Transport Access Program: Denistone Station

Statement of Heritage Impact

Report to Transport for NSW

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EXECUTIVE SUMMARY

Project Background

Artefact Heritage Services Pty Ltd (Artefact Heritage) have been engaged by Transport for NSW (TfNSW) to prepare a Statement of Heritage Impact (SoHI) for the proposed upgrades to Denistone Station as part of the Transport Access Program (TAP). The proposal is part of the NSW Government TAP initiative which seeks to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. A key objective of the program is to ensure that all stations meet the legislative requirements under the Commonwealth *Disability Standards for Accessible Public Transport 2002*.

The aim of this report is to identify the potential heritage impacts to Denistone Railway Station by the proposed upgrade works. The report provides advice on appropriate heritage approval pathways and management recommendations for the mitigation of the resultant heritage impact of the proposal.

Overview of findings

Denistone Station is listed on the Section 170 (s170) register for the Transport Asset Holding Entity (TAHE) as an item of local significance. The Station is not locally listed on the *Ryde Local Environmental Plan 2014* (LEP) but is located in the vicinity of the 'C7 Darvall Estate' Heritage Conservation Area (HCA) and a number of heritage items listed on the Ryde LEP 2014. Despite being nominated for listing on the State Heritage Register (SHR) in 2017, the station is still undergoing assessment and has yet to be added to the SHR. The assessment requirements and notification periods pursuant to the requirements of the State Agency Heritage Guide for an item identified as being of State significance must be followed.

Overall, the proposed upgrades would result in a moderate direct physical and visual impact to the significance of Denistone Station. This is principally due to the addition of the two new lifts shafts and the alterations to the highly significant station platform buildings and overhead booking office, the exceptionally significant footbridge and the moderately significant platforms. However, the works would improve the accessibility, usability and safety of the station, resulting in a positive outcome for all users of the Station. The works would not impact any significant archaeological remains, 'relics' features or structures. The works would also result in an overall neutral visual impact to the 'C7 Darvall Estate' HCA and neutral to negligible visual impacts to the nearby heritage items listed on schedule 5 of the Ryde LEP.

Heritage approval pathway

This SoHI has been prepared in order to support a Review of Environmental Factors (REF) for the determination of the concept design of the proposal. Detailed design would be developed following determination approval, and any new works or significant changes may require further heritage assessment (and possible approval).

Following the completion of the detailed design process, further heritage assessment would be required to confirm the degree of adverse heritage impacts from the proposed works. Based on the current design proposal, TfNSW would be required to prepare a s170 demolition notification for the works.

Recommendations

The following recommendations should be followed in order to minimise the residual heritage impact of the proposed works as part of the proposal for Denistone Station.

Recommendations for developing design

The following recommendations should be incorporated into the development of the design to minimise the residual heritage impact of the proposed works as part of the proposal at Denistone Station:

Design and Materiality

- The design of the new lifts should be further developed in order to be as recessive, minimalist, visually permeable and sympathetic to the existing heritage character of Denistone Station as possible, whilst being identifiable as new work. For this reason, the use of brickwork at the base of each lift shaft should be reconsidered during ongoing design iterations of the proposal. The materials, form and details of the lifts should not imitate the design and details of the overhead booking office, footbridge, overbridge, platform buildings and platforms. The structures should be finished in a recessive colour. A range of options should be considered in order to arrive at a sympathetic solution.
- It is recommended that the cast iron grates along the base of the front elevations of the platform buildings be retained, rather than replaced. However, as this may not be possible due to accessibility requirements, the grates should be carefully removed and stored on site for potential restoration or interpretation in the future.
- A geotextile fabric, or similar, should be laid on top of the existing concrete surface of the footbridge adjacent to the staircase and lift prior to the regrading of the concrete and installation of the concrete topping in order to protect the original significant fabric.
- The proposed brown paint finish, ‘Jasper’ for the steel lift shaft should not be applied to the existing balustrades. The balustrades should retain their existing light grey matte finish, which appears to be a ‘micaceous bridge grey’. An alternative solution would be to investigate and

match original or significant paint finishes. If possible, the new steel elements for the lift shaft should retain an unpainted finish or should be painted grey to match the existing balustrades.

- The following options should be considered for the new section of balustrading along the south-eastern side of the former bookstall area:
    - Install a new steel balustrade in the same style as the existing steel balustrades, but of a design that is discernible as new on close inspection, such as the steel balustrade along the location of the former bookstall, which was replaced in the c.1990s.
    - Consider reusing the c.1990s replica steel balustrading around the former bookstall for the new balustrade along the south-eastern side of the bookstall area.
- The handrail and balustrade alterations should involve solutions that result in minimal change to the significant balustrade and handrail elements on the footbridge. The design should aim to minimise direct and visual impact. The following options for the handrails and nosings of the staircases should be considered:
    - Retain the existing significant handrails and railings, and add a compliant handrail above existing.
    - Application of nosings and/or provision of luminance contrast on significant stair treads should minimise the removal and intervention on significant fabric, employing solutions with minimal fixings and which are easily reversible.
- Where possible, the existing height of the flooring of the Conveniences Building and Shelter Shed on the platforms should be retained, and instead, temporary or easily removable ramps should be provided in order to provide access into the relevant rooms.
- The placement and design of new lighting and signage should aim to limit impact on fabric of heritage significance, views and the setting of the station. The following principles should be followed:
    - New light poles should be installed symmetrically, in line with the existing light poles, and are to be placed in areas where they do not obscure significant fabric.
    - New lights/lamps should not be fixed to or otherwise require the need for penetration of significant fabric.
    - New signage should reuse existing poles and fixing points, where possible.
- New or replacement surface mounted conduits should be painted to match the underlying fabric in order to minimise visual impacts.Where possible, the upgrades to the overhead booking office, including the installation of a fire extinguisher and a handrail next to the Opal Card machine, should be redesigned or relocated to minimise impact to significant existing building fabric.
- Consideration should be made to removing the painted finish to the brick retaining wall along the overbridge. The process of removal should be guided by the nominated heritage consultant. If a protective finish is required, the colour and finish should be guided by the nominated heritage consultant.

- A suitably qualified heritage practitioner must be engaged during detailed design to provide heritage advice and input into developing design phases, and to oversee heritage sensitive works at Denistone Station.
- Should new works not detailed in the scoping design be proposed during detailed design, these new works should be assessed by a suitably qualified heritage practitioner who has been engaged for the proposed works for adverse heritage impacts. New or increased adverse heritage impacts may require further approval from TfNSW and consultation with Sydney Trains as required.

Construction

- Where the exceptionally significant balustrades are to be permanently removed to allow access into the new lift structures, the following should be undertaken:
  - Cut through a section of the north-western balustrade and remove only the minimum amount of the balustrading required to provide access to each new lift.
  - Remove the required section of the balustrade by unscrewing the bolts into the concrete and adjoining balustrades and posts.
  - Apply a protective coating to the cut side of the balustrade to prevent corrosion.
  - Store the removed sections on-site or in a secure and weather-proof location for future reinstatement, or for repairs to the extant balustrades and retain the rest of the balustrade in situ.
- Where the exceptionally significant balustrades are to be temporarily removed to allow access for regrading the footbridge, the following should be undertaken:
  - Carefully remove the panel sections of the balustrades by removing the bolts to ensure that the full length of each balustrade panel is retained.
  - Catalogue and store on-site or in a secure and weather-proof location for future reinstatement following completion of the regrading works.
- The removal of brickwork on the north-western elevation of the Platform 1/2 Building (Conveniences Building) should be limited only to the area required for the installation of new doors and windows. Full height removal of brickwork should be avoided. If full removal is unavoidable due to installation considerations, the removed bricks should be reused to create the brick infill below the window openings.
- A representative example of the original cast iron grates along the base of the platform building on Platform 1/2 and 3/4 should be retained in situ as evidence of the short-lived policy from the 1930s to slope the platform away from the tracks and to manage surface drainage. Removed cast iron grates should be catalogued and stored safely on-site or in a secure weather-proof location for use in future repairs, reinstatement or interpretation.
- All conduit and services installation should aim to use existing penetrations and entry points to structures, where possible. Conduits, services and casings should not cover significant fabric or areas of detailing or introduce large structures or items in areas that obstruct significance fabric or significant view lines. The principles provided in *Heritage Technical Note, Installation*

of New Electrical and Data Services at Heritage Sites (Sydney Trains, 2017) should be followed during detailed design in order to prevent cumulative impacts to fabric. The design solutions should be developed in consultation with TfNSW heritage advisors or appointed heritage advisory subcontractors. New services associated with access requirements should ideally be installed in areas where original services have already been upgraded or replaced.

- The placement of benches, bins, machines and other elements along the platforms and footbridge should avoid obstructing views of architectural elements and should avoid installing fixing points to significant fabric. The following principles should be followed:
  - Only install new or replacement elements in front of a solid portion of wall or in an open space.
  - Locate new or reinstated elements at the central point between two dominant historical elements (such as windows, doors and columns), rather than to one side or in front of these elements.
  - Ensure that new elements are not fixed to significant fabric and are of a low height to avoid obscuring fabric.

General recommendations

The following general recommendations should be followed in order to minimise the residual heritage impact of the proposed works at Denistone Station:

Pre-Construction

- TfNSW must obtain the required statutory heritage and planning approvals prior to commencement of work. Works must be carried out in accordance with any conditions placed on these approvals and provide a report certifying compliance on completion of the works.
- All staff, including design professionals and tradespeople, involved in the proposed works must receive a heritage induction prior to the commencement of works. The heritage induction should cover the heritage significance of Denistone Station, identification of significant fabric and the recommendations and mitigation methods included in this report.
- The contractor in collaboration with the Heritage Architect/Consultant must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the TfNSW Heritage Specialist prior to the commencement of permanent works.
- Protective hoarding or splash protection should be installed around significant features, such as the platform buildings and the overhead booking office, prior to works in the vicinity of these features in order to protect them from physical damage and particles such as paint, dirt, dust or mud.

- A Photographic Archival Recording (PAR) of Denistone Station, its setting, context and significant views, must be prepared prior to the commencement of works and following completion of works. This recording must be in accordance with the NSW Heritage Division publication *Photographic Recording of Heritage Items using Film or Digital Capture* (2006). The digital copy of the archival record should be provided to Heritage NSW and TfNSW. It is recommended that the PAR includes copies of the existing structural designs, a fabric analysis and existing uses of the rooms/buildings.
- Based on the assessed heritage significance of Denistone Station, and in light of the proposed development, a Heritage Interpretation Strategy should be prepared prior to the commencement of construction work in order to communicate the history and significance of the station to users, utilising a range of interpretative media. The strategy should consider a range of options of interpretation including but not limited to the retention of significant fabric in situ, signage panels and graphic media.

During Construction

- All works should be undertaken by contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles. The work should be monitored by a suitably experienced heritage specialist.
- Works resulting in the removal of existing bolts into significant fabric, such as the footbridge concrete slab and the overbridge brick balustrade, should include patching using suitable materials. For the brickwork, patching should be undertaken with non-cementitious lime mortar coloured to match the brickwork. For the concrete, patching should utilise a concrete with aggregate and colour to match the existing as close as possible.
- All works are to be undertaken in accordance with the principles and objectives of the *Burra Charter: the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the *Burra Charter),* and where possible works should be reversible.
- The works to the station should aim at ensuring the retention and enhancement of the cultural significance of the significant elements, including the footbridge, overhead booking office, platforms, retaining walls and overbridge.
- As part of the proposal, condition inspections should be undertaken prior to, during and following completion of works. All repairs are to be undertaken in consultation with the nominated heritage consultant and the heritage advisors at TfNSW.
- Should unexpected archaeological remains be found during excavation works, the TfNSW Unexpected Finds Policy should be followed. This may involve localised work stoppages, on-site assessment and further approvals from Heritage NSW prior to works recommencing.

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1.0 INTRODUCTION

1.1 Project background

Artefact have been engaged by TfNSW to prepare a SoHI for the proposed upgrades to Denistone Station. The proposal is part of the NSW Government TAP initiative which seeks to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most. A key objective of the program is to ensure that all stations meet the legislative requirements under the Commonwealth *Disability Standards for Accessible Public Transport 2002*.

Denistone Station is listed on the Section 170 (s170) register for the Transport Asset Holding Entity (TAHE) as an item of local significance. The station is not locally listed on the *Ryde Local Environmental Plan 2014* (Ryde LEP 2014), but is located in the vicinity of the 'C7 Darvall Estate' HCA and a number of heritage items listed on the Ryde LEP 2014. Although the station was nominated for listing on the SHR in 2017, the station is still undergoing assessment and has yet to be added to the SHR. The assessment requirements and notification periods pursuant to the requirements of the State Agency Heritage Guide for an item identified as being of State significance must be followed.

The aim of this report is to support a REF and identify the potential impacts to the heritage items within the Denistone Railway Station which may be impacted by the proposal. The report also provides advice on appropriate heritage approval pathways and provides management recommendations for the proposal to consider during the ongoing detailed design phase.

1.2 Proposal summary

The proposal involves works to allow DDA compliance and provide accessibility upgrades for commuters at Denistone Station. The proposed works include the following:

- two new lifts and landings to provide access between the existing station concourse and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
  - a new family accessible toilet
  - a unisex ambulant toilet
  - a store room
- alterations to the existing waiting room on Platform 1/2 to provide DDA / DSAPT compliant access and a cabinet for the main electrical switch board
- a lowered floor within the Platform 3/4 waiting area to provide compliant access (existing seating to be reinstated)
- provision of new canopies and seating at the boarding assistance zones on Platform 1/2 and 3/4

- upgrade of the existing stairs to include adjustment of stair nosings, new compliant handrails and tactile ground surface indicators (tactiles)
- regrade the existing platform surfaces as required, to provide accessible paths from the new lifts to the station amenities and improve accessibility at the base of the existing stairs
- reinstatement of the original art deco style awning on the station concourse building facing Gordon Crescent
- installation of a new concrete slab on the northern side of the station entrance to extend across the current void space to allow for relocation of the existing bins. New perforated metal screens would also be installed to surround the new area of concrete
- station interchange upgrades including:
  - upgrade of the existing footpaths including regrading and widening paths between the station entrance and existing Gordon Crescent car park
  - one new DDA car space in the existing Gordon Crescent commuter car park and adjustment and regrading of the car park surface, including new line marking as required
  - a new kiss and ride bay with new kerb ramp, bench and landscaping
- minor work including adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (drinking fountain, vending machine, waste and recycling bins and seating), improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles

1.3 Site location and description

Denistone Station, located within the suburb of Denistone is sited at the intersection of Gordon Crescent, East and West Parades, and is within the City of Ryde City Council Local Government Area (LGA). The station has two island platforms, which is serviced by the T1 Northern Line.

Constructed in 1937 during the inter-war period, Denistone Station is the only station of its type in NSW to retain all of its original elements in a largely unmodified form and in a setting of domestic housing which date from a similar period and are all of a similar scale.

The Station is located in the vicinity of the locally heritage listed HCA ‘C7 Darvall Estate’ and a number of heritage items listed on the Ryde LEP 2014.

The location of the proposal site at Denistone Station is illustrated in Figure 1 below, showing the 200m buffer study area.

1.4 Project methodology

The following SoHI has been prepared in accordance with the following guidance documents:

- *Assessing Heritage Significance*, NSW Heritage Office, 2001
- *Statements of Heritage Impact*, NSW Heritage Office and Department of Urban Affairs & Planning, 2002
- *The Burra Charter,* Australia ICOMOS, 2013.

A study area, or buffer, of 200m has been assumed in order to assess the visual impact to heritage items in the vicinity of Denistone Station in this SoHI.

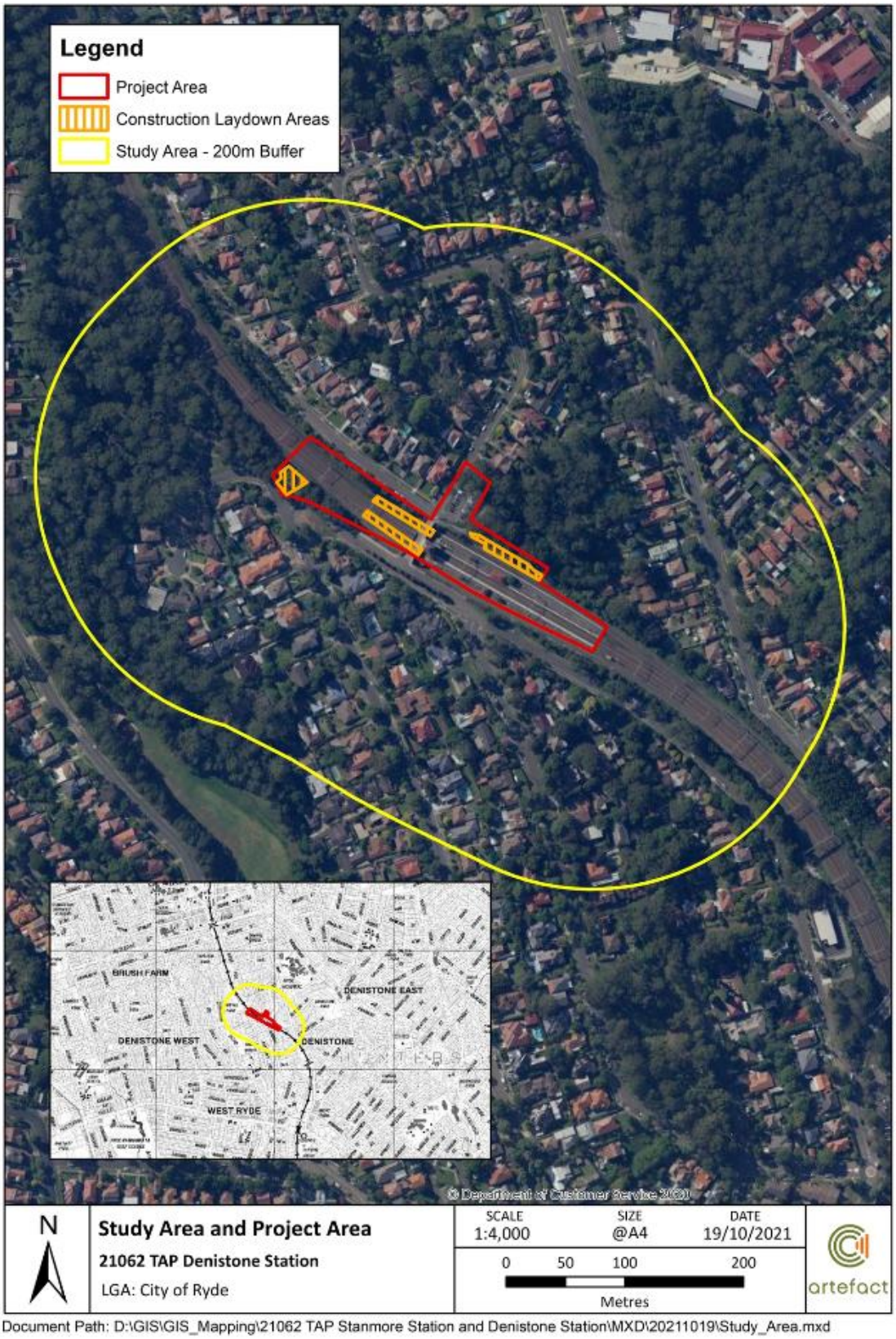
1.5 Project limitations

The following SoHI comprises a non-Aboriginal built heritage and archaeological assessment only. The consideration of Aboriginal archaeology is outside of the scope of this report.

1.6 Report authorship and acknowledgements

This report was prepared by Sarah-Jane Zammit (Senior Heritage Consultant) and Elanor Pitt (Heritage Consultant), and reviewed by Duncan Jones (Principal) and Sandra Wallace (Technical Director), all of Artefact Heritage.

Figure 1: The location of Denistone Station (Source: Artefact 2021)



2.0 STATUTORY CONTEXT

2.1 Relevant legislation

2.1.1 NSW Heritage Act 1977

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

Under the Heritage Act, all government agencies are required to identify, conserve, and manage heritage items in their ownership or control. Section 170 (s170) of the Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

The heritage Act also provides protection for 'relics', which includes archaeological material or deposits. Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

> *"…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"*

Section 139 to 145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless under an excavation permit. Section 139 (1) states:

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

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not within SHR curtilages, or under Section 60 for significant archaeological remains within SHR curtilages.

2.1.1.1 Heritage Platforms Conservation Management Strategy

A *Heritage Platforms Conservation Management Strategy* was prepared by Australian Museum Consulting for Sydney Trains in May 2015.[1] The Strategy outlines strategies and guidelines for the management and maintenance of heritage platforms which are maintained by Sydney Trains within the NSW railway network. The platforms at Denistone Station, identified as steel rail post and reinforced concrete panel wall island platforms, form a small portion of the approximately 625 passenger platforms located at 254 heritage-listed railway stations across NSW. The relevant strategies which the proposed works have been assessed against are outlined in Section 9.2.

2.1.1.2 Railway Footbridges Heritage Conservation Strategy

A *Railway Footbridge Heritage Conservation Strategy* was prepared by the NSW Department of Finance, Services & Innovation in August 2016.[2] The Strategy outlines strategies and guidelines footbridges within heritage listed railway stations to enable informed conservation and guide early stages of design option analysis for maintenance or upgrade works. The relevant strategies which the proposed works have been assessed against are outlined in Section 9.3.

2.1.1.3 Railway Overhead Booking Offices Heritage Conservation Strategy

The *Railway Overhead Booking Offices Heritage Conservation Strategy* was prepared by Australian Museum Consulting for TfNSW in June 2014.[3] The Strategy was prepared for the 16 early-twentieth century overhead booking offices within the NSW railway network, which are located within heritage-listed station precincts. The report provides strategies for conserving the heritage values of the overhead booking offices whilst maintaining a balance with the operational requirements of Sydney Trains. The relevant strategies which the proposed works have been assessed against are outlined in Section 9.4.

2.1.2 Environment Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land using planning and development consent process. The EP&A Act requires that environmental impacts be considered prior to land development;

[1] Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.
[2] NSW Government Architect's Office Heritage Group 2016. *Railway Footbridges Heritage Conservation Strategy*. Prepared for Transport for NSW. August 2016.
[3] Australian Museum Consulting 2014. *Railway Overhead Booking Offices Heritage Conservation Strategy*. Prepared for Transport for NSW. June 2014.

this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The proposed works are subject to assessment under Part 5.1 of the EP&A Act.

The EP&A Act also requires that local governments prepare planning instruments (such as LEPs and Development Control Plans (DCPs) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required.

2.1.2.1 Ryde Local Environmental Plan 2014

The proposal site falls within the boundaries of City of Ryde Council LGA and is subject to the Ryde LEP 2014. Denistone Station is not listed on Schedule 5 of the LEP.

Denistone Station is not located in an HCA; however, it is in close proximity to the HCA 'C7 Darvall Estate' and several heritage items listed on the Ryde LEP, as listed in Section 2.2 of this SoHI.

Heritage items identified on Schedule 5 of the LEP are managed in accordance with the provisions of Clause 5.10 Heritage Conservation. In accordance with the LEP, the objectives of Clause 5.10 are as follows:

> *(a) to conserve the environmental heritage of the City of Sydney,*
>
> *(b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, setting and views,*
>
> *(c) to conserve the archaeological sites,*
>
> *(d) to conserve the Aboriginal objects and Aboriginal places of heritage significance.*

2.1.2.2 Ryde Development Control Plan 2014

The Ryde Development Control Plan 2014 (DCP) has been developed in accordance with Section 74C of the EP&A Act and is to be read in conjunction with the Ryde LEP 2014. The DCP is designed to supplement the LEP and provide more detailed provisions to guide development.

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

In 2007, the ISEPP was introduced to streamline the development of infrastructure projects delivered by state agencies. Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of rail infrastructure facilities may be carried out by a public authority without consent on any land.

Although the ISEPP overrides the controls including the LEPs and DCPs, as Denistone Station is not an item of local heritage listed on Schedule 5 of the LEP, there is no requirement for consultation with local council in regard to the development.

2.2 Heritage listings

2.2.1 Statutory heritage listings

Statutory registers provide legal protection for heritage items. In NSW, the Heritage Act and the EP&A provide for heritage listings. The SHR, the Section 170 (s170) Heritage & Conservation Registers and the environmental heritage schedules of the LEPs are statutory listings. Places on the World, National and Commonwealth Heritage Lists are protected under the Commonwealth *Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

The relevant statutory and non-statutory heritage listings for Denistone Station and items within its vicinity are listed in the Table 1 below. The listing and curtilage boundaries are detailed in Figure 2 below. Although Denistone Station was nominated for listing on the SHR in 2017, the Station has not been added to the SHR.[4]

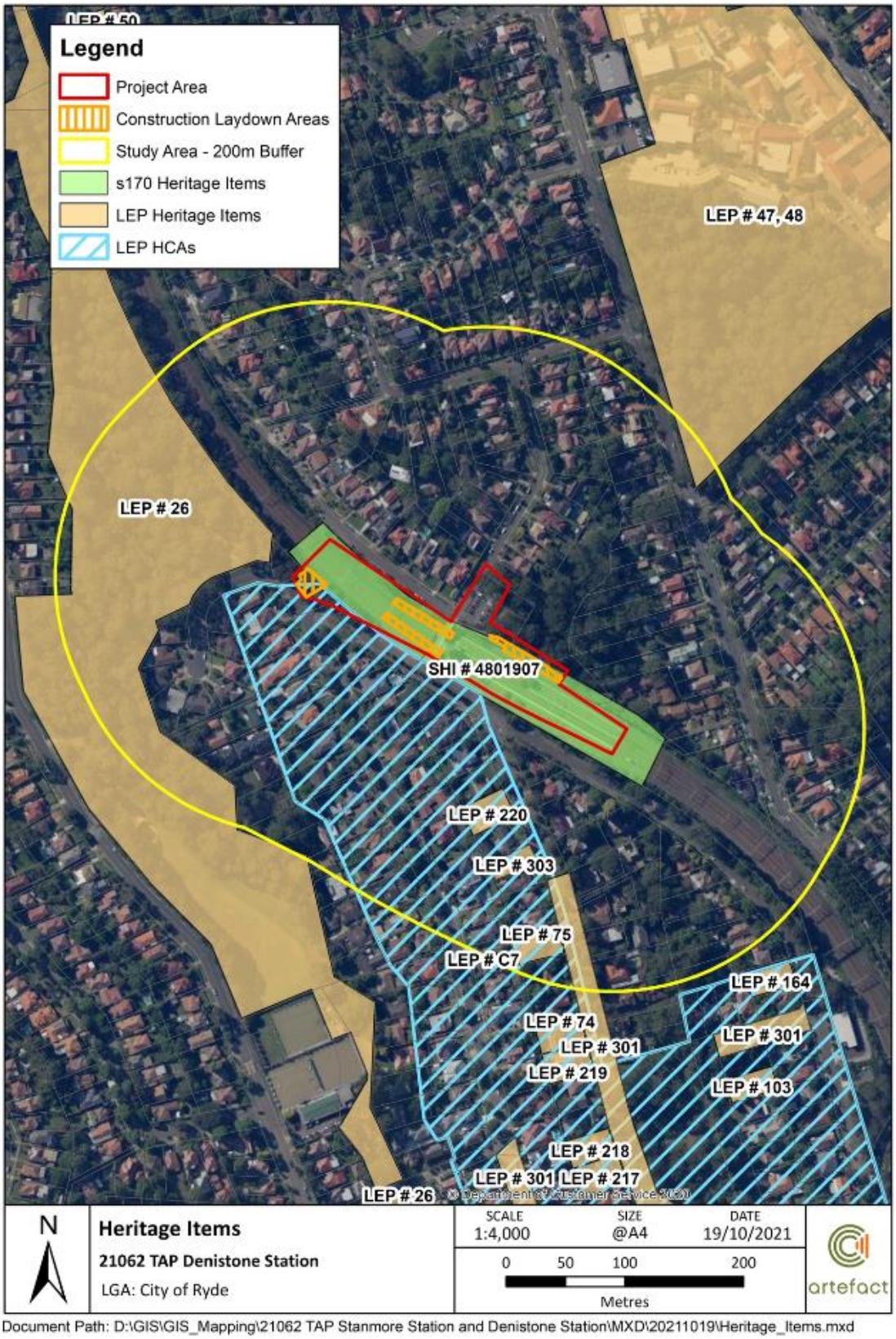
Table 1: Statutory and non-statutory heritage listings including Denistone Station and items in the vicinity

Item	Address	Significance	Listing	Place ID (Item No.)	Distance from Proposal site
Denistone Station					
Denistone Railway Station Group	West Parade, Denistone, NSW 2114	Local (with State significant elements)	TAHE s170	SHI # 4801907	Within
Heritage Conservation Areas					
Darvall Estate, Denistone	Denistone	Local	Ryde LEP 2014	LEP # C7	Adjacent
Miriam Road					
House	38 Miriam Road	Local	Ryde LEP 2014	LEP # 220	60m
House and garden	34A Miriam Road	Local	Ryde LEP 2014	LEP # 303	95m

[4] NSW Government 2017. 'Denistone Railway Station Group'. *Heritage Management System – State Heritage Inventory*. Accessed online at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801907 (25/06/2021).

