

Blackheath Station Upgrade

Statement of Heritage Impact

Prepared for GHD Consulting

March 2022



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Executive summary

Extent Heritage Pty Ltd was commissioned by GHD to provide a Statement of Heritage Impact (SoHI) for the Blackheath Railway Station upgrade (the Proposal). The site is listed on the State Heritage Register known as the 'Blackheath Railway Station Group' (Item No: 5011931) and Schedule 5 - Environmental Heritage of the *Blue Mountains Local Environmental Plan 2015* as a locally listed heritage item, known as 'Blackheath Railway Station' (Item No: BH029).

The upgrade forms part of the Transport Access Program. The Transport Access Program is a NSW Government initiative delivering safe, modern and accessible public transport infrastructure to stations across NSW. Under the *Disability Discrimination Action 1992*, Transport for NSW is required to upgrade public transport precincts to ensure equitable access is provided to all customers. At Blackheath Station, the program would improve accessibility to the station for customers with disabilities, limited mobility, and parents and carers with prams.

Key features of the Proposal are summarised as follows:

- provision of three new lifts, associated landings and canopies providing access to the station platforms from Station Street and the Great Western Highway station entry area
- provision of an entry plaza from the Great Western Highway including a new ramp and stairs from the footpath to the lift landing and existing stairs
- upgrade of the existing informal kiss and ride area on the eastern side of the station, including line marking, installation of bike hoops, sheltered seating and an upgrade of the accessible path to the station entry
- upgrade of an accessible path from lift 2 to the station platforms
- upgrade of the accessible path from the commuter car park to lift 3, on the Station Street side
- provision of two accessible parking spaces and extension of the Station Street commuter car park and localised regraded areas of the existing commuter car park
- widening of the waiting room doors and the family accessible toilet door
- upgrades to the station power supply, including provision of a new main switch board
- provision of a new accessible water bubbler on the island platform by the station building.

Summary of impacts

This SoHI has considered the heritage impact of the proposed works on the heritage significance of Blackheath Railway Station. The Proposal would result in a range of impacts, from negligible to moderate adverse impacts, depending on the type of activity proposed.

Potential heritage impacts include:

- impacts to built heritage:
 - impacts associated with the passenger lifts and footbridge modifications was assessed as **minor**
 - impacts associated with the platform resurfacing was assessed as **negligible**
 - impacts associated with modification to station building was assessed as **minor**
 - impacts associated with the level crossing removal was assessed as **negligible**
 - impacts associated with the informal kiss and ride area modification was assessed as **negligible**
- impacts to landscape heritage was assessed as **minor**
- impacts to views and setting was assessed as having a **moderate** visual impact
- **no impact** on the heritage curtilage of Blackheath Station
- **low to moderate** impact to the identified archaeological potential at Blackheath Station
- **negligible** impacts to heritage items in the vicinity of the Proposal.

This report has determined that the Proposal would not adversely impact on the cultural significance of the station and would have a minor impact to non-significant fabric such as the level crossing, balustrade of footbridge, and landscaping framing the station entrance off Great Western Highway.

Impacts to original timber fabric are limited to the door jamb of doorways to the waiting room. This would result in a minor localised impact to original fabric. The widening would conserve the original architraves and fanlight and retain key architectural features. The new widened doors would match the style and finish of the building to reduce the aesthetic impact of the work.

While the Proposal would have a moderate visual impact, the Proposal has made a considered effort to reduce the visual impact through a considered design process that focused on the bulk, form, materiality, detailing and colour of the new structure. Through a combination of materials, roof form and siting, the Proposal has made a considered effort to ensure that visible elements of the new structure complement the existing character of the station without visually dominating or detracting from its appearance.

The Proposal would have a low to moderate impact on the identified archaeological potential at Blackheath Station.

The Proposal would ensure Blackheath Station is accessible to all customers and aims to respect and enhance the heritage significance of Blackheath Station. The Proposal would ensure the continued use of the station as an active railway station and retain the state significant values of the precinct.

Approval pathways and notification

Heritage Act 1977 (NSW)

Section 60

The proposed works are within the State Heritage Register (SHR) curtilage of Blackheath Railway Station Group. While the proposed works are assessed as having a minor impact on the heritage significance of the place, they are not eligible for application under the Section 60 fast track process. As such, application under Section 60 and approval under Section 63 is required for the Proposal.

Environmental Planning and Assessment Act 1979

The Proposal is assessed as having a minor physical impact and moderate visual impact. Part 5 of the *Environmental Planning and Assessment Act 1979* requires any determining authority to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity. This Statement of Heritage Impact meets the requirements of the Act. As the Proposal is assessed as having a minor physical impact and a moderate visual adverse impact, notification to Blue Mountains Council is required.

Contents

1. Introduction	1
1.1 Project description	1
1.2 Approach and methodology	2
1.3 Limitations	2
1.4 Authorship	2
1.5 Ownership	2
1.6 Terminology	2
2. Site identification	4
3. Heritage planning context.....	7
3.1 Statutory heritage listings	7
3.2 Heritage Act 1977 (NSW)	7
3.3 Non-statutory heritage listings	9
3.4 Summary of heritage status.....	9
3.5 Heritage items in the vicinity	10
4. Historical context	12
4.1 Historical development at Blackheath	12
4.2 Blackheath Station.....	17
5. Physical description.....	34
5.1 Blackheath Railway Station Group	34
5.2 Settings and views.....	55
6. Heritage significance	60
6.2 Blackheath Railway Station Group	60
7. Archaeological assessment.....	64
7.1 Historical archaeological potential	64
7.2 Archaeological significance	65
8. Proposed works	69
8.1 Rationale	69
8.2 Outline	69
8.3 Options analysis	74
9. Assessment of heritage impact	77
9.1 Built heritage.....	77
9.2 Landscape heritage	80
9.3 Views and settings.....	84

9.4	Curtilage	86
9.5	Heritage items in the vicinity	86
9.6	Historical archaeology	86
10.	Statutory controls	88
10.1	Heritage Act 1977 (NSW)	88
10.2	Environmental Planning and Assessment Act 1979	72
11.	Conclusion and recommendations	74
11.1	Conclusion	74
11.2	Approval pathways and notification	75
11.3	Recommendations	75
12.	References	78
	Appendix A. Technical drawings	80
	Appendix B. Memorandum of heritage advice	81

List of figures

Figure 1	Aerial photograph showing the SHR curtilage of Blackheath Railway Station Group	5
Figure 2	The proposal site	6
Figure 3	Blackheath Railway Station Group SHR curtilage. <i>Source: Heritage NSW</i>	8
Figure 4	Overview of heritage items in the vicinity of the proposal site	11
Figure 5	Plan of measured land in close proximity to the Western Railway line showing the early land grant and development of Blackheath, 1877 <i>Source: National Library, Call Number MAP RM 4273</i>	13
Figure 6	Indicative 1923 survey of Blackheath with indicative locations of the early settlement as recorded in 1849 <i>Source: The Royal Australian Historical Society, 1923</i>	14
Figure 7	Early photograph of Blackheath c.1880-1900. View looking west <i>Source: MAAS</i> ...	15
Figure 8	Map of Village of Blackheath, c.1889 <i>Source: State Library of NSW, FL16343902</i> ..	16
Figure 9	Photograph showing the pedestrian level crossing at the south end of the Blackheath Station Platform, c. 1880 <i>Source: Blue Mountains Library, Resource ID 000398</i>	18
Figure 10	Photograph of the original Blackheath Station, c.1884 <i>Source: Australian Railway Historical Society, 051233</i>	18
Figure 11	Blackheath Station after the 1902 construction of the new line on the west side of the platform, n.d. <i>Source: Blue Mountains Library, Resource ID 000752</i>	19
Figure 12	Blackheath Station, n.d. c.1890s <i>Source: Australian Railway Historical Society, 034632</i>	20
Figure 13	1898 plan of the new station building <i>Source: Sydney Trains Plan Room, CV0389932</i>	20

Figure 14 ‘Looking along Main Street, Blackheath, from the Railway Station’, 1907 *Source:* National Museum of Australia. Item ID 1986.0117.4666.....21

Figure 15 Postcard showing Blackheath Station in relation to the shops, 1915 *Source:* Josef Lebovic Gallery collection no.1, National Museum of Australia, object number 1986.0117.466521

Figure 16 Postcard showing Blackheath Station, n.d. *Source:* Josef Lebovic Gallery collection no.1, National Museum of Australia, object number 1986.0117.4663.....22

Figure 17 Photograph of Blackheath Station as viewed from Hotel Astoria, c.1929 *Source:* State Library of NSW, FL1693380.....22

Figure 18 Detail of 1931 plan of Blackheath Station Arrangement showing goods shed and platform to the south of the SHR curtilage of Blackheath Station *Source:* Sydney Trains Plan Room, CV0070491.....24

Figure 19 Detail of 1931 plan of Blackheath Station Arrangement showing Blackheath Station *Source:* Sydney Trains Plan Room, CV0070491.25

Figure 20 Detail of 1931 plan of Blackheath Station Arrangement showing Blackheath Station *Source:* Sydney Trains Plan Room, CV0070491.26

Figure 21 Detail of 1931 plan of Blackheath Station Arrangement showing Blackheath Station *Source:* Sydney Trains Plan Room, CV0070491.27

Figure 22 Historical plan of the footbridge, 1911 *Source:* Sydney Trains Plan Room, CV005298128

Figure 23 Aerial photograph of Blackheath Station, 1943. *Source:* NSW Historical Imagery, 202229

Figure 24 Photograph of Blackheath Station showing the overhead pedestrian bridge, 1947 *Source:* Blue Mountains Library, Resource ID 00408229

Figure 25 Photograph of Blackheath Station, c.1950 *Source:* Australian Railway Historical Society, 43436330

Figure 26 Photograph of Blackheath Station c. 1968 *Source:* Australian Railway Historical Society, 20226830

Figure 27 Preliminary plan showing the reconstruction of the station building after the 1985 fire *Source:* Sydney Trains Plan Room, CV038976731

Figure 28 Photograph of the fire damage at Blackheath Station, 1985 *Source:* Lithgow Mercury, 201532

Figure 29 Photograph of the fire damage at Blackheath Station, 1985 *Source:* Lithgow Mercury, 201532

Figure 30 Overview of the main station building from the informal kiss and ride area36

Figure 31 View of the east elevation of the main station building from the informal kiss and ride area36

Figure 32 View of the south elevation of the main station building and mural36

Figure 33 View of the north elevation of the main station building36

Figure 34 View of the west elevation looking north from the platform.....36

Figure 35 View of the west elevation looking south from the platform	36
Figure 36 View of the east elevation looking south from the platform.....	37
Figure 37 View of the east elevation awning looking north from the platform	37
Figure 38 Closeup view of the Platform 1 waiting room window.	37
Figure 39 Closeup view of the station building door (Platform 2 waiting room)	37
Figure 40 Internal view of the General Waiting Room looking north	38
Figure 41 View of the internal west wall and door.....	38
Figure 42 Internal view of the General Waiting Room looking south	38
Figure 43 Closeup view of the heritage timetable stands.....	38
Figure 44 Closeup view of the north wall and ceiling junction and pressed metal ceiling	39
Figure 45 Overview of the pressed metal ceiling and light fixtures	39
Figure 46 Closeup view of the heritage timber seat	39
Figure 47 Closeup view of the door, wall and ceiling junctions	39
Figure 48 Closeup view of the west door and surrounding wall	39
Figure 49 Closeup view of the west door and internal threshold.....	39
Figure 50 Closeup view of the west door and external threshold.....	40
Figure 51 Internal overview of the east door at the General Waiting Room.....	40
Figure 52 Overview of the platform	42
Figure 53 View of the platform looking north.....	42
Figure 54 View of the platform looking south from the south end of the station building	42
Figure 55 View of the platform looking north from the north end of the station building	42
Figure 56 View of the platform looking north from the north end of the station building	42
Figure 57 View of the platform looking south to the station building	42
Figure 58 View of the north extent of the platform	43
Figure 59 View of the north extent of the platform	43
Figure 60 Closeup view of the period light fitting.....	43
Figure 61 Closeup view of the period light fitting.....	43
Figure 62 View of the garden bed edging and planting.....	43
Figure 63 View of the garden bed edging and planting.....	43
Figure 64 Closeup view of the brick platform edge	44
Figure 65 Closeup view of the brick platform edge	44
Figure 66 Closeup view of the platform surface, tactile ground surface indicators (TGSi) and platform edge	44
Figure 67 Overview of the level crossing	45
Figure 68 Overview of the level crossing	45

Figure 69 Entrance to the level crossing from the Great Western Highway.....	45
Figure 70 View of the level crossing from the main entrance.....	45
Figure 71 View of the level crossing and safety equipment	46
Figure 72 View of the level crossing ramp to the platform	46
Figure 73 View of the level crossing.....	46
Figure 74 View of the level crossing.....	46
Figure 75 Overview of the footbridge	47
Figure 76 Overview of the footbridge	47
Figure 77 View of the footbridge from the west stairs to Station Street	47
Figure 78 View of the footbridge from the east entrance Great Western Highway and shops.	47
Figure 79 View of the east stairs.....	47
Figure 80 View of the footbridge	47
Figure 81 View of the footbridge from the level crossing	48
Figure 82 View of the footbridge from the level crossing	48
Figure 83 View of the footbridge from the level crossing	48
Figure 84 View of the west stairs from the footbridge	48
Figure 85 View of the west stairs from the footbridge	48
Figure 86 View of the footbridge deck looking east.....	48
Figure 87 View of the footbridge deck looking west.....	49
Figure 88 View of the stairs leading to the platform	49
Figure 89 View of the east stairs from the footbridge.....	49
Figure 90 View of the east stairs from the footbridge.....	49
Figure 91 Overview of the shops.....	50
Figure 92 View of the north shop	50
Figure 93 View of the south shop.....	50
Figure 94 View of the shops and street crossing	50
Figure 95 Closeup view of the south shop	51
Figure 96 Closeup view of the north shop.....	51
Figure 97 Overview of the west car park looking west from Station Street	52
Figure 98 Overview of the west car park looking north	52
Figure 99 Overview of the car park looking south	52
Figure 100 Overview of the car park looking south	52
Figure 101 View of the plantings at the north extent of the car park	52
Figure 102 View of the footpath at the north extent of the car park leading to the footbridge ..	52
Figure 103 View of the footpath at the north extent of the car park leading to the footbridge ..	53

Figure 104 View of the plantings along the east boundary of the car park	53
Figure 105 Overview of the informal kiss and ride area looking north	53
Figure 106 Overview of the informal kiss and ride area looking south	53
Figure 107 View of the bicycle parking and bin storage	54
Figure 108 View of the return entrance to the informal kiss and ride area	54
Figure 109 View of the informal kiss and ride area exit	54
Figure 110 View of the footpath and verge	54
Figure 111 View of the precinct from the footbridge looking north	56
Figure 112 View of the platform and gardens looking north	56
Figure 113 View of the platform and footbridge looking south	56
Figure 114 View of the precinct from the kiss and ride area	56
Figure 115 View along Station Street looking north	56
Figure 116 View along Station Street looking south	56
Figure 117 View of the Former Station Master’s House from Station Street	57
Figure 118 Obscured view to the station from Station Street through mature tree plantings ...	57
Figure 119 Obscured view to the station from Station Street through mature tree plantings ...	57
Figure 120 View of the precinct from the west car park	57
Figure 121 View of the west landscaped area from the footbridge	57
Figure 122 View of the mature coniferous trees on the west boundary overlooking the station and platform	57
Figure 123 Overview of the railway line looking south from the footbridge	58
Figure 124 Overview of the shops and footbridge from Gardners Inn	58
Figure 125 View of the precinct from the Great Western Highway looking northwest	58
Figure 126 View of the precinct from the Great Western Highway looking northwest	58
Figure 127 View of the precinct from the Great Western Highway and shops looking northwest	58
Figure 128 View of the railway line and precinct from the Bundarra Street level crossing	58
Figure 129 View of the precinct from the footpath and verge looking north	59
Figure 130 View of the precinct from the footpath and verge looking north	59
Figure 131 View of the landscaped area north of the kiss and ride area	59
Figure 132 View of the precinct looking south from the kiss and ride area	59
Figure 133 View of the precinct from the footpath and verge looking north	59
Figure 134 View of the precinct from the footpath and verge looking south	59
Figure 135 Overview of archaeological items within SHR curtilage of Blackheath Railway Station Group	68

Figure 136 Key features of the Proposal. *Source:* Transport for NSW, 202270

Figure 137 Architectural render of the Proposal. This is an artist impression and indicative only
Source: Transport for NSW71

Figure 138 Architectural render of the Proposal. This is an artist impression and indicative only
Source: Transport for NSW72

Figure 139 Architectural render of the Proposal. This is an artist impression and indicative only
Source: Transport for NSW73

Figure 140 Details from Tree Protection Plan prepared by Tree Survey (2021) showing plantings
 to be removed (in red) and plantings to be retained (in green)83

List of abbreviations

Abbreviation	Meaning
CMP	Conservation Management Plan
DA	Development application
DPE	Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
Heritage Act	<i>Heritage Act 1977 (NSW)</i>
SEMPI	State Environmental Planning Policy (Infrastructure) 2007
LEP	Local Environmental Plan
NSW	New South Wales
S170 Register	Section 170 State Agency Heritage and Conservation Register
SEPP	State Environmental Planning Policies
SHI	State Heritage Inventory, NSW
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
TAHE	Transport Asset Holding Entity

1. Introduction

1.1 Project description

Extent Heritage Pty Ltd was commissioned by GHD to prepare a Statement of Heritage Impact (SoHI) for the Blackheath Station upgrade. The Blackheath Station upgrade forms part of the Intercity Train Stations Transport Access Program. The Transport Access Program aims to provide improved accessibility to people with a disability, limited mobility, parents/carers with prams and customers with luggage utilising the Blackheath Station precinct.

The Proposal would include the following key features:

- provision of three new lifts, associated landings and canopies providing access to the station platforms from Station Street and the Great Western Highway station entry area
- provision of an entry plaza from the Great Western Highway including a new ramp and stairs from the footpath to the lift landing and existing stairs
- upgrade of the existing informal kiss and ride area on the eastern side of the station, including line marking, installation of bike hoops, sheltered seating and an upgrade of the accessible path to the station entry
- upgrade of an accessible path from lift 2 to the station platforms
- upgrade of the accessible path from the commuter car park to lift 3, on the Station Street side
- provision of two accessible parking spaces and extension of the Station Street commuter car park and localised regraded areas of the existing commuter car park
- widening of the waiting room doors and the family accessible toilet door
- upgrades to the station power supply, including provision of a new main switch board
- provision of a new accessible water bubbler on the island platform by the station building.

The purpose of this report is to analyse the likely impacts of the proposed works on the heritage significance of Blackheath Railway Station Group, which is listed on the State Heritage Register (SHR), TAHE Section 170 Heritage and Conservation Register and *Blue Mountains Local Environmental Plan* (Blue Mountains LEP 2012). This report identifies potential risks and safeguards to avoid and minimise impacts to significant fabric and landscape features. Recommendations for heritage enhancement opportunities are also provided. This report relates to built heritage and historical archaeology and includes recommendations and conclusions that respond to the impact assessment.

1.2 Approach and methodology

The methodology used in the preparation of this SoHI is in accordance with the principles and definitions as set out in the guidelines to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (the *Burra Charter*) (Australia ICOMOS, 2013) and the latest version of the *Statement of Heritage Impact Guidelines* (Heritage Office and Department of Urban Affairs and Planning 2002), produced by the former NSW Office of Environment and Heritage (now the Department of Planning and Environment).

This SoHI includes a review of the relevant statutory heritage controls, impact of the Proposal on the subject property and provides recommendations as to the level of impact.

1.3 Limitations

The site was inspected and photographed by the authors of this report on 17 December 2021. The inspection was undertaken as a visual study only. The site inspection of the main station building was conducted of the external elements and a limited internal inspection of the general waiting room only.

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

This assessment does not include an assessment of Aboriginal heritage.

1.4 Authorship

The following staff members at Extent Heritage have prepared this report:

- Kim Watson, heritage advisor; and
- Reuel Balmadres, research assistant.

This report was reviewed by Anita Yousif, Associate Director, National Technical Lead (Historical Archaeology) and Eleanor Banaag, Senior Associate (Built Heritage).

1.5 Ownership

The site is owned by Transport Asset Holding Entity (TAHE) and managed by Sydney Trains.

1.6 Terminology

The terminology in this report follows definitions presented in the *Burra Charter* (Australia ICOMOS 2013). Article 1 provides the following definitions:

Place means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.

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

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

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

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

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

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

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

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

Use means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

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

Setting means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.

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

Related object means an object that contributes to the cultural significance of a place but is not at the place.

Associations mean the connections that exist between people and a place.

Meanings denote what a place signifies, indicates, evokes or expresses to people.

Interpretation means all the ways of presenting the cultural significance of a place.

2. Site identification

Blackheath Station is located on the Western Railway Line, about 112 kilometres west of Sydney. The station services the suburb of Blackheath in the Blue Mountains Local Government Area (LGA). The station has a street address of 264 Great Western Highway, Blackheath and occupies land legally defined as Lot 103 in DP1167899.

The SHR curtilage of Blackheath is confined to the station precinct, extending south of the footbridge by five metres and culminating in the north five metres from the end of the platform. The SHR curtilage includes the landscaped area long Station Street, excluding the Stationmasters Residence and extends to the east to run parallel to the Great Western Highway (refer to Figure 1).

The proposal site encompasses the entire SHR curtilage of Blackheath Railway Station Group and includes a portion of land south of the station (refer Figure 2).

EXTENT
HERITAGE ADVISORS

SHR curtilage of Blackheath Railway Station

 Proposal site

 SHR curtilage

Drawn by: Mariska Marnane
Checked by: Kim Watson
Date: 10 February 2022
Projection: GDA 1994 MGA Zone 56
Data sources: Extent, Nearmap, DPIE

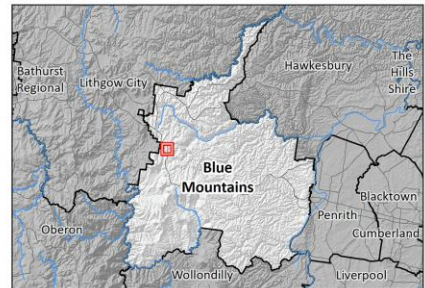


Figure 1 Aerial photograph showing the SHR curtilage of Blackheath Railway Station Group



Figure 2 The proposal site

3. Heritage planning context

The proposal site is subject to the following statutory and non-statutory controls pertinent to built heritage:

- *Environment Protection and Biodiversity Conservation Act 1999*
- *Heritage Act 1977 (NSW)*
- *Environmental Planning and Assessment Act 1979*
 - *Blue Mountains Local Environmental Plan 2015.*

3.1 Statutory heritage listings

3.1.1 Environmental Protection and Biodiversity Conservation Act

The Proposal site is not included on the National Heritage List under the *Environmental Protection and Biodiversity Act 1999*.

Blackheath Station is located approximately one kilometre from the World Heritage listed Blue Mountains National Park which is listed on the National Heritage List and UNESCO World Heritage List, as such the Proposal would not have adverse offsite impacts on the World Heritage site nor require assessment under the *EPBC Act 1999*.

3.2 Heritage Act 1977 (NSW)

State Heritage Register

Blackheath Station is included on the State Heritage Register under the *Heritage Act 1977 (NSW)* (the Act), as 'Blackheath Railway Station Group' (SHR ID 01088). The SHR curtilage is shown on Figure 3.

State Agency Heritage and Conservation Register (s170)

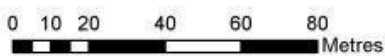
Blackheath Station is included on the TAHE State Agency Heritage and Conservation Register as 'Blackheath Railway Station Group' (4801010).

Heritage Council of New South Wales



State Heritage Register

Gazettal Date: 2 April 1999



Scale: 1:1,500

Produced by: Michelle Galea

Legend

- SHR Curtilage
- Land Parcels
- LGAs
- Suburbs

Figure 3 Blackheath Railway Station Group SHR curtilage. Source: Heritage NSW

3.2.1 Blue Mountains Local Environmental Plan 2015

Blackheath Station is listed as a state heritage item on Schedule 5 of the Blue Mountains LEP 2015 as ‘Blackheath Railway Station’ (BH029).

3.3 Non-statutory heritage listings

3.3.1 National Trust of Australia (NSW) Register

The National Trust of Australia is a private, not-for-profit organisation that operates as an advocate and educator, with a mission to conserve Australia’s heritage. The National Trust of Australia maintains a register of landscapes, townscapes, buildings, industrial sites, cemeteries, and other items or places that the Trust determines have cultural significance and are worthy of conservation.

Blackheath Station is listed on the National Trust (NSW) Register as ‘Blackheath Railway Station Group’.

3.4 Summary of heritage status

Register/listing	Item listed (Y/N)	Item name	Item number
Statutory listings			
World Heritage List	No	-	-
National Heritage List	No	-	-
Commonwealth Heritage List	No	-	-
State Heritage Register	Yes	Blackheath Railway Station Group	01088
TAHE State Agency Heritage and Conservation Register	Yes	Blackheath Railway Station Group	4801010
Blue Mountains Local Environmental Plan 2015, Schedule 5	Yes	Blackheath Railway Station	BH029
Non-statutory listings			
Register of the National Trust (NSW)	Yes	Blackheath Railway Station Group	999

3.5 Heritage items in the vicinity

Tabulated below, are heritage items listed on schedule 5 of the Blue Mountains LEP within a 100-metre buffer of the Proposal site.

