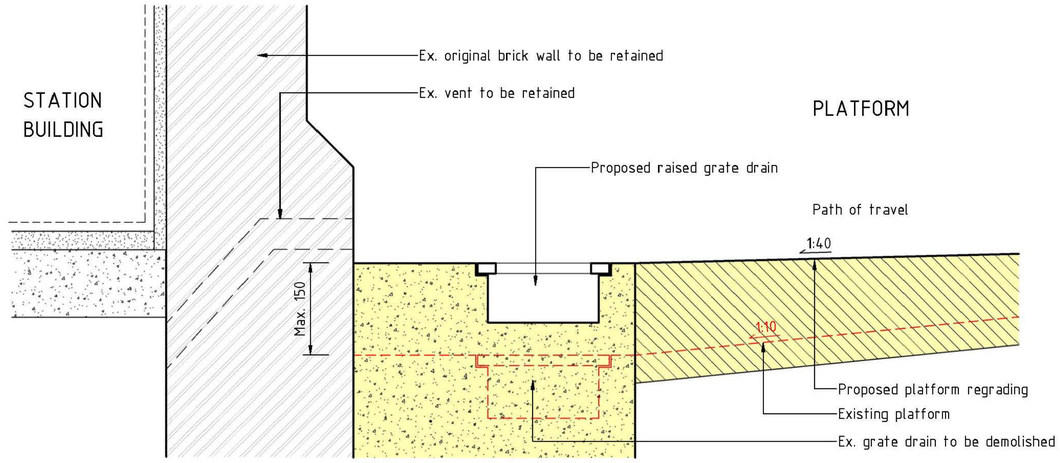

3 (3002) **SECTION - PLATFORM REGRADING DETAIL**
SCALE 1 : 5

LEGEND:
Refer to drawing TAP-150072-AR-DWG-4000 for materials and finishes schedule

Proposed Works

To be demolished

0 1 2 3 4 5
METRES 1 TO 50

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE: 1:50

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DRG CHECK J.Escobar Uribe
DESIGN CHECK J. Escobar Uribe
APPROVED C.Hines

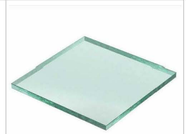
HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
SECTIONS/DETAILS

FILE No. | SHEET: 14 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-3002 | 2 | EDMS No.

DT801*554

File Name: C:\Revit Local\TAP-PTW-150072-AR-M00_minh.nguyen.EYHZ.rvt
Plot Date & Time: 15/03/2019 1:43:36 PM

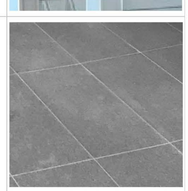
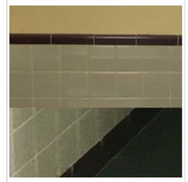
ARCH_MATERIALS & FINISHES LEGEND

KEY	ITEM	DESCRIPTION	IMAGE
AS-01	Platform floor	Asphalt	
CLG-01	Ceiling	Ripple iron to match existing	
DR-01	Downpipe and Gutter	Paint finsish to match colour of steel frames	
HR-01	Handrail	30-50mm diameter handrail on stainless steel brackets or stainless steel pins to supporting structure - Finish: linished stainless steel	
LF-01	Lift Glazing	Clear glass	

ARCH_MATERIALS & FINISHES LEGEND

KEY	ITEM	DESCRIPTION	IMAGE
LF-02	Lift Cladding	Graffiti-proof and Non-combustible cladding panels - Colour: Dark Charcoal Grey	
LF-03	Lift Door, Control Button & Indicator	Linished Stainless Steel	
LV-01	Ventilation Louvre	Horizontal storm proof louvre - Colour: Dark Charcoal Grey	
RF-01	Lift Roof	Metal Roof Sheeting	
RF-02	Lift Canopy and Platform Glass Canopy	Glazed Canopy	

ARCH_MATERIALS & FINISHES LEGEND

KEY	ITEM	DESCRIPTION	IMAGE
SC-01	Landing Protection Screen	Mesh screen with boundary steel frame - Colour to match existing	
ST-01	Lift Steel Frame, Lift Canopy, Platform Glass Canopy	Painted steel frame to match exising - Colour: Dark Charcoal Grey	
TL-01	Toilet floor	Floor Tiles to match existing	
TL-02	Toilet wall	Wall Tiles and skirting to match existing	

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AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE
2	ISSUED FOR S60 APPLICATION	GPL 15/03/19	JEU 15/03/19	CH 15/03/19

CO-ORDINATE SYSTEM: | HEIGHT DATUM: | SCALE:

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HAWKESBURY RIVER STATION
MAIN NORTH LINE - 57.397 km
TRANSPORT ACCESS PROGRAM (TAP3)
ARCHITECTURAL
MATERIALS AND FINISHES SCHEDULE

FILE No. | SHEET: 15 OF 15 | A1
STATUS: S60 APPLICATION
DRG No. TAP-150072-AR-DWG-4000 | 2 | EDMS No.

DT801*554

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Plot Date & Time 15/03/2019 11:55:42 AM