Item	Address	Significance	Listing	Place ID (Item No.)	Distance from Proposal site
Street Trees	Part of Anthony Road, Miriam Road and Reserve Street	Local	Ryde LEP 2014	LEP # 301	90m
House	30 Miriam Road	Local	Ryde LEP 2014	LEP # 75	140m
Ryedale Road					
"Denistone House" and "Trigg House" (Ryde Hospital)	1 Denistone Road, Eastwood	Local	Ryde LEP 2014	LEP # 47	195m
	Denistone, Ryedale Rd, Florence, Fourth Avenue, Eastwood	Local	Health s170 (Denistone House only)	SHI # 3540681	195m
	Denistone Road within Ryde District Soldiers Memorial Hospital, Eastwood	N/A	National Trust Register	7314	195m
Kinson Crescent					
Open Space	Darvall Park, Chatham Road	Local	Ryde LEP 2014	LEP # 26	130m

Figure 2: The heritage curtilage of Denistone Station and the statutory heritage items in the vicinity (Source: Artefact 2021)



Document Path: D:\GIS\GIS_Mapping\21062 TAP Stanmore Station and Denistone Station\MXD\20211019\Heritage_Items.mxd

3.0 HISTORICAL BACKGROUND

3.1 Early land grants and estates

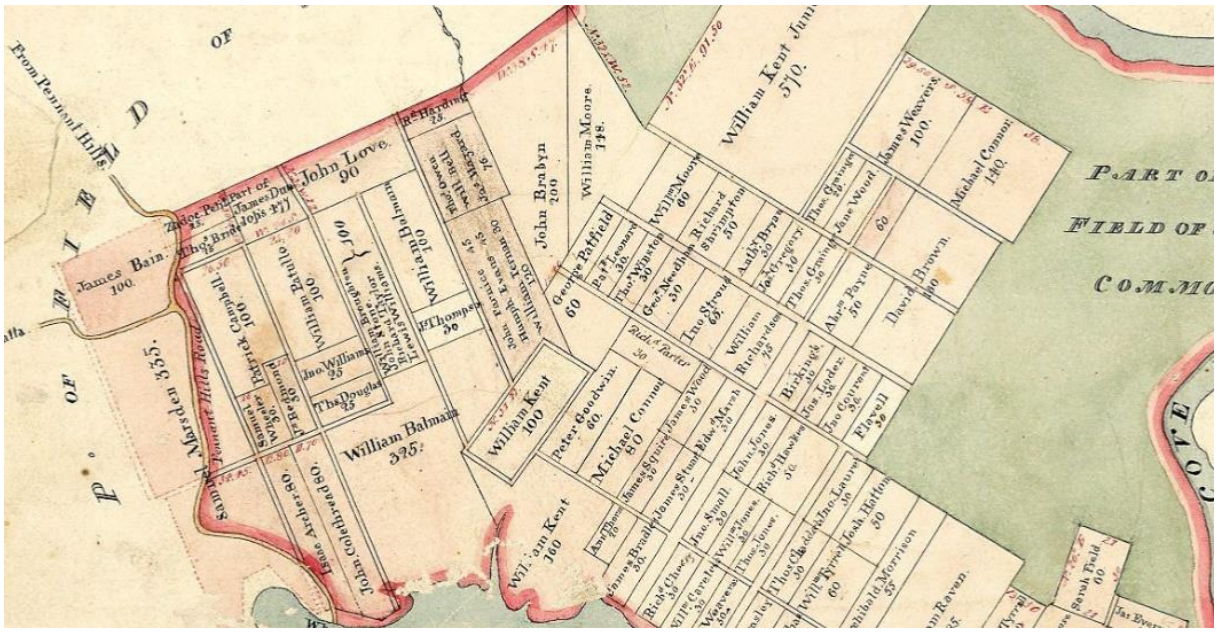
The first land grants in the Denistone area were given to William Broughton, Humphrey Evans, John Stone, Richard Taylor, William Ternan, John Varnice/Parnice and Lewis Williams in 1795, with additional grants provided to William Kent in 1797 and George Patfield in 1798 (Figure 3).[5] Evans, Varnice and Ternan's adjoining land grants were granted as one unsubdivided 120-acre property, known as Porteous Mount. Porteous Mount was later sold to the Reverend Richard Johnson on 24 August 1795, and subsequently, to Michael Connor on 7 March 1800. In 1816, Michael Connor transferred the property to Roger Connor.[6]

A 450-acre portion of the areas now known as Denistone, Denistone East and Denistone was acquired by the free settler, Gregory Blaxland, in 1806, who named the land Brush Farm Estate and cultivated the land for growing grapes and hops.[7] Blaxland passed Brush Farm Estate onto his daughter, Elizabeth, and his son-in-law Dr Thomas Forster in 1829.[8] Dr Forster subsequently extended the estate to include the acreage of Porteous Mount to the east of Brush Farm Estate and constructed a house known as 'Deniston'. Dr Forster sold a section of the land of the Brush Farm Estate to his brother-in-law, John Blaxland, who constructed The Hermitage in c.1842, designed by colonial architect, John Bibb. Following Blaxland's death in 1884, The Hermitage and the surrounding land was sold to Richard Rouse Terry, who leased the property out to tenants between 1887 and 1903.[9] Major Edward Darvall, a former English army officer, leased Deniston House and a 100-acre portion of the estate from 1840 to 1849, before purchasing his own 400-acre property nearby. Deniston House was leased by D. Mackellar from 1849 until its destruction by a bush fire in 1855, after which the Deniston Estate was acquired by Richard Rouse Terry in 1872. Terry constructed a two-storey house known as Denistone House in 1874, which passed to tenants after his death in 1898.[10]

During this period, the Denistone area was primarily comprised of large farming estates with large owner-occupied and tenanted homesteads.

[5] Phippen, A. 2010. 'Denistone'. *The Dictionary of Sydney.* Accessed online at: https://dictionaryofsydney.org/entry/denistone (24/06/2021).
[6] Phippen, A. 2010.
[7] Anonymous n.d. 'Brush Farm'. *The Dictionary of Sydney.* Accessed online at: https://dictionaryofsydney.org/place/brush_farm#ref-uuid=72342f16-da6d-a710-f86b-49bfad61dff6 (24/06/2021).
[8] Phippen, A. 2010.
[9] Phippen, A. 2010; NSW Government 2012a. 'Denistone House & Trigg House (part of Ryde Hospital) (former house)'. *Heritage Management System – State Heritage Inventory*. Accessed online at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2340008 (25/06/2021).
[10] Phippen, A. 2010.

Figure 3: Early land grants within Hunter's Hill parish (Source: HLRV, 14063901.jp2)



3.2 Subdivisions

The opening of the railway line to Hornsby and the nearby Eastwood (formerly Dundas) Station in 1886 led to the first subdivisions in the area, advertised for a mix of residential and industrial uses. Subdivisions in the Denistone area occurred sporadically from the 1880s onwards (Figure 4 to Figure 6). The first subdivision of The Hermitage Estate occurred in 1888, known as the Miriam Hill Estate, was located to the east of West Ryde (formerly Ryde) railway station (Figure 4).[11] The Highlands Estate subdivision, extending from Blaxland Road, Meriam Road, Inkerman Road and Commissioners Road, was available for sale from 1905.[12] The Denistone House Estate was gradually subdivided from 1913 onwards, with Denistone House and the surrounding 17 acres purchased for a male convalescent hospital.[13] Denistone House was officially opened on 12 May 1934 as a wing of The Ryde District Soldiers' Memorial Hospital, later becoming the Ryde Hospital (Figure 7).[14]

The second and third subdivisions of Denistone Estate were sold in 1914 and 1918, respectively.[15] Further subdivisions occurred in the Denistone area in the 1920s, including the Outlook Estate in 1929, but the building materials and labour shortages caused by WWII and the 1930s Depression resulted in the construction of the majority of new houses in the 1940s and 1950s (Figure 8 to Figure 10).[16] Since the 1950s, no new subdivisions appear to have occurred and the area has

[11] Phippen, A. 2010.
[12] Phippen, A. 2010.
[13] Phippen, A. 2010; Arcilla, P., V. Gupta, K. Binkhorst 2019. p. 13; Anonymous 1923. "DENISTONE HOUSE". *The Cumberland Argus and Fruitgrowers Advocate* (Parramatta, NSW: 1888 - 1950) 21 April 1923: 8. Accessed online at: http://nla.gov.au/nla.news-article105913862 (245/06/2021).
[14] Anonymous n.d. 'Ryde Hospital'. *The Dictionary of Sydney.* Accessed online at: https://dictionaryofsydney.org/organisation/ryde_hospital (25/06/2021).
[15] NSW Government 2012a.
[16] Phippen, A. 2010; NSW Government 2017.

continued in use as a predominantly residential area with scattered highly vegetated parks. The area has since experienced little development other than alterations and additions to existing houses or rebuilds on existing lots (Figure 11 and Figure 12).

Figure 4: Meriam Hill Estate subdivision in 1888 (Source: SLNSW, Z/SP/R20)

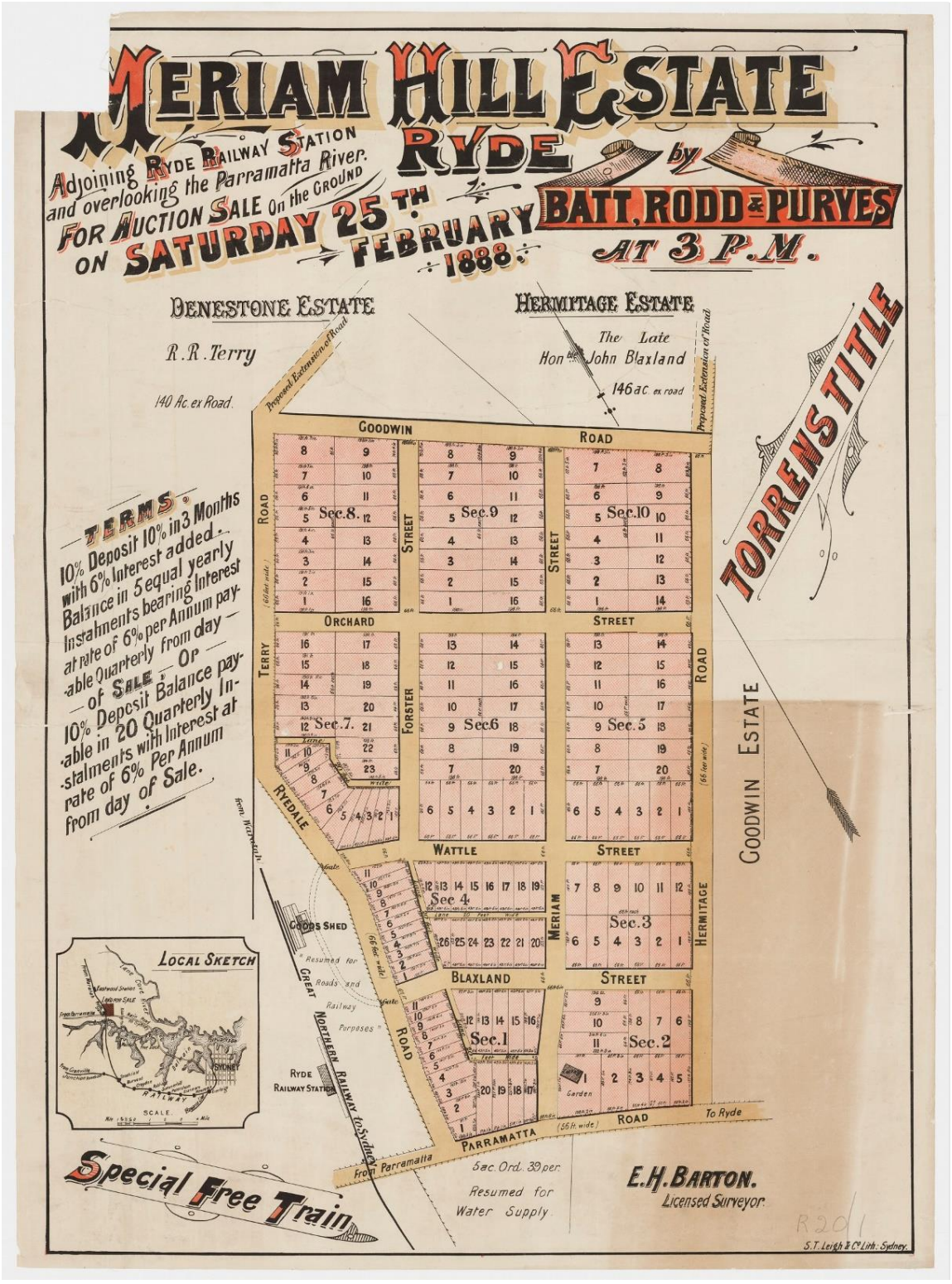


Figure 5: Highland Estate Eastwood East subdivision in 1905 (Source: SLNSW, Z/SP/D6)

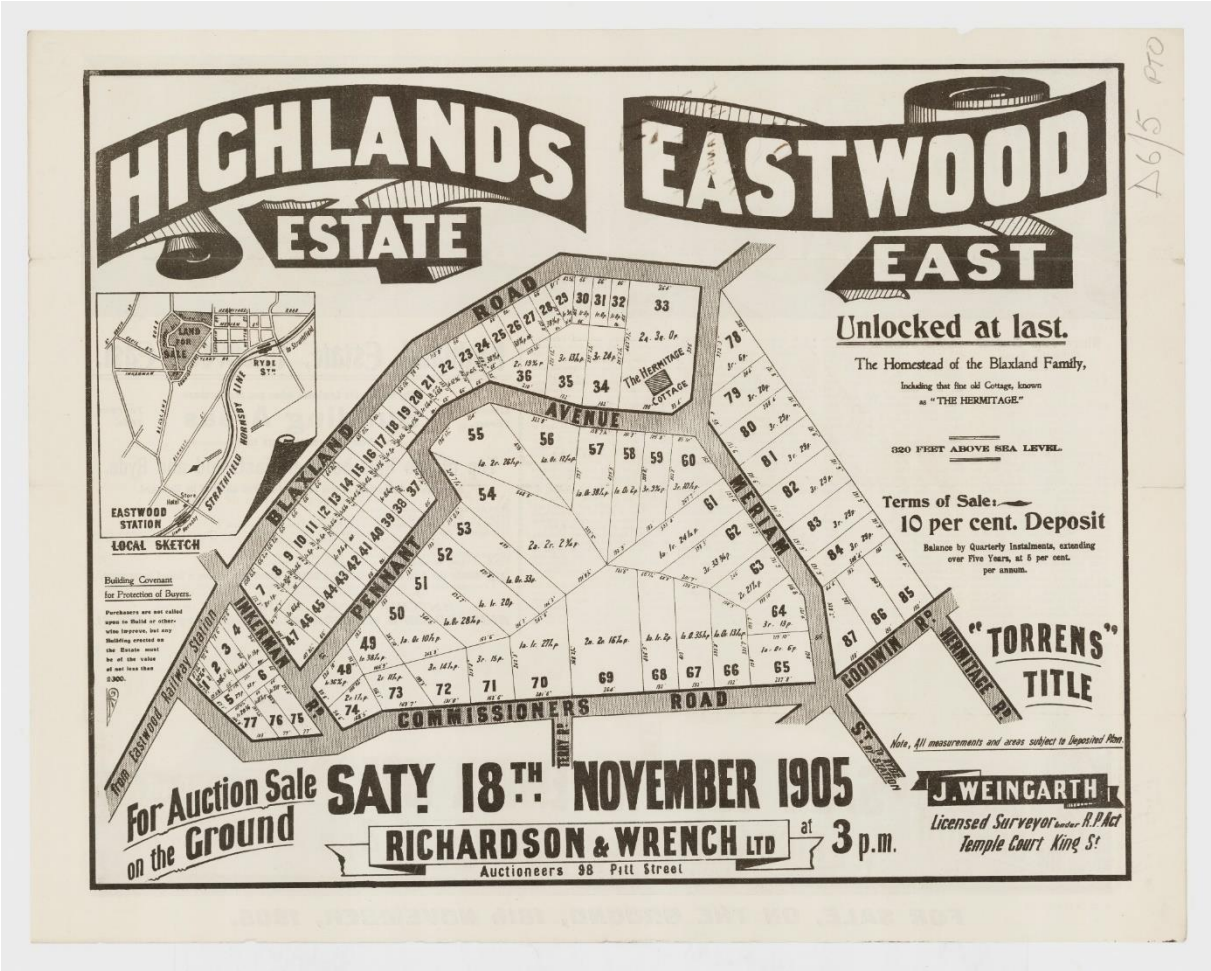


Figure 6: 1907 Hunter's Hill parish map showing the subdivisions (Source: HLRV, 14039901.jp2)

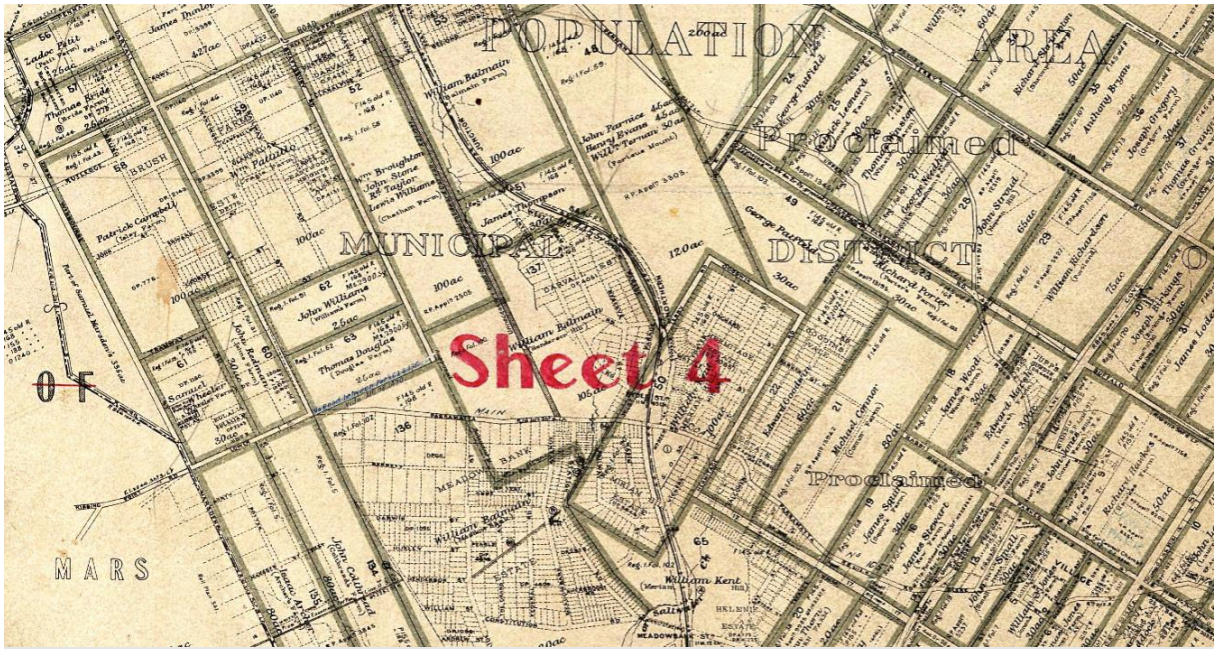


Figure 7: Denistone House in 1914 as a men's convalescent hospital (Source: State Archives & Records New South Wales, 4346_a020_a020000182 in The Dictionary of Sydney)

Figure 8: A 1930 aerial photograph showing the residential development of Denistone (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020, CAC_10_1260.jp2)

Figure 9: 1943 aerial photograph showing further residential development of Denistone (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 10: 1955 aerial photograph showing further residential development of Denistone (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 11: 1986 aerial photograph showing no further subdivisions (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

3.3 Denistone Station

The land on which Denistone Station is located is within the original land grant given to James Thompson in 1794 (Figure 12).[17] Although the railway line ran through Denistone from 1886 as part of the Sydney to Newcastle Link Railway (the 'Short North' line), the Denistone Railway Station was not opened until 26 September 1937.[18] This is partially due to the steep 1:40 gradient of area, which would not have allowed steam trains to stop and start on the incline; a station was only possible in this area following the electrification of the Short North line between Strathfield and Hornsby in 1929.[19] However, the growing suburban development and rise in population along the line in the 1920s and 1930s necessitated the construction of the station.[20] The cutting and an earlier iteration of the overbridge however, appear to be extant by 1930 (Figure 13).

Denistone Station was constructed in 1937, comprising two side platforms, an overhead booking office, station buildings, retaining walls, an overbridge and a footbridge (Figure 14, Figure 15 and Figure 16). The structures were constructed as early examples of the Inter-War Railway Domestic style of railway architecture, introduced by the then Chief Civil Engineer, Albert Fewtrell, who experimented with adapting elements of Functionalist twentieth-century domestic architecture into railway architecture.[21] Although the original drawings demonstrate the plan for Denistone to be a

[17] Elliot, G. 2001. 'Original Land Grants Ryde'. The Ryde District Historical Society. Accessed online at: https://www.rydehistory.org.au/archive/html/the-original-land-grants/ (25/06/2021).
[18] Phippen, A. 2010.
[19] Arcilla, P., V. Gupta, K. Binkhorst 2019. p. 15.
[20] Arcilla, P., V. Gupta, K. Binkhorst 2019. p. 15.
[21] NSW Government 2017. 'Denistone Railway Station Group'. *Heritage Management System – State Heritage Inventory*. Accessed online at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801907 (25/06/2021).

double island platform station from the beginning, the platforms were originally constructed in 1937 as side platforms with steel rail and concrete facings, with multiple garden beds and trees lining the platforms (Figure 14 and Figure 17).

Several alterations were made to the station during the twentieth and twenty-first centuries, including alterations to the overbridge, overhead booking office, the platforms, the platform buildings and the quadruplication of the line.[22] Despite the reconstruction of the overbridge to allow for the new station in 1937, historical aerial photographs indicate that the decking of the overbridge was widened, or partially rebuilt, and extended in c.1945, and again by 1955, to allow for the future quadruplication of the railway (Figure 17, Figure 18 and Figure 19).[23] Minor alterations were made to the booking office in 1945, including the alteration of the ticket windows. More major alterations were made in the late twentieth century, purportedly following a fire,[24] which required the replacement of the front awning and the removal of the bookstall (Figure 25), remnants of this bookstall are still visible today (Figure 47).

Historical aerial and terrestrial imagery indicate that in 2018, the roof finish of the overhead booking office appears to have been restored or replaced with a new terracotta Marseille tiled roof.[25]

The platform buildings underwent minor alterations in the second half of the twentieth century, mostly comprising the installation of concrete and tiled floors, new amenities and the infilling of windows. Works for the quadruplication of the line commenced in 1952[26] and by 1955, historical aerials indicate that the platforms were converted into island platforms (Figure 18). These works completed the original design of Denistone station as a double island platform station (Figure 14). Ad hoc work to the platforms appears to have continued throughout the second half of the twentieth century, including alteration of the garden beds, benches and lighting, but the general arrangement appears to have been established by 1965 (Figure 19 to Figure 23). The historical aerials additionally demonstrate that the widening of the railway corridor between 1943 and 1955 in preparation for duplication resulted in the reconstruction of the brick retaining walls at this time (Figure 17 and Figure 18). Despite these early works at Denistone Station in preparation for the additional lines, quadruplication of the line was delayed and only occurred with the opening of a third and fourth tracks in 1978 and 1987, respectively.[27] Despite being threatened with closure in 2001, the station has remained in use into the twenty-first century and remains largely unaltered since its establishment in 1937.[28]

[22] NSW Government 2017.
[23] NSW Government 2017.
[24] Arcilla, P., V. Gupta, K. Binkhorst 2019. p. 15.
[25] Google 2018. *Google Earth Pro*. Imagery Date: 3 December 2018; Google 2019. *Google Street View.* Image capture: January 2019.
[26] Australian Museum Consulting 2014. *Railway Overhead Booking Offices Heritage Conservation Strategy*. Prepared for Transport for NSW. June 2014, p. 57
[27] NSW Government 2017.
[28] NSW Government 2017.

Figure 12: Overlay of the early subdivision plans, showing Denistone Station within James Thompson's grant (Source: The Ryde District Historical Society, Elliot 2001)

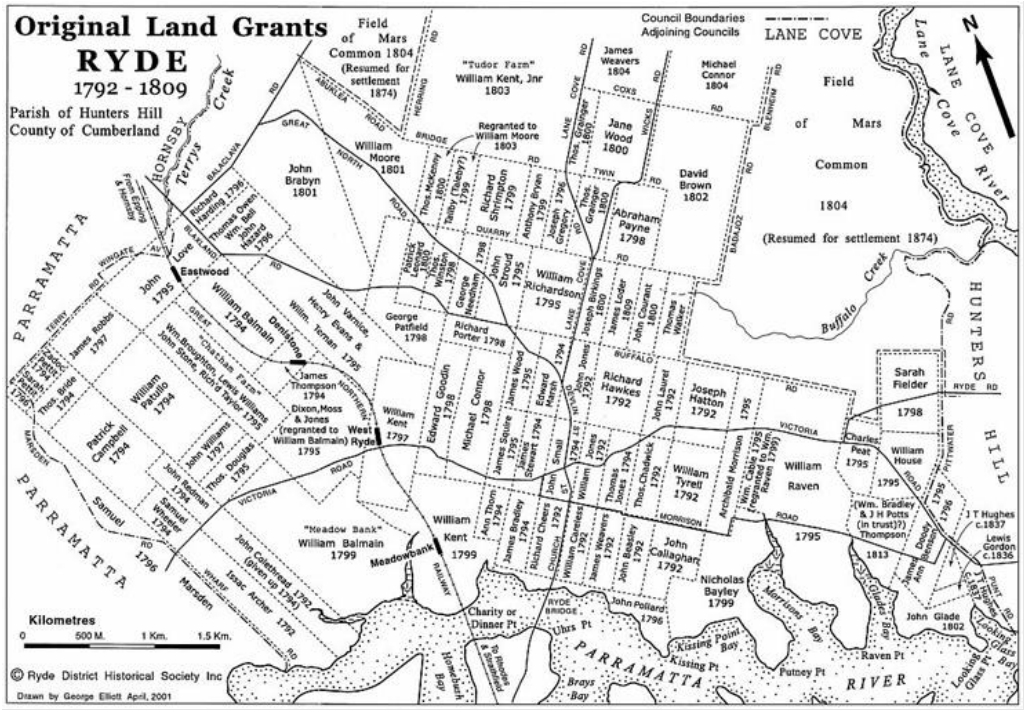


Figure 13: A 1930 aerial photograph showing the cutting for the railway line and an earlier overbridge (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020, CAC_10_1260.jp2)

Figure 14: A 1937 plan of Denistone Railway Station (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17)

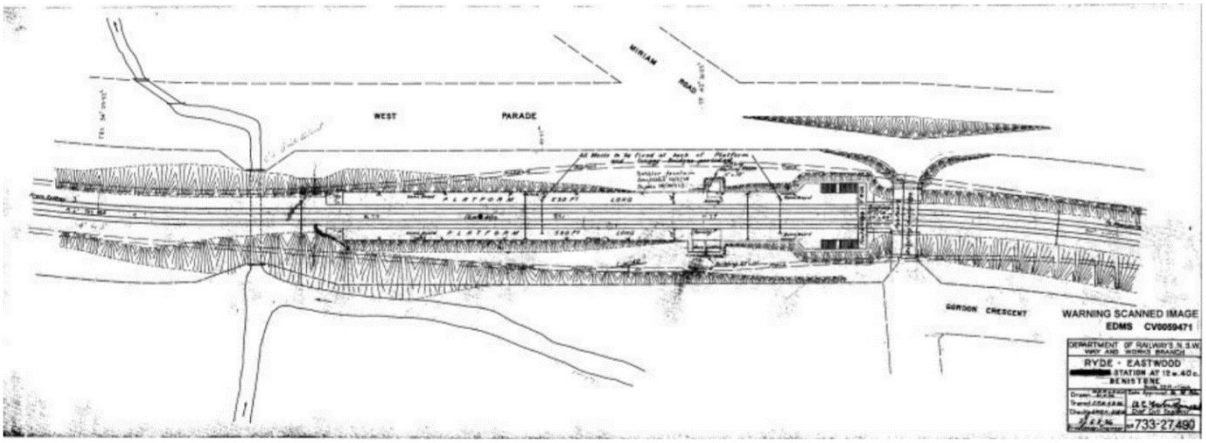


Figure 15: 1937 drawings of the overhead booking office at Denistone Railway Station (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17)

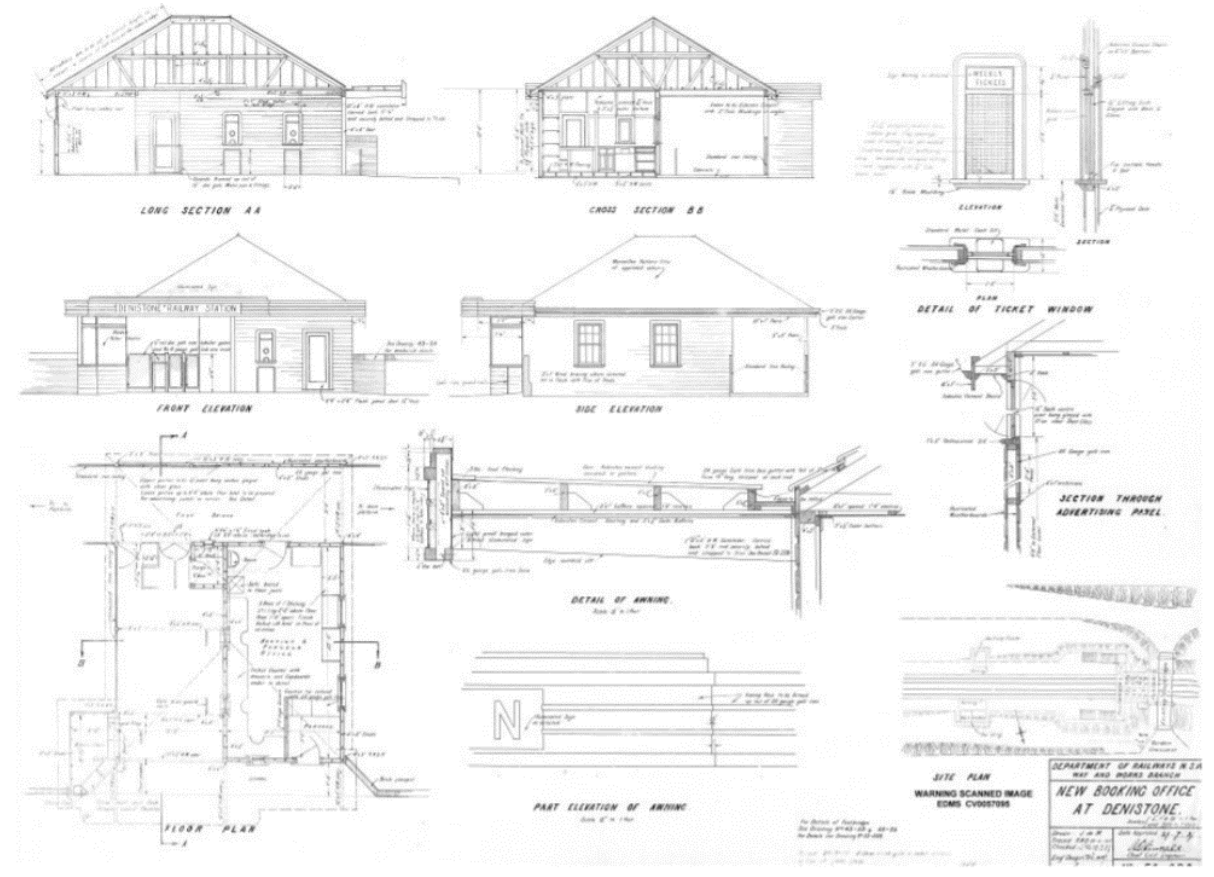


Figure 16: 1937 drawings of the platform building at Denistone Railway Station (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 18)