Name	Address	Significance	Item no.
Gardners Inn	255 Great Western Highway, Blackheath	Local	BH027
Macquarie's Monument	Road Reserve	Local	BH030
Station Master's House	141A Station Street, Blackheath	Local	BH067
The Gardens War Memorial	267-269 Great Western Highway, Blackheath	Local	BH123
California Bungalow	1-3 Bradley Avenue, Blackheath	Local	BH146
Community Centre	265 Great Western Highway, Blackheath	Local	BH171
Shops adjacent to the Station	266 Great Western Highway, Blackheath	Local	BH173
Bungalow	6 Murri Street, Blackheath	Local	BH181
Blackheath Memorial Gardens	267-269 Great Western Highway, Blackheath	Local	BH206

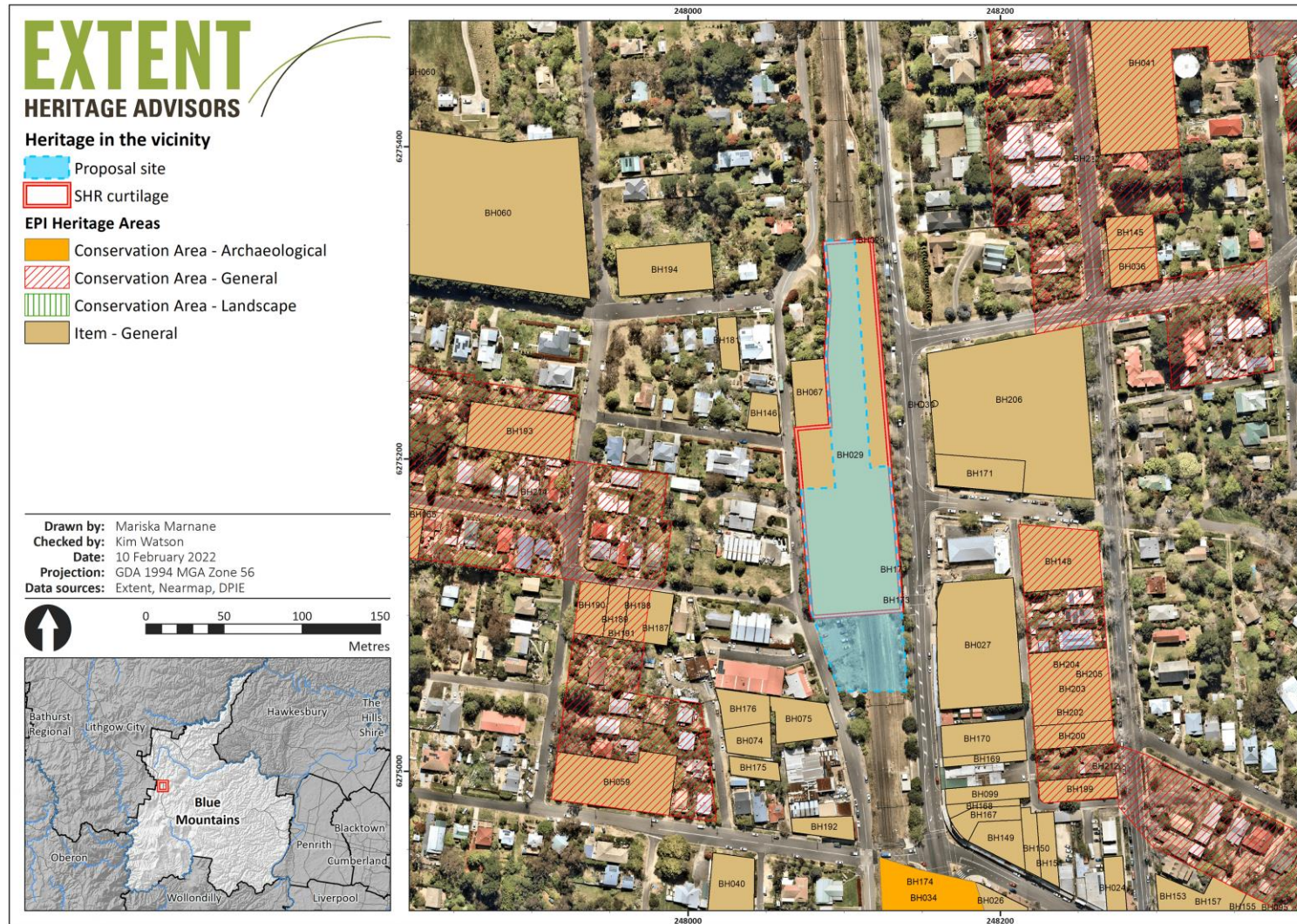


Figure 4 Overview of heritage items in the vicinity of the proposal site

4. Historical context

4.1 Historical development at Blackheath

The first successful European attempt to cross the Blue Mountains was made by William Charles Wentworth, Gregory Blaxland and Lieutenant William Lawson in May 1813. In November 1813, Governor Macquarie sent the surveyor George Evans to survey a potential road route through the mountains (Heritage NSW n.d.). Governor Macquarie commissioned William Cox to build a road from Emu Plains to the Western Plains, following the route established by Evan's survey (NSW State Archives, n.d.) Cox's project began on 7 July 1814 and was completed by 14 January 1815 (AHMS 2007, 8). During the construction, Cox's party also identified sites for the future towns of Springwood, Blackheath and Mount York (NSW State Archives n.d.).

The area was named Blackheath by Governor Macquarie in May 1815. An extract from Macquarie's journal noted the place had a 'black, wild appearance' (Royal Australian Historical Society 1918, 206). Macquarie also noted the area had plenty of good water for settlers and their stock.

The first phase of European settlement at Blackheath is associated with the development of Cox's Road. Assistant Surveyor Robert Dixon reported in February 1830 that he had 'travelled from Weatherboard Hut to Black Heath got Horse shod at the Road gang'. This indicated the presence of convicts based in Blackheath although no record of their dwellings has been found (Dixon 1830, 70).

The first land in Blackheath was granted to Andrew Gardiner, a former convict from Scotland in 1829. Gardiner selected 20 acres of land which was granted by Governor Darling on 1 December 1829 for 'a special reserve for the purpose of erecting an Inn thereone' (Yeaman 1976, 39). Gardiner took possession of the land on 20 May 1830 and opened the Scotch Thistle Inn on 11 July 1831 (Raymond, 1966, 39). The Scotch Thistle Inn was the only building in the Blackheath area until 1844 with the construction of a convict stockade shortly after. In 1846, Lieutenant Colonel Godfrey Charles Mundy wrote:

The settlement of Blackheath consists of a convict stockade under charge of that officer, and a pretty good inn Gardner's...The barracks and convict 'boxes' form a little hamlet of some two dozen buildings of white-washed slabs with tall stone chimneys (Mundy 1852, 158-59).

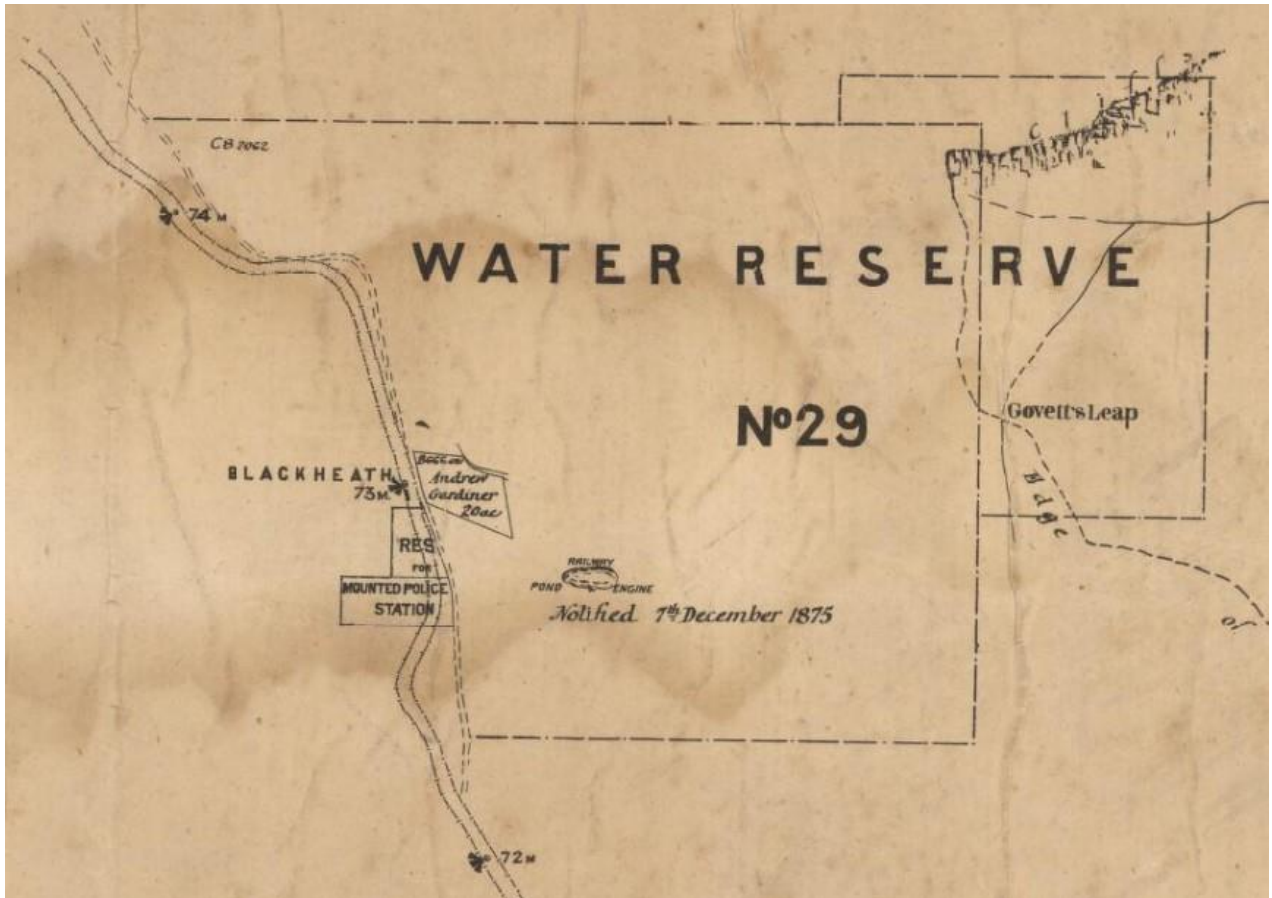


Figure 5 Plan of measured land in close proximity to the Western Railway line showing the early land grant and development of Blackheath, 1877 Source: National Library, Call Number MAP RM 4273

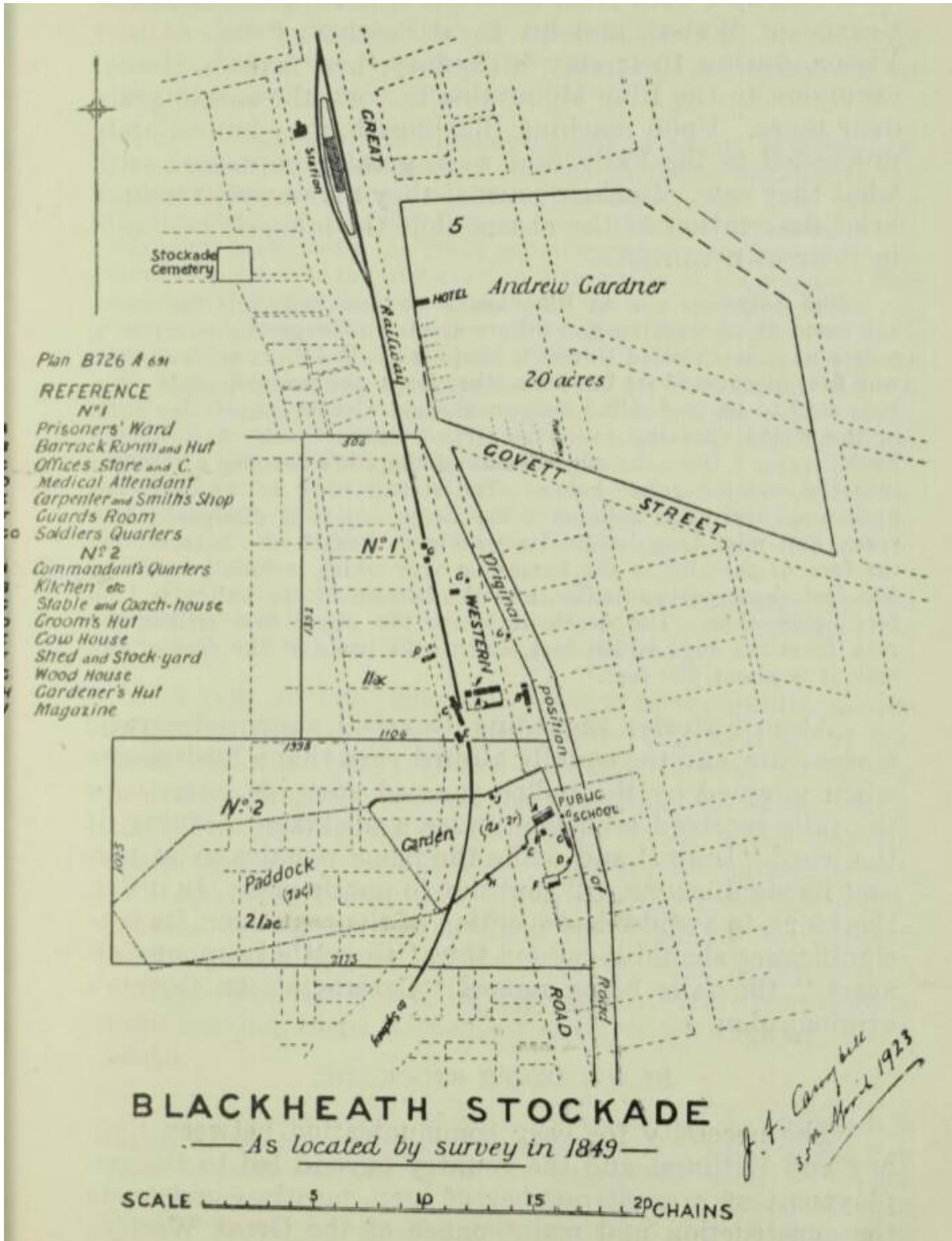


Figure 6 Indicative 1923 survey of Blackheath with indicative locations of the early settlement as recorded in 1849 Source: The Royal Australian Historical Society, 1923

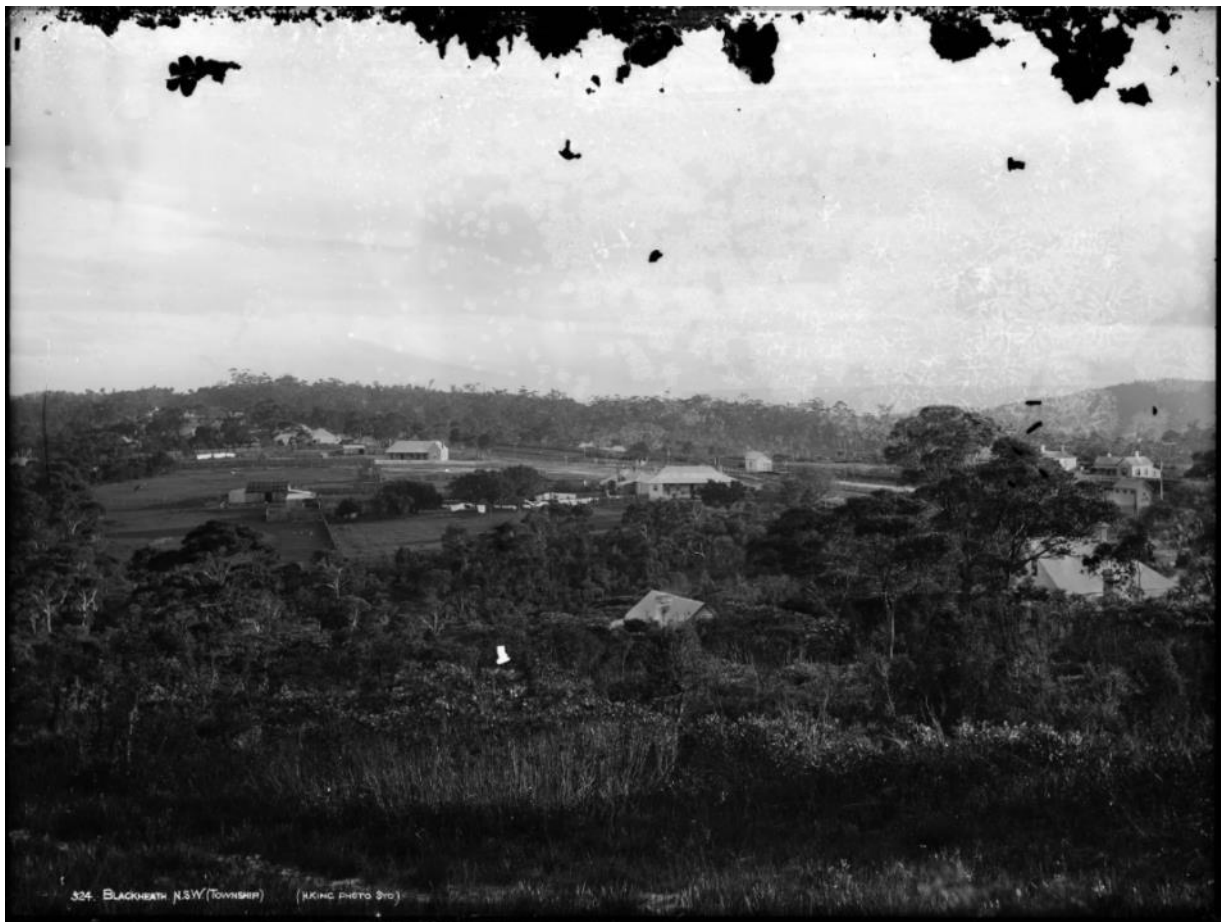


Figure 7. Early photograph of Blackheath c.1880-1900. View looking west *Source: MAAS*

Despite the establishment of a railway station at Blackheath in the late 1860s, the township of Blackheath was slow to develop in the late nineteenth century. Surveys for a village were carried out in 1877 and 1878 and Blackheath village was proclaimed and gazetted on the 20 March 1885. Subsequent land sales occurred through the 1880s which led to an increased population. Increased activity in the area saw the establishment of walking tracks to Govett's Leap which led to an increased interest in Blackheath as a tourist destination in the twentieth century.

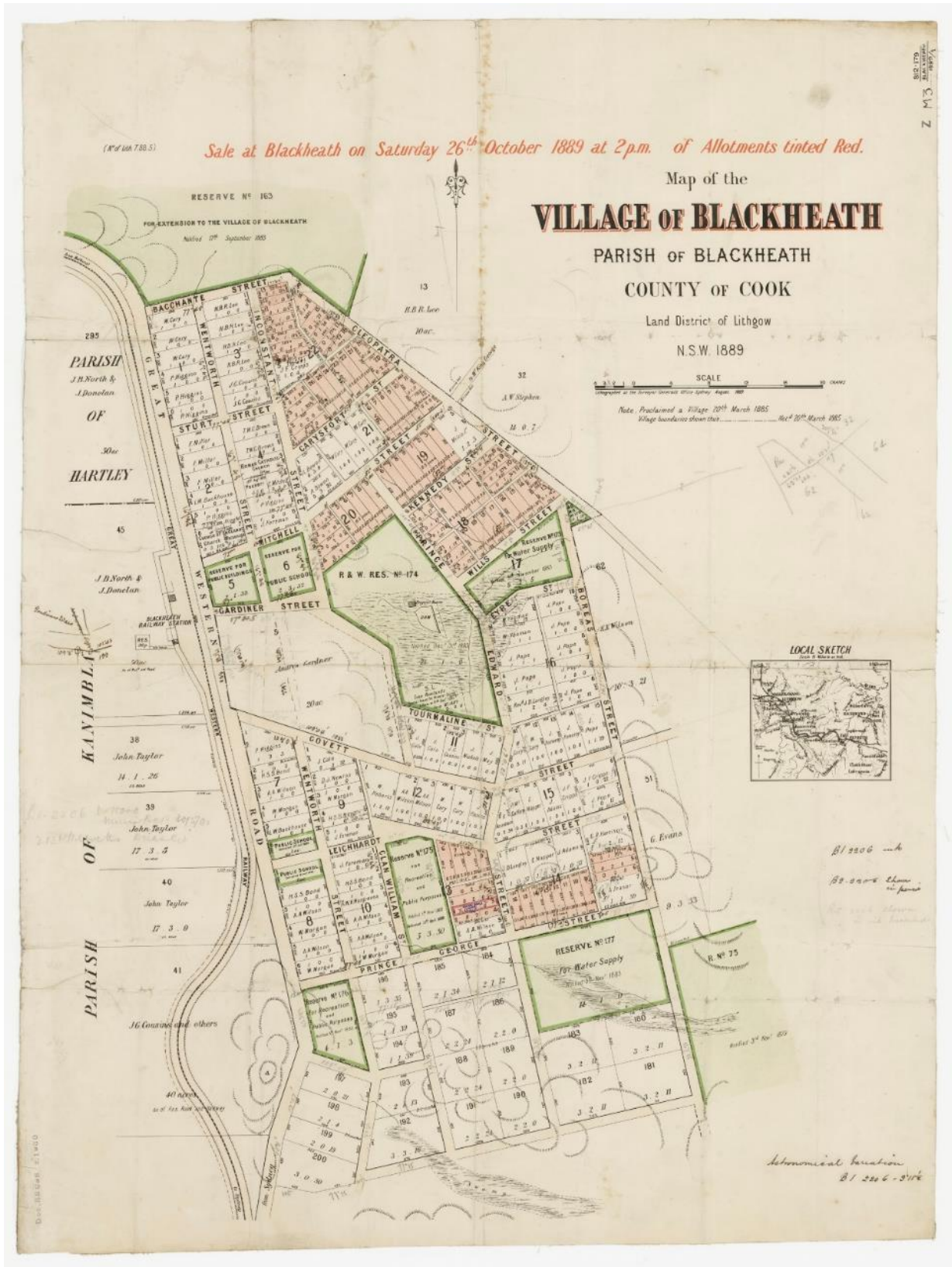


Figure 8 Map of Village of Blackheath, c.1889 Source: State Library of NSW, FL16343902

4.2 Blackheath Station

4.2.1 Establishment of Blackheath Station

The Great Western Railway opened in 1862, with the extension of the railway line from Parramatta to Penrith (*New South Wales Government Gazette*, 'Great Western Railway Extension to Penrith Station', Friday 16 January 1863, 108). By 1867, the railway line had been extended from Penrith to Weatherboard (now known as Wentworth Falls) and to Mount Victoria by 1868. Mount Victoria was the terminus of the line until an extension to Bowenfels via the Great Zig Zag was completed in 1869 and onwards to Bathurst in 1876 (Brooke 1988, 30).

A temporary terminus was opened at Blackheath in 1866 to assist with the construction of the railway line across the Blue Mountains. The site in Blackheath was ideal due to its level ground and proximity to a stable water supply. The temporary stop was used until a station was built in 1868 as a 'halt'. A platform was subsequently constructed in 1869 (AECOM 2017, 17). The Blackheath Station was officially opened on 28 December 1869 (*Blue Mountains Gazette*, 'Blackheath Railway Station sesquicentenary', Thursday 14 November 2019). The station was initially known as Govett's Leap until it was renamed 'Blackheath' in 1871.

The early station arrangement consisted of a weatherboard station building and an Out-of shed built on a brick platform. A waiting shed was constructed in 1870 and was replaced in 1878 and was located on the City end of the platform (Heritage NSW n.d.). A weatherboard goods shed was constructed to the south of the platform with access via Station Street. The terminus and siding were constructed on the eastern side of the station facing the Great Western Highway (AECOM 2017, 17). Only five portions of land were owned west of the railway line in 1879.

The station building was upgraded in 1883 and included a lamp and parcels room, booking office, ladies' waiting room, general waiting room and toilets (Heritage NSW n.d.). The level crossing was moved to Bundarra Street in 1885 (Heritage NSW n.d.). Lawn tennis courts were constructed on Government Railway land in c. 1893 under the instruction of prominent stationmaster, Thomas Rodriguez. The two courts were located opposite the railway station and became a key centre for social and sporting activities in the town. (Rickwood and Steele 2015, 23-44).



Figure 9 Photograph showing the pedestrian level crossing at the south end of the Blackheath Station Platform, c. 1880 *Source: Blue Mountains Library, Resource ID 000398*



Figure 10 Photograph of the original Blackheath Station, c.1884 *Source: Australian Railway Historical Society, 051233*

4.2.2 Modifications to Blackheath Station

A new station building was constructed in 1898 by Sydney contractors Messrs. Palmer and Sutton. The station building is an example of a large (type 11) timber platform building and was officially opened on 16 July 1898. The 90-foot-long structure consisted of rusticated weatherboards with an “umbrella” roof extending beyond the walls forming a verandah supported by ornamental iron brackets. The building contained two waiting rooms, station master’s office, parcels room and toilet facilities. The waiting rooms included marble mantelpieces, tile hearths and a pressed metal ceilings. The building windows consisted of leadlight stained glass on the lower sashes and cathedral glass on the upper sash. The building was finished with a painted “regulation stone colour”. A 3000-gallon brick and cement water tank was located beneath the platform and was used for supplying engines with water (*Lithgow Mercury*, ‘Opening of New Railway Station at Blackheath’, Friday 22 July 1898. 7).

The construction of a new line on the western side of the existing platform was introduced in 1902 during the duplication of the railway line. This resulted in the existing island platform configuration of the Blackheath Station. The platform was extended at its north extent and raised overall. Early images of the island platform indicate it had a gravelled surface with a concrete deck. The 1902 works to the platform included a setback brick wall with a brick corbel (AECOM 2017, 17).