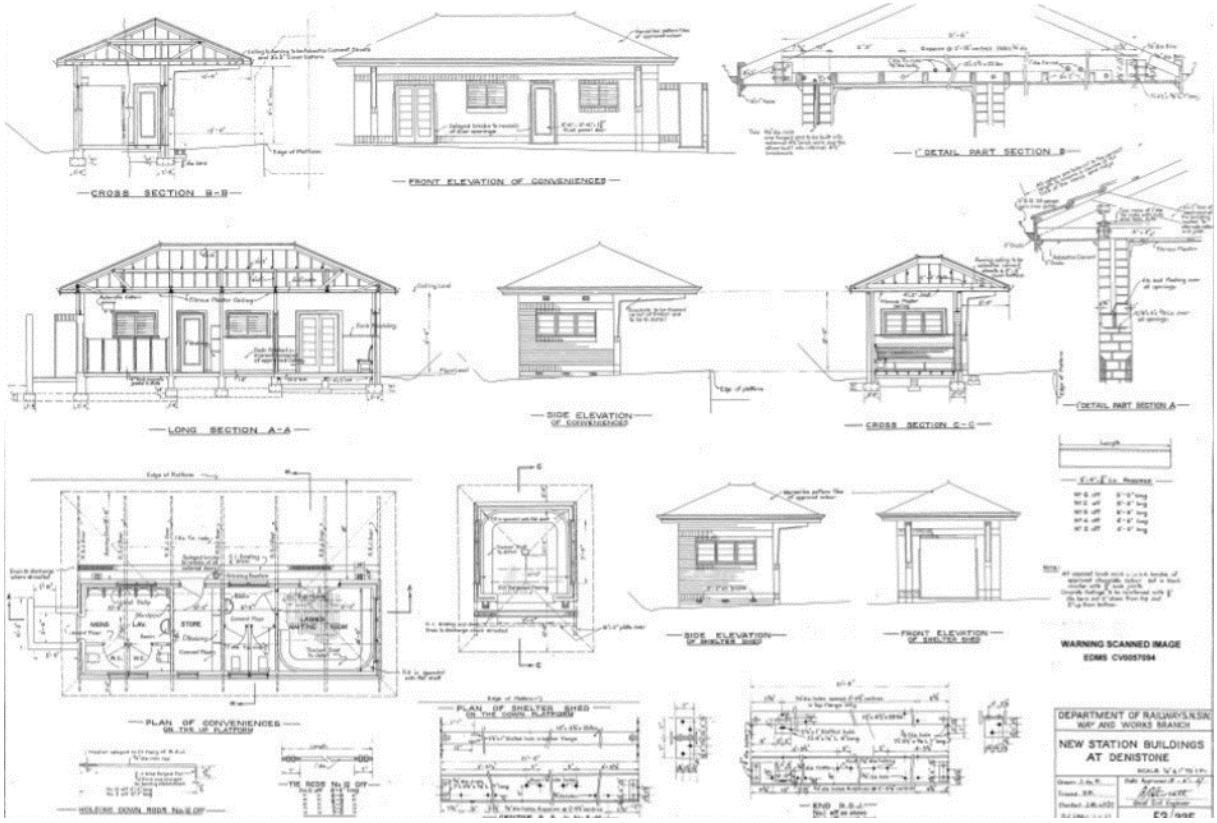


Figure 17: 1943 aerial photograph showing the original configuration of the station (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

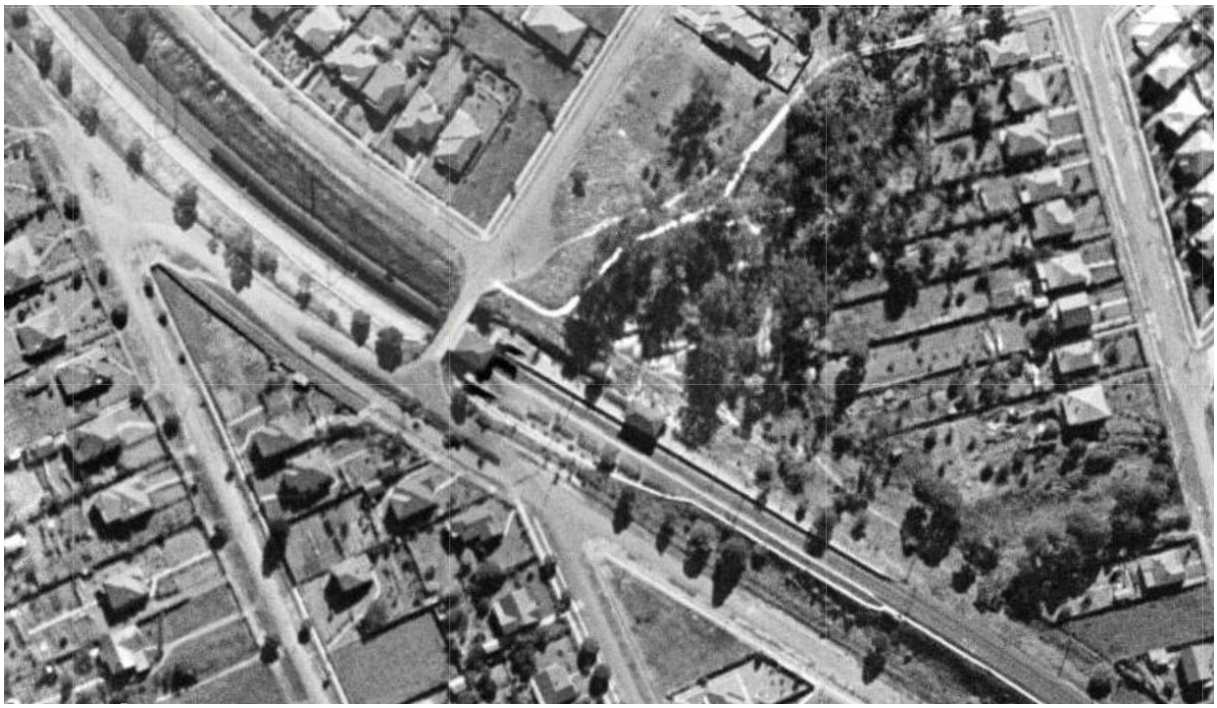


Figure 18: 1955 aerial photograph showing the beginning of the reconfiguration of the platforms as island platforms (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 19: 1965 aerial photograph showing the island configuration of the station (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 20: 1971 aerial photograph showing the island configuration of the station (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 21: 1986 aerial photograph showing the island configuration of the station (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 22: 1991 aerial photograph showing the island configuration of the station (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 23: 2005 aerial photograph showing the island configuration of the station (Source: NSW Government Spatial Services Historical Imagery Viewer (HAP) 2020)

Figure 24: 1978 photograph showing the open third track along Platform 4 (Source: Anonymous 1978 in Heritage NSW 2017)

Figure 25: 1984 photograph of the overhead booking office, showing the former awning and bookstall (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 18)

4.0 DESCRIPTION AND PHYSICAL EVIDENCE

4.1 Introduction

The following section of this SoHI comprises a description of Denistone Station its context and the individual elements of the station, as well as an assessment of the condition of the elements of the station. A site inspection was undertaken on 7 May 2021 by Duncan Jones (Principal) and Olivia Turner (Heritage Consultant) of Artefact Heritage.

4.2 Site and context

Denistone Station is located along the Short North railway line, located between Eastwood station to the north and West Ryde to the south. Denistone is sited at the intersection of Gordon Crescent, East Parade to the north-east and West Parade to the south-west (Figure 1, Figure 26 to Figure 28). West Parade to the south-west is a split-level road, with the houses along the south-west side of the road located below the height of the overbridge and upper side of the road (Figure 26 to Figure 28). The station is accessed via an overhead booking office and footbridge along the south-eastern side of the Gordon Crescent overbridge (Figure 27 to Figure 28).

Denistone Station, constructed in the late inter-war period, is largely surrounded by residential housing dating from the early-mid twentieth century. The surrounding residences are of a similar domestic scale, comprising mostly face-brick one- or two-storey Inter-War and post WWII housing (Figure 29 and Figure 30). Denistone Station is also surrounded by highly vegetated parks to the north-west and south-east and a small commuter carpark to the north-east of the station (Figure 32 to Figure 35).

Constructed in 1937, the station currently comprises four lines, two island platforms, an overhead booking office, two station platform buildings, retaining walls, an overbridge and a footbridge. The structures exhibit early examples of the austere and domestic-scale Inter-War Railway Domestic style of railway architecture, inspired by Functionalist Inter-War housing. All of the original 1937 elements of Denistone Station have been retained and have generally remained unaltered, aside from the 1945 and late twentieth-century alterations to the overhead booking office. The station accommodates four lines and two island platforms, two of which date to 1937, with the third and fourth track dating to 1978 and 1987, respectively. See Section 4.3 of this SoHI for photographs of these elements.

Figure 26: View north-east from the overbridge at Denistone Station along Gordon Crescent to East Parade (Source: Artefact 2021)

Figure 27: View south-west from the overbridge at Denistone Station along Gordon Crescent to West Parade (Source: Artefact 2021)

Figure 28: View of the split-level road, West Parade, to the south-west of the station (Source: Artefact 2021)

Figure 29: Example of housing to the south-west of the station (Source: Artefact 2021)

Figure 30: Example of housing to the north-east of the station (Source: Artefact 2021)

Figure 31: Park to the north-east of the station (Source: Artefact 2021)

Figure 32: Park to the north-east of the station (Source: Artefact 2021)

Figure 33: Carpark to the north-east of the station (Source: Artefact 2021)

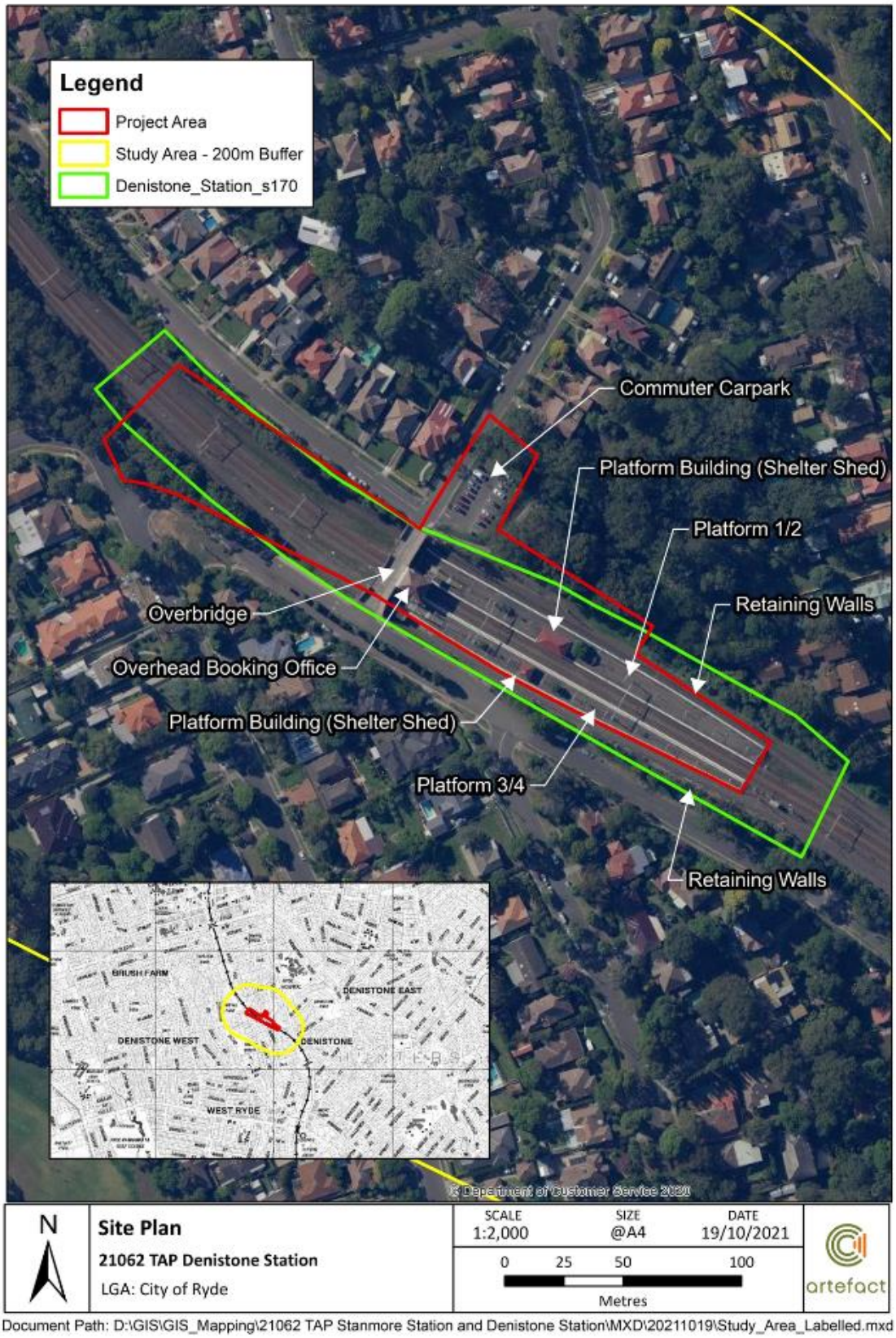
Figure 34: Carpark to the east of the station (Source: Artefact 2021)

Figure 35: View of the carpark from the park (Source: Artefact 2021)

4.3 Description of components

The following section provides a description of the individual components of Denistone Station which are subject to the proposed works. A site plan showing the location of the key elements of the station is provided in Figure 36 below.

Figure 36: Site plan of Denistone Station, showing the individual components (Source: Artefact 2021)



4.3.1 Overbridge

The overbridge runs south-west to north-east over the north-western end of the station and provides access to the station (Figure 37 and Figure 38). Despite the established date for the overbridge being 1937, historical aerials and detailed fabric analysis indicate that the overbridge was widened and extended in c.1945, and again by 1955, to allow for the future quadruplication of the railway (Figure 17 to Figure 19, Figure 37 to Figure 42). The first evidence for the brick parapet walls and wire mesh openings is shown in a 1965 aerial, indicating they were installed between 1955 and 1965 (Figure 19). The overbridge comprises a concrete deck on steel girders supported by concrete-rendered abutments and English-bonded brick piers, with a small number of additional steel supports (Figure 39 and Figure 40). The brick piers demonstrate extensions abutting the first phase of brickwork, also laid in English bond, while the steel supports also demonstrate evidence of extensions (Figure 40 to Figure 42). This work is likely to date to the 1955 widening of the overbridge. The north-western and south-eastern sides of the overbridge are lined with a brick parapet wall, currently painted with an anti-graffiti coating on the inside face, with wire mesh openings every second bay (Figure 38). The overhead booking office is located in the middle of the south-eastern side of the overbridge (Figure 37).

Figure 37: View north-east along the overbridge (Source: Artefact 2021)

Figure 38: View west to the north-western side of the overbridge (Source: Artefact 2021)

Figure 39: View of the south-eastern side of the overbridge, showing the brick parapet, concrete abutment and steel supports (Source: Artefact 2021)

Figure 40: View of the south-eastern side of the overbridge, showing a brick pier and steel supports (Source: Artefact 2021)

Figure 41: View of the south-western end of the overbridge, showing the brick piers, concrete rendered abutment and steel supports (Source: Artefact 2021)

Figure 42: View of the south-western sides of the brick piers and additional steel supports (Source: Artefact 2021)

4.3.2 Overhead Booking Office, Type 19

The overhead booking office is located on the south-eastern side of the overbridge, providing access between the overbridge and footbridge (Figure 43 to Figure 52). The building comprises a 1937 Type 19[29] weatherboard overhead booking office with a hipped Marseille tiled roof, the latter of which appears to have been re-tiled in 2018 (Figure 43 to Figure 46). The roof includes tiled hipped roof which extends over the weatherboard building and an L-shaped corrugated metal awning to the north-east and south-east of the main building (Figure 43 to Figure 46). The overhead booking office is supported by steel girders, while the footbridge awning is supported by timber posts (Figure 43 to Figure 46).

A cantilevered entrance awning with a corrugated metal roof, plasterboard ceiling and timber fascia extends over the front north-western elevation of the overhead booking office fronting the overbridge.

[29] NSW Government 2017.

This awning was likely constructed in the 1980s or 1990s as a result of the removal of the original galvanised iron awning and bookstall (Figure 43). Although no evidence remains of the original awning and ticket barriers, the steel supports and timber footings of the bookstall have been retained (Figure 45 and Figure 47). The plasterboard ceilings with beading and fluorescent lights lining the ceiling of the awning and concourse walkway appear to date to the second half of the twentieth century, likely the 1980s with alterations from the 1990s (Figure 45).

Several of the original weatherboards appear to have been removed and replaced with acrylic composite cladding on all elevations aside from the north-western elevation, which appears to have been replaced or covered with metal cladding (Figure 43 to Figure 46). The recladding has resulted in the removal or covering of original openings on the front (south-eastern) and side (north-eastern) elevations, including ticket windows and doors (Figure 15, Figure 25 and Figure 40). Only one ticket window remains on the north-eastern elevation, but the original framing has been replaced with an aluminium frame and security roller, while the c.1945 clerestory windows along the north-eastern elevation have been infilled (Figure 43 to Figure 45). The original double-hung timber-framed sashed windows along the south-western elevation have been retained, likely with the original glazing intact (Figure 44).

Internally, the original configuration has been partially retained through the retention of the 1937 L-shaped timber counter, which demonstrates the location of the original ticket windows, as well as the original safe, and a portion of the original partition wall at the north-western end of the building (Figure 48 to Figure 50). Although the original doorway on the north-western elevation has been covered, the door appears to be intact behind boarding internally (Figure 48). The doorway in the south-eastern elevation has been retained, but the door has been replaced with a plain timber door and aluminium screen (Figure 51). The glazing in one of the louvred clerestory windows along the north-eastern elevation has been retained (Figure 52).

Despite the alterations, the overhead booking office, now used as a station master's office, has retained its overall form and utilitarian in nature, which is characteristic of Inter-War Railway Domestic architecture.

Figure 43: View of the front (north-west) elevation overhead booking office from the overbridge, view south (Source: Artefact 2021)

Figure 44: View of the side (south-western) elevation of the overhead booking office from the overbridge, view south (Source: Artefact 2021)

Figure 45: View of the covered area of the overhead booking office from the overbridge, view south-east (Source: Artefact 2021)

Figure 46: View of the covered area of the overhead booking office from Platform 1/2, view north-east (Source: Artefact 2021)

Figure 47: View of the extant steel supports from the former bookstall, view west (Source: Artefact 2021)

Figure 48: View of the interior of the overhead booking office, view north-west (Source: Artefact 2021)

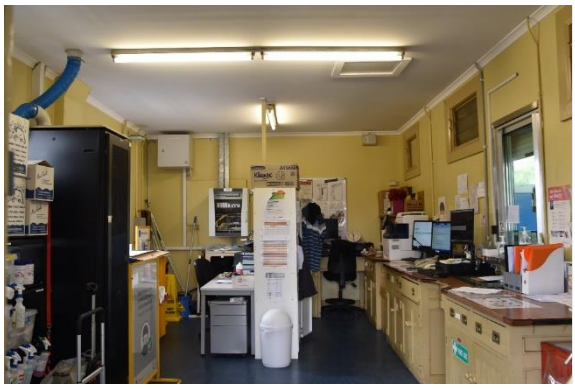


Figure 49: View of the original timber counter and safe, view north-east (Source: Artefact 2021)

Figure 50: View of the retained portion of an original partition at the north-western end of the office, view north (Source: Artefact 2021)

Figure 51: View of the doorway in the south-eastern elevation, view south-east (Source: Artefact 2021)

Figure 52: View of the c.1945 clerestory window along the north-eastern elevation, view north-east (Source: Artefact 2021)

4.3.3 Footbridge

The footbridge, constructed in 1937, provides access to the two island platforms (Figure 53 to Figure 58). The footbridge comprises a steel footbridge and two staircases leading to the platforms with concrete treads and decking supported by a steel truss frame structure (Figure 55 to Figure 58). The concrete treads exhibit minor localised modifications. The footbridge has retained the majority of the original cast-iron newel posts with star detail, and steel balustrading, comprising steel panels of flattop rectangular palisade balustrades which have been painted with micaceous paint (Figure 57). A section of the original balustrading has been replaced with steel loop-top fencing along the south-eastern side of the footbridge, while a sympathetic style of balustrading has been installed in the area of the former bookstall (Figure 53 and Figure 58). The steel trellis (support), the timber footings and steel bolts are all that remains of the former bookstall (Figure 58). The original handrails, with rounded terminations and the foot of the stairs and curved terminations at the top of the stairs, are also extant (Figure 57). The surface of the concourse is levelled with asphalt and c.1990s heritage style bollards

and a telephone box are located at the front entrance. Twenty-first century ticket machines, bins and display boards line the covered concourse area (Figure 56).

Figure 53: View of the footbridge from Platform 3/4, view north (Source: Artefact 2021)

Figure 54: View of the footbridge and staircase to Platform 1/2 from the overbridge, view south-east (Source: Artefact 2021)

Figure 55: The south-western end of the footbridge, view south-east (Source: Artefact 2021)

Figure 56: The entrance to the station along the footbridge, view south-east (Source: Artefact 2021)

Figure 57: An original Newell post and handrail (Source: Artefact 2021)

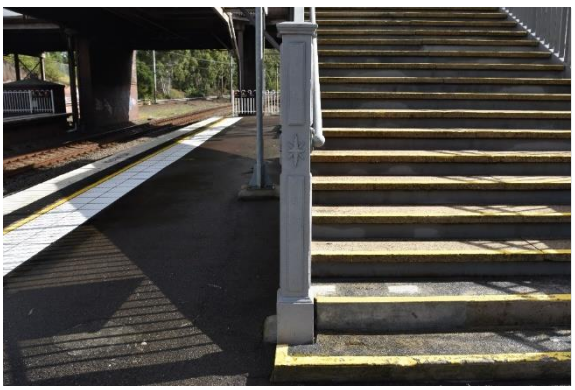


Figure 58: The steel support structure of the footbridge and staircase (Source: Artefact 2021)

4.3.4 Station Building (Conveniences Building), Type 13

The station platform building on Platform 1/2 is a 1937 face-brick Conveniences Building with a hipped roof laid in Marseille terracotta tiles (Figure 59 to Figure 76). The walls comprise stretcher-bonded red brick cavity walls with soldier-coursed brickwork at the ground level, as a string course and at the top of the two engaged piers flanking the opening on the north-eastern side of the building (Figure 59 to Figure 66). The engaged piers and steel brackets support the cantilevered north-eastern end of the hipped roof, which forms an awning over the north-eastern entrance (Figure 59 to Figure 62). The side (north-western) and front (south-western) elevations of the building exhibit boarded-up windows with soldier-coursed lintels and chamfered sills, the timber framing to these windows appears to have been retained (Figure 59 to Figure 66). The rear (north-eastern) windows retain their original timber framing and later twentieth-century glazing (Figure 59 to Figure 66). The building utilises similar materials, details and form to the Shelter Shed on Platform 3/4, both of which exhibit an Inter-War Railway Domestic design, inspired by Functionalist Inter-War housing (see Section 4.3.5). An original, but disused, bubbler sits along the south-western elevation of the building (Figure 61).

Internally, the building contains a waiting room, a women's bathroom, men's bathroom and store room (Figure 66 to Figure 76). The 1937 drawings indicate that, when constructed, the building had timber floors and accommodated a men's toilet, storeroom and ladies' waiting room and toilet (Figure 16). The bathrooms and waiting room currently display two phases of tiles dating to the second half of the twentieth century, matching those in the Shelter Shed, while the storeroom displays an uncovered concrete floor (see Section 4.3.5). The original layouts, partitions and stall doors of the bathrooms have been retained, despite the upgrading of the amenities and flooring (Figure 69 to Figure 76). The walls have a rendered plaster finish with the original relief moulded dado retained in the waiting room and the women's bathroom, while the ceilings are timber battened fibrous plaster with decorative cornices of varying details in all the rooms. (Figure 66 to Figure 76). The original joinery of the windows has been retained internally (Figure 66 to Figure 76). The original curved in-built bench in the women's waiting room has been replaced with three standard Sydney Rail Authority (SRA) benches (Figure 66 to Figure 91).

Figure 59: The north-western elevation of the Conveniences Building on Platform 1/2, view south-east (Source: Artefact 2021)

Figure 60: The cantilevered awning along the south-western elevation of the Conveniences Building, view south-east (Source: Artefact 2021)

Figure 61: The northern end of the south-western elevation of the Conveniences Building, view north (Source: Artefact 2021)

Figure 62: The south-eastern elevation of the Conveniences Building on Platform 1/2, view north-west (Source: Artefact 2021)

Figure 63: The entrance to the men's bathroom on the south-eastern elevation, view north (Source: Artefact 2021)

Figure 64: The north-eastern elevation of the Conveniences Building, view west (Source: Artefact 2021)

Figure 65: The north-eastern elevation of the Conveniences Building, view south (Source: Artefact 2021)

Figure 66: The entrance to the waiting room of the Conveniences Building, view north-east (Source: Artefact 2021)

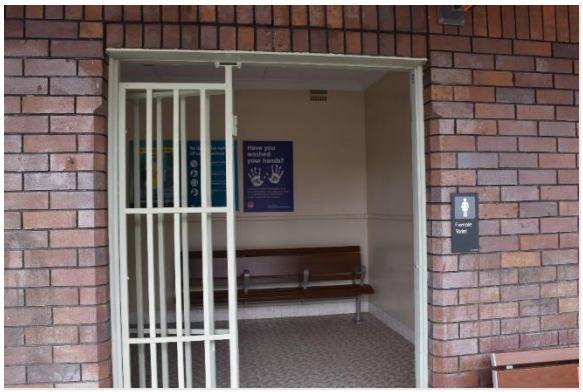


Figure 67: The north-western end of the waiting room, view north-west (Source: Artefact 2021)

Figure 68: The ceiling of the waiting room, view north-west (Source: Artefact 2021)

Figure 69: The entrance to the women's bathroom from the waiting room, view south-east (Source: Artefact 2021)

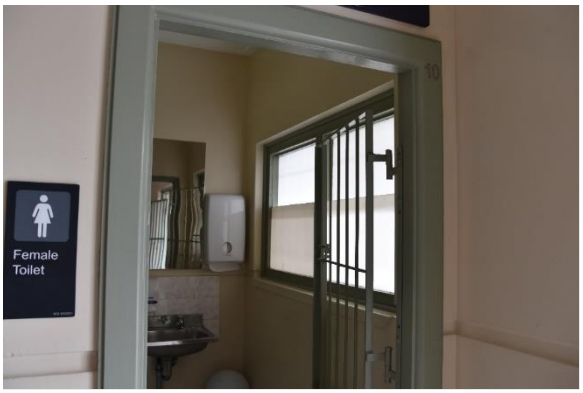


Figure 70: The women's bathroom, view south-east (Source: Artefact 2021)

Figure 71: The glazed partition in the women's bathroom, view north-east (Source: Artefact 2021)

Figure 72: A stall in the women's bathroom, view north-east (Source: Artefact 2021)

Figure 73: The storeroom in the Conveniences Building, view north-east (Source: Artefact 2021)

Figure 74: The ceiling of the storeroom in the Conveniences Building, view north-east (Source: Artefact 2021)

Figure 75: The men's bathroom in the Conveniences Building, view north-west (Source: Artefact 2021)

Figure 76: The original stalls of the men's bathroom in the Conveniences Building, view north (Source: Artefact 2021)

4.3.5 Station Building (Shelter Shed), Type 13

The station platform building on Platform 3/4 is a small 1937 face-brick Type 13 Shelter Shed with a hipped roof laid in Marseille terracotta tiles (Figure 77 to Figure 80). The walls comprise stretcher-bonded red brick cavity walls with soldier-coursed brickwork at the ground level, as a string course and at the top of the two engaged piers flanking the opening on the north-eastern side of the building (Figure 77 to Figure 79). The engaged piers and steel brackets support the cantilevered north-eastern end of the hipped roof, which forms an awning over the wide entrance (Figure 78). The side elevations of the building include infilled windows with soldier-coursed lintels and chamfered sills (Figure 78). Modern signage and services have been fixed to the external elevations of the building (Figure 77 to Figure 79). The design of the building is austere, with similar form, materials and details to the Platform 1/2 building, demonstrating the Inter-War Railway Domestic style of Denistone Station, inspired by Functionalist Inter-War housing.

The Shelter Shed exhibits one room, providing bench seating for passengers along three walls (Figure 80). The walls are rendered and display a relief moulded dado course, while the ceiling comprises timber battened fibrous plaster and a timber quad moulded cornice (Figure 80). The internal sides of the windows are infilled but retain the original timber-framing (Figure 80). The tiled floor and skirting appear to date to two phases in the second half of the twentieth century (Figure 80). The 1937 drawings demonstrate that the flooring was originally timber and the seating a curved in-built timber seat, both of which have since been replaced (Figure 80).

Figure 77: The front (north-eastern) elevation of the Shelter Shed on Platform 3/4, view south-west (Source: Artefact 2021)

Figure 78: The north-western elevation of the Shelter Shed on Platform 3/4, view south-east (Source: Artefact 2021)

Figure 79: The rear (south-western) elevation of the Shelter Shed on Platform 3/4, view north-west (Source: Artefact 2021)

Figure 80: The interior of the Shelter Shed on Platform 3/4, view south-west (Source: Artefact 2021)

4.3.6 Platforms

The platforms at Denistone Station comprise two island platforms with cantilevered concrete edges projecting over concrete platform faces (Figure 81 to Figure 94). The surfaces of the platforms are covered in asphalt. Historical aerial photographs indicate that the platforms were originally built as side platforms in 1937, with works for conversion of the platforms into island platforms not undertaken until 1952 (

Figure 14, Figure 17 and Figure 19). The existing faces of all platforms comprise steel rail post and shuttered concrete (Figure 81 to Figure 88). Although some studies claim that original 1930s brick faces may have been retained behind the concrete facing on Platforms 2 and 3, the *Heritage*

Platforms Conservation Management Strategy assesses Platforms 2 and 3 as intact original 1930s steel rail post and shuttered concrete platforms (Figure 81 to Figure 88).[30]

Platform 4 exhibits steel rail post and shuttered concrete similar to Platforms 2 and 3, but the details and box drain along the base of the platform indicate a late c.1950s date.[31] This is consistent with the historical aerials, which indicate the 1950s construction of Platforms 1 and 4 (Figure 18). Concrete stairs are located at the ends of Platforms 1/2 and 3/4, likely dating to the middle of the twentieth century (Figure 87 and Figure 88). The set of rail corridor access stairs at the northern end of Platform 3/4, however, comprises stainless steel stairs and a curved steel balustrade, likely dating to the second half of the twentieth century. The replacement of sections of the asphalt along the platforms indicates that underground services within the platforms have been introduced and upgraded over time (Figure 81 to Figure 88).

Both Platforms 1/2 and 3/4 exhibit a small platform building, drains, double-headed lights, signage, garden beds, benches and bins (Figure 81 to Figure 88). The garden beds comprise square concrete edging which is flush with the asphalt surface, are planted with native trees and grasses. The garden beds appear to have been upgraded in the 1990s to early 2000s (Figure 81 to Figure 86). The 1930s cast iron grated drains along the bases of the front elevations of the platform buildings are demonstrative of a short-lived policy in the 1930s that required the platform surfaces to slope down away from the tracks (Figure 89 to Figure 90). The bins and benches comprise standard railway designs dating to the twenty-first century.

Figure 81: The platforms from the staircase on Platform 3/4, view south-east (Source: Artefact 2021)

Figure 82: The platforms from the staircase on Platform 3/4, view south-east (Source: Artefact 2021)

[30] Australian Museum Consulting 2015. *Heritage Platforms Conservation Strategy*. Prepared for Transport for NSW. May 2015, p. 53.
[31] NSW Government 2017; Australian Museum Consulting 2015, p. 53.

Figure 83: The view along Platform 3/4, view south-east (Source: Artefact 2021)

Figure 84: The north-eastern side of Platform 1/2 from Platform 3/4, view west (Source: Artefact 2021)

Figure 85: The north-eastern side of Platform 1/2 from Platform 3/4, view south-west (Source: Artefact 2021)

Figure 86: The north-eastern side of Platform 3/4 from East Parade, view west (Source: Artefact 2021)

Figure 87: The south-western end of Platform 3/4, view south-west, showing the concrete staircase (Source: Artefact 2021)

Figure 88: The north-eastern side of Platform 1/2 from East Parade, view north-east (Source: Artefact 2021)

Figure 89: The grated drain along the front elevation of the Conveniences Building on Platform 1/2, view north-east (Source: Artefact 2021)

Figure 90: The grated drain is visible along the front elevation of the Shelter Shed on Platform 3/4, view south-east (Source: Artefact 2021)

4.3.7 Retaining Walls

Brick retaining walls line the cutting for the railway line (Figure 91 to Figure 94). Although a 1937 has previously been established for the brick retaining walls, historical aerials indicate that the widening of the railway cutting, and therefore the construction of the existing retaining walls, was not undertaken until sometime between 1943 and 1955 (Figure 17 and Figure 18). The retaining walls form the sides of the railway corridor in the area of Denistone Station. The walls are at their highest point in the location of the overbridge and fall towards the south-eastern end of the station (Figure 91 to Figure 94). The retaining walls continue for over 50 metres to the north-east of the station (Figure 92). The north-eastern wall has been covered in graffiti, while the south-western wall has been coated in an anti-graffiti paint and vegetation has grown along it, hiding the severity of the brick wall (Figure 91 to Figure 94). A GST has been attached along the length of the south-western retaining wall (Figure 91 to Figure 92).

Figure 91: The north-eastern retaining wall from Platform 1/2, view north (Source: Artefact 2021)

Figure 92: The north-eastern retaining wall to the north of the station from the end of Platform 1/2, view north-west (Source: Artefact 2021)

Figure 93: **The southern end of the south-western retaining wall from Platform 3/4, view north (Source: Artefact 2021)**

Figure 94: **The south-western retaining wall from the footbridge, view south (Source: Artefact 2021)**

4.3.8 Signal Box

A signal box, installed in its current location between 1955 and 1965 based on historical aerial photography, is located to the south-east of the south-eastern end of Platform 1/2 (Figure 95). The signal box appears to be a standard temporary prefabricated signal box with a corrugated metal roof and steel balustrades, dating to the mid-twentieth century (Figure 95).

Figure 95: **The signal box as viewed from Platform 1/2, view south (Source: Artefact 2021)**

4.3.9 Signal/Communications Box

A signal/communications box, dating to the late twentieth century, is located to the north-west of the north-western end of Platform 1/2 (Figure 96 and Figure 97). The signal/communications box appears to be constructed from plastic with an aluminium cage over the signal light at the top of the box (Figure 96 and Figure 97).

Figure 96: **The signal/communications box as viewed from the footbridge on Platform 3/4, view north-west (Source: Artefact 2021)**

Figure 97: **The signal/communications box as viewed from the Platform 1/2, view west (Source: Artefact 2021)**

4.4 Analysis of current condition

The following information in Table 2 below provides a description of the physical condition of the key elements within Denistone Station that are subject to the proposed works.

Table 2: Condition assessment of elements at Denistone Station

Component	Assessment	Grading
Overbridge	The overbridge is generally in good condition, aside from water staining on the piers, anti-graffiti coatings on the brick piers, brick parapets and concrete-rendered abutments. The steel structure appears to be in fair condition, with efflorescence visible on the beams.	Good - Fair
Overhead Booking Office, Type 19	The overhead booking office is generally in good condition, with only mild water staining on the south-western elevation.	Good
Footbridge – including Ticket Office	The footbridge is in good to fair condition, exhibiting some evidence of corrosion on the beams and efflorescence on the underside of the decking. The staircases and balustrades are in good condition.	Good - Fair
Station Building (Conveniences Building), Type 13	The building is generally in good condition aside from efflorescence visible on the brickwork. The temporary infilling of the windows has deteriorated and is in fair condition.	Good
Station Building (Shelter Shed), Type 13	The building is generally in good condition aside from efflorescence visible on the brickwork. The temporary infilling of the windows has deteriorated and is in fair condition.	Good

Component	Assessment	Grading
Platforms	The surfaces of the platform are in good condition, although the steel straps along the concrete facing are missing in some areas and the concrete is stained. The garden beds are in good condition, with concrete edging and plantings of healthy native trees and grasses.	Good - Fair
Retaining Walls	The walls appear to be in good condition other than the application of anti-graffiti coating and vegetation growth on the south-western wall, while there is graffiti and efflorescence on the north-eastern wall.	Good - Fair
Signal Box	The steel elements are in good condition, although the prefabricated elements have partially deteriorated.	Good - Fair
Signal/Communications box	The signal/communications box has been painted and appears to have no defects.	Good

5.0 ASSESSMENT OF HERITAGE SIGNIFICANCE

5.1 Significance assessment criteria

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the Burra Charter of Australia ICOMOS.[32] The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the Heritage Act and implemented through the NSW Heritage Manual, the Archaeological Assessment Guidelines and the 2009 Assessing Significance for Historical Archaeological Sites and 'Relics.

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of local or state significance.

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

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

Table 3: NSW heritage assessment criteria

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
C – Aesthetic or Technical Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons.

[32] Australia ICOMOS 2013. *The Burra Charter: The Australia ICOMOS Charter for places of cultural significance*. Australia ICOMOS, Burwood.

Criteria	Description
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history.
G - Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area).

5.2 Significance of Denistone Station

5.2.1 Statement of significance

The NSW SHI database contains the following statement of significance for Denistone Station (italicised below). Note, however, that Artefact has provided an update to the established Statement of Significance written standard typeface below, based on historical research and fabric analysis conducted in June 2021:[33]

Denistone Railway Station is of local significance as one of a number of inter-war railway stations in NSW that collectively demonstrates changes taking place in society between the wars, a time of great social upheaval in the aftermath of WWI and the Great Depression, with WWII looming. Its design tangibly demonstrates the railway's response to these wider social changes and the impacts they had on architectural design at the time. As an example of an austere, domestic-scale, Inter-War railway station the place has direct associations with Chief Civil Engineer, Albert Fewtrell, whose appointment in 1932 signalled a departure from old architectural notions (based on Victorian & Edwardian period styles) as the railways began to experiment with new domestic architectural models and adapting them for railway use.

Denistone is the only station of its type in NSW to retain all its original elements in largely unmodified form and in a setting of domestic housing of a similar period and scale, which retains its historic setting with a rare and exceptional degree of integrity. It is in near-original condition and retains all of its key elements from the opening of the station in 1937. The high degree of integrity of Denistone Station, enhances its ability to demonstrate Fewtrell's influence on railway design in the Inter-War period and the integrity of the station within its historic setting, effectively retains the ability of the site to evoke life in suburban Sydney in the mid twentieth century. The footbridge and overhead booking office are of exceptional heritage

[33] NSW Government 2017.

significance, and contribute strongly to an intact Sydney suburban ensemble from the 1930s.

Denistone Station is widely regarded as a highly intact 1937 railway station due to the retention of all of its original structures, including the overbridge, overhead booking office, footbridge, station platform buildings and retaining walls. While the station has retained all of the original structures, historical research and fabric analysis undertaken in the preparation of this SoHI indicates that these structures have been altered and undergone various levels of small scale ad hoc, but largely sympathetic, upgrades in the period of 1937-1988, and thus the integrity of the original 1937 fabric and spaces have been somewhat compromised. Although Denistone Station was originally designed as a double island platform station, the platforms were originally built as side platforms and were transformed into island platforms by 1955. The original design was therefore not fully realised until c.1955. The significance of the station and its individual fabric and spaces is reflective of the continued operation of the buildings and station in the NSW Railway network. The significance of the station has not been impeded by these alterations, and it remains a rare, well maintained and curated example of an Inter-War station along the NSW Railway network.

5.2.2 Assessment of significance

Denistone Station is a recognised item of heritage significance in the railway precincts of NSW. The assessment of Denistone Station against the NSW heritage assessment criteria as provided in the SHI is reproduced in Table 4 below in italics. Artefact have amended the established assessment of significance of significance in bold, based on historical research and fabric analysis conducted in June 2021.

Table 4: Significance assessment for Denistone Station[34]

Criterion	Explanation
A – Historical Significance	*Denistone Railway Station has local historical significance. While there was some development in the local area prior to the construction of the station, it encouraged the increasing subdivision and suburban residential development of the immediate vicinity.* *Denistone Station is also one of a number of Inter-War railway stations in NSW that collectively demonstrate changes taking place in society between the wars, a time of great social upheaval in the aftermath of WWI and the Great Depression, with WWII looming. Its design tangibly demonstrates the railway's response to these wider social changes and the impacts they had on architectural design at the time.*[35]

[34] NSW Government 2017.
[35] NSW Government 2017.

Criterion	Explanation
B – Associative Significance	*Denistone station appears to be one of the earlier domestic scale station designs of Railway Chief Civil Engineer, Albert Fewtrell, whose appointment in 1932 signalled a departure from old architectural notions (based on Victorian & Edwardian period styles) as the railways began to experiment with new domestic architectural models and adapting them for railway use. The high degree of integrity of Denistone Station, enhances its ability to demonstrate Fewtrell's influence on railway design in the Inter-War period.*[36]
C – Aesthetic or Technical Significance	*Denistone Railway Station has aesthetic significance as an example of an austere, domestic-scale, Inter-War railway station in near original condition. Comparison to original drawings of the station indicate that very limited change has occurred on this site since the station was opened in 1937* **[aside from the transformation of the side platforms to island platforms by 1955 and sympathetic minor alterations over time]**. *The shelter shed and conveniences building, are particularly notable for their use of face brickwork, severe design and atypical features within the context of extant Inter-War Stations on the network.* *The aesthetic value for the group is enhanced by the setting of the station in an area of Inter-War to early 1950s housing using similar materials and forms as the station. This grouping effectively retains the historic setting of the station group and the ability of the site to evoke life in suburban Sydney in the mid twentieth century.* *The configuration of the platforms demonstrates the technical limitations of the steam engines originally using this line, which had difficulty negotiating the steep gradient on this part of the line.*[37] **[The configuration of the island platforms, including the garden beds, contribute to the aesthetic and technical significance of the station.]**
D – Social Significance	*The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.*
E – Research Potential	*Denistone Railway Station [has] research significance as it is an important reference site as an interesting and austere example of a domestic style Inter-War Railway Station in near-original condition. [It is] one of only six stations in the state to demonstrates [sic] the key characteristics of the railway domestic style and appears to be the most intact group.* *The site has no known archaeological research potential.*[38]

[36] NSW Government 2017.
[37] NSW Government 2017.
[38] NSW Government 2017.

Criterion	Explanation
F – Rarity	*Denistone Railway Station is rare as an example of an austere Inter-War railway station in near original condition* **[aside from sympathetic alterations and the alteration of the side platforms to island platforms prior to 1955, as originally designed in 1937].** *Civic, Griffith, Dulwich Hill, Denistone, Mullumbimby and Morisset stations are the only surviving examples of 20th Century Domestic architecture in a railway setting in NSW and Denistone is the only station of its type in NSW to retain all its original elements in largely unmodified form and in a setting of domestic housing of a similar period, which retains its historic setting with a rare degree of integrity.*[39]
G – Representativeness	*Of the seventy odd planned stations of the Inter-War period, more than forty are extant of which thirty are located in the Sydney Metropolitan network. Civic, Griffith, Dulwich Hill, Denistone, Morisset, Carramar and Kempsey Stations are all examples of 20th Century Generic Domestic station buildings. They represent the Railways' first attempts to embrace and experiment with new architectural forms and philosophies. Denistone, Mullumbimby and Griffith Stations in particular have value as excellent examples of this style. This is unique to the NSW railways.* *The footbridge was identified as an item of exceptional heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The footbridge contributes strongly to an intact Sydney suburban ensemble from the 1930s.* *The Overhead Booking Office (OHBO) at Denistone was identified as the best example of an Interwar OHBO in the 2014 'Railway OHBO Heritage Conservation Strategy' and of potential state significance. The OHBO has aesthetic significance as part of a cohesive group of standard Inter War period railway station structures, representative of suburban station design in the early twentieth century, and located in a residential setting with housing of a similar period and scale. The OHBO is particularly rare insofar as it retains much of its original internal cabinets substantially intact.*[40] **[However, although the internal configuration of the OHBO is predominantly intact, the exterior has undergone a number of alterations over time, and is therefore of high, rather than exceptional, significance.]**

5.2.3 Grading of significant elements

To aid in future planning with regard to the development of Denistone Station, this report includes an assessment of the relative contributions of individual components of the station to its heritage value. This assessment was based on the standard grades of significance set out in the NSW Heritage Office publication 'Assessing Heritage Significance'.[41] Table 5 below lists the different elements of the station group and provides a significance grading for each. The gradings and assessments have been extracted from the Denistone Heritage Assessment section of the Statement of Heritage Impact prepared by Niche Environment and Heritage as part of the TfNSW

[39] NSW Government 2017.
[40] NSW Government 2017.
[41] NSW Heritage Office, 2001. 'Assessing Heritage Significance. *NSW Heritage Manual.* Accessed online at: https://www.heritage.nsw.gov.au/assets/Uploads/a-z-publications/a-c/Assessing-Heritage-Significance.pdf (28/06/2021).

Transport Access Program (TAP) 3 in 2016, [42] as well as the heritage assessments for the elements available in relevant heritage conservation strategies,[43] the extracted information has been included in italics in the table below. Where no existing grading exists for a component, or where the existing grading is inaccurate or insufficient for the purposes of this SoHI, Artefact Heritage has prepared a brief assessment. Significance grading diagrams for the overhead booking office, Convenience Building and Shelter Shed are provided in Figure 98 to Figure 105 below. Note that the existing services, benches, bins and signage have been excluded from the grading diagrams for simplicity. The grading diagrams additionally only show the significance of elements that are visible externally.

Table 5: Grades of significance for Denistone Station components

Component	Assessment	Grading
Overbridge	*Moderate significance due to original fabric which contributes to the wider setting of the heritage item.*[44] The overbridge represents the rapidly changing needs of NSW railways in the early to mid-twentieth century, as the majority of the fabric dates to between 1937 and 1965. The overbridge is of moderate historical and aesthetic significance. The main components of the overbridge are of moderate significance, including the brick piers, brick retaining wall, concrete slab, concrete path, steel balustrades and steel supports. The services are of little significance. The signage and painted finishes to the brickwork are intrusive.	*Overall: Moderate* *Brick piers, brick retaining wall, concrete slab, concrete path, steel balustrades, steel supports: Moderate* *Services: Little* *Signage, painted finished to brickwork: Intrusive*
Overhead Booking Office, Type 19	*High cultural significance due to original fabric, but somewhat compromised by modern refurbishment i.e. original architectural features have been lost or covered.*[45] *Denistone Station is historically associated with suburban development of the local area in the 1920s and 1930s. The overhead booking office has aesthetic significance as part of a cohesive group of standard Inter War period railway station structures, representative of suburban station design in the early twentieth century, and located in a residential setting with housing of a similar period and scale. The design of the building and the overall station precinct is associated with Chief Civil Engineer Albert Fewtrell, whose appointment in 1932 signalled a departure from old architectural notions and a period of experimentation with new domestic architectural models in a*	*Overall: High* Overall Exterior: High Roof tiles: Little Roof form: High Weatherboarding: High Steel beams, steel columns and timber posts: High Cladding, awning and ceiling: Little

[42] Niche Environment and Heritage, 2016. TfNSW Transport Access Program (TAP) 3: Statement of Heritage Impact. Prepared for TfNSW.
[43]. Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015; NSW Government Architect's Office Heritage Group 2016. *Railway Footbridges Heritage Conservation Strategy*. Prepared for Transport for NSW. August 2016;
[44] Niche Environment and Heritage, 2016. TfNSW Transport Access Program (TAP) 3: Statement of Heritage Impact. Prepared for TfNSW.
[45] Niche Environment and Heritage, 2016. TfNSW Transport Access Program (TAP) 3: Statement of Heritage Impact. Prepared for TfNSW.

Component	Assessment	Grading
	railway context. The overhead booking office is particularly rare insofar as it retains much of its original internal cabinets substantially intact. The high degree of integrity of the overall station precinct enhances its ability to demonstrate Fewtrell's influence on railway design in the Inter-War period, and is evocative of life in suburban Sydney in the mid twentieth century.[46] Externally, the original form and setting have been retained, as well as the general aesthetic of the Functionalist style building with weatherboard walls and asymmetrical hipped Marseille tiled roof, despite the partial replacement of the former over time and the replacement of the latter in 2018. The main original external elements include the timber-framed sash windows on the south-western elevations and the original weatherboards, which are of high significance. The steel beams, steel columns and timber posts for the covered walkway and awning are of high significance. The clerestory windows are of moderate significance, while the later infill of the windows, the late twentieth-century and twenty-first century weatherboards and metal cladding are of little to intrusive significance. The replaced Marseille tiled roof is of moderate aesthetic significance for its like-for-like replication of the earlier roof, but it itself fabric of little significance. The 1980s/1990s beaded plasterboard ceilings and fluorescent lights of the awning and concourse walkway are of little significance and neutral significance, respectively. The existing signage is intrusive. Internally, the original layout has been partially retained through the retention of the 1937 L-shaped timber counter, the original safe and the north-eastern side of an original partition wall at the north-western end of the building. These elements are of high significance. The existing wall finishes date to the second half of the twentieth century and are of moderate significance. The existing doors and late twentieth-century plasterboard ceiling with chamfered cornices are of little significance, while the existing metal ticket window framing and shutter are intrusive. The glazing in one of the louvred clerestory windows along the north-eastern elevation has been retained and is of moderate significance. The other items within the room are of little significance.	Lighting: Neutral Signage: Intrusive Overall Interior: High Counter, safe and partition wall: High Walls finishes and louvred clerestory glazing: Moderate Doors and ceiling: Little Ticket window framing: Intrusive

[46] Australian Museum Consulting 2014, p. 71.

Component	Assessment	Grading
Footbridge – including Ticket Office	*Exceptional significance as predominantly original fabric and balustrading, the footbridge contributes strongly to an intact Sydney suburban ensemble form the 1930s including the presence of a fine example of an overhead booking office from the inter-war period.*[47] The original staircases, concrete slabs, newel posts, balustrading, staircase handrail, steel structure and the former bookstall trellis (supports) are of exceptional significance to the station. The bookstall trellis comprises a steel structure, and although the bookstall above itself is no longer extant, the timber footings and bolts have been retained. These elements are of exceptional significance. The concrete treads of the staircases are of moderate significance due to ad hoc modifications and the functional nature of the treads. Later alterations, such as the asphalt layers, signage, Opal card machines, the telephone box, bollards and replica steel balustrading in the former location of the bookstall are of neutral significance. The loop top fencing along the south-eastern side of the footbridge and the tactiles along the top landing of the staircases are intrusive.	*General: Exceptional (State)* Original elements, (including newel posts, concrete slabs, former bookstall trellis, staircase handrails and balustrades): Exceptional Concrete treads: Moderate Later alterations: Little-Intrusive
Station Building (Conveniences Building), Type 13	*High cultural significance due to original fabric, but somewhat compromised by modern refurbishment i.e. original architectural features have been lost or covered.*[48] The exterior of the Conveniences Building has retained a high amount of integrity, particularly the original brickwork, tiled roof, awning, timber-framing of the windows and the timber storeroom door and its hardware. These elements are of high aesthetic and historical significance. In addition, the original bubbler, cast iron grate drain and doorsteps are of high aesthetic and historical significance. Later services and signage are of little to intrusive significance. The perforated gates, security bars and window infills are of little significance. The original interior layout is largely retained, with all original walls, window frames, bathroom stall doors, partitions and doorways intact. The walls are rendered plaster with the relief moulded dado retained in the waiting room and the women's bathroom, while the ceilings are timber battened fibrous plaster and decorative plaster cornices. All of these elements are of high significance. The plain render on the walls is of moderate significance. The current bathroom amenities, concrete flooring, perforated gates and floor tiles were installed in the late twentieth century, and as such, are of little significance. The existing benches in the waiting room are of neutral significance.	*Overall: High* Original exterior elements: High Later exterior elements: Little-Intrusive Interiors: High Women's bathroom: Low-High Men's bathroom: Low-High Waiting room: Moderate-High Storeroom: Moderate

[47] Niche Environment and Heritage, 2016. TfNSW Transport Access Program (TAP) 3: Statement of Heritage Impact. Prepared for TfNSW.
[48] Niche Environment and Heritage, 2016. TfNSW Transport Access Program (TAP) 3: Statement of Heritage Impact. Prepared for TfNSW.

Component	Assessment	Grading
Station Building (Shelter Shed), Type 13	*High cultural significance due to original fabric, but somewhat compromised by modern refurbishment i.e. original architectural features have been lost or covered.*[49] The exterior of the Shelter Shed has retained a high amount of integrity, particularly the original brickwork, tiled roof, awning and timber-framing of the windows. These elements are of high aesthetic and historical significance. Later services, signage and window infills are of little to intrusive significance. The original interior layout has been retained, with all original walls, doorways and window frames intact despite later infills. The interior walls are rendered plaster, and the relief moulded dado has been retained, while the ceilings are timber battened fibrous plaster with timber quad cornices. All of these elements are of high significance. The current perforated gate, concrete flooring and floor tiles were installed in the late twentieth century, and as such, are of little significance. The existing benches in the waiting room are of neutral significance.	*Overall: High* Exterior: High Interiors: Neutral-High
Platforms	The platforms are of moderate significance as representative examples of 1930s steel rail and shuttered concrete side platforms converted into island platforms with steel rail and shuttered concrete facing in the 1950s. Their configuration as two island platforms is rare along the network. They demonstrate aesthetic and historical significance at the local level. The form of the platforms, cantilevered concrete capping, the steel and concrete facings are of moderate significance, while the asphalted surfaces, sub-surface fill, stanchions, lights and benches are of little significance. The garden beds, comprising square concrete edging, planted with native trees and grasses, contribute to the aesthetic significance of the platforms and the station overall, despite the later provenance of the planting. Garden beds were historically common along the line compared to today, and as such, are relatively rare. The garden beds at Denistone station are of moderate aesthetic and historical significance for their continued contribution to the setting of the platforms and station. Their fabric is, however, not original and of little significance. The cast iron drains in front of the platform buildings are of high significance as examples of a short-lived policy for platforms to drain away from the tracks. The concrete stairs at the north-western and south-eastern ends of the platforms, dating to the middle of the twentieth century, are of moderate significance. The small steel staircase, balustrade and concrete slab at the north-western end of Platform 3/4 date to the second half of the twentieth century and are of little significance. The services, tactiles and loop-top fencing balustrades are aesthetically intrusive.	*Overall: Moderate* *Concrete capping and steel, concrete facing and cast iron grated drains: Moderate* *Concrete stairs: Moderate* *Steel staircase, balustrade and concrete slab at the north-western end of Platform 3/4: Little* *Garden beds: Moderate* *Asphalted surfaces, stanchions, lights, sub-surface fill, benches: Little* *Services, tactiles and loop-top style balustrades: Intrusive*

[49] Niche Environment and Heritage, 2016. TfNSW Transport Access Program (TAP) 3: Statement of Heritage Impact. Prepared for TfNSW.

Component	Assessment	Grading
Retaining Walls	The retaining walls date to the middle of the twentieth century, installed as part of the preparation works for the quadruplication of the line. As such, the retaining walls are of moderate aesthetic and historical significance for their contribution to the wider setting of the heritage item and the history of alterations to the station between 1937 and 1988.	*Moderate*
Signal Box	The signal box located at the south-eastern end of Platform 3/4 has moderate significance as an early component of the station integral to the running of the station.	Moderate
Signal/Communications Box	The signal box/communications box located at the north-western end of Platform 3/4 has low significance as a late twentieth-century element of the station associated with the running of the station.	Little

Figure 98: Element gradings of the front (north-western) elevation of the Denistone Station overhead booking office (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)

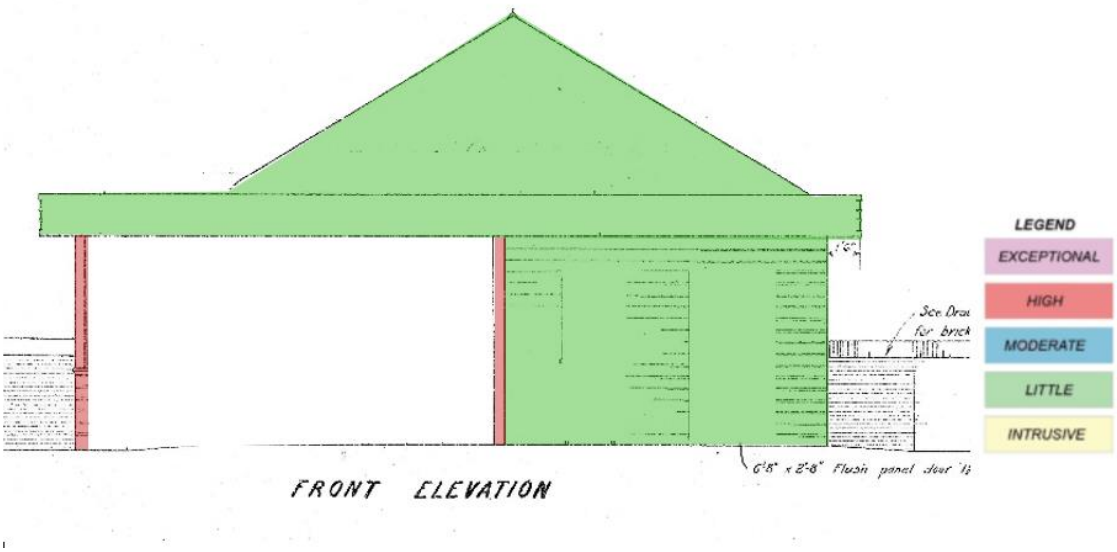


Figure 99: Element gradings of the side (south-western) elevation of the Denistone Station overhead booking office (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)

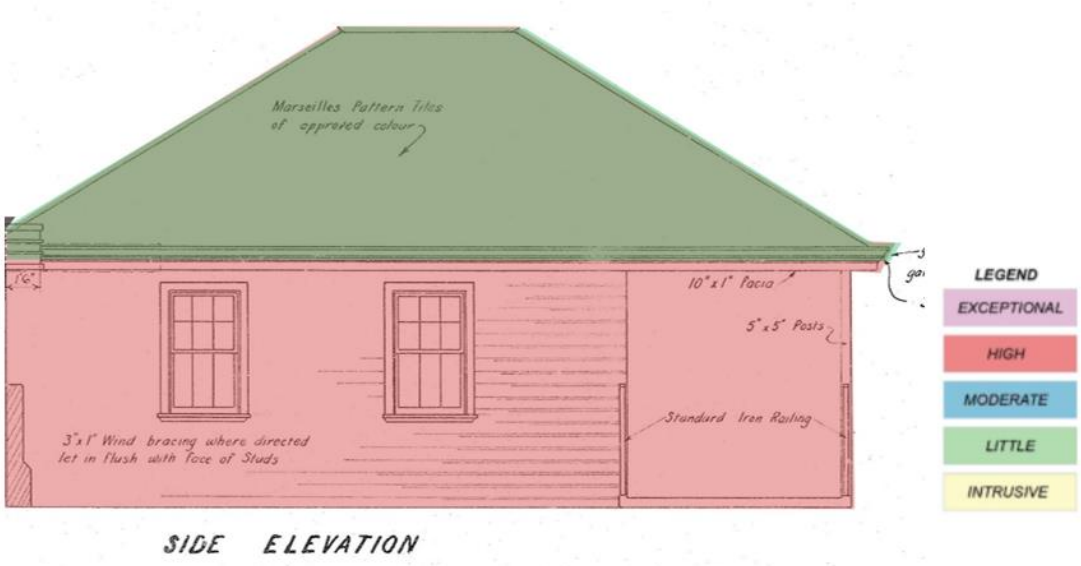


Figure 100: Element gradings of a section through the Denistone Station overhead booking office, view north-west towards the north-western end of the building (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)

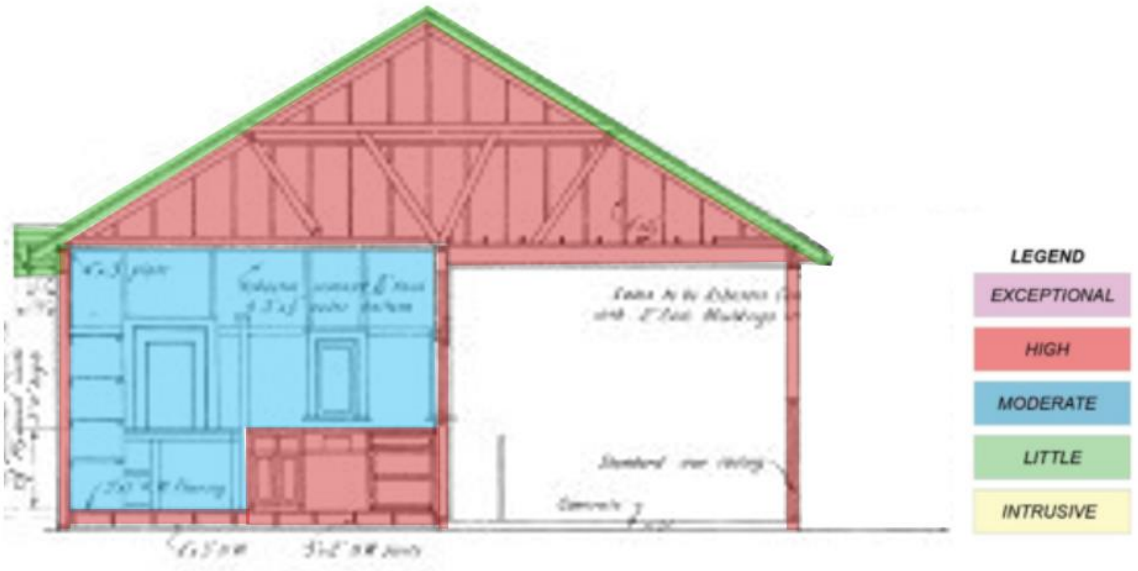


Figure 101: Element gradings of a section through the Denistone Station overhead booking office, view north-east towards the north-eastern side of the building (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)