Figure 11 Blackheath Station after the 1902 construction of the new line on the west side of the platform, n.d. Source: Blue Mountains Library, Resource ID 000752



Figure 12 Blackheath Station, n.d. c.1890s Source: Australian Railway Historical Society, 034632

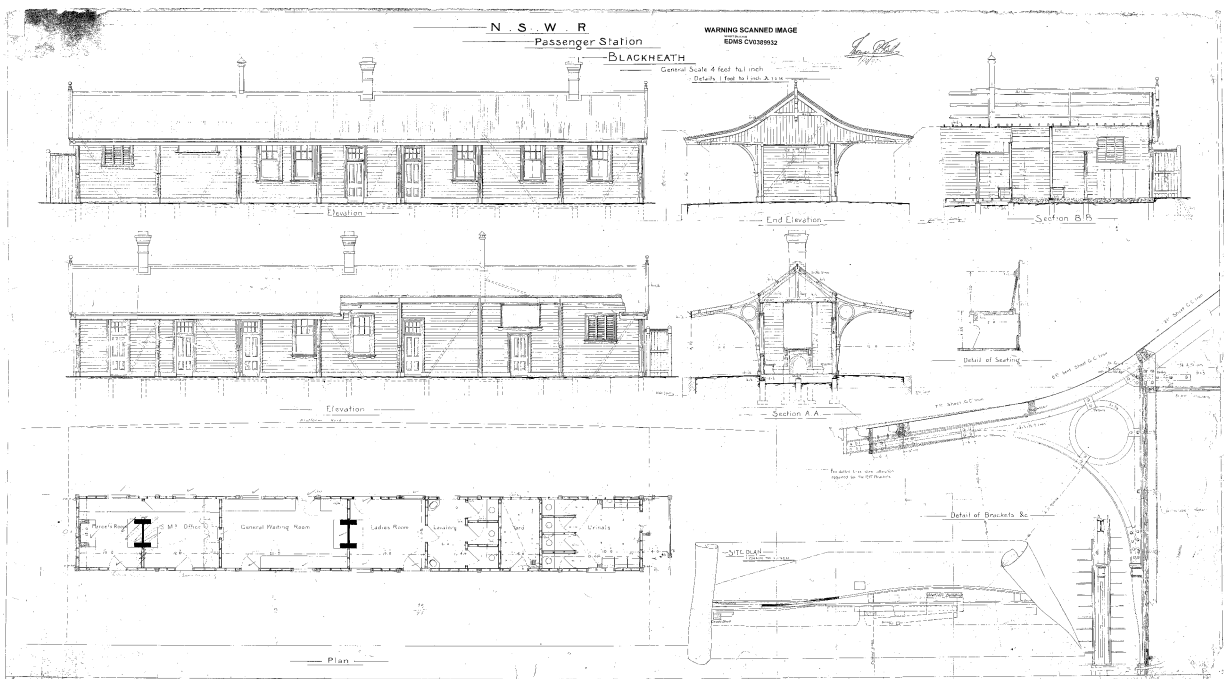


Figure 13 1898 plan of the new station building Source: Sydney Trains Plan Room, CV0389932



Figure 14 'Looking along Main Street, Blackheath, from the Railway Station', 1907 Source: National Museum of Australia. Item ID 1986.0117.4666

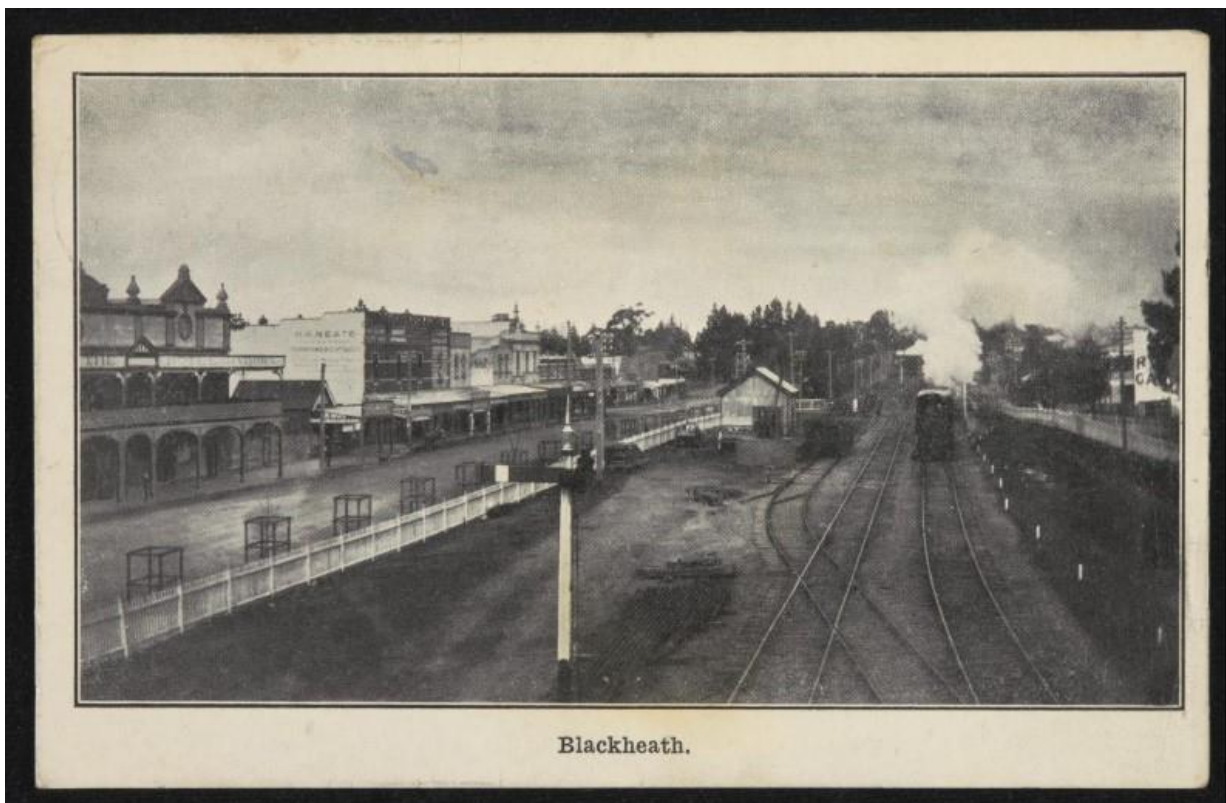


Figure 15 Postcard showing Blackheath Station in relation to the shops, 1915 Source: Josef Lebovic Gallery collection no.1, National Museum of Australia, object number 1986.0117.4665

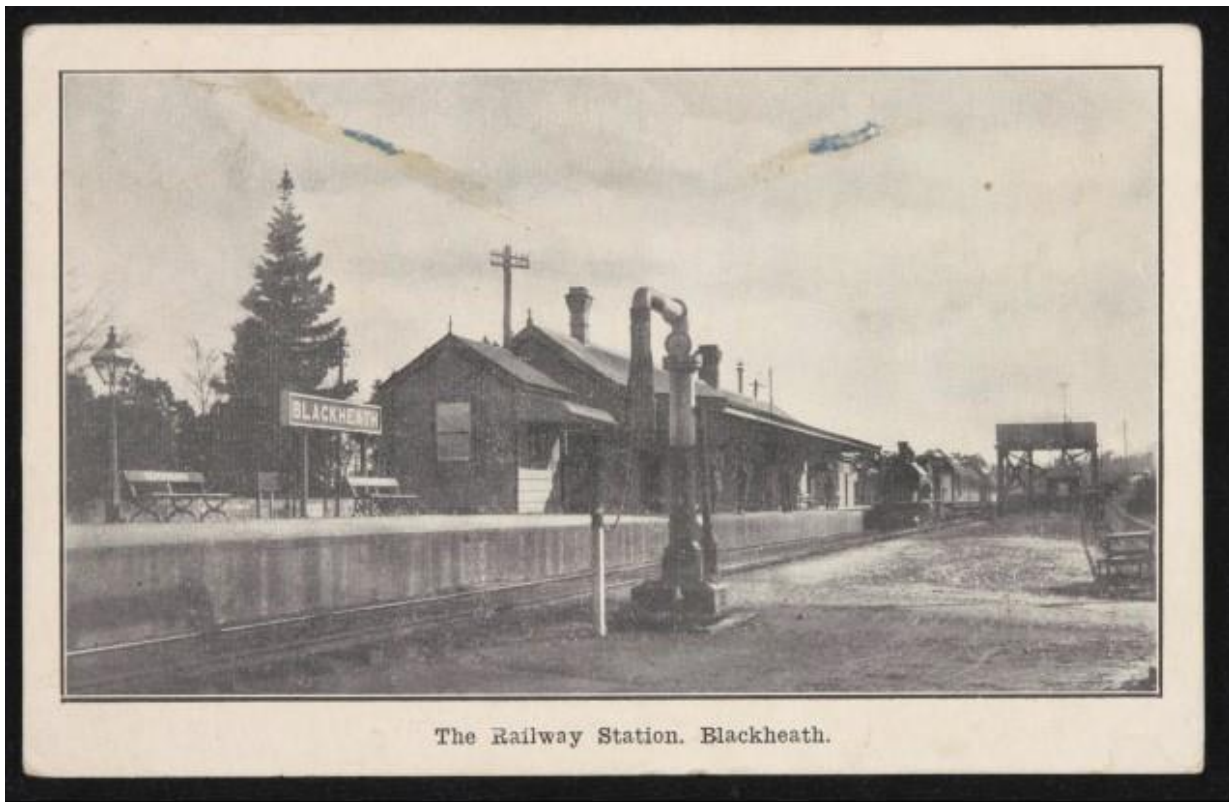


Figure 16 Postcard showing Blackheath Station, n.d. *Source:* Josef Lebovic Gallery collection no.1, National Museum of Australia, object number 1986.0117.4663



Figure 17 Photograph of Blackheath Station as viewed from Hotel Astoria, c.1929 *Source:* State Library of NSW, FL1693380

Historic plans from 1931 indicate the main station building included a station masters office, levers room, booking and parcels room, waiting room, ladies' waiting room, store and toilet facilities. The Out-of shed was located south of the station building on the platform. The goods shed, platform and four (4) ton crane were located south of the station building midway to the Bundarra Road level crossing (now outside the SHR curtilage).

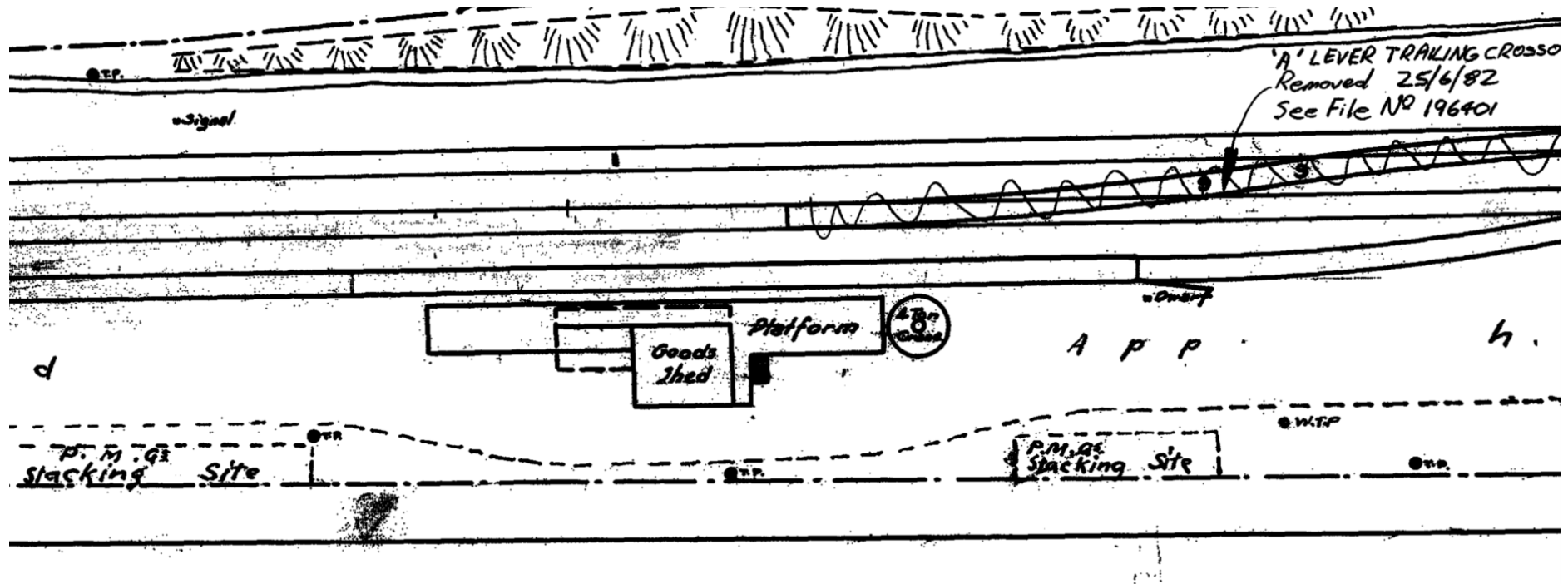


Figure 18 Detail of 1931 plan of Blackheath Station Arrangement showing goods shed and platform to the south of the SHR curtilage of Blackheath Station
Source: Sydney Trains Plan Room, CV0070491.

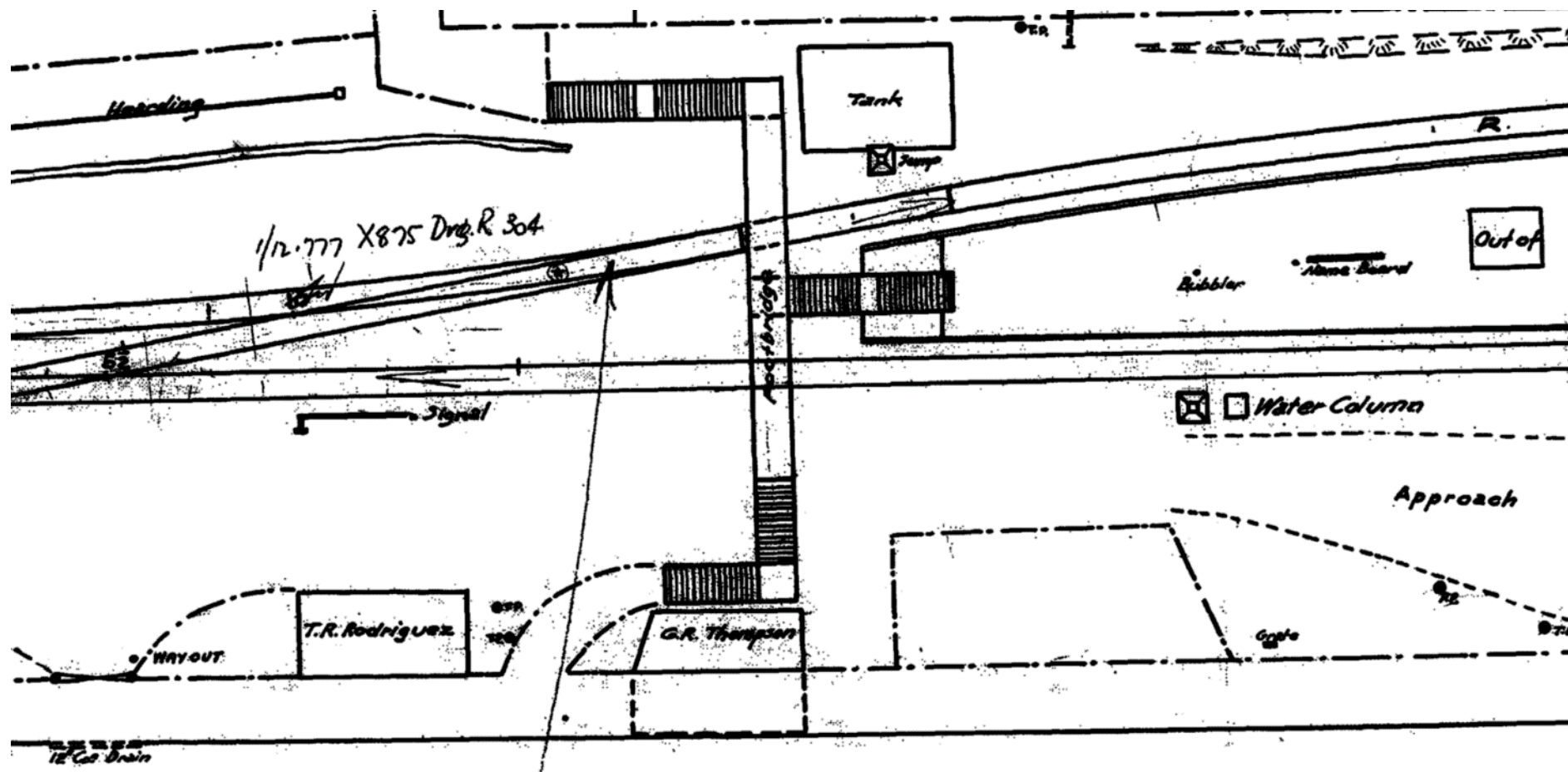


Figure 19 Detail of 1931 plan of Blackheath Station Arrangement showing Blackheath Station Source: Sydney Trains Plan Room, CV0070491.

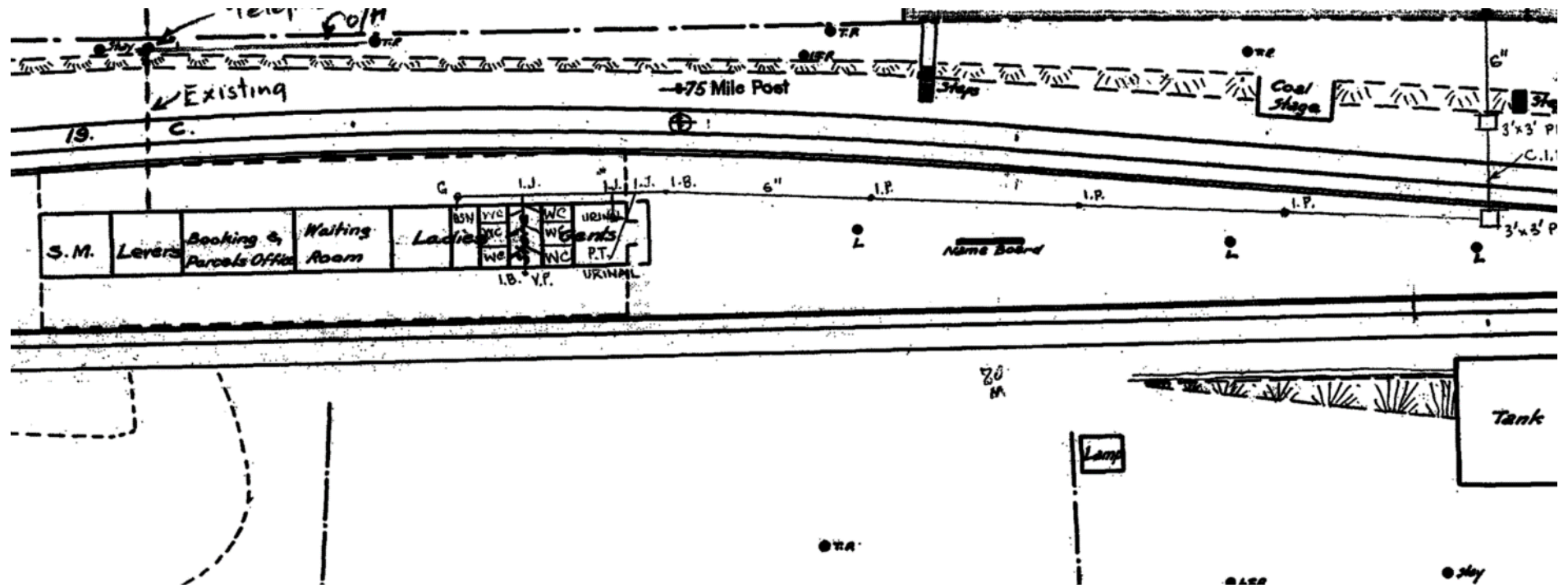


Figure 20 Detail of 1931 plan of Blackheath Station Arrangement showing Blackheath Station Source: Sydney Trains Plan Room, CV0070491.

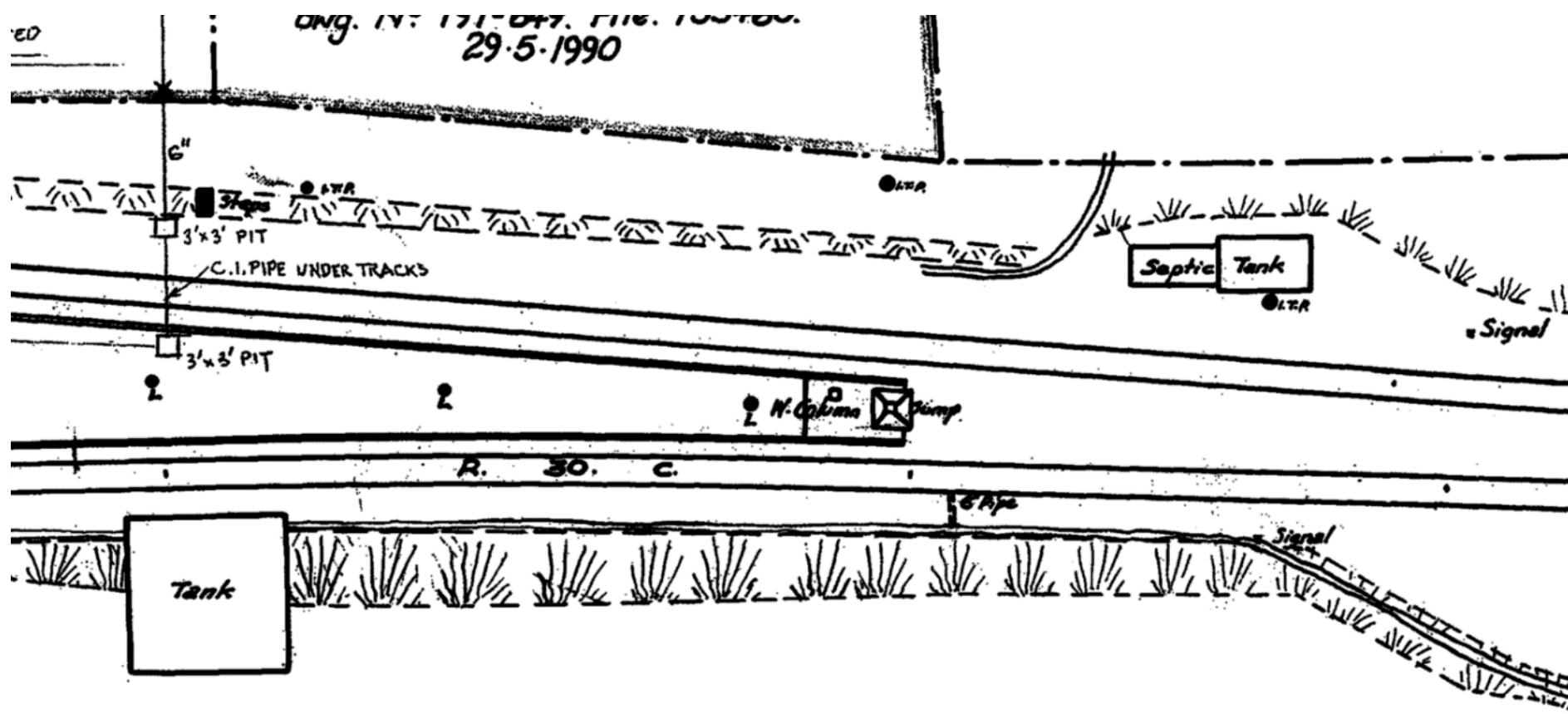


Figure 21 Detail of 1931 plan of Blackheath Station Arrangement showing Blackheath Station Source: Sydney Trains Plan Room, CV0070491.

Train movement across the Great Western Railway quickly increased in the early 1900s with the rise in popularity of the local walking tracks. The pedestrian level crossing located at the south end of the platform was the main access point to the station and platform until a footbridge was constructed in 1911. Plans to extend the platform at the country end to 650 feet was drawn up in 1933. However, the expansion plans and the tourism industry were suspended briefly during World War II (Rickwood 2008). A new set of plans to extend the platforms were prepared and approved in 1955. The 1955 extension saw the widening of the western side of the existing platform constructed from concrete cast in-situ with steel reinforcing supporting the concrete deck (AECOM 2017, 17).

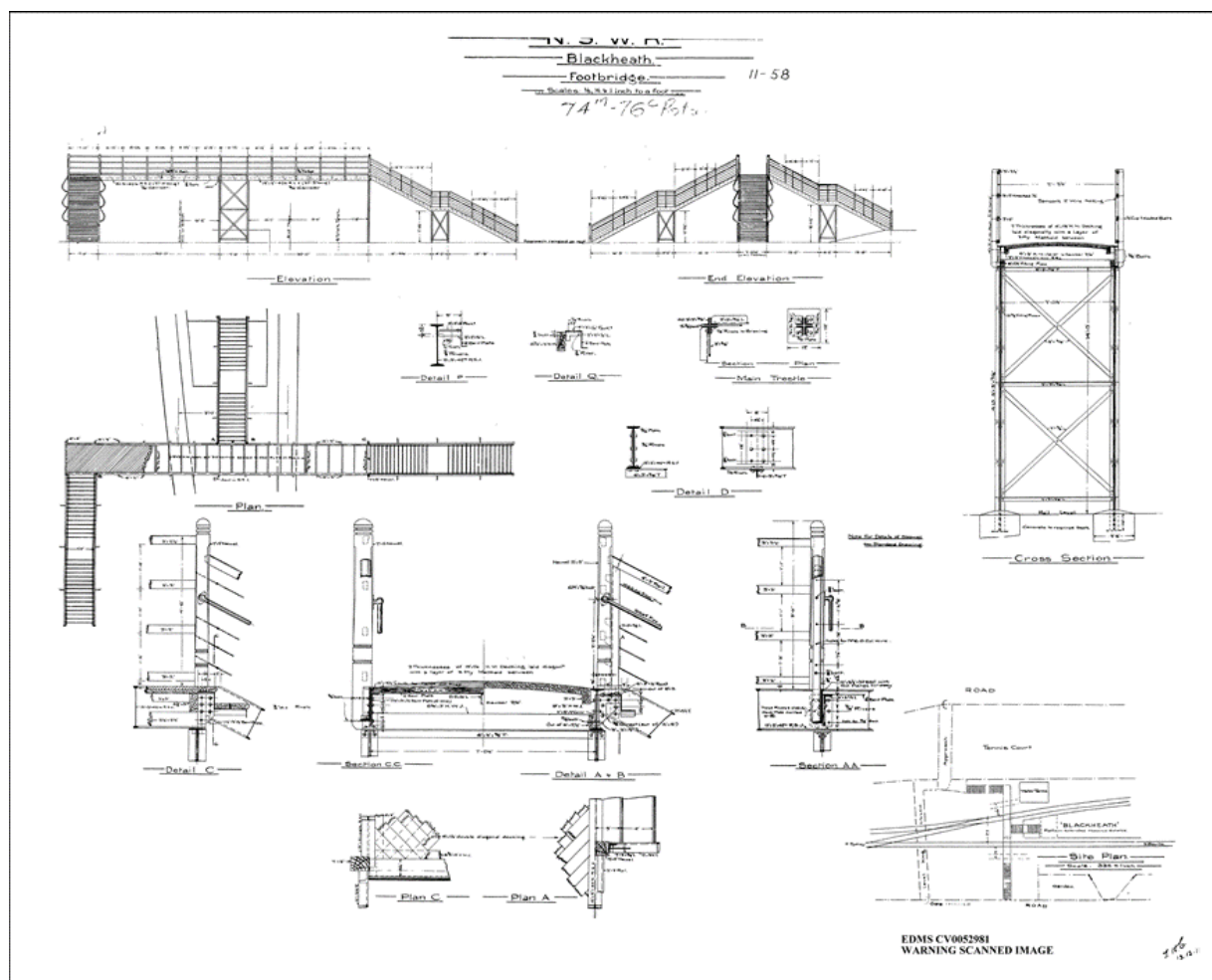


Figure 22 Historical plan of the footbridge, 1911 Source: Sydney Trains Plan Room, CV0052981

Plans to extend the platform at the country end to 650 feet was drawn up in 1933. However, the expansion plans and the tourism industry were suspended briefly during World War II (Rickwood 2008). A new set of plans to extend the platforms were prepared and approved in 1955. The 1955 extension saw the widening of the western side of the existing platform constructed from concrete cast in-situ with steel reinforcing supporting the concrete deck (AECOM 2017, 17).