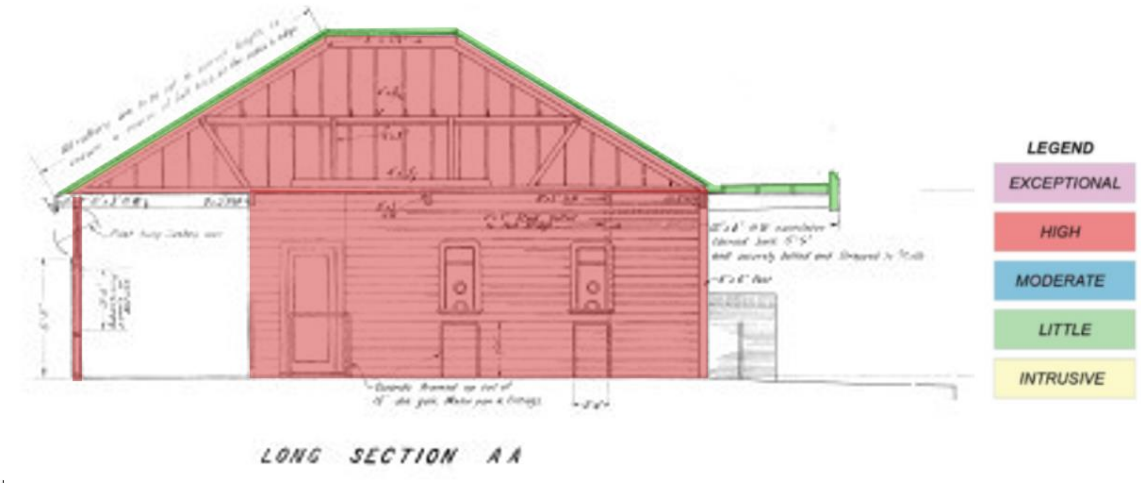


Figure 102: Element gradings of the south-western (front) elevation of the Denistone Station Conveniences Building (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)

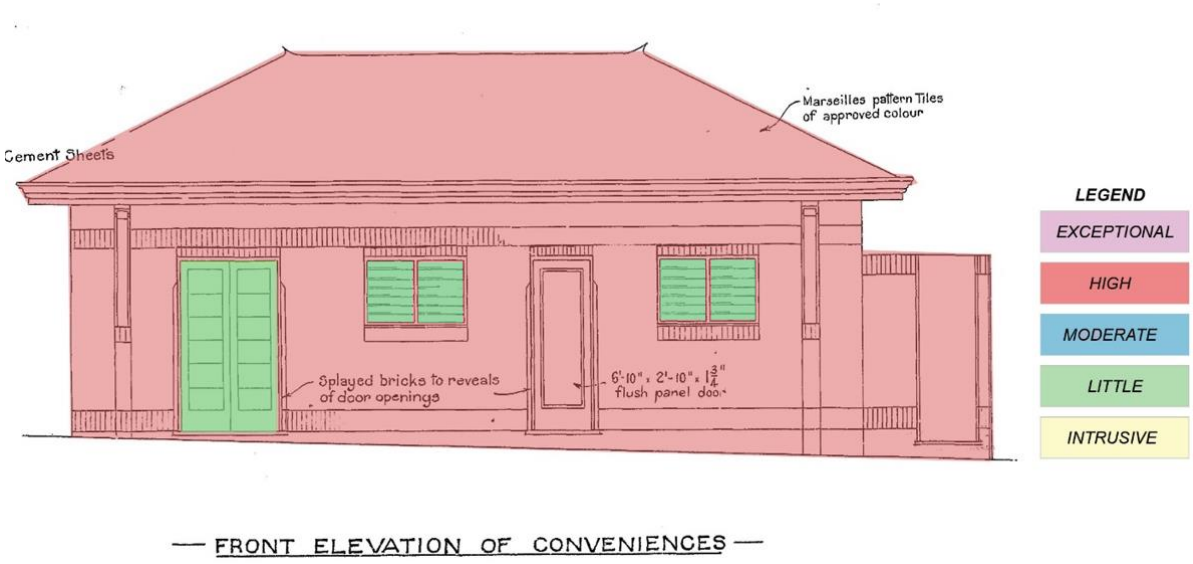


Figure 103: Element gradings of the north-western (side) elevation of the Denistone Station Conveniences Building (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)

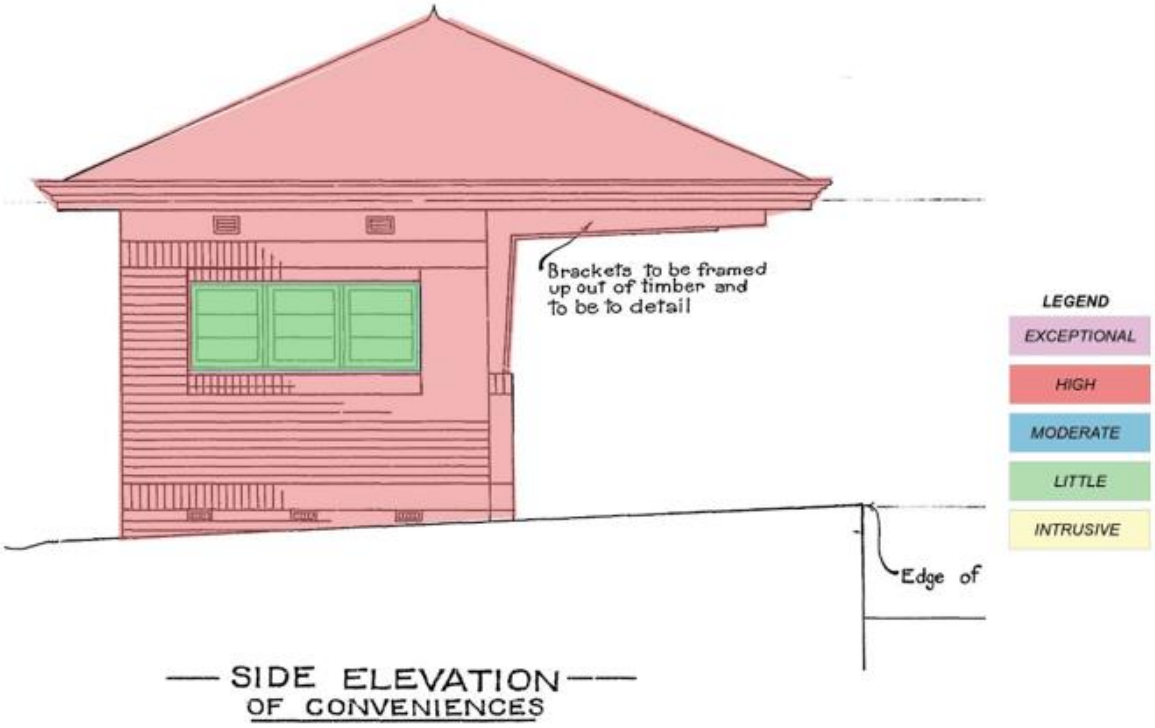


Figure 104: Element gradings of the north-eastern (front) elevation of the Denistone Station Shelter Shed (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)

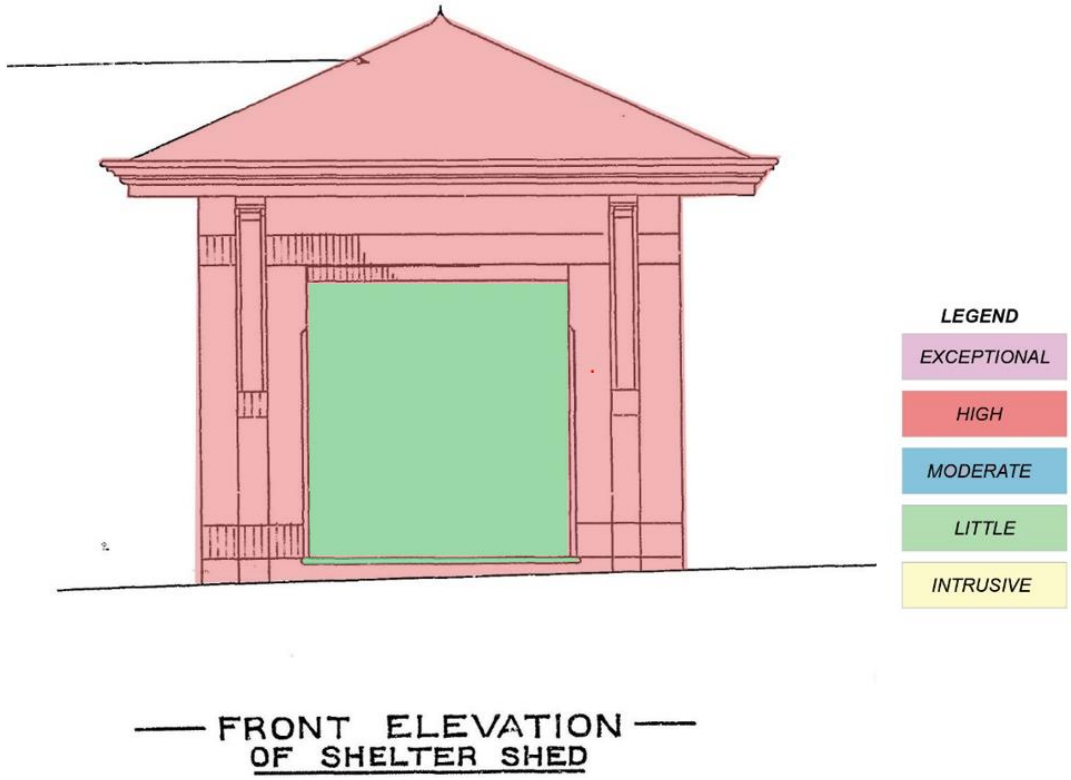
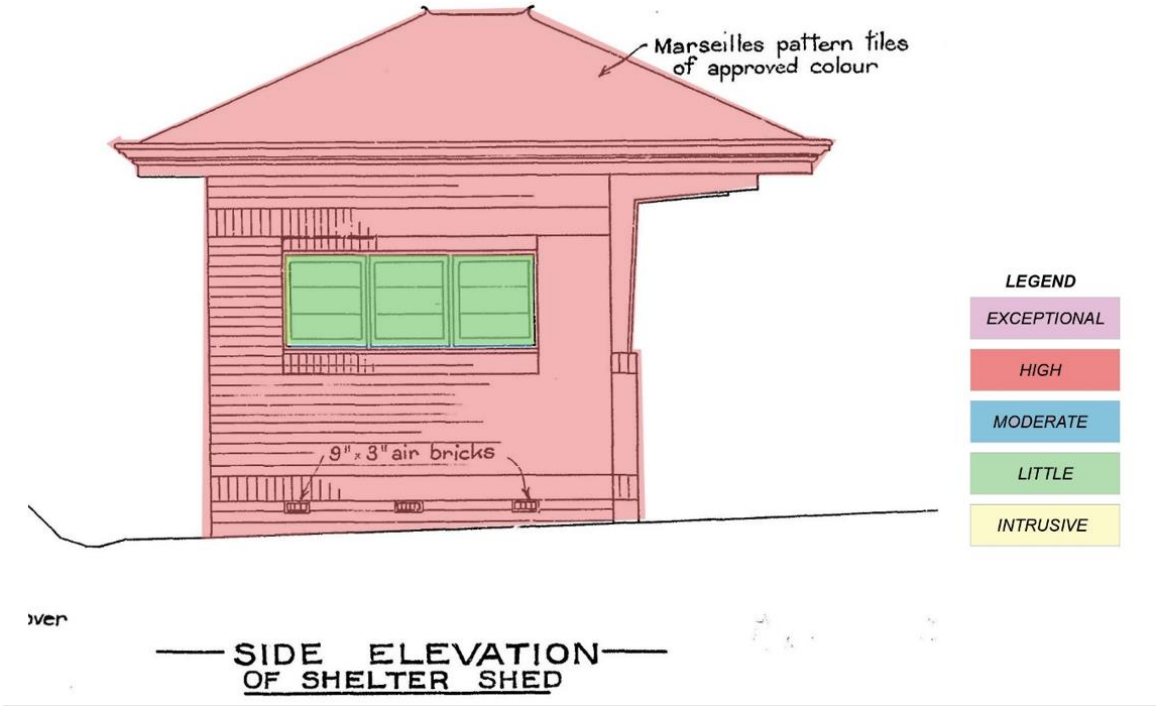


Figure 105: Element gradings of the south-eastern (side) elevation of the Denistone Station Shelter Shed (Source: RailCorp in Arcilla, Gupta and Binkhorst 2019. p. 17, additional assessment by Artefact 2021)



5.3 Comparative analysis

Denistone Station is widely recognised as the one of the earliest and most intact examples of an austere, domestic scale Inter-War Railway Domestic railway stations within a setting of contemporaneous and similarly scaled residential housing in NSW. The scale and design of the station demonstrates the departure from polite architectural motifs of the Victorian and Edwardian periods and a movement towards incorporating Functionalist domestic styles into railway architecture. As such, the station demonstrates Chief Civil Engineer, Albert Fewtrell's, experimentation with architectural models and reflects the social upheaval of the Inter-War period. Denistone Station has high integrity as an Inter-War Railway Domestic station, as it has retained all of its original structures from its 1937 construction. Denistone Station has retained its overbridge, overhead booking office, footbridge, station platform buildings and retaining walls, but not all of these structures date to the original 1937 station.

Although the footbridge, overhead booking office and platform buildings have retained their form and a large amount of original fabric, they have undergone minor changes since 1937. The station platforms, however, have undergone more major changes, as they were converted from side platforms into island platforms during the late 1940s or early 1950s. The overbridge, rather than simply dating to 1937, was also extended and widened at this time, while the existing retaining walls were also constructed in this period in order to account for the future quadruplication of the network. Denistone Station is therefore a highly intact Functionalist railway station, but the significant fabric

dates from a period of 1937 through to c.1965. Therefore, its significance is not simply related to its original 1937 construction, but is also related to the changes made to the station during the first few decades of its use.

The overbridge appears to be a relatively common early to mid-twentieth-century Functionalist style concrete decked overbridge supported by brick piers, concrete rendered abutments and steel supports. However, the retention of the early concrete pedestrian and vehicular road surfaces and the large brick parapets appears to be relatively rare along the network, as the overbridge appears to have been little altered since the mid-twentieth century. The overbridge is a good representative example of Functionalist style mid-century overbridges. Alterations to the fabric of the overbridge should be minimised and any new works should be sympathetic to the character of the bridge.

The footbridge is considered to be of exceptional significance and one of the best representative examples of its type as an Inter-War Railway Domestic footbridge with an overhead booking office.[50] Therefore, the footbridge and overhead booking office are rare as a highly intact group along the NSW railway network. The footbridge is particularly rare along the NSW network for its retention of the original steel balustrades along the staircases and the majority of the concourse area, as well as the original handrails and newel posts. Despite the loss of the bookstall, the support structure for the bookstall has been retained and should continue to be retained and conserved. Alterations to the original fabric of footbridge should be avoided and any new work for DDA upgrades should be sympathetic and minimise alterations to the balustrades and handrails, in accordance with the *Railway Footbridges Heritage Conservation Strategy*.[51]

The overhead booking office is considered to be of high significance, and meets the threshold for local significance and is an integral component of the station precinct.[52] It is considered to be a fine and representative example of an Inter-War Railway Domestic overhead booking office.[53] It is a particularly rare example of its type along the NSW network due to its retention of the majority of the internal configuration, particularly the original L-shaped ticket counter.[54] Despite alterations to the overhead booking office over time, including the removal of the ticket collector's cabin, associated ticket barriers and bookstall and the replacement of the roof and awning, the building has retained its original setting, form, evidence of use, character and a number of original elements.[55] Although the *Railway Overhead Booking Offices Heritage Conservation Strategy* identified the Denistone overhead booking office as the only one of its type to have retained its original Marseille roofing,[56] this appears to no longer be the case, but its replacement with a generally like-for-like Marseille tile roofing is

[50] NSW Government Architect's Office Heritage Group 2016. *Railway Footbridges Heritage Conservation Strategy*. Prepared for Transport for NSW. August 2016, p. 55.
[51] NSW Government Architect's Office Heritage Group 2016, p. 55.
[52] Australian Museum Consulting 2014. *Railway Overhead Booking Offices Heritage Conservation Strategy*. Prepared for Transport for NSW. June 2014, p. 59.
[53] NSW Government Architect's Office Heritage Group 2016, p. 65.
[54] Australian Museum Consulting 2014.
[55] Australian Museum Consulting 2014, p. 72.
[56] Australian Museum Consulting 2014, p. 71.

sympathetic to the character of the building. Further alterations to the original fabric of the overhead booking office should be avoided, particularly the original sash windows and ticket counters.

The two island platforms comprise cantilevered concrete edges projecting over concrete faces, with asphalt surfaces. The configuration of only two island platforms with no side platforms is rare along the NSW rail network. Platforms 2 and 3 comprise original 1930s steel rail post and shuttered concrete platform faces, while Platforms 1 and 4 comprise 1950s steel rail post and shuttered concrete platform faces. The platforms have been assessed as typical, or representative, examples of the 1930s to 1940s steel rail post and concrete cast in situ platform walls along the NSW rail network.[57]
The presence of cast iron grated drains along the platform buildings to allow water to drain away from the tracks appears to be rare due to the fleeting nature of this policy. The asphalt surface of the platforms and the presence of tactile ground surface indicators along the edges of the platform are common throughout the NSW network and are not rare or significant. The garden beds along the platforms are now relatively rare due to their increasing removal across the NSW network, despite being commonplace during the twentieth century.

The Conveniences Building and Shelter Shed on Platform 1/2 and 3/4, respectively, are excellent representative examples of Inter-War Railway Domestic platform buildings. Although they exhibit minor internal and external alterations, the buildings are in good condition and demonstrate a high degree in integrity, particularly the roofs and brickwork. Although six stations along the NSW rail network display similar Functionalist designs, the platform buildings at Denistone demonstrates a higher degree of integrity and condition in comparison with others along the network. The platform buildings are therefore rare within the network. The original details, including the brickwork, tiled roofs, awnings, moulded dados, timber joinery, awnings, and bathroom layouts, doors and partitions, should be retained. Later fabric, such as the concrete flooring, benches, tiles and toilet facilities, have more room for alteration.

The retaining walls, signal box and signal/communications box do not appear to be particularly rare. However, the signal box at the south-eastern end of Platform 3/4 has some representative value as an example of a mid-twentieth century prefabricated signal box along the NSW rail network. The retaining walls are additionally representative of mid-twentieth century retaining walls along the NSW rail network.

5.4 Nearby heritage items and conservation areas

The following section contains statements of significance for heritage items near Denistone Station, which summarise the significant values of these items and conservation areas. The statements of significance have been extracted from the respective SHI database listings or heritage data forms held by City of Ryde Council website, where available, for each item.

[57] Australian Museum Consulting 2015. *Heritage Platforms Conservation Strategy*. Prepared for Transport for NSW. May 2015, p. 53.

5.4.1 Darvall Estate, Denistone Heritage Conservation Area

The following statement of significance for the Darvall Estate, Denistone Heritage Conservation Area (Ryde LEP 2014 # C7) has been extracted from the heritage data form available on the City of Ryde Council website:[58]

> *The Darvall Estate Heritage Conservation Area is culturally significant at a local level as a highly intact example of an early twentieth century subdivision in the Ryde area. It is historically significant for its association with the Darvall family, particularly Anthony Darvall, an alderman of Ryde who was responsible for the first subdivisions of the family estate, and for its demonstration of early town planning principles. It has aesthetic value for its high proportion of original building stock, with many high-quality homes built to a strict building covenant and representing a range of architectural styles from the late Federation and early interwar period. The area as a whole is representative of the boom in suburban development in the Denistone/Eastwood area in the early twentieth century as early land grants began to be subdivided and train stations were opened along the rail line.*

5.4.2 House (38 Miriam Road, Denistone)

A statement of significance for the heritage item at 38 Miriam Road, Denistone, listed on the Ryde LEP 2014 (LEP # 220), is not available on the SHI database listings or heritage data forms held by City of Ryde Council website.

However, as a Californian Bungalow style house constructed during the Inter-War period, it is likely to have aesthetic, historical and representative significance at a local level.

5.4.3 Open Space (Darvall Park, Chatham Road)

The following statement of significance for Open Space, also known as Darvall Park and listed on the Ryde LEP 2014 (LEP # 26) and the NSW Health s170 Heritage and Conservation Register, has been extracted from the SHI database listing for the item:[59]

> *Darvall Park is of historical significance as a remaining unbuilt-on portion of the estate of Major Edward Darvall, a major early landowner in the Ryde district. Darvall Park has historical association with Major Edward Darvall. Darvall Park is of aesthetic and research significance as an important area of remnant urban bushland, rare for its endangered Turpentine Ironbark Forest Community. Darvall*

[58] GML Heritage Pty Ltd 2019a. 'Heritage Data Form: Darvall Estate Heritage Conservation Area'. *Proposed Heritage Conservation Area: Planning Proposal – Heritage Review 2019*. City of Ryde Council. Accessed online at: https://www.ryde.nsw.gov.au/files/assets/haveyoursay/documents/environment-and-planning/hys-planning-proposals/heritage-planning-proposal/planning-proposal/4.0-appendix-a-extract-hca-darvell-estate.pdf?streamfile=true (21/04/2021).
[59] NSW Government 2013. 'Darvall Park'. *Heritage Management System – State Heritage Inventory.* Accessed online at: https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2340177 (25/06/2021).

Park is of social significance, evidenced by its ongoing protection by the community group The Friends of Darvall Park.

5.4.4 Heritage items within 200m buffer

- House and Garden, 34A Miriam Road, Denistone (Ryde LEP 2014, item no. 303)
- Street Trees, Part of Anthony Road, Miriam Road and Reserve Street (Ryde LEP 2014, item no. 301)
- House, 30 Miriam Road, Denistone (Ryde LEP 2014, item no. 75)

6.0 PRELIMINARY ARCHAEOLOGICAL ASSESSMENT

6.1 Introduction

This section discusses the proposal sites' potential to contain historical archaeological resources. The potential for the survival of archaeological remains is significantly affected by activities which may have caused ground disturbance. This assessment is therefore based on consideration of current ground conditions and analysis of the historical development of the proposal site.

'Archaeological potential' refers to the likelihood that an area contains physical remains associated with an earlier phase of occupation, activity or development of that area. This is distinct from 'archaeological significance' and 'archaeological research potential'. These designations refer to the cultural value of potential archaeological remains and are the primary basis of the recommended management actions included in this document.

6.2 Land use summary

The non-Aboriginal occupation of the proposal site has been divided into four general phases of historical activity, which are summarised below:

- Phase 1 (c.1788 – 1880s) – Non-Aboriginal settlement and estates
- Phase 2 (1880s – 1937) – The Short North Railway line and subdivisions
- Phase 3 (1937 – 1988) – Development of Denistone Station
- Phase 4 (1988 – present) – Modern Denistone Station

6.3 Assessment of archaeological potential

6.3.1 Phase 1 (c.1788 – 1880s): Non-Aboriginal settlement and estates

The settlement of the Denistone area began in 1795 following Governor Arthur Phillip's first land grants. The area was primarily rural, comprising large farming estates with large homesteads. The activities associated with this phase may have included land clearing, farming, construction of houses and ancillary buildings and the establishment of informal and formalised roads. There is no documentary evidence of formalised roads or buildings within the proposal site during this period, and therefore physical evidence would pertain to ephemeral features such as temporary housing, informal tracks, land clearing and farming.

As the majority of the proposal site is located within the cutting in the railway corridor, established in Phase 2, all evidence of this phase of land use prior to the railway corridor cutting would have been removed. The portion of the proposal site outside of the railway corridor, comprising the commuter carpark and access paths to the north-east of the station, would have been disturbed by the Phase 2 to Phase 4 activities. These activities comprise the establishment and alterations to the commuter

carpark and access paths, which are likely to have disturbed the ephemeral remains of the Phase 1 uses.

The potential for identifying archaeological remains related to the non-Aboriginal settlement and estates phase of the proposal site (Phase 1: c.1788 – 1880s) is considered to be **nil**.

6.3.2 Phase 2 (1880s – 1937): The Short North Railway line and subdivisions

The subdivision and development of Denistone was intrinsically linked to the development of the Sydney to Newcastle Link (the 'Short North') Railway line. During the 1880s, the railway cutting for the Short North line was made, creating a slow rise for the railway through the undulating area of Denistone. The activities associated with this phase within the railway corridor include excavation, levelling and installation of railway tracks. The activities associated with this phase within the commuter carpark and access path are likely to only comprise levelling or ephemeral tracks, as there is no evidence for any structures or formalised roads in the area during this phase, despite the rapid subdivision within the Denistone area.

Phase 3 works as part of the development of the station are likely to have removed evidence of the Phase 2 remains associated with the early railway line, including the original tracks, embankments and cuttings. The Phase 2 remains within the commuter carpark and access area are likely to have been disturbed by Phase 3 and 4 works associated with the formalisation of the carpark and access paths.

The potential for identifying archaeological remains related to the Short North Railway line and subdivisions (Phase 2: 1880s – 1937) phase of the proposal site is considered **nil**.

6.3.3 Phase 3 (1937 – 1988): Development of Denistone Station

The first Denistone Station is predominately still intact, with the platforms, station platform buildings, overbridge, overhead booking office and tracks along Platforms 2 and 3 remaining in their original 1937 locations. However, several alterations were made to the station during the Phase 3 period, including the conversion of the original side platforms to island platforms, the widening of the railway corridor, the installation of tracks 1 and 4, the construction of brick retaining walls and alterations to the overbridge, overhead booking office and platform buildings. These elements, however, are extant aboveground. The widening of the railway corridor would have involved the excavation of the banks along the railway corridor, resulting in ground disturbance in the areas between the platforms and the existing retaining walls. The conversion of the side platforms into island platforms would have additionally involved excavation and the construction of new concrete platform edges and infilling between the original platform edges and the new platform edges, resulting the potential retention of the original platform edges within the platforms (Figure 9 and Figure 10).

The historical aerials demonstrate that Platform 1/2 included garden beds along its south-western side between the Shelter Shed and the footbridge staircase when originally constructed, but these disappear by 1955 (Figure 17 and Figure 18). During this period, garden beds, benches and stanchions appear and disappear along both of the platforms over time, but such features are expected to demonstrate little more than concrete edging, soil deposits or holes for fixings within the platforms (Figure 17 to Figure 21). There is no evidence for any new structures along the platforms or within the railway corridor during this period.

The majority of the works dating to this phase are still extant aboveground and as such are not considered archaeological items. As it is likely that any preserved underground remains dating to this period would be truncated from later ground disturbance and service works, the potential for identifying intact archaeological remains related to the development of Denistone Station (Phase 3: 1937 – 1988) is considered **low**.

6.3.4 Phase 4 (1988 – present) – Modern Denistone Station

Several modifications have been made at Denistone Station since 1988, including the introduction of new aboveground and underground services along the rail corridor and within the platforms themselves.

Structural modifications that have been introduced at Denistone Station since 1988 are still extant and aboveground and are not classified as archaeological items. Although below ground, the services within the platforms, railway corridor, commuter carpark and access path would not be considered archaeological items. As such, the potential for recovering archaeological remains relating to this historical phase is considered **nil**.

6.4 Assessment of archaeological significance

6.4.1 Introduction

This section assesses the heritage significance of the known or potential archaeological remains outlined in 6.3. As with other types of heritage items, archaeological remains should be managed in accordance with their significance. Assessing the heritage value of archaeological remains is complicated by the fact that their extent and nature is often unknown. Judgement must therefore be based on expected or potential attributes.

The *NSW Heritage Manual* provides the framework for the following significance assessment of the proposal site. These guidelines incorporate the aspects of cultural heritage value identified in the *Burra Charter* (Australia ICOMOS 2013). The Heritage Branch (now Heritage Division) has also issued the 2009 *Assessing Significance for Historical Archaeological Sites and 'Relics.*[60] and the 1996

[60] NSW Heritage Branch 2009. *Assessing Significance for Historical Archaeological Sites and 'Relics.*

Archaeological Assessment Guidelines.[61]The assessment of historical archaeological sites requires a specialised framework in order to consider the range of values of an archaeological site.

Archaeological significance assessments have only been prepared for those historical phases which potential archaeological remains have been identified.

6.4.2 Phase 3 (1937 – 1988): Development of Denistone Station

Any intact archaeological remains dating to this phase would be demonstrative of early- to late-twentieth century rail maintenance facilities. Remains of original platforms edges, early garden beds and benches within the platforms would be demonstrative of the early aesthetic detailing along Short North line, but are likely to have been truncated by later services.

Discrete artefactual deposits would not be predicted to be located in association with this phase, and any structural remains would not be expected to address significant historical research questions.

As such, the predicted archaeological remains from this phase would not reach the threshold for local significance.

6.5 Summary of archaeological potential and significance

While a low potential for subsurface remains related to Phase 3 (1937 – 1988) Denistone Station has been identified, these remains would not be considered to meet the threshold for local significance. Nil archaeological potential has been identified for all other phases within the proposal site. As such, there are no predicted significant archaeological remains within the proposal site at Denistone Station.

[61] NSW Heritage Office 1996. *Archaeological Assessment Guidelines*, p. 25- 27.

7.0 PROPOSED DESIGN

7.1 Overview of works

7.1.1 Description of proposed works

The proposal involves works to allow DDA-compliance and provide accessible paths of travel for commuters at Denistone Station. This includes modification works to the platform including minor platform extensions and localised regarding to provide equitable access; installation of two passenger lifts; and adjustment of existing amenities and facilities. The following section is based on the proposed works at Denistone Station and drawings prepared by DesignInc in September 2021 for TfNSW.

7.1.2 Project justification

The proposed works are required to improve accessibility in accordance with the objectives of the TAP, *Disability Discrimination Act 1992* (DDA) and Disability Standards for Accessible Public Transport (DSAPT). The TAP is a government initiative designed to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most.

7.2 Proposed works

- two new lifts and landings to provide access between the existing station concourse and the platforms
- reconfiguration of the existing bathrooms on Platform 1/2 to accommodate:
  - a new family accessible toilet
  - a unisex ambulant toilet
  - a store room
- alterations to the existing waiting room on Platform 1/2 to provide DDA / DSAPT compliant access and a cabinet for the main electrical switch board
- a lowered floor within the Platform 3/4 waiting area to provide compliant access (existing seating to be reinstated)
- provision of new canopies and seating at the boarding assistance zones on Platform 1/2 and 3/4
- upgrade of the existing stairs to include adjustment of stair nosings, new compliant handrails and tactile ground surface indicators (tactiles)
- regrade the existing platform surfaces as required, to provide accessible paths from the new lifts to the station amenities and improve accessibility at the base of the existing stairs
- reinstatement of the original art deco style awning on the station concourse building facing Gordon Crescent

- installation of a new concrete slab on the northern side of the station entrance to extend across the current void space to allow for relocation of the existing bins. New perforated metal screens would also be installed to surround the new area of concrete
- station interchange upgrades including:
  - upgrade of the existing footpaths including regrading and widening paths between the station entrance and existing Gordon Crescent car park
  - one new DDA car space in the existing Gordon Crescent commuter car park and adjustment and regrading of the car park surface, including new line marking as required
  - a new kiss and ride bay with new kerb ramp, bench and landscaping
- minor work including adjustments to station lighting, relocation of electronic ticketing (Opal readers), relocation or replacement of existing customer facilities (drinking fountain, vending machine, waste and recycling bins and seating), improvement to station communications systems (including CCTV cameras), hearing loops, wayfinding signage and installation of yellow lines and tactiles

An overview of the Proposal is shown in Figure 106 below.

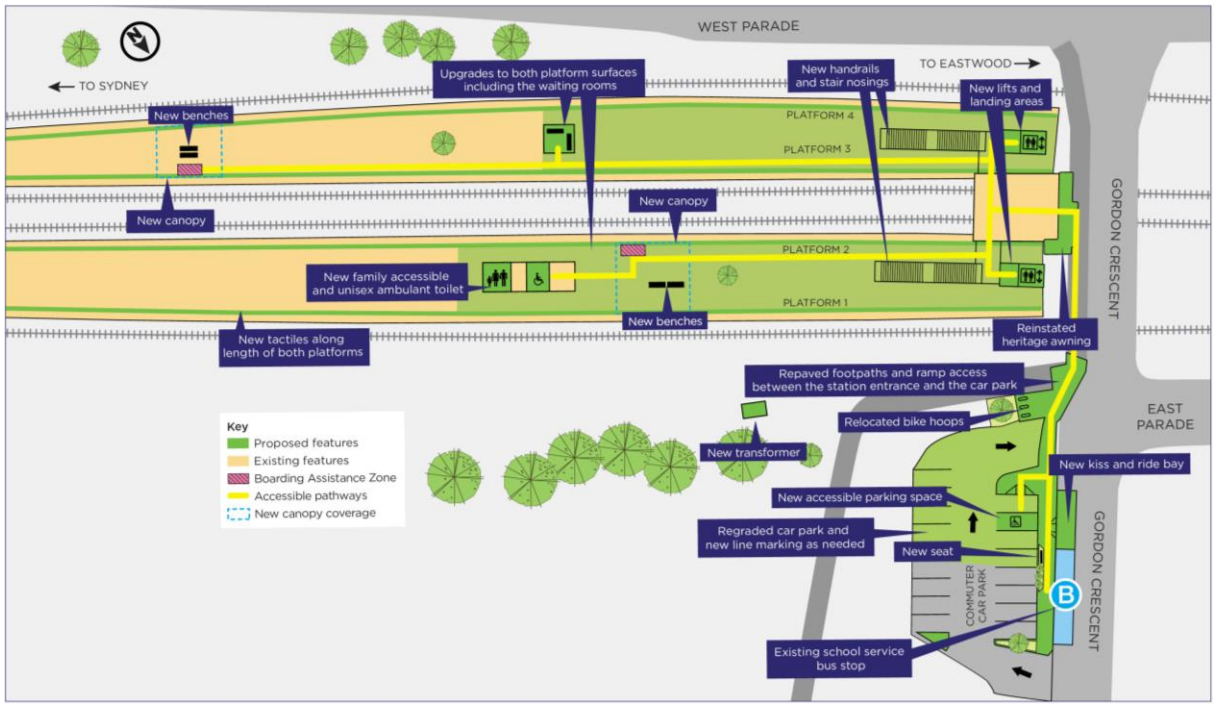


Figure 106: Key features of the proposal (source: TfNSW).

8.0 HERITAGE IMPACT ASSESSMENT

8.1 Introduction

This section will assess the potential heritage impacts to the listed items within and adjacent to the proposal site that would result from the proposed works. Justifications are also provided for the proposed works.

In order to consistently identify the impact of the proposed works, the terminology contained in the following table has been references throughout this document. This terminology and corresponding definitions are based on those contained within the guidelines produced by ICOMOS (2011), as seen in Table 6 below.

Table 6: Terminology for assessing the magnitude of heritage impact

Grading	Definition
Major	Actions that would have a long-term and substantial impact on the significance of a heritage item. Actions that would remove key historic building elements, key historic landscape features, or significant archaeological materials, thereby resulting in a change of historic character, or altering of a historical resource. These actions cannot be fully mitigated.
Moderate	This would include actions involving the modification of a heritage item, including altering the setting of a heritage item or landscape, partially removing archaeological resources, or the alteration of significant elements of fabric from historic structures. The impacts arising from such actions may be able to be partially mitigated.
Minor	Actions that would result in the slight alteration of heritage buildings, archaeological resources, or the setting of an historical item. The impacts arising from such actions can usually be mitigated.
Negligible	Actions that would result in very minor changes to heritage items.
Neutral	Actions that would have no heritage impact.

8.2 Assessment of Heritage impacts to Denistone Station

The following section assesses the resultant direct (physical) and indirect (visual) heritage impacts to the components of Denistone Station as proposed by the TAP upgrade.

8.2.1 Overbridge

Alterations to the existing overbridge would be restricted to the removal of the existing replica steel balustrade and installation of a new concrete slab adjacent to the south-eastern side of the overbridge. The removal of the replica steel balustrade, identified as fabric of neutral significance, would result in a neutral direct impact to the overbridge, and a negligible visual impact to the setting of, and views along the overbridge. This work would also involve the removal of two bolt fixings which have been drilled into the brick balustrade along the south-eastern side of the overbridge, the latter of which has been identified as fabric of moderate significance to Denistone Station. The removal of the bolts may cause localised damage to the brickwork, which would result in an overall negligible direct and indirect impact to fabric of moderate significance. The bolts themselves are of neutral significance to the overbridge and their removal would have a neutral direct impact to the overbridge. The new concrete slab would also need to be connected to the exposed concrete slab of the overbridge, also identified as fabric of moderate significance, but these details have not been provided. The works would likely require bolting into the mid-twentieth century concrete slab of the overbridge, requiring the removal of localised sections of this element of moderate significance for the bolt holes. As this would not be visible, the works would result in a neutral visual impact to the overbridge. The works would result in an overall negligible direct and indirect impact to the overbridge, as an element of moderate significance to the station, and a neutral direct impact to the overall significance of Denistone Station.

The minimalist steel and glass panel design of the Gordon Crescent level of the lifts would aid in maximising visual permeability of the lift shafts, allowing partial views and glimpses of the overhead booking office from the overbridge. The dark brown ‘Jasper’ finish to the steelwork of the lift would also aid in minimising this visual impact, but would not be in keeping with the current colour scheme of the station. The lifts would also partially obstruct the views of the overbridge from the footbridge and the platforms, resulting in a moderate visual impact to the views of the overbridge from the platforms and the footbridge. Although the south-eastern sides of the lifts are not visually permeable and would obstruct these views, the dark brown finish to the lift would aid in maximising the recessive nature of the lifts, but would not match the colour scheme of the station. The works would result in a moderate visual impact to the overbridge and a minor visual impact to Denistone Station overall. Overall, the works to the overbridge would result in a **negligible** direct impact to the overbridge and a **neutral** direct impact to Denistone Station. The visual impact to the overbridge would be **moderate,** and would have a **minor** impact to the overall significance of Denistone Station.

8.2.2 Overhead Booking Office

The existing overhead booking office awning and the ceiling of the awning and covered concourse walkway would be demolished as part of the works, resulting in the removal of fabric of little significance. The existing lighting, of neutral significance, would be removed, resulting in a neutral impact to the overhead booking office. Overall, the removal of these elements of fabric would result in

a minor impact to the overhead booking office as a component of high significance to Denistone Station. The works would result in an overall minor impact to Denistone Station.

The existing awning would be replaced with a reconstruction of the original Art Deco awning and fascia based on historical evidence, albeit modified to incorporate steel posts to support the north-eastern end of the awning, rather than reconstructing the original timber-clad bookstall. This would allow it to be able to be discernible as a new element, rather than an original element. The new Art Deco style fascia would comprise a steel fascia with a shale grey painted Colorbond finish. The supports would comprise steel columns at the north-eastern end of the awning, with the rest of the awning supported by the original steel beams for the cantilevered section at the south-western end. The fixing details have not been provided, but it is likely that new connections would have to be made into the fabric of the overhead booking office, resulting in localised impacts to fabric of high significance. The reconstruction of the awning and fascia would be a positive contribution to the significance of the overhead booking office, reinstating a lost element. The works would be likely to result in a negligible direct impact to the overhead booking office as a component of high significance to Denistone Station. The works would result in an overall negligible direct impact to Denistone Station. The works would result in a positive visual impact to the overhead booking office through the recreation of the original Art Deco style of the awning in a contemporary finish and manner. The works would result in a positive visual impact to Denistone Station.

The ceiling of the awning and covered concourse walkway and existing lighting would be replaced with an aluminium soffit ceiling with a mix of linear lighting elements and downlights and finished in a mix of muted yellows and greens. Whilst the colour scheme would result in a neutral impact to the overbridge, the construction of the new element would result in localised direct impacts to significant fabric. The works would be likely to result in a negligible direct impact to the overhead booking office as a component of high significance to Denistone Station. The works would result in an overall negligible direct and indirect impact to Denistone Station.

The new lifts would result in major visual impacts to the views of the overhead booking office from the overbridge, as they would obscure the form of the overhead booking office as viewed from the overbridge, as well as from along Gordon Crescent and East and West Parade. Although the lifts would be designed with a lift motor into the base of the lift, and flat roofs which would beat a height that is below the overhead booking office ridge line, and set back from the front and side elevations of the building, the proposed lifts would partially block views and obscure understanding of the original roof form of the building, timber sashed windows along the south-west elevation, the location of the original remaining ticket window and covered concourse area of the footbridge. The use of minimalist steel-framed glazing at the Gordon Crescent level of the lifts would aid in maximising visual permeability of the lift shafts, allowing partial views and glimpses between the overhead booking office, overbridge and footbridge. The dark brown ‘Jasper’ finish to the steelwork of the lift would also aid in minimising this visual impact.

The lifts would result in a moderate visual impact to the views and setting of the overhead booking office from the platforms. The visual connection between the platforms and the overhead booking office, as well as the form and details of the overhead booking office, would not be obscured other than from the north-western ends of the platforms, which is an area with limited visual connection currently. The side elevations, including the form and architectural details, of the overhead booking office, would be partially obscured by the lifts when viewed from the north-western ends of the platforms. The setting of the overhead booking office as viewed from the platforms would be visually impacted by the presence of the lifts flanking the overhead booking office, resulting in a moderate impact to the setting. The views and relationship between the overhead booking office and the footbridge, including the staircases and concourse, would be partially obscured by the two new lifts, resulting in a moderate visual impact. Therefore, the understanding of the overhead booking office in the round would be impacted, resulting in an overall moderate impact to the views and setting of the overhead booking office. The lift works would result in an overall major visual impact to the overhead booking office and a moderate visual impact to Denistone Station.

A portable fire extinguisher would be provided in the station masters office (the overhead booking office) in association with the electrical switchboard, and is required to ensure compliance with BCA Clause E1.6 and AS2444-2001. This would require fixing a bracket to the internal walls of the overhead booking office, which has been identified as fabric of moderate significance. The works would result in localised direct impacts to the walls in order to create bolt holes for the fire extinguisher, but would result in negligible visual impacts to the interior of the overhead booking office. The installation of a grabrail for the Opal Card machine would additionally result in a negligible impact to fabric of high significance, if the grabrail is fixed to the exterior of the overhead booking office wall. As the works would be localised, overall, it would result in a negligible impact to the significance of the overhead booking office, as an element of high significance to the station, and an overall neutral direct and indirect impact to the significance of Denistone Station.

Overall, the works to the overhead booking office would result in a **minor** direct impact to the overhead booking office and a **negligible** direct impact to Denistone Station. The visual impact to the overhead booking office would be **moderate** and would have a **moderate** impact on the significance Denistone Station overall.

8.2.3 Footbridge

A number of works are proposed to the footbridge, which is an element of exceptional significance to Denistone Station.

The main works include the installation of two new air-conditioned lifts adjacent to the original footbridge concourse, located to the north-west of the existing footbridge concourse on each side of the overhead booking office. The new lifts would abut the footbridge at the location of the top of, and would only be accessible from, each of the stair landings leading down to the platforms. The new lifts would be freestanding and structurally self-sufficient, but sited abutting the footbridge concourse. The

new lift shafts would result in a neutral direct physical impact to the footbridge. These works would also require the removal of two isolated sections of the original steel balustrading in order to provide access to the lifts, removing elements of exceptional significance. The removal of the original steel balustrading would result in moderate impacts to the exceptionally significant footbridge. Overall, the works required as part of the installation of the two lifts would result in a moderate direct impact to the exceptionally significant footbridge and would result in an overall moderate direct impact to the heritage significance of Denistone Station.

The design of the lift structures to incorporate the lift-motor into the base of the lifts within/below the platform structures would reduce the visual bulk of the lift structures, and therefore, would reduce the visual impact the setting and views of the heritage listed station. The use of minimalist steel-framed glazing at the Gordon Crescent level of the lifts would aid in maximising visual permeability of the lift shafts, allowing partial views and glimpses between the overhead booking office, overbridge and footbridge. The proposed dark brown 'Jasper' finish to the steelwork of the lift would not be sympathetic to the existing steelwork colour and finishes across the Station. A recessive colour selection in a grey shade would also aid in minimising this visual impact. The new lifts would not obstruct views of the footbridge from the majority of the length of the platforms, as the lifts would be set behind the footbridge when viewed from the south-east of the footbridge. However, the new lifts would obstruct views of the main concourse of the footbridge, including the steel structure, the staircases and the upper level of the footbridge, when viewed from the north-western end of the platforms. The new lifts would result in moderate visual impacts to the views of the footbridge from the overbridge and the platforms. The lift works would result in an overall moderate visual impact to Denistone Station due to the visual impacts to an item of exceptional significance.

The works for the lift platforms would require the removal of two isolated sections of the original steel balustrading along the north-western side of the footbridge in order to provide access to the lifts. These sections of the original steel balustrading would be cut from the existing balustrade, unbolted from the concrete and stored on site in order to allow for potential restoration in the future. The removal of the two sections of the balustrade would interrupt an otherwise uninterrupted length of extant original balustrading from the staircases to the overhead booking office. The works would involve removing elements of exceptional significance and thereby would result in a moderate visual impact to the significance of and setting of the footbridge. The works would result in an overall minor visual impact to Denistone Station.

The works would additionally result in the temporary removal of two sections of balustrading along the sides of the landing to allow for access for the concrete regrading of the landing. The balustrades would be removed by unbolting the base connections from the concrete slabs on the landing. The balustrades would be reinstated following completion of the regrading works. Therefore, although the works would result in a temporary moderate direct and indirect impacts to the balustrading along the footbridge, the works would result in a permanent negligible direct and indirect impact.

As part of the works for the reconstruction of the awning along the front of the overhead booking office, a new concrete slab would be installed on top of the existing steel supports for the (now missing) bookstall. This would require the removal of the timber footings and bolts along the top of the steel structure, resulting in a localised major direct impact to fabric identified as elements of exceptional significance to the station, and a localised minor visual impact. The installation of the concrete slab would require new fixings to the steel structure, and although these connection details have not been provided, the fixings would likely result in small localised direct impacts to the steel beams for fixing bolts between the steel and concrete. Connections would also need to be made between the new slab and the adjoining original exceptionally significant concrete slab of the footbridge. These works would result in minor impacts to fabric of exceptional significance. Overall, these works would result in an overall moderate direct impact and minor visual impact to the exceptionally significant footbridge and a minor direct impact to the significance of Denistone Station.

The exceptionally significant balustrades along the footbridge and staircases would be painted with a brown paint finish, 'Jasper', to match the new steel components of the lift shaft. This would result in a negligible direct impact to the balustrades, as the paint would only adhere to the existing current light grey painted finish and not the original steelwork. It would result in a moderate visual impact to the balustrades, and would result in a visual impact to the station. The proposed repainting to 'Jasper' is not supported, and alternate finishes which more closely match the existing paint colour or tonal range would be preferred from a heritage perspective. Overall, painting the balustrades would result in a negligible direct impact and a moderate indirect impact to the footbridge and a neutral direct impact and minor indirect impact to Denistone Station overall.

A topping slab would be required to be installed on the existing landings in order to raise the level of the footbridge to achieve a compliant height for the top riser. As the current surface of the landings comprises the original concrete slab, the installation of a topping slab would be adhered to the original concrete slab, and cover the last remaining visible sections of original slab. This topping would be difficult to remove in the future and could result in permanent damage to the original slab, if attempted. The historic nature of the concrete slab would therefore not be legible and permanently impaired. The works would therefore result in a minor direct impact and moderate visual impacts to the footbridge and a negligible direct impact and minor visual impacts to Denistone Station.

The staircases would also be upgraded with new compliant handrails over the existing original handrails and balustrading, effectively retaining the exceptionally significant handrails and balustrades. Depending on the design and proposed fixings of the new handrails, fixings to the concrete treads or the balustrades would result in localised direct impacts to fabric of moderate or exceptional significance, respectively, resulting in a cumulative minor impact to the footbridge. The existing TGSI, nosing of the concrete treads and the first staircase riser would be replaced in order to ensure compliance. The removal and replacement of the TGSI would result in a neutral direct impact to the footbridge. However, the replacement of the nosing of the concrete treads and the first riser would result in direct impacts to fabric of moderate significance and would therefore result in a

cumulative minor direct impact to the footbridge. The replacement of the existing TGSI and nosings would result in a minor visual impact due the proposed new visually contrasting TGSI and nosing causing marginally increased visual clutter, while the replacement of the first staircase riser would alter the visual homogeneity of the staircases. The removal of the layer of the existing bitumen along the top landing of each staircase to remove the existing trip hazard would result in the removal of fabric of neutral significance. This would result in a neutral direct impact to the footbridge. The works would result in an overall moderate direct impact and a minor visual impact to the exceptionally significant staircases of the footbridge. The works would result in an overall minor direct impact to the heritage item of Denistone Station. However, the works would result in a positive outcome for users of the station, as the works would improve the safety of the staircases for users.

The existing replica steel balustrading along the front (north-western side) and the south-western sides of the former location of the bookstall is of neutral significance. The removal of this steel balustrading would result in localised direct impacts to fabric of neutral significance, with negligible visual impacts to the footbridge. Instead, an Art Deco style perforated aluminium enclosure would be installed along the north-eastern side of the former bookstall area and a low height steel balustrade would be installed along the south-eastern side of the former bookstall area. The connection details are subject to detail design, but these elements would only impact new fabric and would therefore have no direct impact to significant fabric. The balustrade is likely to result in a negligible visual impact to the footbridge. The Art Deco style perforated aluminium enclosure would reference the original Art Deco style of the overhead booking office without replicating original heritage detail, and would be discernible as new. The partially visually permeable Art Deco style enclosure would partially obstruct the views between the footbridge, the railway corridor and the overbridge, but this would be localised to the north-eastern end of the footbridge and would not impact the wider views. These works would therefore result in a neutral direct impact and a minor visual impact to the exceptionally significance footbridge and Denistone Station overall.

The existing loop-top fencing along the south-eastern (platform) side of the footbridge would be removed, which would result in a major direct impact to fabric of intrusive significance. This would result in a minor positive direct and indirect impact to the footbridge. However, the loop-top fencing would be replaced with a full-height perforated aluminium screen in an art-deco motif along the south-eastern (platform) side of the footbridge. Although the Art Deco style enclosure is partially visually permeable, the enclosure would partially obscure the significant views between the footbridge, the platforms and railway corridor. Connection and fixing details have not been provided, but the fixings could result in localised direct impacts to the concrete slab of exceptional significance. The works would therefore likely result in an overall minor direct impact and moderate visual impact to the footbridge and a negligible direct impact and minor visual impact to Denistone Station overall.

The existing bolt fixings from the replica steel balustrades for the fixings into the concrete slab and asphalt surface of the footbridge would be removed. These works would be likely to cause localised damage to the asphalt surface and concrete slab due to the removal of the bolt holes. These works

would result in a negligible direct and indirect impacts to the footbridge and a neutral direct impact to Denistone Station.

The relocation of two bins to the new concrete slab within the area of the former bookstall would result in no impact to significant fabric and therefore would result in a neutral direct impact to the footbridge. It would remove the clutter from the main walkway of the footbridge and therefore would result in a positive impact to the footbridge. Likewise, the removal of the phone booth would result in a neutral direct impact to the footbridge, as no significant fabric would be impacted, and a positive visual impact as it would reduce visual clutter. Overall, these works would result in a neutral direct and positive visual impacts to the footbridge and overall station.

Two existing Opal Card Readers along the north-western side of the footbridge would be removed, temporarily stored and relocated adjacent to the south-eastern corner of the overhead booking office and the south-eastern corner of the covered walkway. The relocation of the Opal Card Readers would result in a minor direct impact to the footbridge, as the readers would require chasing for the new conduits and fixing to the concrete. It would have a neutral visual impact to the footbridge, as the readers would be simply relocated along the footbridge and would not increase visual clutter. The works would result in a minor direct impact and neutral visual impact to the footbridge and a negligible direct impact and neutral visual impact to Denistone Station overall.

The proposed painting of the dark green bollards at the entrance to the footbridge concourse in a light colour would result in a neutral direct impact to fabric of neutral significance. The installation of a grabrail would be provided adjacent to the OPAL top up machine, installed to heights and dimensions of AS1428, would likely result in a localised impact to the asphalt of neutral significance or the wall of the overhead booking office as an item of high significance. The modification of the existing phone booth to be compliant with DSAPT and AS1428.2 would result in direct impacts to fabric of little significance. Overall, these works would result in a negligible impact to the footbridge and to the overall heritage item of Denistone Station.

A number of additional small-scale works are required to improve the safety of the footbridge. Painting of the dark green bollards at the entrance to the footbridge concourse in a light colour is proposed in order to provide a visual contrast against the black bitumen surface of the footbridge, in order to aid accessibility for the visually impaired. This would result in a positive visual impact to views of the front entrance to the station, as the colour of the bollards would be more visually congruent with the cream-painted walls of the overhead booking office. The installation of a grabrail next to the Opal top up machine would likely result in a negligible visual impact to the footbridge and overhead booking office due to the added visual clutter caused by the grabrail. The grabrail may also obstruct views of the exterior walls of the highly significant overhead booking office. However, the grabrail would improve the safety of the Opal top up machine. The removal of the existing phone booth to would result in a positive negligible visual impact to the footbridge, as these works would removal visual clutter along the footbridge. Overall, these works would result in a negligible visual impact to the footbridge and a neutral visual impact to the overall heritage item of Denistone Station.

Overall, the works to the footbridge would result in a **moderate** direct impact to this exceptionally significant element of the station and an overall **moderate** direct impact to Denistone Station. The visual impact to the footbridge and Denistone Station would be **moderate**.

8.2.4 Station Building (Conveniences Building), Type 13

A number of works are proposed to the Conveniences Building on Platform 1/2, which is an element of high significance to Denistone Station.

The existing female bathroom and storeroom would be modified to accommodate a Family Accessible Toilet and a store room. This would involve the removal of the existing original internal brick wall of high significance between the storeroom and bathroom and its replacement with a new relocated partition wall. This would result in a major direct impact to fabric of high significance. The works would also involve the full removal of the original stalls and partitions of high significance, as well as the later floor tiles and amenities of little significance. The works would result in a localised major direct impact to fabric of high significance and little significance. These works would result in moderate visual impacts to the aesthetic significance of the two rooms and the views within the rooms themselves. This is due to the reduction in the legibility of the original layout of the waiting room and female bathroom, which would alter the understanding of the building's original form and fabric. The existing waiting room entrance along the south-western elevation would be closed off, resulting in a neutral direct impact if the existing perforated gate is retained and locked. If new fabric is introduced, the works would result in negligible direct impacts to the highly significant bricks walls and flooring of little significance in order to create fixing points. If new fabric is introduced the works would also result in minor visual impacts to the Conveniences Building due to the loss of the existing views between the interior of the waiting room and the platform. The removal of the perforated gate of little significance would result in a minor direct impact and neutral visual impact. The existing services would need to be rerouted, which would likely require in penetrations to the brick walls and concrete floors, resulting in minor direct and indirect impacts to fabric of high and little significance, respectively.

The works would also include the conversion of the existing window along the north-western elevation of the existing waiting room into a doorway to allow for a new level access into the new DDA bathroom. This would involve the removal of highly significant original brickwork, resulting in a major direct impact to significant fabric. The new opening would be infilled with half-height brick walls on each side of the opening, to match existing, and a steel gate. The installation of new bricks to match existing would result in a moderate direct impact to the building, as the likely use of cementitious mortar would result in walls that would be difficult to remove without damaging adjoining original and significant fabric. The installation of new bricks would also result in a minor visual impact to the building as viewed from the north-west. The steel gate would also require fixings into the original brickwork, of high significance, which would result in localised direct impacts to the brickwork. This would result in a minor direct impact to the building. Overall, the works for the conversion of the female bathroom and storeroom into an Family Accessible Toilet and a store room would result in

localised major impacts to elements of high and little significance, resulting in an overall moderate direct impact and visual impact to the Conveniences Building. The works would result in a minor direct and indirect impact to the overall heritage significance of Denistone Station.

The existing male bathroom would be converted into an ambulant toilet, requiring the full removal of the original stalls and partitions of high significance, as well as the later floor tiles and amenities of little significance. These works would result in localised major direct impacts to fabric of high and little significance, resulting in an overall moderate direct impact to the highly significant building. The layout of the room would be reconfigured, with an ambulant stall installed at the south-eastern side of the bathroom and a void space between the cubicle and the existing storeroom. These works would reduce the legibility of the original layout of the bathroom, which would alter the understanding of the building's original form and fabric. This would result in localised impacts to fabric of high and little significance, resulting in an overall moderate visual impact to the interior and internal views within the building. The existing services would need to be rerouted, which would likely require in penetrations to the brick walls and concrete floors, resulting in minor direct and visual impacts to fabric of high and little significance, respectively. The existing perforated gate, assessed as an element of little significance, would be removed, resulting in a negligible direct impact to the building. In addition, a section of the brick privacy wall and access gate to the existing male bathroom would be removed for security purposes, resulting in a localised moderate and overall minor direct impact to the building. The works would also result in a minor visual impact to the building and views of the building due to the alteration of the south-eastern end of the building, which would alter the legibility of the building's original form and fabric. The works would result in an overall moderate direct and visual impacts to the Conveniences Building and an overall minor direct and visual impacts to the heritage significance of Denistone Station.

The existing boards and glazing within the timber frames on all of the windows of the Conveniences Building, identified as elements of little significance, would be replaced with new opaque glazing. Although the details have not been provided, the replacement of the existing boards and glazing to fit the existing frames would result in a negligible direct and indirect impact to the window frames. If the design of the windows within the frames is altered, this would result in a minor to moderate direct impact and a minor visual impact to the window frames, as elements of high significance. Overall, the works would result in a minor direct impact and indirect impact to the building and an overall negligible direct impact and indirect impact to the station.

All existing door hardware would be replaced with lever action handles in accordance with AS1428 and DSAPT21.1. This would result in the removal of door hardware of various periods and significances, and in particular, would remove the likely original hardware of the 1937 store room door. This would result in a minor direct impact and negligible visual impact to the Conveniences Building and an overall negligible direct and indirect impact to the heritage significance of Denistone Station.

The drinking fountain, to be located at the north-western corner of the Conveniences Building, would partially obstruct views of the lower half of the significant brickwork of the Conveniences Building along the north-western elevation when viewed from the north-western side of Platform 1/2. The works would allow for the provision of fresh water, improving the amenity of the platform, and would not impact the original bubbler along the south-western elevation of the Conveniences Building. This would result in a negligible visual impact to the Conveniences Building and an overall negligible visual impact to Denistone Station.

Overall, the works to the Conveniences Building would result in a **moderate** direct impact to the building and a **moderate** direct impact to the overall heritage significance of Denistone Station. works to the Conveniences Building would result in a **minor** visual impact to the building, and views to the building, and an overall **minor** visual impact to the heritage significance of Denistone Station. visual impact to the heritage significance of Denistone Station.

8.2.5 Station Building (Shelter Shed), Type 13

The proposed works to the Shelter Shed on Platform 3/4, an element of high significance to Denistone Station, include the demolition and levelling of the existing concrete slab of the waiting room to allow for level access. The levelling would also require the removal of an original course of bricks along the entrance. The existing seats would be removed prior to these works and reinstated following completion of the levelling. The levelling works would involve the removal of a concrete slab and floor tiling dating to the second half of the twentieth century, which have been assessed as elements of little significance. The removal of the course of bricks along the front entrance would result in the removal of a section of the brickwork, which is identified as fabric of high significance. The legibility of the original height of the entrance would also be reduced by this work, resulting in a visual impact to the interior of the waiting room.

Overall, the works would result in a **minor** direct and indirect impact to the Shelter Shed, whilst providing a positive impact for the equitable access of the space. Overall, the proposed works to the Shelter Shed would have a **negligible** direct and indirect impact to the heritage significance of Denistone Station.

8.2.6 Platforms

The main works proposed to the platforms include lift installation works and resurfacing works, but the works would also involve the installation of two new canopies, removal of two small staircases, minor platform extensions, trenching for services and installation of signage, a drinking fountain and audible system.

In order to install the two lifts at the north-western ends of Platform 1/2 and 3/4, the platforms would need to be excavated to an appropriate depth for the lift shaft and the lift box/motor. This would involve the removal of the platform surface and sub-surface infill, which are elements of little

significance to the significant station. This work would also require partial demolition of a section of the north-western wall of Platform 1/2 in order to accommodate space for the new lift shaft, which would involve the removal of a section of the concrete capping and facing, which are identified as elements of moderate significance. The north-western wall would be reconstructed around the north-western side of the new lift structure. The works would result in minor direct impacts to the platforms as the works would predominantly be restricted to the removal fabric of little significance and would impact a small section of fabric of moderate significance. The works would result in an overall minor impact to the heritage significance of Denistone Station.