Electrification of the railway line from Parramatta to Penrith began in 1915 and was completed in 1955. By 1965, electric services were operating to Valley Heights. The electrification of the railway line reached Blackheath and Lithgow by 1957 (Blue Mountains Library, 2015). The

decline of goods traffic through Blackheath resulted in the closure of the goods shed in 1976 (Heritage NSW n.d.).



Figure 23 Aerial photograph of Blackheath Station, 1943. *Source:* NSW Historical Imagery, 2022



Figure 24 Photograph of Blackheath Station showing the overhead pedestrian bridge, 1947 *Source:* Blue Mountains Library, Resource ID 004082



Figure 25 Photograph of Blackheath Station, c.1950 *Source:* Australian Railway Historical Society, 434363



Figure 26 Photograph of Blackheath Station c. 1968 *Source:* Australian Railway Historical Society, 202268

The station building experienced a severe fire in 1985 which caused the loss of approximately 40 per cent of the original building fabric. The loss of fabric was mostly confined to the south of the building (Sydney end). The section of the building was reconstructed including the interior Station Master’s Office and Parcels Office. Since 1990, every component of the footbridge has been replaced with the exception of the original steel structure (Heritage NSW n.d.).

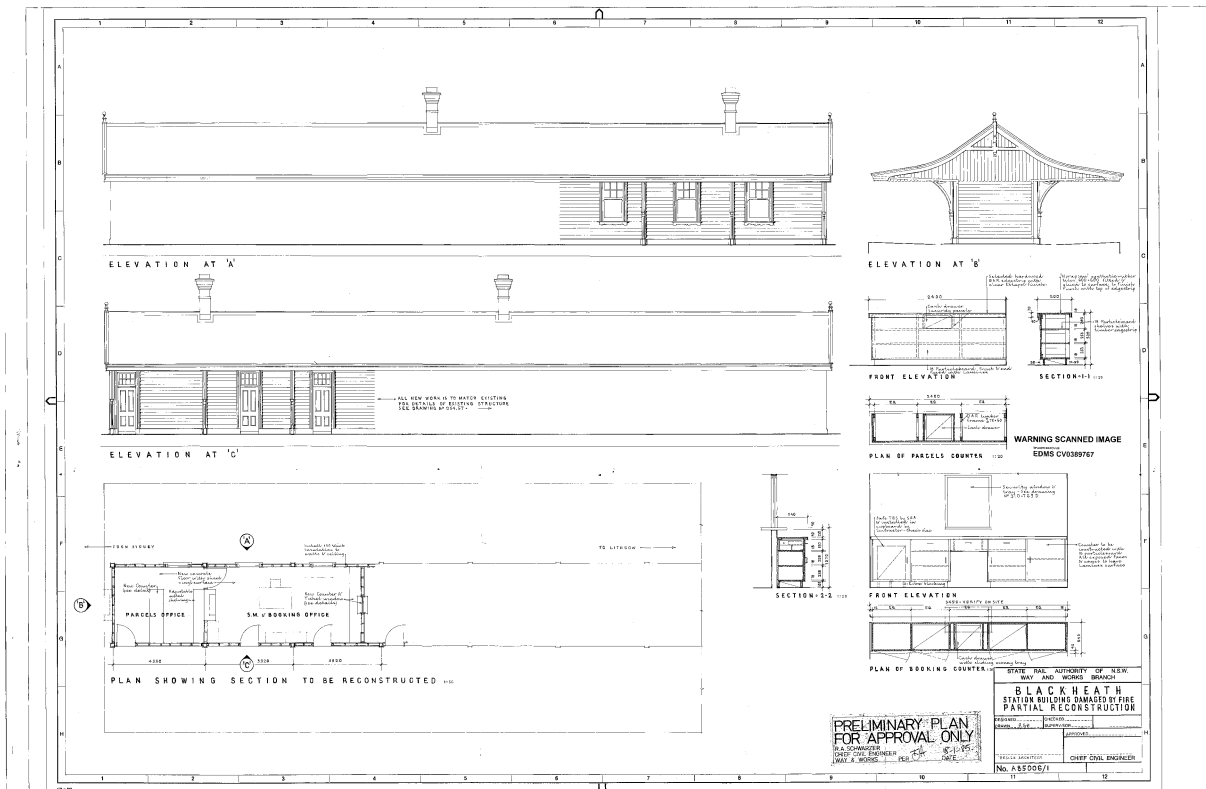


Figure 27 Preliminary plan showing the reconstruction of the station building after the 1985 fire Source: Sydney Trains Plan Room, CV0389767



Figure 28 Photograph of the fire damage at Blackheath Station, 1985 *Source: Lithgow Mercury, 2015*



Figure 29 Photograph of the fire damage at Blackheath Station, 1985 *Source: Lithgow Mercury, 2015*

4.2.3 Summary of Blackheath Station developments

Table 1 An overview of key dates and events relating to Blackheath Station is provided below.

Date	Event
December 1829	The first land in Blackheath was granted to Andrew Gardiner in 1829 of which 20 acres of land which was granted by Governor Darling.
1855	Railway line established from Sydney to Parramatta.
1862	The Great Western Railway initially opened with the extension of the railway line from Parramatta to Penrith.
1866	A temporary terminus was opened at Blackheath to assist with the construction of the railway line across the Blue Mountains.
1867	The Great Western Railway extended to Weatherboard (now known as Wentworth Falls).
1868	The Great Western Railway extended from Weatherboard to Mount Victoria.
1868	A station building was built as a 'halt' at Blackheath.
1869	The east side platform was constructed.
1898	The existing weatherboard station building was constructed in 1898. The precinct was developed including an Out-of shed building, a weatherboard goods shed was constructed to the south of the platform and a terminus and siding.
1902	Duplication of the railway line and construction of the western side of the existing platform resulting in an island platform configuration. The platform was extended at its north extent and raised overall and included a setback brick wall with a brick corbel.
1911	South end level crossing replaced with a footbridge bridge used to access the platform and station.
1955	Widening of the western side of the existing platform constructed from concrete cast in-situ with steel reinforcing that supported the concrete deck.
1957	Electrification of the railway line reached Blackheath.
1985	Severe fire at the original timber platform building resulted in the loss of approximately 40% of the original fabric. The damaged structure was subsequently rebuilt.
c. 1990	Footbridge upgraded with a covered deck.
2016	Station refresh including toilet refurbishment, changes to internal layout, new platform seating, painting.
2019	Platform cutbacks and build outs on platform 2 to facilitate the New Intercity Fleet.
2021	New Intercity Fleet works completed at Blackheath Station.

5. Physical description

Extent Heritage carried out a physical assessment of Blackheath Station on 17 December 2021. The analysis involved an investigation into the built form and landscape setting. It does not provide a detailed investigation of all fabric but an overview of elements relevant to the scope of work, to assist in determining significance.

5.1 Blackheath Railway Station Group

5.1.1 General

The Blackheath Station arrangement includes several built and landscaped elements. They include:

- station building
- island platform
- footbridge
- level crossing
- car parks
- shops
- landscaped gardens.

The entrance from the Great Western Highway includes an asphalt footpath, palisade fencing and garden beds with timber hardwood edging.

5.1.2 Blackheath station building (1898, partially reconstructed 1985)

Exterior

The station building is a single storey rusticated timber weatherboard building with a gabled roof. The roof is sheeted with corrugated iron and has two painted corbelled brickwork chimneys. Gable ends have timber fretwork and finials, they are a decorative feature of the building. The building was constructed in 1898 and partially reconstructed in 1985 following fire damage. Reconstructed elements are limited to the Station Master's office.

The building has a cantilevered awning with eight (8) metal brackets along the east and west elevations. The awning brackets consists of a standard design with circular bracing supported on wall mounted decorative timber supports. The north and south ends of the awning is finished with a timber valance.

The building features timber, double-hung sash windows on the east and west elevations. The windows have multi-paned upper sashes with coloured cathedral glass. The lower sash has two-pane frosted glass. The windows are protected by metal gates or grills painted deep Indian red. The doors are painted timber panelled doors with a multipaned top light. They do not contain early hardware. Both the doors and windows feature decorative architraves and sills.

Other features of note include the mural of Govett's Leap painted by Vernon Treweeke on the south elevation. Refer to Figure 26 to Figure 39.

Interior (Waiting Room only)

The station building has a linear layout, which remains largely intact in arrangement. Original material is limited to the waiting room. The Station Master's office and parcels office (at the City end) were reconstructed in 1985, and bathrooms have since been upgraded with modern fitting and fixtures.

The waiting room is located approximately at the centre of the building, between the Station Master's office to its south and the accessible toilets to the north. The room is publicly accessible from two doors on the Up and Down sides of the platform. The room includes two windows located on opposite walls of the corresponding door locations. Internally, the windows have a simple moulded timber sill and architrave.

A ticket window is located on the internal south wall adjoining the Station Master's Office. The opening was reconstructed following the 1985 fire and consists of simple timber frame, however, has been retrofitted with a contemporary glass window and stainless-steel frame and sill. A projecting chimney breast is located on the internal north wall.

The internal walls are finished with a light-yellow coloured paint. The internal floors are laid with a grey matte tile. The room features a white decorative pressed metal ceiling with a white moulded cornice. Three contemporary light fixtures hang from the pressed metal ceiling. Internally the room is furnished with timber waiting benches, a bookshelf, and two heritage timetable stands. The room is serviced by a wall mounted air conditioning unit located to the top left of the west door.

The waiting room retains some early or original fabric including its original form, plastered walls, timber elements such as doors, windows, sills and architraves, and decorative plastered and pressed metal ceilings. The timber waiting room bench is a reconstruction from 2017. While the door jambs, architraves and glazed highlights are original, the door leaf's themselves appear to be later replacements. The existing security screens date from 1993. Refer to Figure 40 to Figure 51 below.



Figure 30 Overview of the main station building from the informal kiss and ride area



Figure 31 View of the east elevation of the main station building from the informal kiss and ride area



Figure 32 View of the south elevation of the main station building and mural



Figure 33 View of the north elevation of the main station building



Figure 34 View of the west elevation looking north from the platform



Figure 35 View of the west elevation looking south from the platform



Figure 36 View of the east elevation looking south from the platform



Figure 37 View of the east elevation awning looking north from the platform



Figure 38 Closeup view of the Platform 1 waiting room window.



Figure 39 Closeup view of the station building door (Platform 2 waiting room)



Figure 40 Internal view of the General Waiting Room looking north



Figure 41 View of the internal west wall and door



Figure 42 Internal view of the General Waiting Room looking south



Figure 43 Closeup view of the heritage timetable stands



Figure 44 Closeup view of the north wall and ceiling junction and pressed metal ceiling



Figure 45 Overview of the pressed metal ceiling and light fixtures



Figure 46 Closeup view of the heritage timber seat



Figure 47 Closeup view of the door, wall and ceiling junctions



Figure 48 Closeup view of the west door and surrounding wall



Figure 49 Closeup view of the west door and internal threshold



Figure 50 Closeup view of the west door and external threshold



Figure 51 Internal overview of the east door at the General Waiting Room

5.1.3 Island platform (1898, extended 1902 and 1955)

The Blackheath Station platform is a single curved island platform accessed from a pedestrian footbridge and level crossing. The platform wall is constructed of face brick laid in the English Bond pattern with later cast in-situ concrete wall panels. The platform consists of three (3) types of coping. This includes the original 1889 platform constructed out of a straight vertical brick coping wall profile with no overhang. The upper courses are single courses of the header bricks. In 1902 the platform was extended to the north. The brick platform wall of the 1902 extension was setback from the original wall and finished with a corbelled brick coping. In 1955 the platform was extended to the north and south with a cast in-situ concrete retaining wall, setback from the brick platform wall. Cast in-situ concrete retaining walls typically utilise old steel rail posts and cast in-situ reinforced concrete wall panels and precast concrete coping slabs. It has a brick and concrete ramp at the City end (southern end, towards Sydney) and a vertical wall at the Country end (northern end, away from Sydney).

The platform is finished with a resurfaced asphalt finish, painted coping and tactiles along the edge of Platform 1 and 2. Aluminium palisade fencing is located at the City and Country ends of the platform.

The platform also includes four (4) garden beds at the Country end of the platform, north of the station building. The existing garden beds are of varying sizes. The concrete edging of the garden beds are flush to the platform surface. The garden beds are planted with a variety of native and cottage garden style shrub plantings, including Banksia (*Banksia sp*), Melaleuca (*Melaleuca viridiflora*), groundcover coniferous shrubs, Japanese Maple (*Acer palmatum*), Peach (*Prunus persica*), rose shrubs (*Rosa cv*) and New Zealand flax (*Phormium tenax*). The shrub plantings have been pruned to an approximate height of one (1) to two (2) metres along the platform. The garden beds and plantings on the platform date from the 1990s and continue the tradition of platform gardening along the Blue Mountains Line, and make a positive contribution to the overall landscape setting.

Heritage platform furniture include period light fittings and one (1) cast-iron water fountain located off the west side platform beside the station building. Contemporary platform furniture includes wayfinding signage, timber bench seating, Opal card readers, aluminium bins, and aluminium palisade fencing. Refer to Figure 52 to Figure 66.



Figure 52 Overview of the platform



Figure 53 View of the platform looking north



Figure 54 View of the platform looking south from the south end of the station building



Figure 55 View of the platform looking north from the north end of the station building



Figure 56 View of the platform looking north from the north end of the station building



Figure 57 View of the platform looking south to the station building



Figure 58 View of the north extent of the platform



Figure 59 View of the north extent of the platform



Figure 60 Closeup view of the period light fitting



Figure 61 Closeup view of the period light fitting



Figure 62 View of the garden bed edging and planting



Figure 63 View of the garden bed edging and planting



Figure 64 Closeup view of the brick platform edge



Figure 65 Closeup view of the brick platform edge



Figure 66 Closeup view of the platform surface, tactile ground surface indicators (TGSIs) and platform edge

5.1.4 Level crossing

The level crossing to Blackheath Station is located at the city end of the platform. The level crossing is accessible from the Great Western Highway only. The entrance to the level crossing and the footbridge is located in between the two shop buildings adjacent to the railway station. There is no access to the level crossing from Station Street.

The level crossing comprises a doglegged aluminium palisade maze, painted deep Indian red. Access to the corridor is controlled by a steel gate connected to the signals and traffic control light. The level crossing connects to the platform via a concrete ramp under the footbridge. The signals and lights are contemporary. Refer to Figure 67 to Figure 74.



Figure 67 Overview of the level crossing

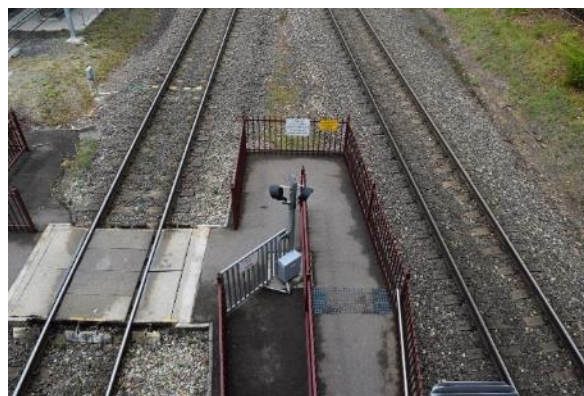


Figure 68 Overview of the level crossing



Figure 69 Entrance to the level crossing from the Great Western Highway



Figure 70 View of the level crossing from the main entrance



Figure 71 View of the level crossing and safety equipment



Figure 72 View of the level crossing ramp to the platform



Figure 73 View of the level crossing



Figure 74 View of the level crossing

5.1.5 Footbridge (1911, modified 1990)

The footbridge consists of a modified standard twin beam steel beam bridge. The bridge is supported on steel trestles with cross bracing. The bridge superstructure comprises of three interspaced cross braced trestles forming two spans. The footbridge stairs are supported by smaller cross braced trestles. The footbridge is flanked by stairs allowing access from the east to the Great Western Highway and west to Station Street. A separate set of stairs allows access to the platform, aligned at the location of the level crossing ramp.

The footbridge has been resurfaced with concrete. The stairs include tactile strips at the edge of each step. The footbridge includes steel balustrades and stainless-steel handrails. The footbridge canopy is clad with corrugated metal sheets. Additional fixtures to the footbridge include LED lights. The footbridge balustrades, canopy posts and structure and rainwater goods are painted deep Indian red colour.

With the exception of the original steel structure, all components of the bridge have been replaced since the 1990s. The footbridge has contemporary canopies and metal balustrades. The footbridge retains original fabric in terms of the steel girders and parts of the original superstructure comprising of steel beams, columns and trestles. Other than its steel structural

elements the fabric of the footbridge has also been replaced in 1990 and has moderate integrity (Government Architects Office 2016, 135). Refer to Figure 75 to Figure 90.



Figure 75 Overview of the footbridge



Figure 76 Overview of the footbridge



Figure 77 View of the footbridge from the west stairs to Station Street



Figure 78 View of the footbridge from the east entrance Great Western Highway and shops



Figure 79 View of the east stairs



Figure 80 View of the footbridge



Figure 81 View of the footbridge from the level crossing



Figure 82 View of the footbridge from the level crossing



Figure 83 View of the footbridge from the level crossing



Figure 84 View of the west stairs from the footbridge



Figure 85 View of the west stairs from the footbridge



Figure 86 View of the footbridge deck looking east



Figure 87 View of the footbridge deck looking west

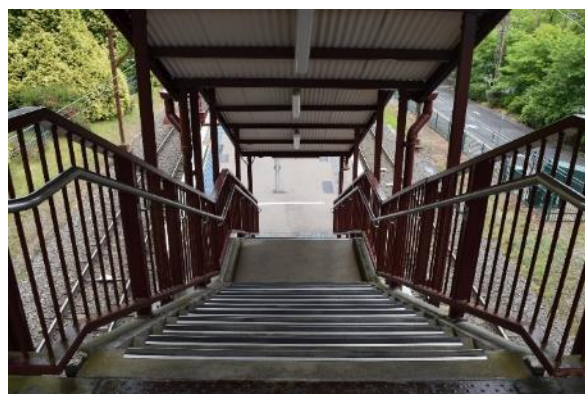


Figure 88 View of the stairs leading to the platform

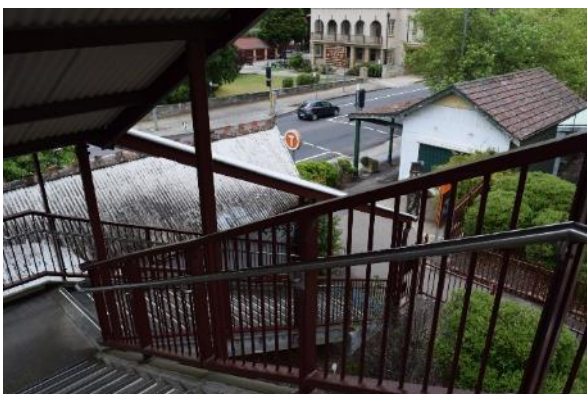


Figure 89 View of the east stairs from the footbridge



Figure 90 View of the east stairs from the footbridge

5.1.6 Shops adjacent to station building

The shops adjacent to the station building consist of two single storey, freestanding commercial buildings. The shops are located along the Great Western Highway to flank the entrance to the station. Both retail buildings are similarly scaled rendered brick buildings with a broken-backed gabled roof and awning. The front façade of each building has symmetrical facades and fenestration, with a central door flanked by large display windows. The awnings are supported by detailed chamfered timber posts. The buildings are finished with a white roughcast render. The northern commercial building is occupied by a small antiques store, while the southern building appears to be unoccupied.

The commercial building to the north has a roof clad with fibro slates on the east and corrugated metal sheets on the west. The ridge of the roof is clad with terracotta cresting and rams horn finials. The windows on the front façade are timber framed with a large, fixed windowpane with a smaller three-pane fixed top light. The sill is cement rendered and decorated with a splayed scroll below. The door is a high waisted timber panel door with glazed glass upper panels and a top light. The south elevation includes a large, centred window with an arched three pane fixed top light. All architraves and sills are painted deep Indian red. A white painted rising sun

motif is affixed over the wall surface above the arched window. The north elevation features the word “Auctioneer” formed in cement render.

The commercial building to the south has gabled roof clad with terracotta tiles. The north and south gable ends are finished with timber battens and shingles, painted white. The fenestration of the front façade consists of two large windows framing a central door. The windows on the front façade are simpler in design than those on the northern building and do not contain any decorative skirts. At the time of inspection all windows had closed roller shutters and the “timber framed casement sashes” recorded on the State Heritage Inventory were not visible. The door is a panelled timber door with glazed glass upper panels and a top light. Refer to Figure 91 to Figure 96.



Figure 91 Overview of the shops



Figure 92 View of the north shop



Figure 93 View of the south shop



Figure 94 View of the shops and street crossing



Figure 95 Closeup view of the south shop



Figure 96 Closeup view of the north shop

5.1.7 Car park

Blackheath Station has one commuter car park to the south-west of the station precinct, accessed off Station Street, and one informal kiss and ride area located off the Great Western Highway.

Commuter car park

The commuter car park has a small rectangular arrangement, laid with asphalt. Simple timber bollards separate the parking area from the road. While a tall palisade fence separates the car park from the rail corridor on its north, east and south borders. A concrete footpath leads from the car park the footbridge.

The southern extent of the car park overlooks an open space with some shrub and mature and young trees planted on an embankment within the railway corridor. The southern area contains several trees that are varied in species and type, including a *Pinus radiata*, *Quercus robur*, *Hakea sp.*, *Sorbus aucuparia*, and several *Photinia sp.*

North of the car park is a well-established, formal landscape that comprises of several mature confers and shrubs. Trees in the vicinity of the north car park include a mature *Quercus robur*, a mature *Platanus x acerifolia*, three mature *Ulmus procera*, a mature *Prunus laurocerasus* and two mature *Rhododendron sp.* Refer to Figure 97 to Figure 104.



Figure 97 Overview of the west car park looking west from Station Street



Figure 98 Overview of the west car park looking north



Figure 99 Overview of the car park looking south



Figure 100 Overview of the car park looking south



Figure 101 View of the plantings at the north extent of the car park



Figure 102 View of the footpath at the north extent of the car park leading to the footbridge



Figure 103 View of the footpath at the north extent of the car park leading to the footbridge



Figure 104 View of the plantings along the east boundary of the car park

The informal kiss and ride area on the eastern side of the station

The informal kiss and ride area is a curved area laid with asphalt with a concrete kerb and pedestrian footpath. The bay is formed around a heavily vegetated garden bed containing shrubs. Other greening in the area is provided by the mature Oak's (*Quercus sp*) planted along the street. The area is separated from the rail corridor by an aluminium palisade fence painted green. Within the informal kiss and ride area there is also a secure bicycle parking and bin storage. The northern extent of the area includes access gates to a landscaped area within the railway corridor. Refer to Figure 105 to Figure 110.



Figure 105 Overview of the informal kiss and ride area looking north



Figure 106 Overview of the informal kiss and ride area looking south



Figure 107 View of the bicycle parking and bin storage



Figure 108 View of the return entrance to the informal kiss and ride area.



Figure 109 View of the informal kiss and ride area exit



Figure 110 View of the footpath and verge

5.2 Settings and views

Blackheath Station is located in the centre of Blackheath's township. The station precinct consists of buildings and structures that date to the late nineteenth century. This, combined with platform garden beds, a range of railway related signage and platform furniture such as lamps and bubblers, contribute to the heritage character of the station.

The area surrounding the station is characterised by a mix of low-density residential housing and commercial buildings that date to the late nineteenth and early twentieth century. The landscaped quality of Blackheath is attributed to established street trees, residential gardens and public parks. Notable landscape features surrounding Blackheath Station includes formal plantings within the rail corridor, as well as the mature Oak street trees planted parallel to the Great Western Highway.