The excavation, services installation and construction of the lift shaft and the box/motor required for the lifts would result in the partial visual obstruction of the view of the overbridge from the platform, as well as the partial visual obstruction of the structure of the footbridge and elevations of the overhead booking office from the north-western end of the platforms. The lifts would additionally add visual clutter to the setting of the north-western end of the station as viewed from the platforms. The design of the lift structures to incorporate the lift-motor into the base of the lifts within/below the platform structures would reduce the visual bulk of the lift structures, and therefore, would reduce the visual impact the setting and views of the heritage listed station. The proposed use of brickwork at the platform level is not sympathetic to this area of the station, as it introduces a bulk and materiality that is visually intrusive to the visual perception and significance of the platforms. The steel and glass sections of the upper lift shaft, as viewed from the platforms, would be more visually congruent with the aesthetics of the area. The minimalist steel and glass panel design of the Gordon Crescent level of the lifts would aid in maximising visual permeability of the lift shafts, allowing partial views and glimpses of the overhead booking office, overbridge and footbridge from the platforms. The dark brown ‘Jasper’ finish to the steelwork of the lift would also aid in minimising this visual impact, but would not be in keeping with the current colour scheme of the station, nor is it sympathetic to the existing metal finishes of the significant stair and footbridge balustrading. The lifts, however, would not impact the views from the footbridge to the platforms. The works would result in a moderate visual impact to the views and setting of the platforms. The works would result in an overall minor visual impact to the heritage significance of Denistone Station.

The excavation of the new lifts at the north-western ends of Platform 1/2 and 3/4 to appropriate depth for the lift shaft and the lift box/motor would also require partial demolition of a section of the north-western wall of Platform 1/2. This is required in order to accommodate space for the new lift shaft, which would involve the removal of a section of the concrete capping and facing, which are identified as elements of moderate significance. The north-western wall would be reconstructed around the north-western side of the new lift structure. No details have been provided for this work. The works would be likely to result in minor visual impacts to the platforms due to impacting a small section of fabric of moderate significance. The works would result in an overall minor visual impact to the heritage significance of Denistone Station.

Two new self-supported stand-alone canopies are proposed along the platforms in order to provide accessible undercover seating and waiting areas. The new boarding assistance zone canopy on Platform 1/2 would be located between the platform staircase and the Platform 1/2 Building. The new boarding assistance zone canopy would be located between the Platform 3/4 Building and the south-eastern end of the platform. As both canopies would be self-supported and located away from the staircases, garden beds and the platform buildings, the canopies would only result in localised permanent direct impacts to the surface and subsurface infill of the platform for the excavation and installation of the steel posts and seating. Both canopies would be contemporary, open, visually permeable, recessive, self-supported and located away from the staircases, garden beds and the platform buildings. The canopies would only result in minor visual impacts to the views along and setting of the platforms. The only other fabric that would be impacted would be the existing benches and bin in the vicinity of the proposed canopy on Platform 1/2, which would be removed, temporarily placed in storage and relocated along the platform. This work would result in a neutral visual impact due to the relocation of existing clutter. Therefore, the works would result in direct impacts to fabric of only little significance and would therefore only result in a negligible direct impact and minor visual impact to the platforms and an overall neutral direct and negligible visual impact to the significance of Denistone Station.

The lifts, platform buildings and canopies would require new services to be trenched through the platforms, such as low voltage (LV), high voltage (HV) and air conditioning conduits. The lifts would also likely require new services trenched through the platforms for the low voltage (LV) and high voltage (HV) electrical work, as well as electrical conduits required for the provision of air conditioning. Trenching would be undertaken along Platforms 1/2 and 3/4 in order to accommodate for new services. The trenching along Platform 1 would extend from the location of the lift shaft to the north-western end of the Platform Building, with a junction to the south of the new boarding assistance zone canopy between the platform staircase and the Platform 1/2 Building. The trenching along Platform 3/4 would extend from the vicinity of the lift shaft to the Platform 3/4 Building and south-east to the new boarding assistance zone canopy between the Platform 3/4 Building and the south-eastern end of the platform. The depth of the trenching has not been provided. The trenching would involve the removal of the asphalt surface and subsurface infill along the platforms, which has been identified as fabric of little significance. This would result in a minor direct impact to the significance of the platforms and an overall negligible direct impact to the heritage significance of Denistone Station. As these areas of the platform would be regraded the visual impact of this work would be temporary, and therefore present a neutral permanent visual impact. The trenching would therefore result in a neutral visual impact to the significance of the platforms and an overall neutral visual impact to the heritage significance of Denistone Station

The platforms would be regraded between the north-western ends of the platforms near the new lifts to the south-eastern end of the platform buildings on both Platforms 1/2 and 3/4. This would involve the removal of the existing asphalt surface, levelling of the sub-surface fill and the installation of a new asphalt surface. This would include regrading of the platforms around the base of the staircases

and around the platform buildings. These works would impact only fabric of little significance. The works would also require the installation of new tactile indicators and a yellow line along the length of the platforms. The works would result in minor direct impacts to fabric of little significance to the platforms, despite the platforms being of moderate significance. It is unclear how the regrading works would impact the garden beds, which are of moderate historical and aesthetic significance, with non-original fabric. If removed, the works would likely result in a minor direct impact to fabric of little significance. However, the works would have a moderate impact on the visual amenity of the platforms. The details of these works have not been provided and would be assessed in future versions of this report. The works would result in a minor direct impact to the platforms and an overall negligible direct impact to the heritage significance of Denistone Station.

The regrading of the platforms would involve the removal of the existing asphalt surface, levelling and the installation of a new asphalt surface in order to improve the accessibility of the platform. This would also require the removal of the significant and original cast iron grates along the accessways to the proposed Family Accessible Toilet and modified waiting area in front of the platform buildings on both platforms. This work would be required to be upgraded to comply with the requirements of AS148.1-2009. A heel-proof grate with openings no greater than 13mm in diameter is required to be provided. The works would therefore result in localised major direct and visual impacts to the cast iron grates in front of platform buildings on both platforms, which have been identified as elements of high significance, reducing the legibility of the original design of the platform, in particular the short-lived policy to drain water away from the tracks. The works would result in a minor direct impact and minor visual impact to the platform overall, and an overall negligible direct and minor visual impact to the heritage significance of Denistone Station

Two small staircases and access gates at the north-western end of the platforms would be removed in order to accommodate for the installation of the new lifts. The staircase at the north-western end of Platform 3/4 comprises a small stainless-steel staircase dating to the second half of the twentieth century, assessed as fabric of little significance. The staircase at the north-western end of Platform 1/2 comprises a mid-twentieth-century concrete staircase of moderate significance to the platforms. A new staircase and gate would be installed closer to the northern corner of Platform 3/4, while the new staircase and gate on Platform 1/2 would be installed in a similar location to existing. The existing loop-top fencing would be temporarily removed and reinstated, albeit modified for the gates, following completion of the platform works in order to prevent access into the rail corridor. The works would remove evidence of historical accessways between the rail corridor and the platforms, resulting in a minor direct and visual impacts to the platforms and an overall negligible direct and visual impacts to the heritage significance of Denistone Station. The temporary relocation and subsequent reinstatement of the loop-top fencing, albeit altered to allow for the new locations of the access stairs, would result in a neutral direct and visual impacts to the platforms and Denistone due to the slight alteration of intrusive fabric. The works would result in an overall negligible direct and indirect impact to the significance of Denistone Station.

A new drinking fountain would be installed on Platform 1/2 to the north-east of the Conveniences Building to comply with AS 1428 and DSAPT requirements. This would require electrical and water services along the platform, resulting in direct impacts to the surface and sub-surface fill, identified as elements of little significance. The works would result in an overall negligible neutral direct impact to the platform and the heritage significance of Denistone Station.

An audible system to allow people with vision impairments the ability to locate the exit path to the footbridge in the event of an emergency, in accordance with DSAPT 19.1.2, would be installed on the platforms. This would require service trenches and the provision of electrical wiring, as well as the installation of the audio system on a pole or other structure. The works would result in a negligible direct and indirect impacts to the platform but an overall neutral direct and indirect impacts to the heritage significance of Denistone Station.

Signage would be provided above along Platforms 1/2 and 3/4 in the vicinity of the boarding assistance zone canopies in order to nominate the seats for persons with a disability in accordance with DSAPT7.1. The signs would be fixed to the asphalt surface of the platforms, and, therefore, would only result in localised direct impacts to fabric of little significance. Such signs would result in negligible direct and indirect impacts to the platforms and an overall neutral direct and indirect impacts to the heritage significance of Denistone Station.

The new yellow lines and tactile indicators along the entire length of the platforms would be visually congruent with the existing lines and indicators, and would therefore result in a negligible visual impact to the platforms. Trenching of services within the platforms would result in a neutral visual impact, as the surfaces of the platforms would be reinstated in asphalt, as existing, following trenching and service installation works. The works would result in a negligible visual impact to the platform, views along the platform and the overall aesthetic significance of Denistone Station. Signage would be provided above at least two seats on the platforms to nominate the seats for persons with a disability in accordance with DSAPT7.1.

Overall, the works to the platforms would result in a **minor** direct impact to the platforms and a **minor** overall direct impact to Denistone Station. The works to the platforms would result in a **minor** visual impact to the platforms and the heritage significance of Denistone Station overall.

8.2.7 Commuter carpark

Alterations to the existing commuter carpark and access to the north of Denistone Station would be required as part of the proposed upgrade. New DDA parking would be added to the existing commuter car park, requiring regrading of the DDA parking area to achieve a 1 in 40 grade to comply with DDA requirements. A new kerb ramp would be installed between Gordon Crescent and the DDA parking area and the footpath would be widened at the top of the kerb ramp for compliancy. A shared school service bus stop and Kiss & Ride zone would be established next to the carpark along Gordon Crescent. In addition, the existing footpath along Gordon Crescent would be regraded and a new

compliant ramp from the existing commuter carpark to the footbridge level would be provided. The works would be visually similar to existing. The works would be located outside of the curtilage of the heritage item of Denistone Station and would therefore have no direct impact on the heritage listed station.

The works to the commuter carpark and access would result in a **neutral** direct impact to Denistone Station, and a **negligible** visual impact to the setting of the heritage listed station..

8.2.8 All areas

Electrical works would be required across the station. Following an audit of all existing lighting, modifications to the lighting system would be required for identified deficiencies to ensure compliance. Additional lighting would be provided to all upper and lower lift lobbies and in the new Family Accessible Toilet to meet DSAPT standards.

In addition, around 10 additional CCTV cameras would be installed across the station to ensure coverage of all accessible areas. LV and HV electrical work would be required to be installed to support the installation of three new lifts and earthing and bonding would be required for new metallic components.

No works are proposed to be undertaken to the retaining walls, the signal box at the south-eastern end of Platform 3/4 and the signal/communications box at the north-western end of Platform 3/4. The works would result in **neutral** direct and visual impacts to these elements of the station.

8.3 Summary of heritage impacts to Denistone Station

Overall, the proposal would result in an overall **moderate** direct (physical) and visual (indirect) impact to the significance of Denistone Station. This is principally due to the addition of the two new lifts shafts and the alterations to the highly significant station platform buildings, the exceptionally significant footbridge and the moderately significant platforms. A summary of the overall impacts to the key elements of the station is provided in Table 7 below.

Table 7: Overview of direct (physical) and visual (indirect) impacts to key elements of Denistone Station

Component	Overall Significance	Direct impact to element	Visual impact to element	Direct impact to Denistone Station	Visual impact to Denistone Station
Overbridge	Moderate	Negligible	Moderate	Neutral	Minor
Overhead Booking Office, Type 19	High	Minor	Moderate	Negligible	Moderate
Footbridge – including Ticket Office	Exceptional	Moderate	Moderate	Moderate	Moderate

Station Building (Conveniences Building), Type 13	High	Moderate	Minor	Moderate	Minor
Station Building (Shelter Shed), Type 13	High	Minor	Minor	Negligible	Negligible
Platforms	Moderate	Minor	Minor	Minor	Minor
Retaining Walls	Moderate	Neutral	Neutral	Neutral	Neutral
Signal Box	Moderate	Neutral	Neutral	Neutral	Neutral
Signal/Communications Box	Little	Neutral	Neutral	Neutral	Neutral

8.4 Heritage impacts to nearby heritage items

There are several heritage items located within the vicinity of Denistone Station. These items would not incur any physical heritage impacts from the proposed works. However, the visual heritage significance of some of these items may be affected by the proposed works. Impacts to heritage views and vistas to these items are outlined in Table 8 below.

Table 8: Potential indirect (visual) heritage impacts to nearby heritage listed items

Item name and listings	Potential indirect (visual) heritage impacts
Heritage Conservation Areas	
Darvall Estate, Denistone (Ryde LEP 2014, LEP # C7)	The proposed lift structures would be constructed approximately adjacent to the north-eastern border of the HCA. At this distance, the new works be visible from the HCA and would partially obstruct the views of the overbridge and overhead booking office of Denistone Station from the HCA. However, the works would not overshadow or obstruct views within the HCA itself. As Denistone Station does not contribute to the HCA's significance, the proposed works would result in a **neutral** indirect (visual) heritage impact to the setting of the HCA but would result in a **neutral** indirect (visual) heritage impact to the significant views of the HCA. The works would result in an overall **neutral** (visual) impact to the HCA.
Miriam Road	
House, 38 Miriam Road (Ryde LEP 2014, LEP # 220)	The proposed lift structures would be constructed approximately 125 m to the north-west of this item, while the general proposal site is 60m to the north of the heritage item. At this distance, the works would only be slightly visible from only the front entrance of the heritage item. The works and would not overshadow or obstruct significant views of the heritage item at this location. The proposed works would result in a **negligible** indirect (visual) heritage impact to the setting of the item but would result in a **neutral** indirect (visual) heritage impact to the significant views of the item. The works would result in an overall **negligible** (visual) impact to the item.
House and garden, 34A Miriam Road (Ryde LEP 2014, LEP # 303)	The proposed lift structures would be constructed approximately 175 m to the north-west of this item, while the general proposal site is 95m to the north of the heritage item. At this distance, the works would only be slightly visible from only the front entrance of the heritage item. The works and would not overshadow or obstruct significant views of the heritage item at this location. The proposed works would result in a **negligible** indirect (visual) heritage impact to the setting of the item but would result in a **neutral** indirect (visual) heritage impact to the significant views of the item. The works would result in an overall **negligible** (visual) impact to the item.
Street Trees, Part of Anthony Road, Miriam Road and Reserve Street (Ryde LEP 2014, LEP # 301)	The proposed lift structures would be constructed approximately 180 m to the north-west of this item, while the general proposal site is 90m to the north of the heritage item. At this distance, the works would only be slightly visible from only the front entrance of the heritage item. The works and would not overshadow or obstruct significant views of the heritage item at this location. The proposed works would result in a **negligible** indirect (visual) heritage impact to the setting of the item but would result in a **neutral** indirect (visual) heritage impact to the significant views of the item. The works would result in an overall **negligible** (visual) impact to the item.

Item name and listings	Potential indirect (visual) heritage impacts
House, 30 Miriam Road (Ryde LEP 2014, LEP # 75)	The proposed lift structures would be constructed approximately 250 m to the north-west of this item, while the general proposal site is 140m to the north of the heritage item. At this distance, the works would only be slightly visible from only the front entrance of the heritage item. The works and would not overshadow or obstruct significant views of the heritage item at this location. The proposed works would result in a **negligible** indirect (visual) heritage impact to the setting of the item but would result in a **neutral** indirect (visual) heritage impact to the significant views of the item. The works would result in an overall **negligible** (visual) impact to the item.
Ryedale Road	
“Denistone House” and “Trigg House” (Ryde Hospital), 1 Denistone Road, Eastwood (Ryde LEP 2014, LEP # 47; Health s170 SHI 3540681; National Trust Register # 7314)	The proposed lift structures would be constructed approximately 230 m to the south-west of this item, while the general proposal site is 195m to the south of the heritage item. At this distance, the works would not be visible from the heritage item. The works and would not overshadow or obstruct significant views of the heritage item at this location. The proposed works would result in a **neutral** indirect (visual) heritage impact to the setting and significant views of the item. The works would result in an overall **neutral** (visual) impact to the item.
Kinson Crescent	
Open Space, Darvall Park, Chatham Road (Ryde LEP 2014, LEP # 26)	The proposed lift structures would be constructed approximately 160 m to the south-east of this item, while the general proposal site is 140m to the south-east of the heritage item. The works would be unlikely to be visible from the heritage item due to the distance and vegetation obscuring the views between the heritage item and Denistone Station. The works and would not overshadow or obstruct significant views of the heritage item. The proposed works would result in a **neutral** indirect (visual) heritage impact to the setting and significant views of the item. The works would result in an overall **neutral** (visual) impact to the item.

8.5 Assessment of archaeological impacts

No significant archaeological remains have been predicted to be located within the proposal site. As such, no adverse impacts to significant archaeological remains, ‘relics’, features or structures would occur from the proposed works.

8.6 Statement of heritage impact

A statement of heritage impact has been prepared according to NSW Heritage Office guidelines[62] in Table 9 below.

Table 9: Statement of heritage impact

Statement	Response
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons	The proposed upgrades at Denistone Station would result in providing a positive outcome for the equitable access of the station, ensuring the accessibility, usability and safety of the station for all users. The works would ensure the continued use of the station into the future. The works would not impact any significant archaeological remains, 'relics' features or structures. The works would respect the fabric and visual significance of the retaining walls, the signal box and communications box, as elements of moderate to little significance. Similarly, the works would result in only neutral to negligible visual impacts to the setting and significant views of the heritage items in within the 200m buffer of the proposal site, which are listed on the Ryde LEP 2014. The works would result in a minor indirect (visual) heritage impact to the setting of the adjacent Darvall Estate, Denistone HCA (Ryde LEP 2014, LEP # C7), but would result in a neutral indirect (visual) heritage impact to the significant views of the HCA. Overall, the visual impacts to the HCA (LEP # C7) would be minor and the visual impacts to the nearby heritage items would be neutral to negligible.

[62] NSW Heritage Office 2002. *Statements of Heritage Impact*. Update to the NSW Heritage Manual.

The proposed upgrades have been assessed as resulting in an overall moderate direct and visual impact to the significance of Denistone Station. This is principally due to the addition of the two new lifts shafts and the alterations to the highly significant station platform buildings, the exceptionally significant footbridge and the moderately significant platforms. The TAP upgrade is required in order to improve the accessibility, usability and safety of the station for all users, which would result in a positive outcome for all users.

The following aspects of the proposed works could have a detrimental impact on the heritage significance of the station, grouped by the affected element. Note that only the key aspects of the proposal are described below:

Overbridge

Whilst design iterations have improved the potential for visual structural impacts of the lift overall, the installation of the two new lifts in close proximity to the overbridge would result in a moderate visual impact to the significant views and setting of the overbridge, and an overall minor visual impact to Denistone Station.

Overhead Booking Office, Type 19

The installation of the two new lifts in close proximity to the overhead booking office, as an element of high significance, would result in a moderate visual impact to the significant views and setting of the building, and an overall moderate visual impact to Denistone Station.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The replacement of the overhead booking office awning and ceiling of the covered concourse walkway with contemporary Art Deco style counterparts would result in a minor direct impact and minor positive visual impact to the overhead booking office as a component of high significance to Denistone Station. The works would result in an overall minor direct impact and a negligible positive visual impact to Denistone Station.

The replacement of the loop-top fencing along the south-eastern edge of the footbridge with a new perforated aluminium enclosure would result in an overall minor direct impact to the overhead booking office and a negligible direct impact to Denistone Station.

Footbridge – including Ticket Office

The works to the footbridge, comprising the installation of adjacent lifts, removal of balustrades, installation of new concrete slabs/toppings, alterations to the handrails, new nosings and TGSI and upgrades to the phone booth, would result in a moderate direct and visual impact to the footbridge. This is primarily due to the removal of isolated portions of the balustrades as exceptionally significant fabric, the extensions to the handrails and the obstruction of significant views by the two new lifts. The works would result in a moderate visual impact to the significant views and setting of Denistone Station. and an overall moderate direct impact to the significance of the Station.

Station Building (Conveniences Building), Type 13

The works to the Conveniences Building, comprising upgrades to the bathrooms and waiting room to allow for accessibility requirements. The works underwent numerous design options to achieve compliance in a minimally intrusive way adapting the existing structure. The proposed design would however, still result in a moderate direct and visual impact to the building as an item of high significance within the station. This is primarily due to the removal of original fabric and reduction of the legibility of the original layout and level of the interior, as well as the removal of significant original brickwork along the

exterior of the building to allow for the accessible entrances. The works would result in a moderate visual impact to the significant views and setting of Denistone Station.

Station Building (Shelter Shed), Type 13

The works to the Shelter Shed, comprising the demolition and levelling of the existing tiles and concrete slab of the waiting room to allow for level access, would result in a minor direct and minor visual impact to the building as an item of high significance within the station. This is primarily due to the removal of fabric mostly dating to the second half of the twentieth century, a course of bricks along the front entrance and reducing the original level of the interior. The works would result in a negligible visual impact to the significant views and setting of Denistone Station and an overall negligible direct impact to the significance of the Station.

Platforms

The works to the platforms, comprising excavation works for the lifts, regrading, trenching, removal of stairs, replacement of cast iron drains, installation of boarding assistance zone canopies, signage, services, audible system, tactiles, yellow lines and a bubbler, would be required to improve the accessibility and safety of the platforms. The proposed design for the boarding assistance zone canopies is freestanding, minimising impacts on the significant fabric of the station buildings. The works would result in a minor direct impact to the platforms as elements of moderate significance and a minor visual impact to the platform, views and setting. The platform would result in an overall minor direct and visual impact to the Station.

Commuter Carparking

The works to the existing commuter carpark and access to the north of Denistone Station would be required as part of the proposed upgrades in order to achieve the accessibility requirements. The works would be visually similar to existing. These works would be located outside of the curtilage of the heritage item of Denistone Station and as such would result in a neutral direct impact to the station and a negligible visual impact to the setting of the heritage listed station.

All areas

Electrical work across the station, including additional lighting, CCTV cameras and electrical conduits, would aid in improving the safety and security of the station. These works would result in a negligible to minor visual and direct impact to the station.

Further minimisation of the resultant impact should be undertaken through careful sympathetic designs in consultation with the nominated Heritage Consultant and TfNSW. Recommendations are provided in Section 10.3 of this report in order to mitigate heritage impacts.

The following sympathetic solutions have been considered and discounted for the following reasons	The proposed design has been prepared in consultation with the nominated Heritage Consultant and the Heritage Advisors at TfNSW. Option analysis and design iterations were undertaken for the proposed works at the Station. As such, the proposed design has been chosen to minimise impact to significant fabric and to minimise visual impact, whilst ensuring the delivery of the proposed upgrades. The proposal originally involved more extensive modifications to the footbridge of exceptional significance and the overbridge of moderate significance, involving the extension of the concourse, the removal of balustrading along the side elevations of the footbridge and the removal of sections of the brick balustrading of the overbridge. These works have been removed from the proposal in order to minimise the impact to the significant elements of the station and the overall station. Further minimisation of the resulting impacts should be undertaken through careful sympathetic detailed designs in consultation with the nominated Heritage Consultant and Heritage Advisors at TfNSW. The recommendations provided in Section 10.0 of this report should be followed in order to mitigate heritage impacts.

9.0 CONSERVATION MANAGEMENT POLICIES

9.1 Introduction

The following section assesses the proposed works against the conservation management policies provided in the relevant *Heritage Platforms Conservation Management Strategy,*[63] the *Railway Footbridges Heritage Conservation Strategy*[64] and the *Railway Overhead Booking Offices Heritage Conservation Strategy*,[65] prepared for TfNSW. These documents outline the policies required to be followed in the conservation and adaptation of the different elements of heritage listed railway stations.

9.2 Heritage Platforms Conservation Management Strategy

The *Heritage Platforms Conservation Management Strategy* provides a series of conservation strategies in order to guide conservation and adaptation of heritage platforms along the NSW railway network.[66] The relevant conservation strategies and responses in reference to the current proposal are provided in Table 10 below.

Table 10: Relevant Heritage Platforms conservation strategies and responses.

Strategy No.	Strategy	Response
Strategy 1: Recognising and Conserving Heritage Significance	*Manage and operate heritage platforms in a way that recognises the heritage values of each place. This includes the heritage value of each platform, its associated elements, and the overall heritage value of its station or place*	The heritage significance of the platforms would be retained as the majority of impacts would not occur to significant fabric. The main elements of concern are the replacement of the original 1937 cast iron grate drains along the front elevation of the platforms and the reconstruction of the north-western wall of Platform 3/4, identified as elements of high significance. It is recommended that the works retain a representative example of the original cast iron drains, with removed drains catalogued and stored safely on-site for repairs and or future reinstatement.

[63] Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.
[64] NSW Government Architect's Office Heritage Group 2016. *Railway Footbridges Heritage Conservation Strategy*. Prepared for Transport for NSW. August 2016.
[65] Australian Museum Consulting 2014. *Railway Overhead Booking Offices Heritage Conservation Strategy*. Prepared for Transport for NSW. June 2014.
[66] Australian Museum Consulting 2015. *Heritage Platforms Conservation Management Strategy*. Prepared for Transport for NSW. May 2015.

Strategy No.	Strategy	Response
Strategy 2: Recognising and Conserving Heritage Significance	*Conserve a representative sample of principal platform types, and other key aspects of heritage platform design and arrangement in use within the Sydney Trains managed railway network*	The proposed platform works would, in general, not impact significant fabric of the platforms at Denistone Station. The exception to this is the replacement of the highly significant 1937 cast iron drain along the front elevation of the platform buildings. As recommended in Section 11 of this report, the cast iron grates should be retained in situ, or if this is not possible due to accessibility requirements, they should be removed carefully and stored on-site or integrated as part of interpretation as representative examples of the short-lived design of pitching the platforms away from the tracks. In addition, the original bubbler on Platform 1/2 would be retained as a representative example of water bubblers along the network. In addition, the overall form of the island platforms and the steel straps and concrete edging would be retained as representative examples of this type of platform.
Strategy 3: Recognising and Conserving Heritage Significance	*Where there are numerous, good representative examples of a type, more significant heritage platforms with good integrity should be prioritised for proactive conservation*	The platforms, as examples of original 1930s steel strap and reinforced concrete faced side platforms with 1950s alterations to convert them into island platforms, would generally be retained as representative examples of this type.
Strategy 4: Recognising and Conserving Heritage Significance	*Where there are few examples of a type extant, consideration should be given to a reassessment of the relative heritage value of each example to enable prioritized allocation of conservation resources. Resources should in general be allocated to the preservation of the most intact examples, in better condition, and with greater likelihood of ongoing preservation works. However, this should be balanced against the relative heritage significance of each example and its heritage context, to ensure that highly significant examples of rare platforms in lesser condition are preserved wherever feasible.*	The platforms, as examples of original 1930s concrete and steel faced side platforms with 1950s alterations to convert them into island platforms, would generally be retained as representative examples of this type. Although the configuration of only two island platforms with no side platforms is rare along the network, the steel strap and reinforced concrete edging is not rare. However, the platforms at Denistone are a good representative example of such and will be retained as part of the proposal.

Strategy No.	Strategy	Response
Strategy 5: Maintaining Physical Condition and Fabric	*Conserve and manage the fabric of heritage platforms in accordance with statutory requirements and heritage best practice*	The proposed works generally avoid and minimise impacts to significant elements of the platforms. Although , it is recommended that the cast iron grates along the base of the front elevations of the platform buildings be retained, rather than replaced, this may not be possible due to accessibility requirements In this case, the grates should be carefully removed and stored on site for potential restoration in the future. The design has been developed in consultation with the heritage advisors as TfNSW in order to meet DDA and BCA standards. The works should be undertaken in accordance with the State-owned Heritage Management Principles and Heritage Asset Management Guidelines as outlined in the State Agency Heritage Guide (NSW Heritage Office 2005), made under Section 170A of the Heritage Act, and the principles of the Burra Charter.
Strategy 6: Maintaining Physical Condition and Fabric	*Retain and conserve significant platform designs and fabric by means of routine inspections, maintenance, and repairs*	The significant platforms would be retained as part of the proposal. It is recommended that, as part of the proposed works, condition inspections be undertaken prior to, during and following completion of works. All repairs are to be undertaken in consultation with the nominated heritage consultant and the heritage advisors at TfNSW.
Strategy 7: Maintaining Physical Condition and Fabric	*Retain and conserve original or other historic platform detailing and surface features where these contribute to the heritage significance of the platform and the station precinct*	The majority of the original and historic platform detailing and surface features that contribute to the heritage significance of the platform and station precinct would be retained. However, the significant cast iron grates along the bases of the front elevation of the platform buildings would be replaced.

Strategy No.	Strategy	Response
Strategy 8: Managing Major Change	*Major change should be managed through an integrated planning process, which considers measures to avoid, minimise, or mitigate adverse impacts on the heritage significance of the platform and the broader place at each stage of the process*	The works would result in an overall moderate visual and direct impact to Denistone Station. The majority of the works would fulfill the requirements of the Rail Specific Exemptions, including Exemptions 2. Excavation, 9. Customer and staff information, amenity and safety systems, 15. Platform work, 16. Car parking and traffic management, 21. Overhead booking office and footbridge work, and 25. Signage (see Section 10.2 of this report). The key works that would not meet these exemptions would be the works associated with the establishment of lifts at the station. The works are required to be assessed for approval by the delegated authority. The works would not be major and therefore would not require an integrated planning process. However, measures to avoid, mitigate or minimise adverse impacts on the platforms are provided in Section 10.3 of this report.
Strategy 10: New Work	*Where other new structures are required to improve platform access, the new fabric should be sympathetic to the existing heritage character of the place, but still be readily identifiable as new work*	The new lifts on the platforms are required to improve platform access. Further recommendations on the design and fabric of the new lifts are provided in Section 10.3 to ensure that the lifts are sympathetic to the existing heritage character of Denistone Station but are identifiable as new work.
Strategy 11: Options Analyses and Industry Engagement	*Heritage opportunities and constraints should be carefully considered throughout the options analysis and design process*	Heritage opportunities and constraints have been carefully considered throughout the design process and options analysis, resulting in the successful reduction of resultant impacts. For example, the footbridge and overbridge works have been reduced to exclude the extension of the concourse, thus resulting in a lower direct and visual impact to the station.
Strategy 12: Archival Recording and Interpretation	*Make a record of existing structural designs, fabric, and uses before changes are made*	As noted in Section 10.3, is recommended that a Photographic Archival Recording (PAR) is undertaken prior to the commencement of works at Denistone Station. It is recommended that the PAR includes copies of the existing structural designs, a fabric analysis and uses of the rooms/buildings.
Strategy 13: Archival Recording and Interpretation	*Communicate the history and significance of heritage platforms to users of station precincts through interpretive media*	As recommended in Section 10.3, a Heritage Interpretation Strategy should be prepared as part of the proposal at Denistone Station in order to communicate the history and significance of the platforms, and the station in general, to station users, utilising a range of interpretative media.