5.2.1 Key views

Blackheath Station, as viewed from the public domain, is limited due to the surrounding vegetation planted on both the east and western boundaries of the rail corridor. This is particularly evident on the western side along Station Street, where a planned garden of mature coniferous trees shields views from the public domain to the station. Key views from the public domain towards Blackheath Station are primarily achieved from the Great Western Highway and Bundarra Road crossing.

Views from the Great Western Highway would be seasonal. This is due to the number of deciduous trees along the street that provide a green coverage during the spring and summer months, and would allow for increased views during the colder months. Views from the vehicular level crossing at Bundarra Road allow for the most unobstructed views of the precinct. However, it is from a considerable distance and the footbridge is the most visible feature of the station from the crossing.

Views within the station precinct are uninterrupted. The station building and footbridge are dominating features that maintain a highly visible position within the station precinct due to their size, positioning and scale. Views from within are best gained from the footbridge which provides an overview of the station precinct and surrounding landscape. The platform wall and garden beds form a prominent vista when viewed from the informal kiss and ride area. Refer to Figure 111 to Figure 134.



Figure 111 View of the precinct from the footbridge looking north



Figure 112 View of the platform and gardens looking north



Figure 113 View of the platform and footbridge looking south



Figure 114 View of the precinct from the kiss and ride area



Figure 115 View along Station Street looking north



Figure 116 View along Station Street looking south



Figure 117 View of the Former Station Master's House from Station Street



Figure 118 Obscured view to the station from Station Street through mature tree plantings



Figure 119 Obscured view to the station from Station Street through mature tree plantings



Figure 120 View of the precinct from the west car park



Figure 121 View of the west landscaped area from the footbridge



Figure 122 View of the mature coniferous trees on the west boundary overlooking the station and platform



Figure 123 Overview of the railway line looking south from the footbridge



Figure 124 Overview of the shops and footbridge from Gardners Inn



Figure 125 View of the precinct from the Great Western Highway looking northwest



Figure 126 View of the precinct from the Great Western Highway looking northwest



Figure 127 View of the precinct from the Great Western Highway and shops looking northwest



Figure 128 View of the railway line and precinct from the Bundarra Street level crossing



Figure 129 View of the precinct from the footpath and verge looking north



Figure 130 View of the precinct from the footpath and verge looking north



Figure 131 View of the landscaped area north of the kiss and ride area



Figure 132 View of the precinct looking south from the kiss and ride area



Figure 133 View of the precinct from the footpath and verge looking north



Figure 134 View of the precinct from the footpath and verge looking south

6. Heritage significance

The NSW Heritage Manual was developed by the Heritage Office and the former NSW Department of Urban Affairs and Planning to provide the basis for an assessment of heritage significance of an item or place. This is achieved by evaluating the place or items significance in reference to specific criteria, which can be applied at a national, state, or local level (Heritage Office 2001). The NSW Assessing Heritage Significance details these specific criteria which are quoted in Section 6.1.1 below. (Heritage Office 2001, 9). The significance of Blackheath Station is assessed against the criteria below.

6.1.1 Assessment against criteria

Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

Criterion (e) An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

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

6.2 Blackheath Railway Station Group

6.2.1 Assessment of heritage significance

The following assessment is quoted from the State Heritage Inventory for the 'Blackheath Railway Station Group'.

Table 2. Assessment of heritage significance against the NSW Heritage Significance criteria

Criteria	Assessment
Criterion a – Historical	Blackheath Station is of historical significance as part of the early construction phase of railway line duplication on the upper Blue Mountains demonstrating the technological and engineering achievements in the railway construction at the end of the 19th century.
Criterion b – Associative	-

Criteria	Assessment
Criterion c – Aesthetic	<p>Blackheath Station is a good representative example of a Federation free classical railway station. The building predates the issue of standard plans but is similar to a standard design known as Type 11 (standard A8-A10) island platform buildings. It is one of only two timber railway stations in the Blue Mountains and adapts the standard elements found in other Blue Mountains island platforms such as the wide cantilevered awning supported on steel brackets to a timber construction.</p> <p>The place is also significant for its local setting within well landscaped gardens and adjacent to the historic town centre.</p>
Criterion d – Social	<p>The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.</p>
Criterion e – Technical	<p>Blackheath Station has limited research potential due to its partial reconstruction and being an example of well documented type of railway structures from this period.</p>
Criterion f – Rarity	<p>Blackheath Station building is a rare timber station building, similar in design to a Type 11 island platform building, and is one of two timber railway stations in the Blue Mountains, the other is Katoomba.</p>
Criterion g – Representative	<p>The Station is a representative example of a group of stations associated with the construction and duplication of the railway across the Blue Mountains. The footbridge is also a representative example of a standard steel beam structure with trestle supports dating from the early 1900s.</p>

6.2.2 Existing statement of significance

The following statement of significance is quoted from the State Heritage Inventory for the 'Blackheath Railway Station Group':

Blackheath Railway Station is of State significance as part of the early construction phase of railway line duplication on the upper Blue Mountains, demonstrating the technological and engineering achievements in railway construction at the end of the 19th century. The building is significant for its contribution to the scenic qualities of the Blue Mountains railway landscape, forming part of a cohesive group of intact stations along the line. The platform building at Blackheath station is an excellent representative example of a standard Federation era railway building and is one of only two timber railway buildings along the Blue Mountains line. Partial reconstruction of the building following a fire in 1985, together with the restoration of Mortuary station, marked the beginning of heritage management in the NSW railways. The place is also significant for its local setting within well landscaped gardens and adjacent to the historic town centre.

The Blackheath Railway Station Shops have historical significance as an important and distinctive component of the precinct around Blackheath Railway Station. The buildings have some aesthetic significance as small Federation-era buildings with similarities in scale, detail, and form and are important elements in the local townscape. The buildings are also of significance for their associations with the prominent and influential identity Tomas Rodriguez, former Station Master at Blackheath Railway Station.

6.2.3 Gradings of significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within proposal site are based on guidelines established in the NSW Heritage Division publication, *Assessing Heritage Significance* (2001).

Table 3. Gradings of significance definitions. *Source:* NSW Heritage Office (2001).

Level of significance	General conservation principles
Exceptional	<p>Elements of exceptional significance are key to the understanding of the place, as they represent its major characteristics and are generally original elements. They may also be rare or exceptional examples of their type.</p> <p>Fabric of exceptional significance must be conserved and restored. In the case of failure, fabric of exceptional significance must be reinstated using the same materials and, where possible, traditional methods. These elements should not be removed or obscured by future works. Where such elements are missing, concealed, or damaged, they should be restored.</p>
High	<p>Elements of high significance are major components of the place and important to understanding its significance and development over time. These elements may include later but sympathetic additions to the place or original elements that have been altered sympathetically.</p> <p>Fabric of high significance should generally be retained, conserved, or restored using sympathetic methods and materials. Minor changes or alterations to fabric of considerable significance are permissible, where changes are relatively minor, fabric is not obscured, and changes are reversible.</p>
Moderate	<p>Elements of moderate significance have some heritage value but are not key components to understanding the place or its significance. This may include later, introduced fabric or elements in poor or modified condition that cannot be reasonably conserved.</p> <p>Fabric of moderate significance may be altered if necessary, provided such alteration does not compromise the overall significance of the heritage item.</p>
Little	<p>Elements of little significance are minor components of the site, elements that have been altered over time or that make little contribution to the significance of the place. They may include items such as fittings and fixtures that have been changed many times over the life of the item.</p> <p>Fabric of little significance may be altered, removed, or replaced as necessary, but such actions should not damage or obscure fabric of higher significance.</p>
Intrusive	<p>Intrusive elements are those later additions to a site that obscure or compromise elements of the site's significance. Such elements are not sympathetic to the site and may obscure the understanding of the place.</p> <p>Wherever possible, intrusive elements should be removed and replaced (if necessary) with new elements that are sympathetic to the place. New intrusive elements should not be introduced to a place.</p>

6.2.3.1 Blackheath Railway Station Group

The following table grades the significance of key built elements associated with Blackheath Railway Station Group.

Table 4. Significance grading of key elements

Component	Grading	Extent Comment
Station building (1898)	Exceptional	<p>The Station Building, built in 1898, is a representative example of a standard Federation era railway building. The building is one of only two timber railway buildings along the Blue Mountains line.</p> <p>The Station Building retains a moderate level of integrity after a sympathetic reconstruction in 1985 and later building refurbishments.</p> <p>The building reflects the historical uses of the site and is a key component.</p>
Island platform (1898) – including the 1902 extension and excluding the 1955 modification	High	<p>The Platform reflects key historical developments of the site and demonstrates the changing techniques to platform construction from the late nineteenth century to mid-twentieth century.</p> <p>The platform is a key component.</p>
Footbridge (1911) – including the 1990 refurbishment	Moderate	<p>The footbridge retains a moderate to low level of integrity as many original features have been replaced, except for the steel superstructure. Later, replaced fabric such as the balustrade and canopy are considered to be of little significance.</p>
Shops	High	<p>The shops retain a high degree of integrity and are considered to be contributory to the significance of the site.</p>
Platform landscape plantings	Little	<p>The plantings on the platform date to the 1990s, while not original they continue the tradition of platform gardening along the Blue Mountains Line and make a positive contribution to the overall landscape setting.</p>
Car park	Little	<p>The car park and informal kiss and ride area are a later addition to the site. That make no contribution to the site.</p>
Level crossing	Little	<p>The level crossing comprises fabric dated to 1993. It is a later addition to the site that does not make a notable contribution to the heritage values of Blackheath Station.</p>
Surrounding landscape	Moderate	<p>The surrounding landscape makes a notable contribution to the aesthetic significance of the site. Vegetation dates to the 1960s and 1990s.</p>

7. Archaeological assessment

7.1 Historical archaeological potential

The assessment of archaeological potential at Blackheath Station is based on information obtained from various historical sources such as historical plans, aerials and photographs, as well as a review of current listings and general observations made during a site inspection carried out by Extent Heritage in December 2021.

It includes analysis of the proposal site's potential to contain archaeological remains and a description of the potential remains that may still survive.

The ability of the archaeological resource to address research questions and provide useful information primarily depends on its nature and level of preservation.

7.1.1 Phases of historical development

Based on the analysis of significant historical events, the following phases of site development have been identified:

- phase 1: early station arrangement (1869-1880)
- phase 2: modification and duplication (1880-1950)
- phase 3: electrification (1950-1980).

7.1.2 Summary of potential archaeological remains

In general, substantial railway infrastructure has a greater potential for survival than other evidence of occupation located within the active rail corridor and, to some extent, rail yards. These are likely to have been impacted by additions and modifications, such as duplication of the railway line and changes in yard arrangements. Subsurface built elements of structures are also generally less likely to be disturbed than artefact-bearing deposits such as underfloor deposits that may survive within, as well as associated yard deposits.

Based on the information presented in the historical context and investigations, a summary of the likely nature, extent and integrity of archaeological remains that may be present within the project area is provided in Table 5 below. The following rankings have been applied to the archaeological potential for relics to be present at each site.

- **Extant:** archaeological remains associated with a particular historical phase or features that survive intact and have been retained in situ.
- **High:** it is likely that archaeological relics associated with a particular historical phase or features survive intact.
- **Moderate:** it is possible that some archaeological relics associated with a particular historical phase or features survive, but they may have been subject to some disturbance.

- **Low:** it is unlikely that archaeological relics associated with a particular historical phase or features survive.
- **Nil:** the degree of ground disturbance indicates that there is no potential for any significant archaeological relics to be preserved.

7.2 Archaeological significance

Archaeological significance refers to the heritage significance of known or potential archaeological remains. While they remain an integral component of the overall significance of a place, it is necessary to assess the archaeological resources of a site independently from above-ground heritage elements. Assessment of archaeological significance is more challenging as the extent and nature of the archaeological features is often unknown and judgment is usually formulated on the basis of expected or potential attributes.

The potential archaeological resource has the ability to yield information that could be used to address research questions about the changes in configuration, operation, and use of Blackheath Station. Evidence of the daily working lives of railway employees could be shown through the artefacts and archaeological deposits associated with the structural remains of goods sheds, out-of / parcels building and station building. Similarly domestic artefacts and other functional items may provide evidence of the lifeways, habits and trends of employees in the late nineteenth and twentieth century.

A summary of the potential historical archaeological relics within the project area, their likelihood of survival and inferred significance for each item/site is provided in Table 5 and Figure 135.

To facilitate the significance assessment of historical archaeological remains, the Heritage Branch, Department of Planning (NSW (now Heritage NSW, DPC) prepared a set of criteria in the publication *Assessing Significance for Historical Archaeological Sites and 'Relics'* (December 2009).

The NSW heritage criteria for assessing significance related to archaeological sites and relics include:

- archaeological research potential (current NSW Heritage Criterion E)
- associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D)
- aesthetic or technical significance (NSW Heritage Criterion C)
- ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G).

The above assessment criteria are supplemented by the established assessment framework that has been developed by Anne Bickford and Sharon Sullivan, who set three fundamental

questions to assist in determining the research potential of an archaeological site (Bickford and Sullivan 1984). These questions are as follows:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

Table 5 Summary of identified archaeological potential and significance within the SHR curtilage of Blackheath Station. The pre-1929 structures identified are recorded on historic plans of Blackheath Station. Source: Sydney Trains Plan Room, CV0070489 and CV0052351

Archaeological resource	Potential remains	Level [or likelihood] of survival	Significance
16,000 gall. water tank [4]	Structural remains e.g. postholes, footings; content including artefacts; pipelines	Moderate	Local
Water column [2]	Structural remains e.g. postholes, footings (concrete and brick); sporadic artefacts; pipelines.	Low	Local
Septic Tank [1]	Structural remains e.g. postholes, footings; content with artefacts; pipelines.	Moderate	Local
Small goods shed [7]	Structural remains e.g. foundations; postholes; sandstone or brick footings; industry related artefacts; pipelines.	Low-nil	Contributory to state
Out-of shed / Parcels [10]	Structural remains e.g. foundations; postholes; sandstone or brick footings; industry related artefacts.	Moderate	Contributory to state
20,000 gall. Water tank [12]	Structural remains e.g. postholes, footings; content including artefacts; pipelines.	Moderate	Local
Tennis court [15]	Cut and fill original surface and posts	Low-nil	Local
Station Building [8]	Underground services and sporadic artefacts.	Moderate	Local
Ramp [3]	Structural remains e.g. brick footings; sporadic artefacts.	Low	Local
Coal stage [5]	Structural remains e.g.; postholes; footings (sandstone or brick) ; industry related artefacts.	Low	Local
Lamp room (L.R) [6]	Structural remains, e.g. footings (sandstone or brick)	Low-nil	Local
Water column [11]	Structural remains e.g. postholes, footings (concrete and brick); sporadic artefacts; pipelines.	Moderate-low	Local
Footbridge [13]	Structural remains e.g. footings	Extant	State
Metre [14]	Structural remains e.g. footings	Low	Nil
Underground tank [9]	Structural remains e.g. footings (brick or sandstone), concrete capping; industry related artefacts.	Moderate-High	Local

EXTENT

HERITAGE ADVISORS

SHR curtilage of Blackheath Railway Station

- Proposal site
- SHR curtilage
- Pre-1929 structures

Pre-1929 structures

1. Septic Tank
2. 9" Water Column
3. Ramp
4. Tank
5. Coal Stage
6. L.R
7. Small Goods
8. Underground Tank
9. Station Building
10. Parcels
11. 9" Water Column
12. Tanks
13. Footbridge
14. Meter
15. Tennis Court

Drawn by: Mariska Marnane
Checked by: Kim Watson
Date: 10 February 2022
Projection: GDA 1994 MGA Zone 56
Data sources: Extent, Nearmap, DPIE

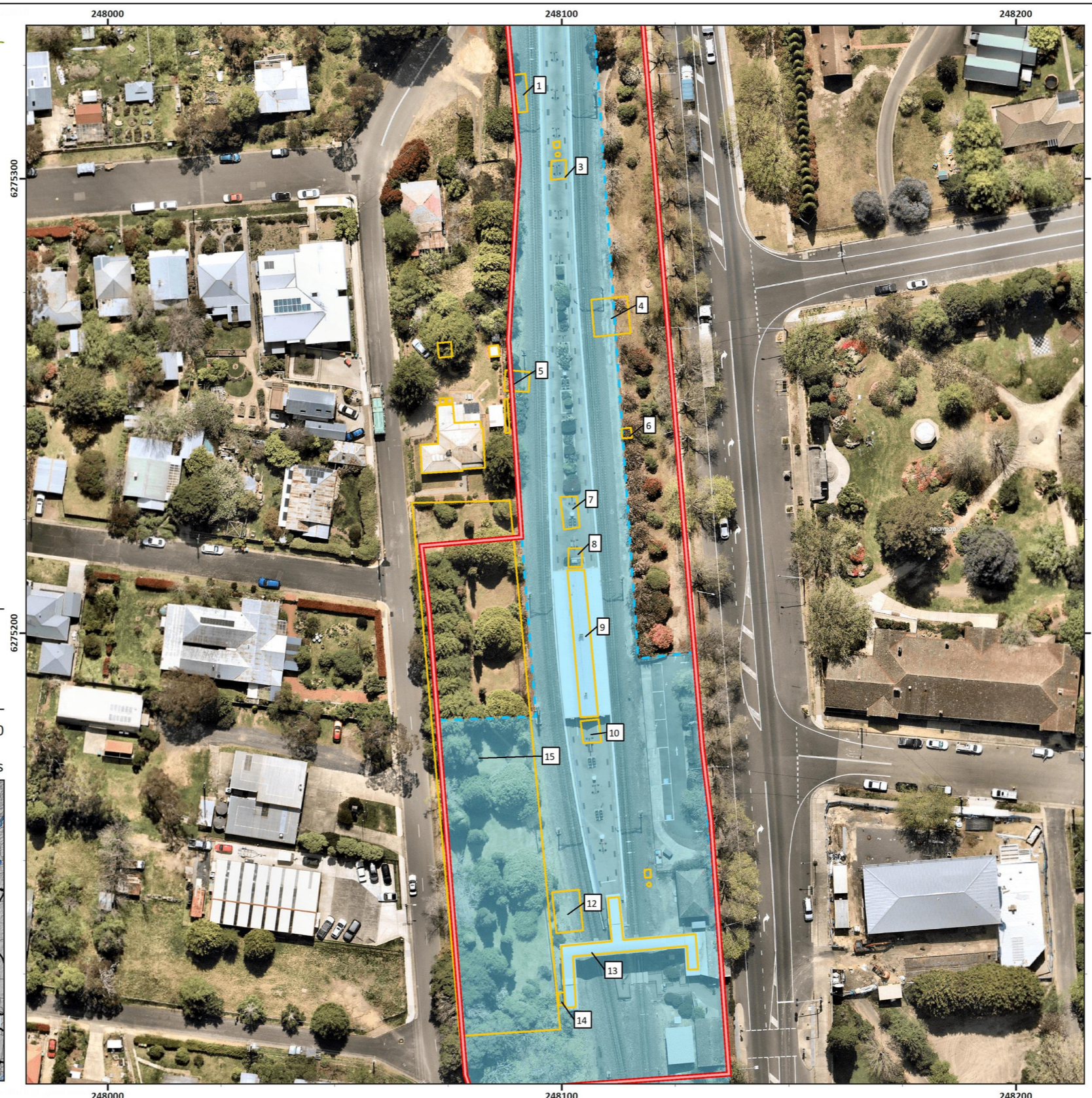
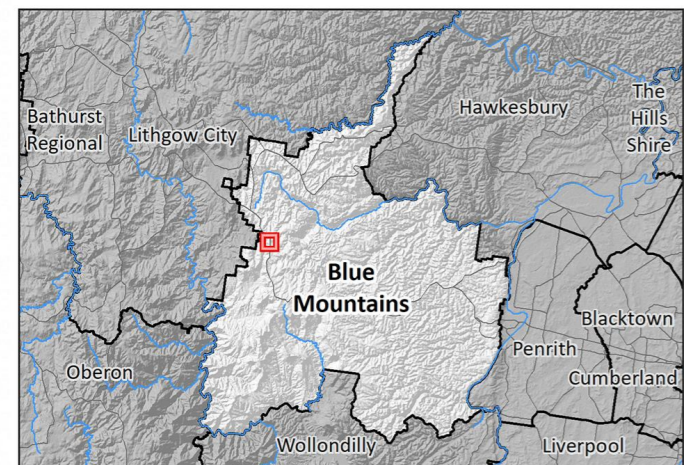


Figure 135 Overview of archaeological items within SHR curtilage of Blackheath Railway Station Group

8. Proposed works

8.1 Rationale

The Transport Access Program is an NSW Government initiative delivering safe, modern and accessible public transport infrastructure to stations across NSW. Under the *Disability Discrimination Action 1992*, Transport for NSW is required to upgrade public transport precincts to ensure equitable access is provided to all customers. The proposed upgrade works at Blackheath Station would improve accessibility to the station for customers with disability, limited mobility, and parents and carers with prams through the inclusion of passenger lifts, widened doorways to the waiting room and resurfaced platform. The resurfaced platform would improve surface gradient, water drainage and installation of new safety tactiles.

8.2 Outline

The Proposal would include the following:

- provision of three new lifts, associated landings and canopies providing access to the station platforms from Station Street and the Great Western Highway station entry area
- provision of an entry plaza from the Great Western Highway including a new ramp and stairs from the footpath to the lift landing and existing stairs
- upgrade of the existing informal kiss and ride area on the eastern side of the station, including line marking, installation of bike hoops, sheltered seating and an upgrade of the accessible path to the station entry
- upgrade of an accessible path from lift 2 to the station platforms
- upgrade of the accessible path from the commuter car park to lift 3, on the Station Street side
- provision of two accessible parking spaces and extension of the Station Street commuter car park and localised regraded areas of the existing commuter car park
- widening of the waiting room doors and the family accessible toilet door
- upgrades to the station power supply, including provision of a new main switch board
- provision of a new accessible water bubbler on the island platform by the station building
- removal of the existing level crossing.

Refer to Appendix A for technical drawings.

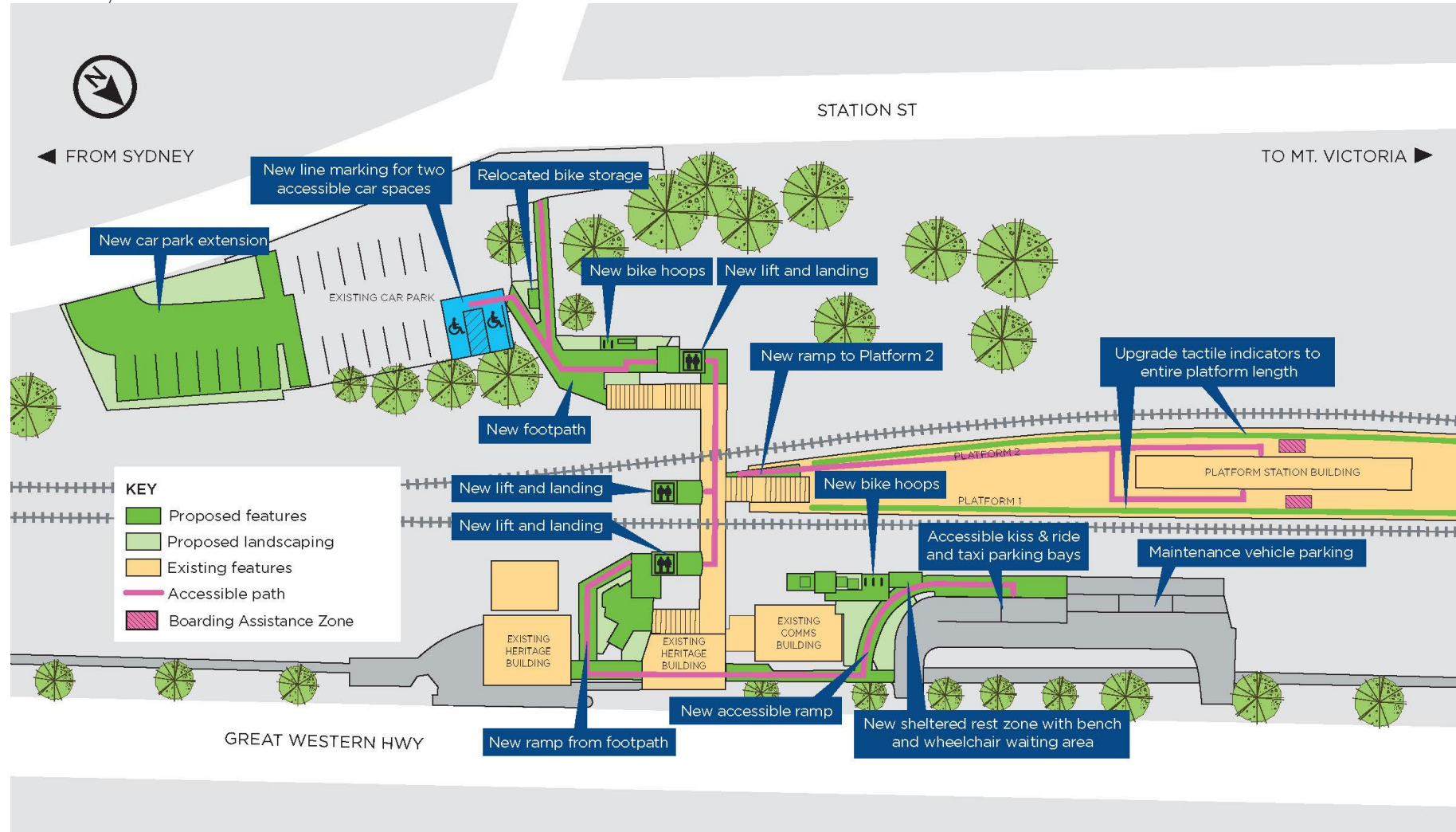


Figure 136 Key features of the Proposal. *Source:* Transport for NSW, 2022



Figure 137 Architectural render of the Proposal. This is an artist impression and indicative only Source: Transport for NSW



Figure 138 Architectural render of the Proposal. This is an artist impression and indicative only *Source:* Transport for NSW



Figure 139 Architectural render of the Proposal. This is an artist impression and indicative only *Source:* Transport for NSW

8.3 Options analysis

In addition to a ‘do-nothing’ option, the concept design of the proposal considered three options to address accessibility and customer experience needs, potential heritage impacts and design principles. The options were developed by Transport for NSW considered in a workshop with relevant stakeholders and design team. The preferred option was developed and forms the focus of this report.

The options considered are summarised below.

Table 6. Options considered for the Blackheath Station upgrade



Option	Description
1	<p>Option 1 looked at providing three lifts to the existing footbridge all located on the southern side of the structure. It included a new accessible ramp at the Great Western Highway entry to the lift at the side of the existing stair. The existing level crossing to the platform would be removed. The lift at the platform would require a new ramp and walkway to access the platform. The lift on the commuter car park side would require a new accessible walkway.</p> <p>New line marking be needed to the existing Station Street commuter car park with an addition of two accessible car spaces. New line marking for the existing accessible parking and informal kiss and ride area along the Great Western Highway would need to be repainted. The footpath along the Great Western Highway to the kiss and ride area would need to be regraded to have a maximum fall of 1:40. There would be a seat and accessible waiting area provided for customers at the informal kiss and ride area.</p>
2	<p>Option 2 provides all the same features as Option 1.</p> <p>In addition, Option 2 would also include a new accessible path from the kiss and ride area to the location of the new lift behind the station buildings.</p>
3	<p>Option 3 looks at providing a new footbridge, lifts and stair. The existing footbridge and level crossing would be removed and a new footbridge would be located closer to the existing station building to comply with design standards of setbacks and clearances. This option has a greater visual impact on the station building, which is known for its heritage values. This option also has a more dominant presence when compared to other options. The three lifts would be located on the southern side of the new footbridge. The stair on the platform and the Great Western Highway side would face north and the stair on Station Street side would face south.</p> <p>Line marking for car parking spaces and informal kiss and ride area bays, regrading of the footpath and provision of a seat at the informal kiss and ride area are the same as Options 1 and 2.</p> <p>Adjustment of the doors to the waiting rooms and family accessible toilet are the same as Options 1 and 2.</p>

Option 1 was determined the preferred option for Blackheath Station Upgrade as it was considered to have the least impacts. The development of Option 1 was further refined through the ‘scoping design’. The refined lift designs considered for Option 1 are presented in the following section.

8.3.1 Lift design options considered

The design of Option 1 for the passenger lifts was further informed by a preliminary impact assessment prepared by Purcell (2021) that identified potential impacts associated with lift designs considered. A summary of the different lift options is provided in Table 7.

Table 7. Assessment of design options considered to facilitate the design development of Option 1, prepared by Purcell and designed by DesignInc, November 2021

<p>Lift option 1</p>		<p>Materiality</p> <p>Concrete base and upper steel and glass frame.</p> <p>Assessment</p> <p>The amount of steel required to create a glazed structure negates the ‘transparency’ afforded by the glass. The industrial nature of the glass and steel is considered inappropriate for the architectural character of the railway precinct and Blackheath more broadly.</p>
<p>Lift option 2a, 2b and 2c</p>		<p>Materiality</p> <p>Concrete base with cladding to the upper portion of the lift tower. Cladding options include:</p> <ul style="list-style-type: none"> ▪ pre-painted steel ▪ corten/weathered iron ▪ aluminium panelled system (copper colour) ▪ fibre cement ▪ insertion of windows to break up the cladded façade ▪ flat (2a and 2b) or pitched roof (2c). <p>Assessment</p> <p>A concrete/cladded option is considered to be the preferred treatment of the lift shafts. The use of the two materials has the effect to reduce the perceived height of the lift structure and provide a level visual interest to the monolithic nature of the structures.</p>

Lift option 3



Materiality

Concrete, with opportunity to include openings and textured finish.

Assessment

The industrial and solid nature of the monolithic concrete structure is considered inappropriate for the architectural character of the railway precinct and Blackheath more broadly.

9. Assessment of heritage impact

The assessment of the degree of impacts made in this report has been based on the ICOMOS *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (2011). While the guideline was prepared for the Heritage Impact Assessment to evaluate the impact of developments on the outstanding universal value of World Heritage properties, the definitions and evaluation matrix can be applied to the values of any heritage significant place. Appendix 3B of the ICOMOS guideline provides an example guide for assessing magnitude of impact to built heritage and historic urban landscapes. The definitions for gradings of impact specific to this proposal and the proposal site are taken from this guideline and are outlined in the below table.

Table 8. Impact gradings (ICOMOS 2011).

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

9.1 Built heritage

The Transport Access Program is an NSW Government initiative delivering safe, modern, and accessible public transport infrastructure to stations across NSW. The proposed Transport Access Program upgrade at Blackheath Station would ensure equitable access is provided to all customers visiting the station. The objectives of the Transport Access Program upgrade would be achieved through the construction of three passenger lifts to the south and west of the footbridge structure and include the regrading of footpaths, platform surfaces and extension of the existing commuter car parking. The Proposal would also include the widening of the doorways entering the waiting room and family accessible toilet. The completion of the Proposal is critical to the ongoing safety and operation of the station as well as making the station DDA compliant.

The Proposal would impact on the following built elements in the station precinct:

- footbridge
- platform surface

- waiting room and family accessible toilet doorway
- informal kiss and ride area / taxi area.

Passenger lifts and footbridge modifications

The Proposal requires the construction of three lifts to provide DDA compliant access to the island platform from the footbridge and station entrances. The passenger lifts would adjoin the footbridge at two points on the southern side of the structure and a third elevator would be located at the western edge of the footbridge providing access from the commuter car park on Station Street.

The construction and installation of the lifts would require the removal of small sections of balustrade to provide access to the new lift waiting areas, new balustrading to the footbridge extension to Lift 3, installation of stair nosings and tactile ground surface indicators, an additional step at the eastern most stair and compliant handrails. The Proposal would also include stabilisation of the structural steel of the footbridge and existing connections with additional purlins. The footbridge modifications needed to receive the passenger lifts would be limited to non-significant heritage fabric that has been replaced since 1990. The extension of balustrade to meet Lift 3 would see a continuation of form and style by matching the existing fabric, minimising impacts to the aesthetic significance of the footbridge. This is considered an acceptable and necessary impact that does not materially affect the heritage significance of the station.

The Proposal would balance the operational requirements of the Transport Access Program upgrade and the heritage values of the station. They are considered to have a minor impact to fabric of little significance, with no adverse impact to the heritage significance of the station.

Impact grading: Minor

Platform resurfacing

The island platform has undergone many modifications since its construction in 1898, with extensions in 1902 and later 1955. The current presentation of the platform surface includes historic bubblers and lighting, replica lighting dated to 2000, garden beds from the 1990s, and new platform signage and seating installed in c.2016. The platform surface is irregular owing to incremental changes to the site. The Proposal would replace the life-expired platform surface materials and perform essential upgrades necessary to renew the surface. The Proposal would also include improve drainage and the safety condition of the platform surface with upgraded tactiles and improved gradient of surface. This would include the minor relocation of station furniture including existing benches and repositioning of the existing phonebooth.

The platform surface comprises of modern materials that are non-significant fabric that do not make a notable contribution to the aesthetic of the station. Replacing this fabric would ensure the station remains a well-maintained historic railway precinct with the replacement of non-significant fabric and conservation of features that contribute to the aesthetic values of the station. Tactiles are a standard, reversible station safety requirement found at every station. The installation of tactiles would have no adverse impact on built elements or movable objects

of heritage significance. The Proposal would have no impact to significant fabric such as the brick platform wall and coping, historic bubblers, historic lighting, or garden beds.

The Proposal intends to improve the railway station setting without an adverse impact (visual or physical) to built heritage fabric. The new platform surface would introduce an appropriate surface finish and material that is sympathetic to the heritage values of Blackheath Railway Station. It is however, recommended the cast iron stormwater grates are salvaged for reuse.

Due to the routine nature of the works, its negligible impact to significant fabric and replacement of modern non-significant materials, the works are considered negligible with no adverse impact to the heritage significance of the Blackheath Railway Station.

Impact grading: Negligible

Modification to the station building

The Proposal would include the modification of the existing doorway to the waiting room and family and accessible toilet to comply with current width standards. The new door width would have a minimal clearance of 850 millimetres which would require a 120 millimetres increase from the existing clearance of 730 millimetres.

For the doorway to the waiting room, the increase would be accommodated by replacing the existing door jambs with a timber single rebate door jambs below the transom light and providing a new wider four panelled door and grilled security door. Widening the family and accessible toilet door would require localised impacts to the surrounding weatherboards.

The proposed work would have a minor localised impact to the door jamb which comprises of original fabric. The physical impact would be limited to the doorjamb conserving original fabric such as the original architraves and fanlight window which would not change. The widening of two doorways by 120 millimetres would have a minor visual impact to the station building, however, this impact has been reduced through sympathetic design. The new timber doors to the waiting room would match the panelling and finish of the existing, ensuring the new doors and door jamb are consistent with the existing character and features of the building. On completion of this work, the security door to the Platform 2 waiting room door would be hung on opposite side, contributing to the localised impact to timber fabric. This would ensure the door opens flat and reduces obstacles along the platform. This is considered a necessary minor and localised impact to fabric.

The current door to the family and accessible toilet dates to 2015. It is a solid core door with no fanlight. To accommodate the new widths, the Proposal would require modification to the weatherboards to enlarge the opening and replace the door leaf and jamb. This would have a minor localised impact to the original weatherboards. This impact would be reduced through the use of timber and reuse of existing non-original trims.

In addition to the widening of the doors to the waiting room and family accessible toilet, the scope would include widening the grilled security screens. This scope is considered acceptable as it would replace non-significant fabric on a like for like basis.

Due to the nature of the localised modification and impact to significant fabric the scope of works is considered to have a minor adverse impact on the heritage significance of Blackheath Railway Station.

Impact grading: Minor

Level crossing removal

With the installation of passenger lifts, the Proposal would see the removal of the level crossing at the city end of the platform. The level crossing consists of standardised, non-significant fabric dated to the 1990s. The scope is considered appropriate given it would include the removal of non-significant fabric. However, while the fabric itself is not significant, the removal of level crossing would alter the historic configuration of the site. This would have a minor impact on the heritage significance of the station.

Impact grading: Minor

Informal kiss and ride area modifications

Modifications to the informal kiss and ride area would include the installation of new bike hoops and upgrading of the footpath and accessibility path from the informal kiss and ride area. The proposed works are considered to have a minor and inconsequential impact to modern fabric dated to the 2000s, and a negligible impact to the heritage significance of the station.

Impact grading: Negligible

9.2 Landscape heritage

Vegetation removal

The *Arboricultural Impact Assessment and Tree Protection Plan* prepared by Tree Survey, dated November 2021 assessed the significance of vegetation affected by the Proposal. This was not a comprehensive study of all trees within the SHR curtilage of the station, but a targeted study of vegetation within and in the vicinity of the proposal site. The assessment of significance and retention value of vegetation was determined using a combination of environmental, cultural, physical, and social values. This is made in accordance with the Institute of Australian Consulting Arboriculturists (IACA) Significance of a Tree, Assessment Rating System (STARS). The report noted that of the 38 plantings assessed, a total of 17 plantings would be retained, while 21 plantings would require removal. Of the 21 plantings proposed for removal, 10 are located in the SHR curtilage of the station. Tabulated below is a summary of the arborist findings for vegetation proposed for removal.

The Proposal would impact a small portion of vegetation located within the SHR curtilage of the station. This impact is not considered to be adverse as it would be limited to contemporary plantings and trees that are in a poor condition or local weed species. The removal of vegetation outside the SHR curtilage of Blackheath Station would be limited to the south of the commuter car park. This would enable the car park extension to facilitate DDA complaint parking for commuters. There are no adverse heritage impacts associated with the extension of the car

park, this would see the removal of plantings considered to be of low significance for amenity and ecological values (refer to Table 9).

The Proposal would require the removal of mature Azealia's located in the garden beds at the eastern entrance of the station. The garden beds contribute to the aesthetic values and landscaped quality of The station. Their removal would be mitigated through the inclusion of new garden beds with sympathetic plantings to ensure the aesthetic values of Blackheath Station are not diminished.

Vegetation to be impacted on the Station Street entrance would be limited to three mature trees within a densely vegetated area. Their removal is required due to the proximity of the construction footprint which would significantly encroach on their Tree Protection Zone. The Proposal would instead offset this loss of vegetation through replanting in appropriate and select locations within the proposal site. Options for replanting these trees in alternative locations was discounted by the Arborist as planting 6 was identified as a local weed species and planting 5 and 9 showed signs of poor condition. Overall, the loss of three trees in this area represents a minor impact to a heavily vegetated area characterised for its intact alignment of mature coniferous trees. Surrounding trees would be retained and conserved through the implementation of a Tree Protection Plan which would include tree protection. There would be no impact to mature coniferous trees in the vicinity of the proposal site.

Overall, the Proposal is assessed as having a minor impact on heritage significance of Blackheath Station. The Proposal would retain the significant landscape values of Blackheath Station and would have no impact to significant vegetation framing the station precinct.

Impact grading: Minor

Table 9. Summary of findings for plantings proposed for removal. Refer to plan below. Refer to Appendix A for plans showing location of trees noted in the key.

key	Species	Arborist assessment	SHR curtilage
5	<i>Ulmus procera</i>	Planting 5 is a mature tree of medium significance that would be subject to major encroachment and require removal. The arborist noted internodal pruning and minor canopy dieback.	Yes, inside SHR curtilage
6	<i>Prunus laurocerasus</i>	Planting 6 is a mature tree of medium significance, considered to be a local weed species. The tree would be subject to major encroachment and would require removal.	Yes, inside SHR curtilage
9	<i>Rhododendron sp.</i>	Planting 9 is mature tree of medium significance that would be subject to major encroachment and require removal. The arborist assessment noted that 50 per cent of tree is dead.	Yes, inside SHR curtilage
16	<i>Ilex aquifolium</i>	Planting 16 is a shrub of low significance.	Yes, inside SHR curtilage

key	Species	Arborist assessment	SHR curtilage
17	<i>Azealia sp.</i>	Planting 17 is a shrub of low significance.	Yes, inside SHR curtilage
18	<i>Azealia sp.</i>	Planting 19 is a shrub of low significance.	Yes, inside SHR curtilage
20	<i>Azealia sp.</i>	Planting 20 is a shrub of low significance.	Yes, inside SHR curtilage
21	<i>Azealia sp.</i>	Planting 21 is a shrub of low significance.	Yes, inside SHR curtilage
22	<i>Azealia sp.</i>	Planting 22 is a shrub of low significance.	Yes, inside SHR curtilage
23	<i>Azealia sp.</i>	Planting 23 is a shrub of low significance.	Yes, inside SHR curtilage
24	<i>Quercus robur</i>	Planting 24 is a shrub of low significance.	No, outside SHR curtilage
25	<i>Hakea sp.</i>	Planting 25 is a shrub of low significance.	No, outside SHR curtilage
26	<i>Photinia sp.</i>	Planting 26 is a shrub of low significance.	No, outside SHR curtilage
27	<i>Sorbus aucuparia</i>	Planting 27 is a shrub of low significance.	No, outside SHR curtilage
28	<i>Photinia sp.</i>	Planting 28 is a shrub of low significance.	No, outside SHR curtilage
29	<i>Photinia sp.</i>	Planting 29 is a shrub of low significance.	No, outside SHR curtilage
30	<i>Photinia sp.</i>	Planting 30 is a shrub of low significance.	No, outside SHR curtilage
31	<i>Sorbus aucuparia</i>	Planting 31 is a shrub of low significance.	No, outside SHR curtilage
32	<i>Photinia sp.</i>	Planting 32 is a shrub of low significance.	No, outside SHR curtilage
33	<i>Photinia sp.</i>	Planting 33 is a shrub of low significance.	No, outside SHR curtilage



Figure 140 Details from Tree Protection Plan prepared by Tree Survey (2021) showing plantings to be removed (in red) and plantings to be retained (in green)

New garden beds and plantings

The impacts to Blackheath's landscape values and amenity would be remediated through the replanting of twelve trees and incorporation of new garden beds into the design. The planting schedule includes a variety of trees, shrubs and strappy grasses. Including the following:

Trees:

- *SyzyAcer x freemanii 'Jeffers Red'* (Autumn Blaze Maple)
- *Liquidambar styraciflua*, (Liquidambar)
- *Quercus rubra* (Red Oak)
- *Wollemia nobilis* (Wollemi Pine)
- *Prunus serrulata* (Ornamental Flowering Cherry).

Shrubs:

- *Rhododendron 'Fireman Jeff'* (Rhododendron)
- *Rhododendron 'Junifeuer'* (Rhododendron)
- *Rhododendron 'Spinulosum'* (Rhododendron).

Strappy grasses:

- *Agapanthus africanus* (African Lily)
- *Clivia miniate* (Kaffir Lily).

The proposed landscape schedule is considered appropriate for its ability to contribute and complement the landscape character and quality of the station. This would be achieved through the incorporation of three garden beds, and timber seating. The proposed landscaping is considered an improvement to the existing entrances' current configuration.

9.3 Views and settings

The Proposal would result in some impact to the views and setting of Blackheath Railway Station. This primarily relates to the construction of three lifts to the south and west of the footbridge which would include the provision of accessible paths and a ramp and stairs from the entrances of the station to the lifts. This is not considered to be a major adverse impact. The Proposal has made a considered effort to reduce and mitigate the visual impact through the consideration of character, scale, form, siting, materials, colour, and detailing.

Character

The character of Blackheath and Blackheath Railway Station is defined by its unique collection of late nineteenth and early twentieth century buildings that retain a high degree of integrity and

demonstrate sympathetic alterations. While the Proposal would incorporate a series of new structure into a historic setting, the Proposal would see a continuation of this character through sympathetic design and the conservation of significant landscaping features.

The design of the lifts responds to the character of Blackheath through a combination of horizontal and vertical treatment to cladding that correspond to the façade treatment of nearby buildings, notably the station building and shops along Great Western Highway. The Proposal also recommends the concrete base is scored to replicate historic features and stained a warm colour to complement the colours of the station. This aligns with the aesthetic values of the station.

The aesthetic of the station precinct and surrounds are further respected through the considered placement and height of the new structure. The construction and siting of the lifts would retain significant fabric, modifying non-significant fabric only, and retain the overall form of the footbridge. By placing the new services to the south of the footbridge, the lifts are discreetly located behind or adjacent to the stairs. The height of the lift towers, whilst above the canopy of the footbridge has been designed so that the height is as low as practicable. This would ensure the new structure does not overwhelm the station precinct. This is also achieved through considered design which has advocated for a simplified form, as demonstrated by the flat roof form, placement of windows and treated aluminium panels. This would also retain key views from within the station precinct to the footbridge and minimise impacts to the character of the station.

The Proposal also responds to the character of the station and surrounding area through the retention of significant vegetation and inclusion of new garden beds and plantings. This would retain the landscape amenity of the station and streetscape more broadly.

Siting, scale and form

While the new structures would command a prominent position in the landscape by adjoining the southern side of the footbridge, this would represent a reduced impact to the setting of the station in comparison to other locations. The scale of the lift towers responds to the scale of the footbridge by ensuring the height of the lifts do not overwhelm the structure. While the height of the lift towers would exceed the height of the footbridge canopy, the design balances the construction constraints of the new structure against the heritage significance of the station. The form of the new lift lobby canopies responds to the existing curved form of the footbridge roof.

The form of the new structures has been sympathetically designed to complement the surrounding heritage buildings. This has been achieved through a textured and varied cladding treatment that responds to the grain of buildings in the vicinity. The cladding treatment and window placement also assist in reducing the monolithic form of the new lifts.

The scale, siting and overall form of the new lifts represents a reduced impact from within the station precinct as significant relationships between key buildings and structures would be retained. Positioning to the south would also retain key views from the footbridge and have a reduced impact on the surrounding station landscape.

Materials, colour, and detailing

The prominence of the new structures would be mitigated through the use of sympathetic cladding, window placement and flat roof form. It is recommended a combination of horizontal and vertical treatment to cladding is implemented to correspond to the façade treatment of nearby buildings, notably the station building and shops along Great Western Highway.

The design proposes the concrete base is scribed in a similar manner to stonework, replicating historic treatment of rendered masonry and stained or finished in a warm colour to suit the warm colours of the station. The proposed colour of the cladding, Antique Copper, is a visually distinct finish that changes in intensity in different light conditions, minimising the monolithic nature of the lift towers while complementing historic buildings in the vicinity.

Through a combination of materials, roof form and siting, the design makes a considered effort to ensure that visible elements of the new structure complement the existing significant built fabric without visually dominating or detracting from its appearance. This would be achieved through the use of sympathetic cladding colour and avoidance of a clean concrete finish.

The visual impact from the Great Western Highway is assessed as having a moderate visual impact on the views and setting of Blackheath Railway Station. Key views and setting from Station Street would remain relatively unchanged through the retention of significant vegetation.

Impact grading: Moderate

9.4 Curtilage

The Proposal would have no impact on the SHR curtilage of Blackheath Railway Station Group.

Impact grading: No change

9.5 Heritage items in the vicinity

Although the proposed works are predominately contained within the station, the Proposal would also include an upgrade of footpaths parallel to the Great Western Highway. While the lifts would be visible from the public domain, they would have no direct or indirect impacts on heritage significance of heritage items in the vicinity of the site. Similarly, the upgrade of footpaths would see the replacement of non-significant fabric on a like for like basis. This would not have direct or indirect impacts to heritage items in the vicinity.

Impact grading: Negligible

9.6 Historical archaeology

The archaeological assessment suggests that the area contained within the SHR curtilage of Blackheath has archaeological potential within the rail corridor, specifically along the platform and adjacent to the track where former structures were located such as water tanks, water columns, a lamp room and a septic tank. The archaeological resource has the ability to yield

information that could be used to address research questions about the changes in configuration, operation, and use of Blackheath Station.

The scope of works relating to the construction of the lifts, upgrading of existing accessible paths and the car park extension are unlikely to impact on identified archaeological resources, as they are proposed in areas with limited archaeological potential of local archaeological significance. As such, it is recommended the works in these areas are monitored by qualified archaeologist to ensure there is no impact to these potential remains during the construction phase.

The platform resurfacing would require the removal of the asphalt topping along the entire platform. In areas of the platform that also require regrading, the works would require excavation to a depth of up to 200 millimetres, refill with DGB compacted to the new platform gradients, followed by resurfacing. The platform surface has the potential to contain archaeological resources associated with the former Out-of shed / parcels building and small goods shed. While the platform surface has been resurfaced several times, these works have the potential to impact on archaeological resources, such as structural remains or industry related artefacts. It is recommended that the platform resurfacing works are monitored by qualified archaeologist to ensure proper recording and documentation is undertaken.

The archaeological assessment suggests works to upgrade the informal kiss and ride area, including the installation of a new sheltered rest zone, bins, bike hoops would be in the vicinity of archaeological item 11, a former water column. The mapping indicates the item is located in the rail corridor, the proposed works in the vicinity of this item are unlikely to impact upon the archaeological resource. As such, it is recommended the works in these areas proceed under the *Transport for NSW Unexpected Heritage Finds Procedure* (2016).

Impact grading: Low to moderate

10. Statutory controls

10.1 Heritage Act 1977 (NSW)

The *Heritage Act 1977* provides protection for items of State heritage significance that are listed on the State Heritage Register (SHR), as well as for unlisted archaeological relics. The approval of the Heritage Council of NSW or its delegate, is required for works proposed for items protected by the Heritage Act 1977, unless Standard or Agency-Specific Exemptions under Section 57 of the Act apply.

Blackheath Railway Station is listed as a state heritage item on the SHR as *Blackheath Railway Station Group* (SHR no: 01088).

Section 57

Pursuant to section 57(1) of the Heritage Act, the approval of the Heritage Council of NSW is generally required for the proposed development within a site included on the SHR, including works to the grounds or structures.

However, the legislation has provisions that make certain works exempt from approval requirements. Minor activities do not require approval under the Heritage Act if they are undertaken in accordance with the guidelines set out in the *Standard Exemptions for Works Requiring Heritage Council Approval* (NSW Heritage Council, 2020). The standard exemptions apply to works relating to:

- | | |
|--|--|
| 1. Maintenance and cleaning | 11. Subdivision of non-significant buildings |
| 2. Repairs to non-significant fabric | 12. Temporary structures |
| 3. Alteration to non-significant fabric | 13. Vegetation |
| 4. Alteration to interiors of non-significant buildings | 14. Burial sites and cemeteries |
| 5. Repair or replacement of non-significant services (mechanical, electrical and plumbing) | 15. Signs |
| 6. Non-significant telecommunications infrastructure | 16. Filming |
| 7. Fire safety detection and alarm systems | 17. Temporary relocation of movable heritage items |
| 8. Excavation | 18. Compliance with minimum standards and orders |
| 9. Painting | 19. Safety and security |
| 10. Restoration of fabric that forms part of the significance of the item (significant fabric) | 20. Emergency situations and lifesaving. |

Section 57 also includes agency specific exemptions, such as the RailCorp Specific Exemptions, gazetted in May 2015. Exemptions are activity specific and generally must have no adverse impact on the heritage significance of the item.

Section 60

Any works that do not meet the requirements of exempt work require an application under Section 60 and approval from the NSW Heritage Council in accordance with Section 63 of the Act.

Section 60 – Fast track

The section 60 fast track pathway is available for works that have (or have the potential to have) a minor impact on the heritage significance of a State Heritage item. To be eligible, the proposal must relate to activities or works to an SHR or IHO item, which:

1. will have little or no adverse impact on the heritage significance of the item
2. is not listed as an exemption under the *Heritage Act 1977*
3. has a cost of works up to \$150,000.

The s60 fast track cannot be used to obtain heritage approval following an Integrated Development Application (IDA) determination. In addition, a s60 fast track approval cannot be modified, except for minor administrative corrections.