Strategy No.	Strategy	Response
Strategy 14: Ongoing Research and Review of Strategy	*Undertake additional research, physical and/or comparative assessments as required to understand the heritage significance and condition of individual platforms or particular platform types, and to support their ongoing conservation as part of the Sydney Trains heritage asset portfolio*	Research, a physical assessment and comparative assessment has been undertaken in order to understand the heritage significance of the station and the components of the station. As recommended in Section 10.3, it is recommended that further research and comparative assessments are made for each impacted element of the station, including the platforms, overhead booking office, overbridge and footbridge to support the ongoing conservation of these elements.

9.3 Railway Footbridges Heritage Conservation Strategy

The *Railway Footbridges Heritage Conservation Strategy* provides a series of conservation strategies in order to guide conservation and adaptation of heritage platforms along the NSW railway network.[67] The relevant conservation strategies and responses in reference to the current proposal are provided in Table 11 below. Responses to the design principles in this document are also provided in Table 12 below.

Table 11: Relevant Railway Footbridges conservation strategies and responses.

Strategy No.	Strategy	Response
Strategy 6 – Managing different levels of significance	*Retain all footbridges of Exceptional Significance as a priority.* • *Retain all original fabric of footbridges of Exceptional significance as a first conservation option. Aim to prolong the life of original fabric. Where this will affect the structural integrity of the footbridge, renew elements using matching components. Undertake all new work in accordance with best practice heritage standards.* • *Avoid adding new fabric, where this will result in a negative impact on significance.* • *Take opportunities to reverse unsympathetic changes made in the past.* • *Retain visual and functional relationship of the bridges to their settings.*	The footbridge at Denistone Station is considered to be of exceptional significance. New fabric would have to added to the footbridge in order to make the balustrades, landings, stair nosings and TGSIs compliant, but these works would be relatively minor. The lifts and new concrete slab would be required to be fixed to the sides of the footbridge, but is recommended that fixings to footbridge are minimised in number and size. It is noted that past unsympathetic changes to the footbridge are reversed. For example, the loop-top fencing along the south-eastern side of the footbridge would be replaced. The functional relationship of the footbridge to its setting would be retained, as the footbridge would still be utilised for access between the platforms and the overbridge. The visual relationship between the footbridge and the

[67] NSW Government Architect's Office Heritage Group 2016. *Railway Footbridges Heritage Conservation Strategy*. Prepared for Transport for NSW. August 2016.

Strategy No.	Strategy	Response
	• *Give preference to changes that are reversible.* • *Prior to any change, full archival recording is essential.*	overbridge and overhead booking office would be partially obstructed by the new lifts. It is recommended that reversible alterations to the footbridge are explored as part of the detailed design. A Photographic Archival Recording (PAR) of Denistone Station, its setting, context and significant views, must be prepared prior to the commencement of works and following completion of works. This recording must be in accordance with the NSW Heritage Division publication *Photographic Recording of Heritage Items using Film or Digital Capture* (2006).
Strategy 7 – Managing different levels of significance	*List all footbridges of Exceptional heritage significance on the State Heritage Register, where they are not already listed. This includes: Civic and Denistone (the listing for Denistone should include the entire station).*	Although Denistone Station has been nominated for listing on the State Heritage Register, this has not been undertaken yet.
Strategy 11 – Setting	*Important heritage relationships between heritage footbridges and other heritage elements in a railway station precinct should be maintained, particularly where the elements, such as Overhead Booking Offices are physically connected.*	The visual heritage relationship between the footbridge and the overbridge and overhead booking office would be partially obstructed by the new lifts. However, the physical relationship between these items would be retained as these key elements would be retained.
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.*	As recommended in Section 10.3, a Heritage Interpretation Strategy should be prepared as part of the proposal at Denistone Station in order to communicate the history and significance of the footbridge, and the station in general, to station users, utilising a range of interpretative media.
Strategy 13 – Managing *Change*	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;	The works would be undertaken in accordance with the principles and objectives of the Burra Charter, if the recommendations provided in Section 10.3 are followed. The new works should be undertaken in accordance with the policies of the *Railway Footbridges Heritage Conservation Strategy* if the recommendations provided in Section 10.3 are followed. The new works have been designed with an understanding of all aspects of the cultural significance of the asset as a key factor for

Strategy No.	Strategy	Response
	• 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.	future planning and implementation. This is evidenced by the design changes to minimise impact to the exceptionally significant footbridge. The works to the footbridge have been minimised in order to aim at ensuring the retention and enhancement of the cultural significance of the footbridge. However, moderate visual and direct impacts would occur to the footbridge. Sydney Trains, as part of TfNSW, have dedicated heritage planners and project managers who are familiar with the philosophy, methodology and practice of heritage conservation. Their expertise has been utilised as part of the development of the proposal. The proposal should only be undertaken following receipt of the required statutory approvals and/or notification processes.
Strategy 14 – Managing Change	*Ensure that changes to the footbridge are accompanied by:* • *documentation of the reasoning behind major decisions;* • *records of any testing or additional research undertaken; and* • *appropriate archiving of this documentation.*	This report provides documentation of the reasoning behind the major decisions of the TAP upgrade. Additional documents prepared for the proposal should be viewed in conjunction with this report, providing further documentation of major decisions, and records of testing and additional research. A soft copy of this report should be provided to TfNSW and Heritage NSW for their records.
Strategy 15 – Managing Change	*Only undertake restoration or reconstruction where there is sufficient evidence to ensure the accuracy and authenticity of the work.*	No restoration or reconstruction of the footbridge is proposed as part of the works.
Strategy 16 – Managing 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.*	Recommendations to aid in the reversibility of the proposed works are provided in Section 10.3.
Strategy 17 – Managing Change	*Sydney Trains will obtain the required statutory heritage and planning approvals or exemptions prior to undertaking any changes to its*	Sydney Trains will obtain the required statutory heritage and planning approvals. Works would be carried out in accordance with any conditions placed on these approvals and

Strategy No.	Strategy	Response
	heritage listed footbridges. Works will be carried out in accordance with any conditions placed on these approvals and provide a report on completion certifying compliance.	provide a report on completion certifying compliance.
Strategy 18 – Heritage Expertise	*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.*	As part of the design stage of the work, the client has sought the advice of the dedicated heritage managers and advisors at Sydney Trains, as well as the nominated Heritage Consultant. The design has been altered in accordance with their advice.
Strategy 19 – Heritage Expertise	*Use contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles to undertake repairs and maintenance, or when undertaking major works. Ensure their work is monitored by a heritage specialist.*	All works should be undertaken by contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles and their work should be monitored by a heritage specialist, as noted in Section 10.3 of this report.
Strategy 20 – Heritage Expertise	*Prior to commencing work on the site all design professionals and tradespeople working on 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 relevant sections of the 'Railway Footbridges – Heritage Conservation Strategy'.*	A heritage induction would be provided for all design professionals and tradespeople working on the site and would be provided with a copy of the *Railway Footbridges – Heritage Conservation Strategy*, as noted in Section 10.3 of this report.
Strategy 21 – Assess Heritage Impact Prior to Making Change	*Informally assess potential heritage impacts during the design process to ensure that avoidance of adverse heritage impacts is considered early in every project.*	As part of the design stage of the work, the potential heritage impacts have been informally considered and the advice of the dedicated heritage managers and advisors at Sydney Trains, as well as the Heritage Consultant, has aided in reducing adverse heritage impacts.
Strategy 22 – Assess Heritage Impact Prior to Making Change	*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.*	This SoHI has been prepared to assess the impacts of the proposed works and will accompany the designs in the application for approval under the Heritage Act.
Strategy 23 – Archival	*Make an archival record of existing fabric, operation and uses for railway*	As recommended in Section 10.3 of this report, a PAR would be prepared prior to commencement of works, recording the existing

Strategy No.	Strategy	Response
recording & keeping records	*station footbridges before changes are made which impact on heritage value.*	fabric, operation and uses of the different elements of the station.
Strategy 24 – Additions to heritage footbridges generally	*New elements added to heritage footbridges should be designed to be "recessive" in terms of impact on a heritage station precinct and, where possible, reversible. Consider a range of options to arrive at a sympathetic solution.*	As recommended in Section 10.3 of this report, new elements should be recessive and reversible. It also recommended that a number of options are considered.
Strategy 25 – Additions to heritage footbridges generally	*Seek specialist heritage advice and consider a range of options to arrive at sympathetic solutions for the project PRIOR to making new additions to heritage railway station footbridges.*	As part of the design stage of the work, the advice of the dedicated heritage managers and advisors at Sydney Trains, as well as the nominated Heritage Consultant, has aided in reducing adverse heritage impacts.
Strategy 26 – Equitable access upgrades and heritage footbridges	*Seek specialist advice heritage advice and consider a range of options to arrive at sympathetic solutions for access upgrades to railway station heritage footbridges. Performance based solutions to meet Australian Standards, the BCA and the DDA should be pursued when appropriate to arrive at a more favourable heritage outcome.* *For footbridges of Exceptional significance it may be difficult to upgrade for compliant access in a manner sympathetic to their heritage values. In view of the increasing rarity of examples of intact footbridges of various types within the NSW railway network, priority should be given to the resolution of sympathetic design solutions for DDA upgrades for footbridges of Exceptional and High significance.*	As part of the design stage of the work, the advice of the dedicated heritage managers and advisors at Sydney Trains, as well as the nominated Heritage Consultant, has aided in reducing adverse heritage impacts to the footbridge caused by the access upgrades.
Strategy 27 – *Balustrades & Staircases: Compliance with the NCC*	*Handrail and balustrade changes to meet relevant codes should involve solutions that result in minimal change to significant balustrade and handrail elements on railway station heritage footbridges.*	As recommended in Section 10.3 of this report, the handrail and balustrade alterations should involve solutions that minimise direct and visual impact to significant balustrade and handrail elements
Strategy 28 – Canopies to	*For railway station footbridges of Exceptional significance with no*	No new roof coverings are proposed as part of the proposal.

Strategy No.	Strategy	Response
Footbridges and Stairways	*current roof coverings, avoid having to provide new roof coverings.*	
Strategy 29 – Maintenance, Repair and Safety	*Inspection, maintenance, safety upgrades and repairs should continue to be carried out by Sydney Trains on an adequate routine basis, to prevent the deterioration of significant footbridge fabric, and to retain the historic integrity and authenticity of the railway station footbridges and, where relevant, the heritage station precinct.*	It is recommended that regular inspections, maintenance, safety upgrades and repairs should continue to be carried out by Sydney Trains.
Strategy 33 – Colour Schemes	*Seek specialist heritage advice on significant finishes and consider a range of options to arrive at sympathetic solutions for the provision of finishes and paint schedules to railway station footbridges.*	Finishes to the footbridge have not been considered at this stage of the design process. Further advice should be sought from the heritage advisors at TfNSW and the nominated Heritage Consultant for finishes to the footbridge.
Strategy 34 – New concourses & new footbridges in heritage precincts	*The insertion of new footbridges (with or without new station amenities) in heritage railway station precincts; while retaining all or part of an existing heritage footbridge as a completely separate structure can be an option but must give careful consideration to the impact on the overall heritage integrity of the station precinct and the heritage footbridge.* *The determination of which stations would be suitable for this solution would involve extensive consultation with Sydney Trains.*	No new footbridges are considered as part of the works.

Table 12: Relevant footbridge design principles and responses.

Strategy No.	Strategy	Response
Interpretation	*Interpretation strategies for communicating the history and social value should be carried out; at least in conjunction with the design of new facilities and services which impact on heritage footbridges. Interpretation may include a range of actions, such as:* • *Retaining significant fabric in situ where it provides good evidence of the main values of a heritage footbridge including evidence of rare or good representative examples of heritage footbridge attributes or other trends in railway infrastructure.* • *Introducing signage panels or other graphic media to the site, to explain the history of a footbridge in the context of its station, and broader changes in the history of passenger transport.*	A Heritage Interpretation Strategy should be developed as part of the proposed works, which should consider a range of options including the retention of significant fabric in situ, signage panels and graphic media.
Principles for lift installations on heritage footbridges	*Minimalist structures are likely to be more successful in managing heritage impacts than solutions which try to integrate multiple functions onto the heritage footbridge concourse.* • *Sympathetic, minimalist & recessive in design without replicating historicist features.* • *Finishing the superstructure of a neutral recessive colour.* • *More modest upgrades that do not to attempt to also provide additional facilities within the footbridge (such as ticket offices and shops) are more likely to be successful.*	These recommendations are included in Section 10.3 of this report. In addition, the lift structures do not add multiple or additional functions onto the footbridge concourse.
Balustrading & staircases – compliance with the NCC	*Principles for altering non-compliant railings and staircases include:* • *Where possible retain the existing significant handrails and railings, and add a compliant handrail above or below.* • *Another alternative is to retain the existing and install a compliant handrail on the other side or in the centre of wide stair flights.* • *Existing handrails could also be moved higher for partial or full compliance.* • *Where the treads are significant minimise removal of fabric by fixing nosings over the existing and minimise fixings.*	The handrails would not be removed and instead, a compliant handrail would be added above the existing handrail. The alternative recommendations provided in the *Railway Footbridge Heritage Conservation Strategy* are provided in Section 10.3 of this report for consideration of the options.

Strategy No.	Strategy	Response
Principles for canopies on heritage footbridges	*Minimalist structures are likely to be more successful in managing heritage impacts than solutions which try to integrate multiple functions onto the heritage footbridge concourse.* • *Sympathetic, minimalist & recessive in design without replicating historicist features.* • *Given a cantilevered edge treatment that is tapered toward the edge of the canopy roof (i.e. consider supports, gutters and downpipes in alignment with the canopy post structure).* • *Fixed in a manner so that they could be removed at a future date with minimal damage to the fabric of a heritage footbridge.* • *Having posts and fascias of a neutral recessive colour.*	As recommended in Section 10.3 of this report, the lift structures should be sympathetic, minimalist and recessive without replicating historical features. It is also recommended that the lifts be fixed to the footbridge in a manner that allows them to be removed at a future date with minimal damage to the fabric of a heritage footbridge.
Painting Balustrades	*The painting of balustrades and other steel elements in white for heritage footbridges is usually inappropriate. These are alternate options:* • *Investigate and match original or significant paint finishes* • *Balustrading finished in an appropriate dark grey paint finish appropriate to metalwork (e.g. 'micaceous bridge grey')* • *Balustrading finished by painting to match the deck support and substructure (mostly lattice steel trestles)*	The original balustrading is proposed to be painted a dark brown ('Jasper') as part of the proposed works. As recommended in Section 10.3 of this report, the existing grey finish, which appears to be a 'micaceous bridge grey', should be applied. An alternative solution would be to investigate and match original or significant paint finishes.

9.4 Railway Overhead Booking Offices Heritage Conservation Strategy

The *Railway Overhead Booking Offices Heritage Conservation Management Strategy* provides a series of conservation strategies in order to guide conservation and adaptation of heritage platforms along the NSW railway network.[68] The relevant conservation strategies and responses in reference to the current proposal are provided in Table 10 below.

[68] Australian Museum Consulting 2014. *Railway Overhead Booking Offices Heritage Conservation Strategy*. Prepared for Transport for NSW. June 2014.

Table 13: Relevant Overhead Booking Offices conservation strategies and responses

Strategy No.	Strategy	Response
Strategy 1: Conserve a representative sample of early twentieth century overhead booking offices (OHBO) in use	• *TfNSW should aim to conserve a representative sample of significant early 20th Century booking offices in use as part of the NSW railway network.* • *All of the buildings with good or fair integrity are considered suitable for conservation as representative examples of this asset class.* • *Future decisions about operational requirements of the stations with significant OHBOs, including upgrades to fabric and services, should aim to retain significant fabric in use wherever possible*	The overhead booking office at Denistone has been recognised as being the only Inter-War overhead booking office along the NSW rail network that has very good integrity and representative value. It is considered to be the best example of an Inter-War overhead booking office within the NSW rail network. It has also been identified as being integral to the heritage significance of its associated station group.[69] The overhead booking office would be retained as a representative example of a twentieth-century overhead booking office in use as part of the NSW railway network, albeit its current use a station master's office. The proposed works would not result in the removal of this significant structure. The upgrades to the building, involving a modified reconstruction of the original Art Deco style awning and replacement of the ceiling and lighting of the walkway, would aid in reinstating the Art Deco architectural style of the overhead booking office, whilst being easily identified as contemporary.
Strategy 2: Prioritise conservation of more significant overhead booking offices	• *Individual overhead booking offices should be managed in accordance with their relative heritage significance. Early 20th Century OHBOs with good or fair integrity should be prioritised for conservation, as representative*	The works would be designed to avoid major impacts to the overhead booking office, which would result in the retention of the highly significant structure.

[69] Australian Museum Consulting 2014. *Railway Overhead Booking Offices Heritage Conservation Strategy*. Prepared for Transport for NSW. June 2014, pp. 91-92.

Strategy No.	Strategy	Response
	and increasingly rare examples of this asset class. • *Consideration should be given to reassessing the heritage significance of station groups at Erskineville, Denistone, Dulwich Hill and Wiley Park, to determine if one or more meets the criteria for listing on the SHR, based on the representative value and increasing rarity of the early 20th Century OHBOs*	It is outside of the scope of the proposed works to reassess the heritage significance of the Denistone Station overhead booking office for listing on the SHR.
Strategy 3: Conserve and manage the heritage significance of overhead booking offices in accordance with statutory requirements and heritage best practice	• *Proposals for major changes to heritage listed OHBOs, whether of local or State significance, should be developed in consultation with a heritage specialist and relevant statutory authorities, and accompanied by a site-specific Statement of Heritage Impact. Works to significant fabric within SHR listed station precincts will require the approval of the NSW Heritage Council under Section 60 or an Exemption under Section 57(2) of the Heritage Act.*	The proposed works have been designed in consultation with the nominated heritage consultant and the heritage advisors at TfNSW. This has allowed for the alteration of the design to avoid major changes to the overhead booking office.
Strategy 4: Consider sympathetic options for accessibility upgrades	• *Accessibility upgrades to significant OHBOs should support the ongoing use of these buildings, without obscuring or damaging significant fabric or the integrity of original designs* • *New development or infrastructure in the immediate vicinity of significant OHBOs should not overwhelm the original designs, either in heights or mass, and should complements the character and setting of these buildings.* • *Alterations or additions to external elements, if required for operational purposes, should be compatible with the material, style and detailing of the original structure, but be readily identifiable as new work.* • *New services associated with access requirements should ideally be installed in areas where original*	The proposed accessibility upgrades to the overhead booking office, would involve the reconstruction of the awning and covered walkway ceiling and lighting, installation of a fire extinguisher in the building and a handrail next to the Opal Card machine along the exterior of the building. The works would be visually consistent with the existing services and amenities along the elevations and within the interior of the building. The elements would result in a minor impact to views of significant fabric and would not damage or impact the integrity of the original design. The two new lifts in the immediate vicinity of the overhead booking office would result in moderate visual impacts to the views of the

Strategy No.	Strategy	Response
	services have already been upgraded or replaced. • *Relocation or demolition should only be considered as a last resort, where there are no conceivable means of providing equitable access without incurring a major loss of heritage significance, and where there are no options for adaptive reuse.*	overhead booking office from the overbridge. The lifts would only result in moderate visual impacts to the views of the overhead booking office from the platforms and the footbridge. However, the new lifts would not overwhelm the original designs in height or massing and would be designed to complement the character and setting of the overhead booking office. As details have not been provided, the new handrail for the Opal Card machine should be designed to be compatible with the material, style and detailing of the original structure, but be readily identifiable as new work. As recommended in Section 10.3, new services associated with access requirements should ideally be installed in areas where original services have already been upgraded or replaced. The overhead booking office would not be demolished or relocated as part of the access upgrades.

10.0 CONCLUSIONS AND RECOMMENDATIONS

10.1 Conclusion

Denistone Station is listed on the Section 170 (s170) register for the TAHE. The station is not locally listed on the Ryde 2014 LEP, but is located in the vicinity of the 'C7 Darvall Estate' Heritage Conservation Area (HCA) and a number of heritage items listed on the Ryde LEP 2014. Although the station was nominated for listing on the SHR in 2017, it has not yet been added to the SHR.

Overall, the proposed upgrades would result in a moderate direct and visual impact to the significance of Denistone Station. This is principally due to the addition of the two new lifts shafts and the alterations to the highly significant station platform buildings and overhead booking office, the exceptionally significant footbridge and the moderately significant platforms. However, the works would improve the accessibility, usability and safety of the station, resulting in a positive outcome for all users of the station. The works would not impact any significant archaeological remains, 'relics' features or structures. The works would also result in an overall minor visual impact to the HCA (LEP #C7) and neutral to negligible visual impacts to the nearby heritage items listed on the Ryde LEP.

10.2 Heritage approval pathway

This SoHI has been prepared in order to support a Review of Environmental Factors (REF) for the determination of the concept design of the proposed upgrade to Denistone Station. Detailed design would be developed following determination approval, and any new works or significant changes may require further heritage assessment (and possible approval)

Following the completion of the detailed design process, further heritage assessment would be required to confirm the degree of adverse heritage impacts from the proposed works. Based on the current design proposal TfNSW would be required to prepare a s170 demolition notification for the works.

10.3 Recommendations

The following recommendations should be followed in order to minimise the residual heritage impact of the proposed works at Denistone Station.

10.3.1 Recommendations for developing design

The following recommendations should be incorporated into the development of the design in order to minimise the residual heritage impact of the proposed works at Denistone Station:

Design and Materiality

- The design of the new lifts should be further developed in order to be as recessive, minimalist, visually permeable and sympathetic to the existing heritage character of Denistone Station as possible, whilst being identifiable as new work. For this reason, the use of brickwork at the base of each lift shaft should be reconsidered during ongoing design iterations of the proposal. The materials, form and details of the lifts should not imitate the design and details of the overhead booking office, footbridge, overbridge, platform buildings and platforms. The structures should be finished in a recessive colour. A range of options should be considered in order to arrive at a sympathetic solution.
- It is recommended that the cast iron grates along the base of the front elevations of the platform buildings be retained, rather than replaced. However, as this may not be possible due to accessibility requirements, the grates should be carefully removed and stored on site for potential restoration or interpretation in the future.
- A geotextile fabric, or similar, should be laid on top of the existing concrete surface of the footbridge adjacent to the staircase and lift prior to the regrading of the concrete and installation of the concrete topping in order to protect the original significant fabric.
- The proposed brown paint finish, 'Jasper' for the steel lift shaft should not be applied to the existing balustrades. The balustrades should retain their existing light grey matte finish, which appears to be a 'micaceous bridge grey'. An alternative solution would be to investigate and match original or significant paint finishes. If possible, the new steel elements for the lift shaft should retain an unpainted finish or should be painted grey to match the existing balustrades.
- The following options should be considered for the new section of balustrading along the south-eastern side of the former bookstall area:
    - Install a new steel balustrade in the same style as the existing steel balustrades, but of a design that is discernible as new on close inspection, such as the steel balustrade along the location of the former bookstall, which was replaced in the c.1990s.
    - Consider reusing the c.1990s replica steel balustrading around the former bookstall for the new balustrade along the south-eastern side of the bookstall area.
- The handrail and balustrade alterations should involve solutions that result in minimal change to the significant balustrade and handrail elements on the footbridge. The design should aim to minimise direct and visual impact. The following options for the handrails and nosings of the staircases should be considered:
    - Retain the existing significant handrails and railings, and add a compliant handrail above existing.
    - Application of nosings and/or provision of luminance contrast on significant stair treads should minimise the removal and intervention on significant fabric, employing solutions with minimal fixings and which are easily reversible.
- Where possible, the existing height of the flooring of the Conveniences Building and Shelter Shed on the platforms should be retained, and instead, temporary or easily removable ramps should be provided in order to provide access into the relevant rooms.

- The placement and design of new lighting and signage should aim to limit impact on fabric of heritage significance, views and the setting of the station. The following principles should be followed:
    - New light poles should be installed symmetrically, in line with the existing light poles, and are to be placed in areas where they do not obscure significant fabric.
    - New lights/lamps should not be fixed to or otherwise require the need for penetration of significant fabric.
    - New signage should reuse existing poles and fixing points, where possible.
- New or replacement surface mounted conduits should be painted to match the underlying fabric in order to minimise visual impacts.Where possible, the upgrades to the overhead booking office, including the installation of a fire extinguisher and a handrail next to the Opal Card machine, should be redesigned or relocated to minimise impact to significant existing building fabric.
- Consideration should be made to removing the painted finish to the brick retaining wall along the overbridge. The process of removal should be guided by the nominated heritage consultant. If a protective finish is required, the colour and finish should be guided by the nominated heritage consultant.
- A suitably qualified heritage practitioner must be engaged during detailed design to provide heritage advice and input into developing design phases, and to oversee heritage sensitive works at Denistone Station.
- Should new works not detailed in the scoping design be proposed during detailed design, these new works should be assessed by a suitably qualified heritage practitioner who has been engaged for the proposed works for adverse heritage impacts. New or increased adverse heritage impacts may require further approval from TfNSW and consultation with Sydney Trains as required.

Construction

- Where the exceptionally significant balustrades are to be permanently removed to allow access into the new lift structures, the following should be undertaken:
    - Cut through a section of the north-western balustrade and remove only the minimum amount of the balustrading required to provide access to each new lift.
    - Remove the required section of the balustrade by unscrewing the bolts into the concrete and adjoining balustrades and posts.
    - Apply a protective coating to the cut side of the balustrade to prevent corrosion.
    - Store the removed sections on-site or in a secure and weather-proof location for future reinstatement, or for repairs to the extant balustrades and retain the rest of the balustrade in situ.
- Where the exceptionally significant balustrades are to be temporarily removed to allow access for regrading the footbridge, the following should be undertaken:

  - Carefully remove the panel sections of the balustrades by removing the bolts to ensure that the full length of each balustrade panel is retained.
  - Catalogue and store on-site or in a secure and weather-proof location for future reinstatement following completion of the regrading works.
- The removal of brickwork on the north-western elevation of the Platform 1/2 Building (Conveniences Building) should be limited only to the area required for the installation of new doors and windows. Full height removal of brickwork should be avoided. If full removal is unavoidable due to installation considerations, the removed bricks should be reused to create the brick infill below the window openings.
- A representative example of the original cast iron grates along the base of the platform building on Platform 1/2 and 3/4 should be retained in situ as evidence of the short-lived policy from the 1930s to slope the platform away from the tracks and to manage surface drainage. Removed cast iron grates should be catalogued and stored safely on-site or in a secure weather-proof location for use in future repairs, reinstatement or interpretation.
- All conduit and services installation should aim to use existing penetrations and entry points to structures, where possible. Conduits, services and casings should not cover significant fabric or areas of detailing or introduce large structures or items in areas that obstruct significance fabric or significant view lines. The principles provided in *Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017) should be followed during detailed design in order to prevent cumulative impacts to fabric. The design solutions should be developed in consultation with TfNSW heritage advisors or appointed heritage advisory subcontractors. New services associated with access requirements should ideally be installed in areas where original services have already been upgraded or replaced.
- The placement of benches, bins, machines and other elements along the platforms and footbridge should avoid obstructing views of architectural elements and should avoid installing fixing points to significant fabric. The following principles should be followed:
  - Only install new or replacement elements in front of a solid portion of wall or in an open space.
  - Locate new or reinstated elements at the central point between two dominant historical elements (such as windows, doors and columns), rather than to one side or in front of these elements.
  - Ensure that new elements are not fixed to significant fabric and are of a low height to avoid obscuring fabric.

10.3.2 General recommendations

The following general recommendations should be followed in order to minimise the residual heritage impact of the proposed works at Denistone Station:

Pre-Construction

- TfNSW must obtain the required statutory heritage and planning approvals prior to commencement of work. Works must be carried out in accordance with any conditions placed on these approvals and provide a report certifying compliance on completion of the works.
- The contractor in collaboration with the Heritage Architect/Consultant must prepare and submit an illustrated services plan to detail all services routes in order to demonstrate compliance with the Heritage Technical Note: Installation of New Electrical and Data Services at Heritage Sites (2017). The illustrated services plan should include, but not be limited to; high voltage (HV), low voltage, communications, PA and CCTV. The illustrated services plan must be submitted and approved by the TfNSW Heritage Specialist prior to the commencement of permanent works.
- All works should be undertaken by contractors with demonstrated specialist heritage skills and an understanding of heritage conservation principles. The work should be monitored by a suitably experienced heritage specialist.
- Protective hoarding or splash protection should be installed around significant features, such as the platform buildings and the overhead booking office, prior to works in the vicinity of these features in order to protect them from physical damage and particles such as paint, dirt, dust or mud.
- A Photographic Archival Recording (PAR) of Denistone Station, its setting, context and significant views, must be prepared prior to the commencement of works and following completion of works. This recording must be in accordance with the NSW Heritage Division publication *Photographic Recording of Heritage Items using Film or Digital Capture* (2006). The digital copy of the archival record should be provided to Heritage NSW and TfNSW. It is recommended that the PAR includes copies of the existing structural designs, a fabric analysis and existing uses of the rooms/buildings.
- Based on the assessed heritage significance of Denistone Station, and in light of the proposed development, a Heritage Interpretation Strategy should be prepared prior to the commencement of construction work in order to communicate the history and significance of the station to users, utilising a range of interpretative media. The strategy should consider a range of options of interpretation including but not limited to the retention of significant fabric in situ, signage panels and graphic media.

During Construction

- All staff, including design professionals and tradespeople, involved in the proposed works must receive a heritage induction prior to the commencement of works. The heritage induction should cover the heritage significance of Denistone Station, identification of significant fabric and the recommendations and mitigation methods included in this report.
- Works resulting in the removal of existing bolts into significant fabric, such as the footbridge concrete slab and the overbridge brick balustrade, should include patching using suitable materials. For the brickwork, patching should be undertaken with non-cementitious lime mortar coloured to match the brickwork. For the concrete, patching should utilise a concrete with aggregate and colour to match the existing as close as possible.
- All works are to be undertaken in accordance with the principles and objectives of the *Burra Charter: the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (the *Burra Charter),* and where possible works should be reversible.
- The works to the station should aim at ensuring the retention and enhancement of the cultural significance of the significant elements, including the footbridge, overhead booking office, platforms, retaining walls and overbridge.
- As part of the proposal, condition inspections should be undertaken prior to, during and following completion of works. All repairs are to be undertaken in consultation with the nominated heritage consultant and the heritage advisors at TfNSW.
- Should unexpected archaeological remains be found during excavation works, the TfNSW Unexpected Finds Policy should be followed. This may involve localised work stoppages, on-site assessment and further approvals from Heritage NSW prior to works recommencing.

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