Extent Comment

The scope of works has been assessed against the Heritage Act provisions. This report has established the scope works do not fall within any applicable exempt works and exceed the provisions of the Section 60 – Fast track process. As such, application under Section 60 and approval under Section 63 of the Heritage Act is required for the proposed Transport Access Program upgrade to Blackheath Station.

10.2 Environmental Planning and Assessment Act 1979

Environmental planning instruments made under the *Environmental Planning and Assessment Act 1979* (NSW) (EPA Act) include state environment planning policies (SEPPs), that deal with matters of state or regional environmental planning significance, and local environmental plans (LEPs), that guide planning decisions for local government areas. The relevant environmental planning instrument is the *Blue Mountains Local Environmental Plan 2015* (Blue Mountains LEP 2015).

10.2.1 State Environmental Planning Policy (Infrastructure) 2007

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides multiple approvals pathways under both Parts 4 and Part 5 of the Act. Developments, works and activities undertaken by public authorities are usually assessed under Part 5 of the Act or are enabled through State Environmental Planning Policy (Infrastructure) 2007 (SEPP1).

The SEPPI establishes and defines infrastructure development that does not need consent and infrastructure works and activities that are Exempt or Complying development. It can only apply where a proposed activity or work is consistent with its specified development controls and standards.

A Part 5 or SEPPI assessment or approval does not extinguish the requirement for any Section 63 approval under the Heritage Act 1977 that may apply.

10.2.2 Blue Mountains Local Environmental Plan 2015

Blackheath Railway Station is listed on the Blue Mountains LEP 2015 as an item of local heritage significance (Item No. BH029).

Clause 5.10 of the Blue Mountains LEP 2015 applies to heritage conservation and 5.10(4) requires, among other things, that before granting consent under clause, Council must assess the effect of a proposed development on the heritage significance of the item or conservation area and concerned. Clause 10(5) specifies that Council, before granting consent, may require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area.

Extent Comment

Part 5 of the EP&A act required any determining authority to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity. This SoHI meets the requirements of the Act. The proposed works are assessed as having a minor physical impact and a moderate visual adverse impact, therefore notification to Blue Mountains Council is required.

11. Conclusion and recommendations

11.1 Conclusion

This Statement of Heritage Impact has considered the heritage impact of the Proposal on the heritage significance of Blackheath Railway Station. The Proposal would have a range of impacts, from negligible to moderate adverse impacts, depending on the type of activity proposed. Potential impacts include.

- impacts to built heritage:
 - impacts associated with the passenger lifts and footbridge modifications was assessed as **minor**
 - impacts associated with the platform resurfacing was assessed as **negligible**
 - impacts associated with modification to station building was assessed as **minor**
 - impacts associated with the level crossing removal was assessed as **minor**
 - impacts associated with the informal kiss and ride area modification was assessed as **negligible**
- impacts to landscape heritage was assessed as **minor**
- impacts to views and setting was assessed as having a **moderate** visual impact
- **no impact** to the heritage curtilage of Blackheath Railway Station
- **negligible** impacts to heritage items in the vicinity of the proposal site.
- **low to moderate** impacts to identified archaeological potential at Blackheath Station.

This report has determined that the Proposal would not adversely impact on the cultural significance of the station and would have a minor impact to non-significant fabric such as the level crossing, balustrade of footbridge, and landscaping framing the station entrance off the Great Western Highway.

Impacts to original timber fabric would be limited to the door jamb of doorways to the waiting room. This would have a minor localised impact to original fabric. The widening would conserve the original architraves and fanlight and retain key architectural features. The new widened door would match the style and finish of the building to reduce the aesthetic impact of the Proposal.

While the Proposal would have a moderate visual impact, the Proposal has made a considered effort to reduce the visual impact through a considered design process that has focused on the height, form, materiality, detailing and colour of the new structure. Through a combination of materials, roof form and siting, the Proposal has made a considered effort to ensure that visible

elements of the new structure complement the existing character of the station without visually dominating or detracting from its appearance. The character, views and setting and significant fabric would be largely retained and maintained as a result of the considered and complementary design. This would be achieved through the removal of non-significant vegetation and trees in a poor condition and a local weed species. The impact of their removal would be mitigated through the implementation of a landscape plan which would see the planting of additional trees and inclusion of new garden beds in the landscape design.

The Proposal would ensure Blackheath Station is accessible to all customers and aims to respect and enhance the heritage significance of the station. The Proposal would ensure the continued use of the station as an active railway station and retain the state significant values of the precinct.

11.2 Approval pathways and notification

Heritage Act 1977 (NSW)

Section 60

The Proposal includes work within the SHR curtilage of Blackheath Railway Station Group. These works have been assessed as having a moderate visual and minor physical impact on the heritage significance of the place. As such, application under Section 60 and approval under Section 63 is required for the proposed work.

Environmental Planning and Assessment Act 1979

The proposed works have been assessed as having a minor physical impact and moderate visual impact. Part 5 of the EP&A Act requires any determining authority to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity. This SoHI meets the requirements of the Act. As the Proposal is assessed as having a minor physical impact and a moderate visual adverse impact, notification to Blue Mountains Council is required.

11.3 Recommendations

Prior to works

- Approval from Heritage NSW is required prior to the undertaking of works at Blackheath Railway Station.
- It is recommended detailed design is developed in ongoing consultation with an experienced heritage architect / consultant.
- Contractors must be briefed on the heritage sensitive nature of the place and informed of any recommended mitigation measures or controls required.
- It is recommended a Photographic Archival Recording is prepared prior to the commencement of works to document the current presentation of the site prior to the

modification for the Transport Access Program upgrade. This should be sent to local library and Heritage NSW for archival purposes.

- Prior to the resurfacing of the platform, it is recommended the cast iron grates are salvaged and stored for reuse, where feasible.
- The design of all new services must be in accordance with Sydney Trains technical note *Installation of new electrical and data services at Heritage Sites*.

During works

- Heritage Induction – all relevant staff, contractors and crew should be made aware of their statutory obligations for heritage under the NSW *Heritage Act 1977*. This would be implemented as a heritage site induction outlining the significance and sensitivity of the area, the need for care and the mitigation measures to be put in place.
- Protecting significant fabric – no building or construction materials should not be stockpiled against or adjacent heritage structures. Laydown areas and high-traffic areas should have a clear separation from heritage buildings on site and adjacent to.
- Any accidental damage to heritage items is to be treated as an incident, with appropriate recording and notification.
- Prior to works, Tree Protection Zones (TPZ) must be established for all significant trees. TPZ should be fenced off in accordance with AS 4970 and at the advice of the consulting Arborist. Refer to Arboricultural Impact Assessment for relevant guidelines, hold points and tree protective measures for prior to, during and after works.
- For works at Blackheath Station such as the platform resurfacing and lift construction, it is recommended the work is monitored by an appropriately qualified archaeologist / heritage consultant, followed by appropriate recording and reporting to ensure there are no adverse impacts to any built or archaeological resources.
- An Unexpected Heritage Finds Procedure should be put in place prior to the commencement of works in the event that potential relics are exposed. The Transport for NSW *Unexpected Heritage Finds Procedure* (2016) should be made available to on-site contractors prior to works commencing and the appropriate contact person identified.
- It is recommended a Heritage Interpretation Plan for Blackheath Station is prepared and implemented in accordance with the *Sydney Trains Draft Heritage Interpretation Guideline* (July 2018). The plan should build on the recommendations made in the Blackheath Station heritage interpretation strategy, prepared by Artefact Heritage (2021).

Post works

- Any accidental damage to heritage items is to be treated as an incident, with appropriate recording and notification.

- On completion of the monitoring works, a monitoring report should be prepared to present the findings of the project work and identify any recommendation for future management, where relevant. The monitoring report should be prepared within six months of the completion of onsite monitoring.

12. References

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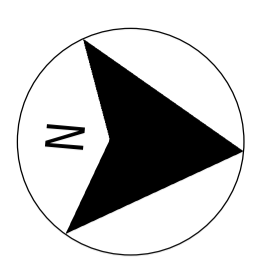
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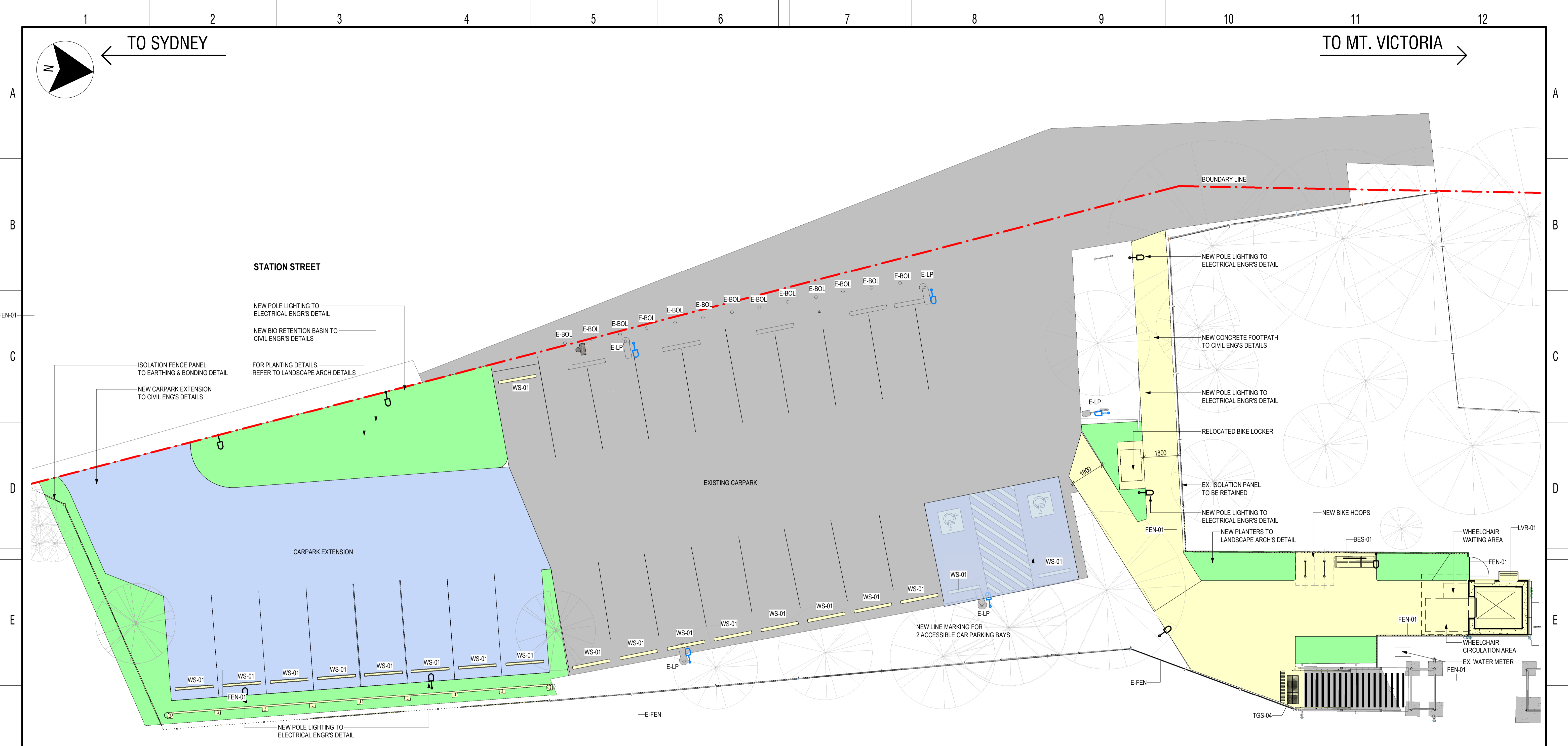
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Appendix A. Technical drawings



TO SYDNEY ←

→ TO MT. VICTORIA



1 CARPARK LEVEL PLAN
002 SCALE 1:100

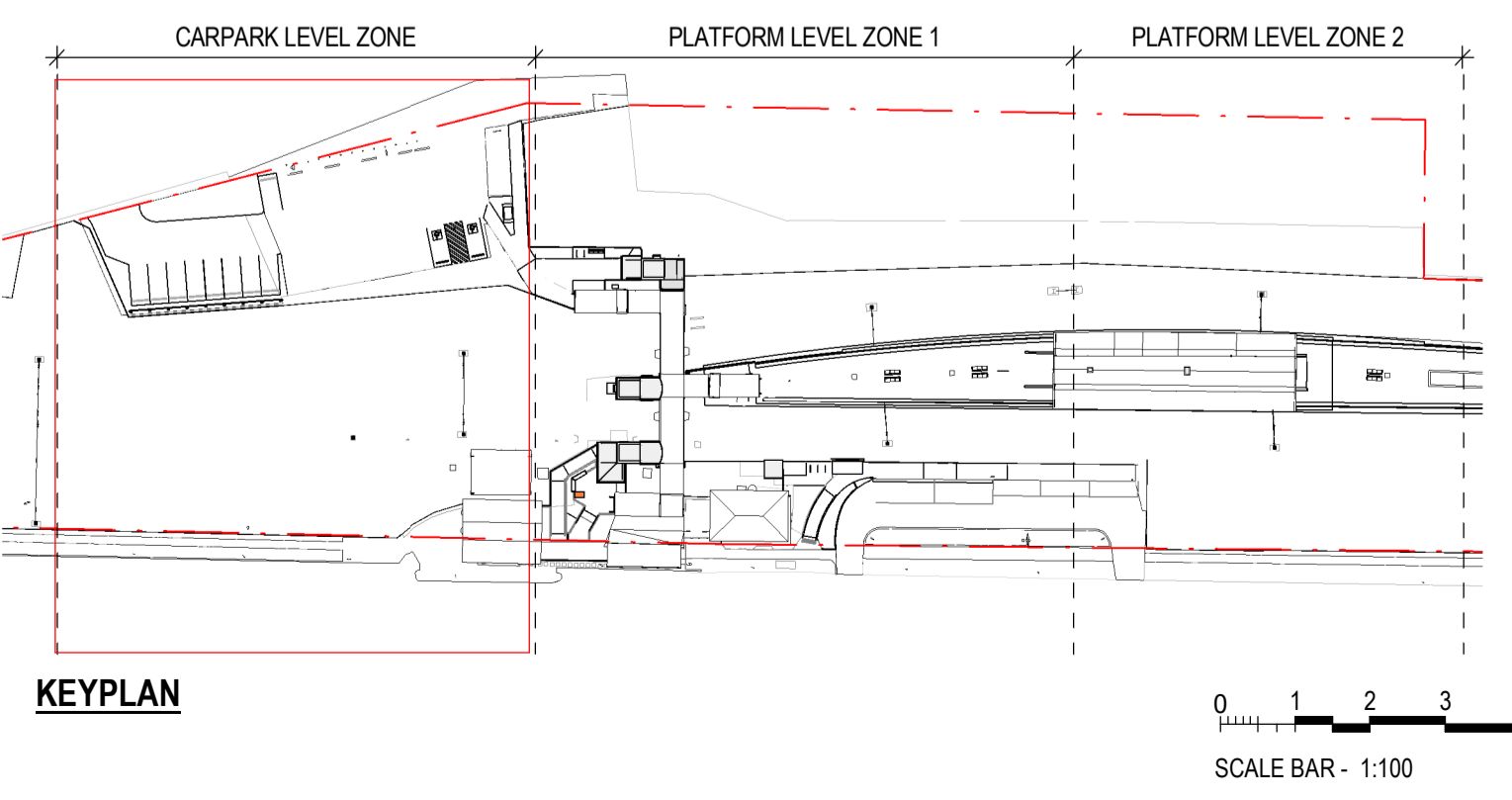
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- EXISTING/ OUT OF SCOPE
- NEW WORKS
- NEW WORKS - LANDSCAPE
- NEW WORKS - CIVIL
- NEW WORKS - LV
- NEW WORKS - COMMS
- ACCESSIBLE PATH
- BOUNDARY LINE

CODE LEGEND	
CODE	DESCRIPTION
BES-01	BENCH SEATING
E-BOL	EXISTING BOLLARDS TO BE RETAINED
E-FEN	EXISTING FENCE TO BE RETAINED
E-LP	EXISTING LIGHT POLE TO BE RETAINED

CODE LEGEND	
CODE	DESCRIPTION
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
LVR-01	INTAKE LOUVRE TO MECH. SPEC.
TGS-04	TACTILE GROUND SURFACE INDICATORS - STAINLESS STEEL & BLACK
WS-01	NEW WHEEL STOPS

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



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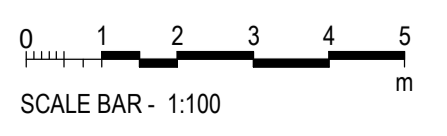
DRAWN: DIDA CRISTOBAL 03/02/2022
 DESIGNED: SEBASTIAN CARDENAS 03/02/2022
 DRG CHECK: MONG SEOW 03/02/2022
 DESIGN CHECK: MEGAN WALKER 03/02/2022
 APPROVED: MARY ANNE MCGIRR 03/02/2022

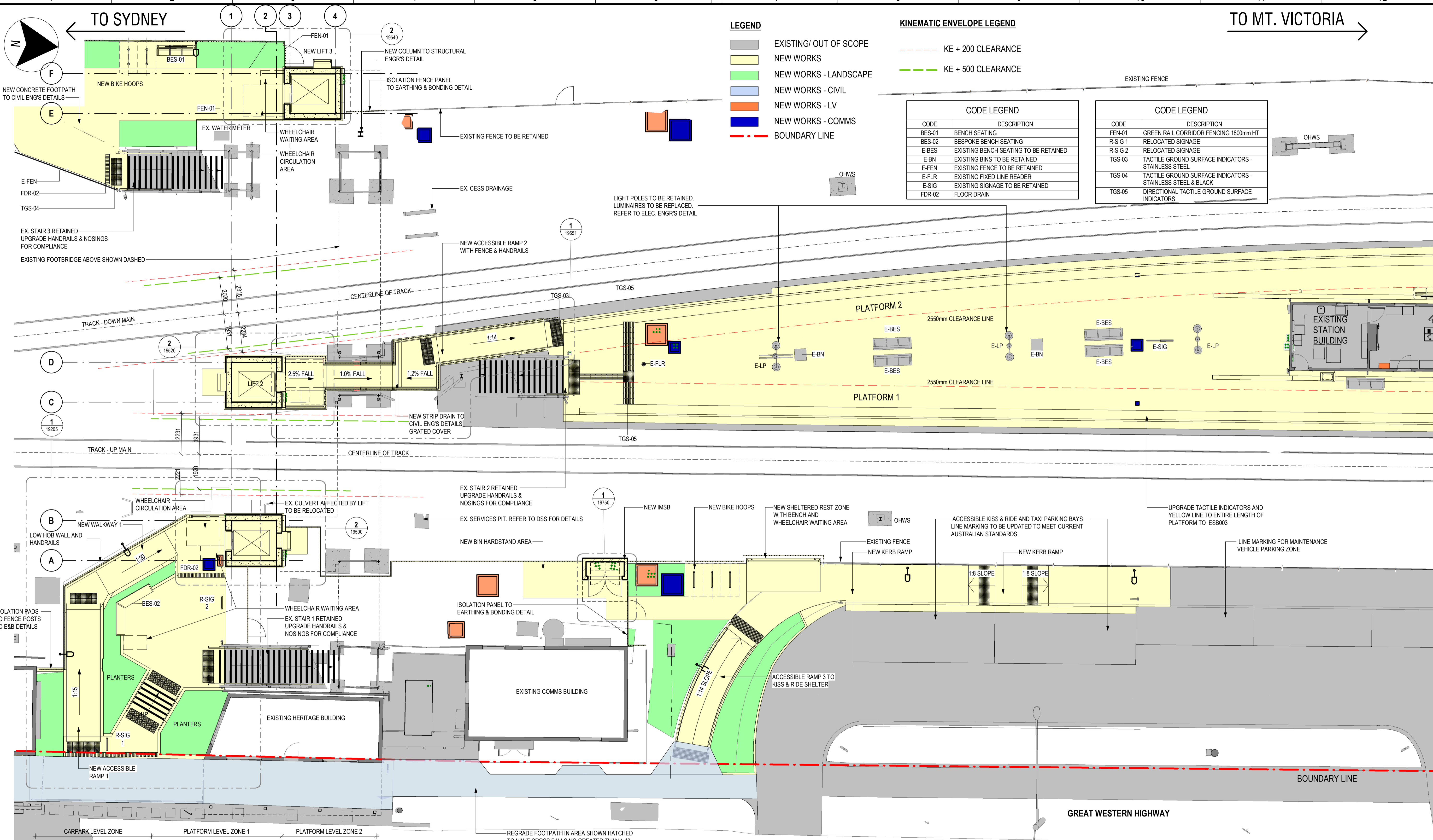
BLACKHEATH
 MAIN WEST LINE 120.724 KM
 TRANSPORT ACCESSIBILITY UPGRADE
 ARCHITECTURAL
 CARPARK LEVEL PLAN

FILE NO: TAP3150333-DES-BHT-AR-DRG-019200 SHEET: 8 OF 48 A1

STATUS: ISSUE FOR PDR

DRG NO: 150333-BHT-AR-DRG-19200 REV: C VER: 00 EDMS No. AMD No.





LEGEND

- EXISTING/ OUT OF SCOPE
- NEW WORKS
- NEW WORKS - LANDSCAPE
- NEW WORKS - CIVIL
- NEW WORKS - LV
- NEW WORKS - COMMS
- BOUNDARY LINE

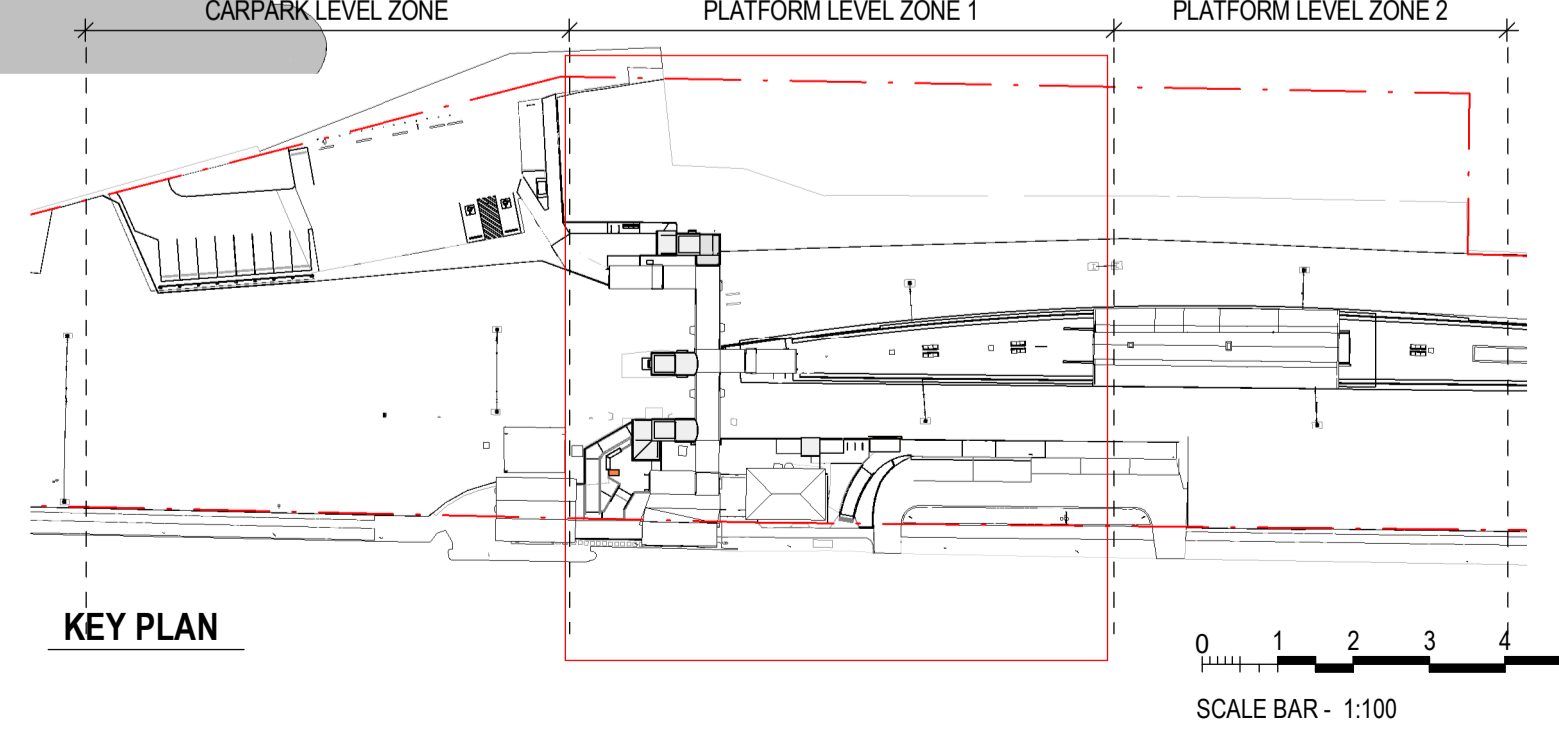
KINEMATIC ENVELOPE LEGEND

- KE + 200 CLEARANCE
- KE + 500 CLEARANCE

CODE	DESCRIPTION
BES-01	BENCH SEATING
BES-02	BESPOKE BENCH SEATING
E-BES	EXISTING BENCH SEATING TO BE RETAINED
E-BN	EXISTING BINS TO BE RETAINED
E-FEN	EXISTING FENCE TO BE RETAINED
E-FLR	EXISTING FIXED LINE READER
E-SIG	EXISTING SIGNAGE TO BE RETAINED
FDR-02	FLOOR DRAIN

CODE	DESCRIPTION
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
R-SIG 1	RELOCATED SIGNAGE
R-SIG 2	RELOCATED SIGNAGE
TGS-03	TACTILE GROUND SURFACE INDICATORS - STAINLESS STEEL
TGS-04	TACTILE GROUND SURFACE INDICATORS - STAINLESS STEEL & BLACK
TGS-05	DIRECTIONAL TACTILE GROUND SURFACE INDICATORS

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REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD

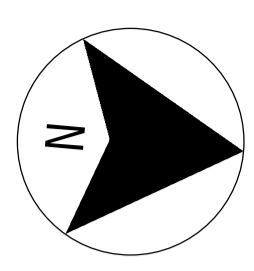


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 DESIGN CHECK: MEGAN WALKER 03/02/2022
 APPROVED: MARY ANNE MCGIRR 03/02/2022

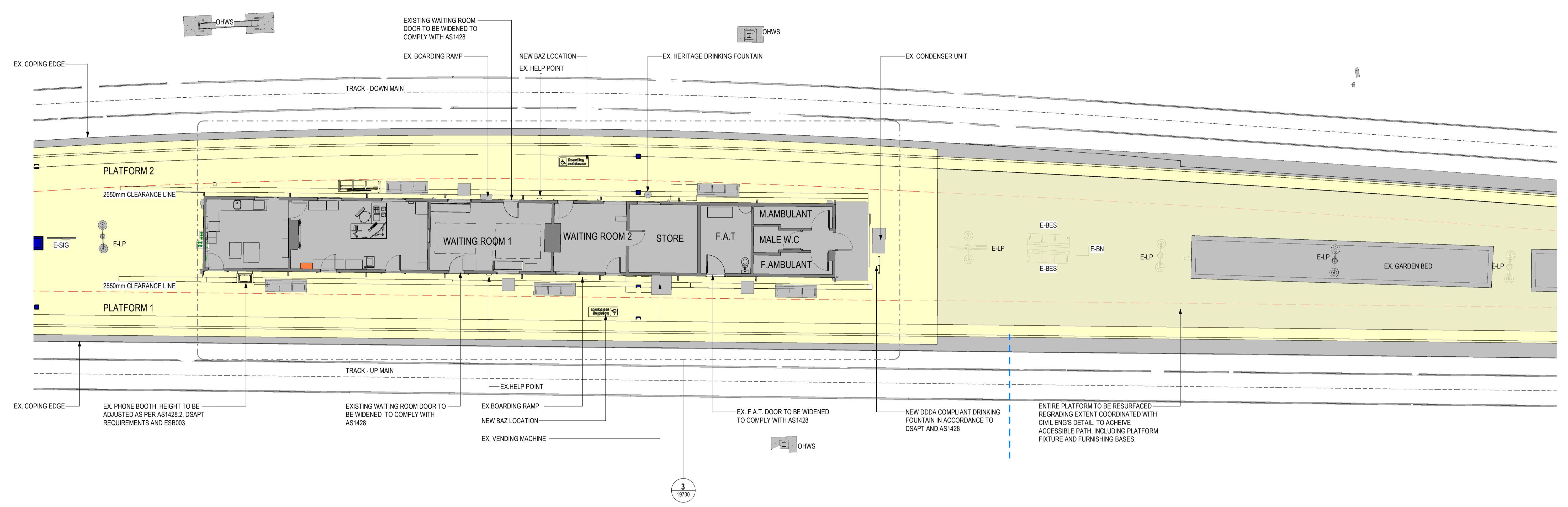
BLACKHEATH	
MAIN WEST LINE 120.724 KM	
TRANSPORT ACCESSIBILITY UPGRADE	
ARCHITECTURAL	
PLATFORM/STREET PLAN ZONE 1	
FILE NO: TAP3150333-DES-BHT-AR-DRG-019201	SHEET: 9 OF 48 A1
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DRG NO: 150333-BHT-AR-DRG-19201	REV C 00 EDMS No. AMD No.

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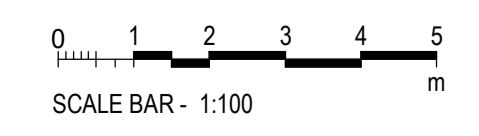
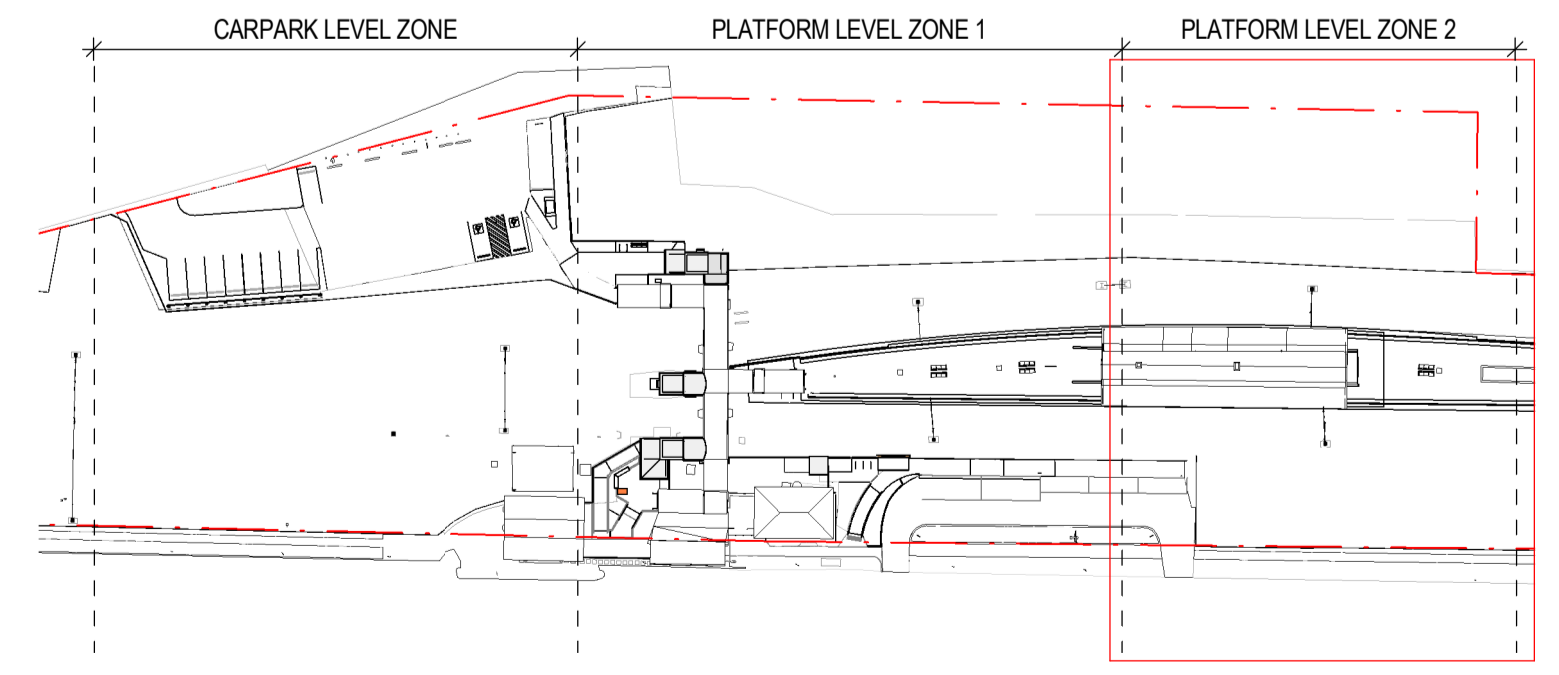
TO SYDNEY

TO MT. VICTORIA



- LEGEND**
- EXISTING/ OUT OF SCOPE
 - NEW WORKS
 - NEW WORKS - LANDSCAPE
 - NEW WORKS - CIVIL
 - NEW WORKS - LV
 - NEW WORKS - COMMS
 - BOUNDARY LINE

CODE LEGEND	
CODE	DESCRIPTION
E-BES	EXISTING BENCH SEATING TO BE RETAINED
E-BN	EXISTING BINS TO BE RETAINED
E-SIG	EXISTING SIGNAGE TO BE RETAINED



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REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
D	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
C	RE-ISSUE FOR S60 APPLICATION	SC 13/01/2022	MW 13/01/2022	MM 13/01/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



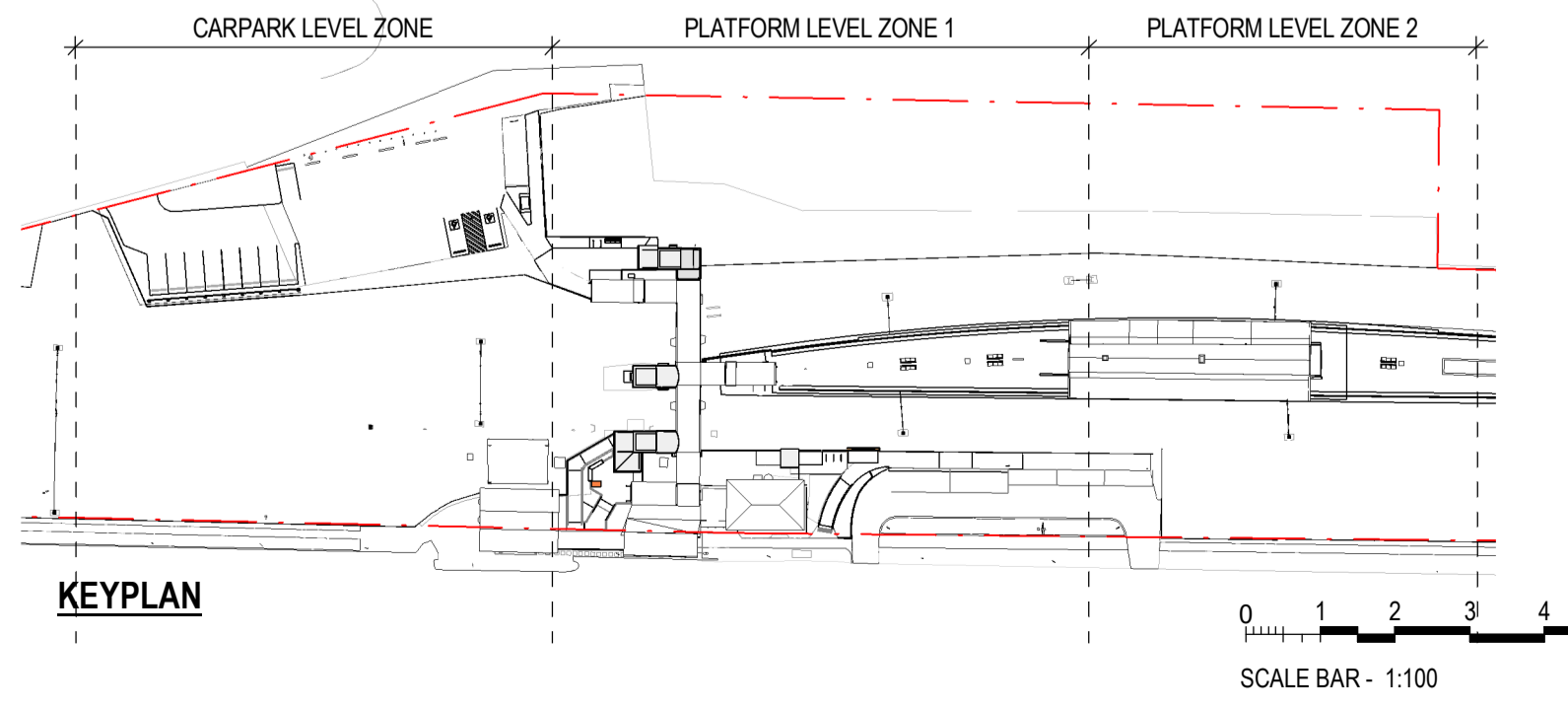
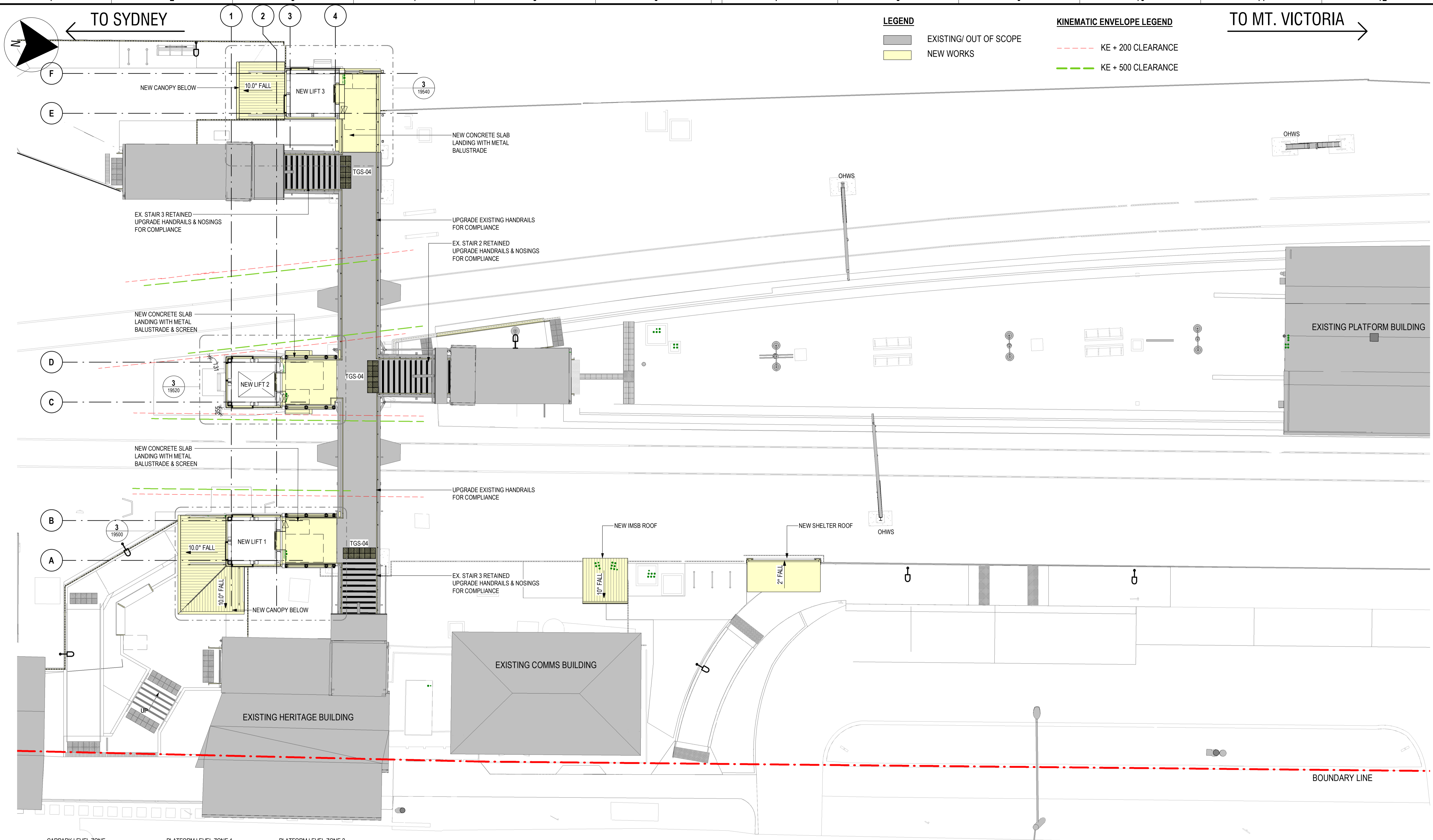
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DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

BLACKHEATH
 MAIN WEST LINE 120.724 KM
 TRANSPORT ACCESSIBILITY UPGRADE
 ARCHITECTURAL
 PLATFORM/STREET PLAN ZONE 2

FILE NO: TAP3150333 -DES-BHT-AR-DRG-019202	SHEET: 10 OF 48	A1
STATUS: ISSUE FOR PDR		
DRG NO: 150333-BHT-AR-DRG-19202	REV D	VER 00
EDMS No.	AMD No.	

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C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD

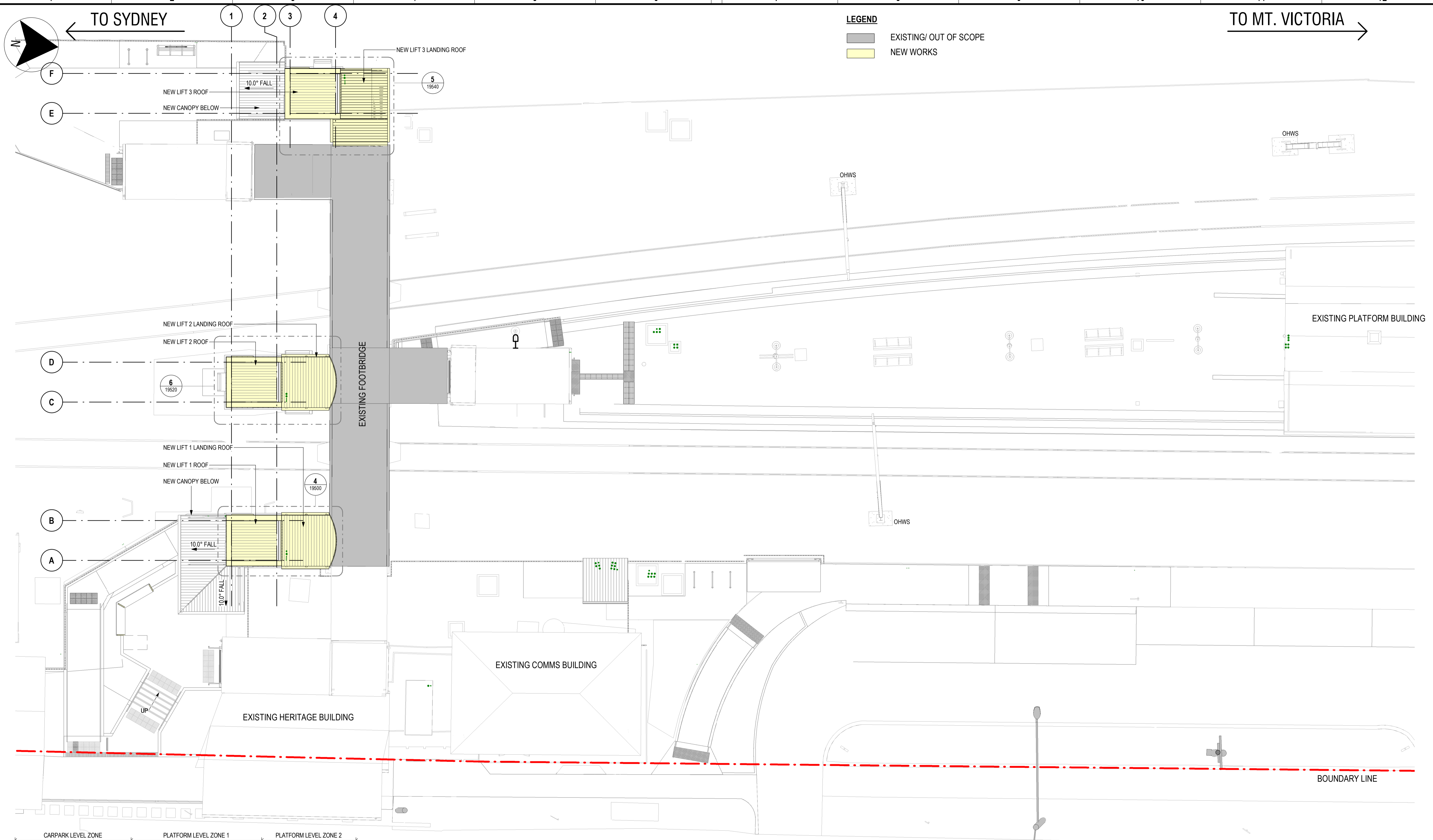
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DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

BLACKHEATH
 MAIN WEST LINE 120.724 KM
 TRANSPORT ACCESSIBILITY UPGRADE
 ARCHITECTURAL
 FOOTBRIDGE PLAN

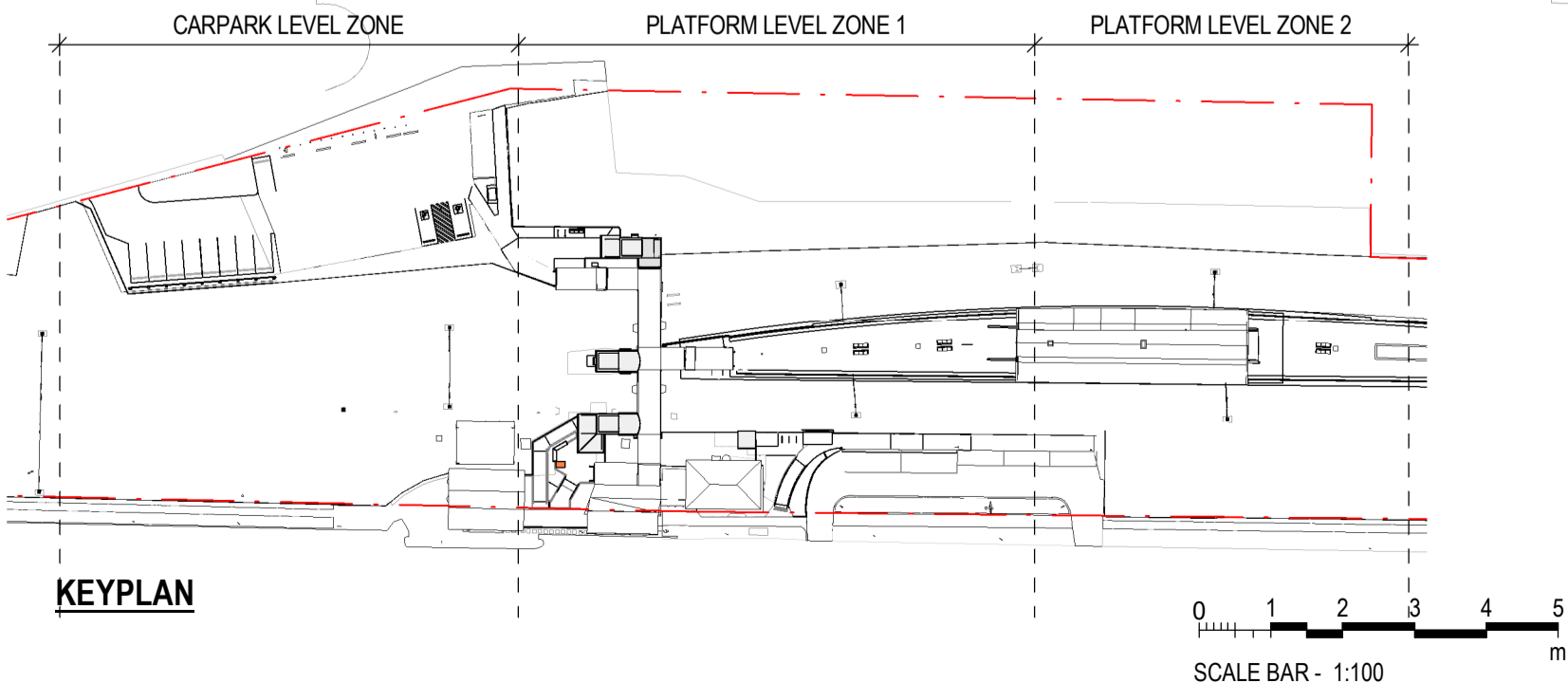
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EDMS No.	AMD No.	

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LEGEND
 [Grey Box] EXISTING/ OUT OF SCOPE
 [Yellow Box] NEW WORKS

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REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



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 DRG CHECK: MONG SEOW 03/02/2022
 DESIGN CHECK: MEGAN WALKER 03/02/2022
 APPROVED: MARY ANNE MCGIRR 03/02/2022

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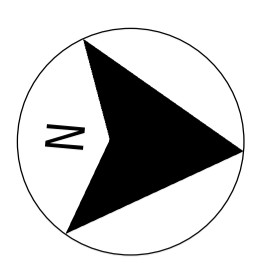
BLACKHEATH
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 TRANSPORT ACCESSIBILITY UPGRADE
 ARCHITECTURAL
 ROOF PLAN ZONE 1

FILE NO: TAP3150333-DES-BHT-AR-DRG-019204 SHEET: 12 OF 48 A1

STATUS: ISSUE FOR PDR

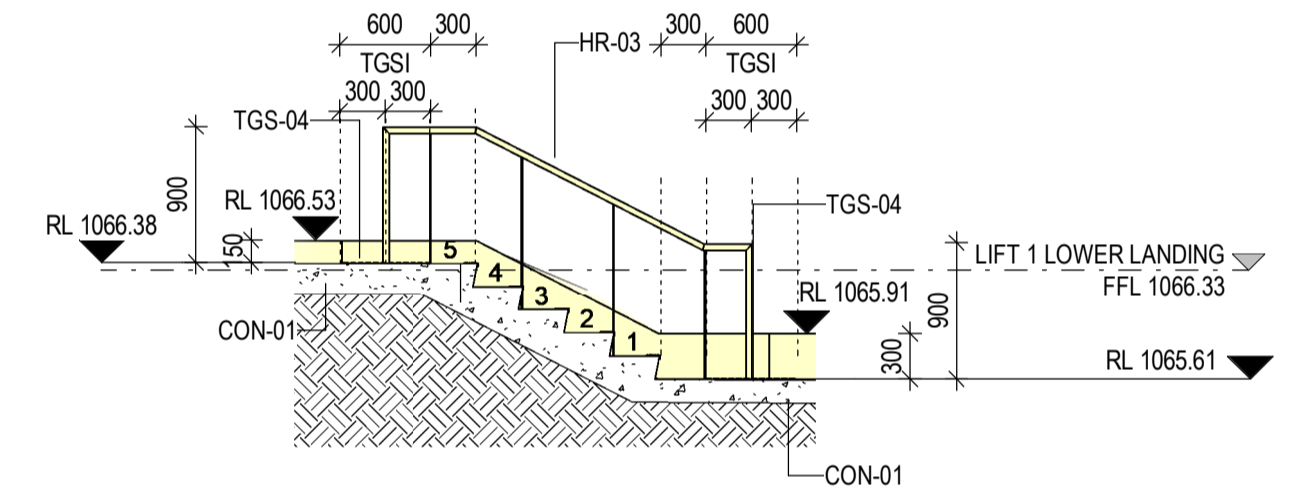
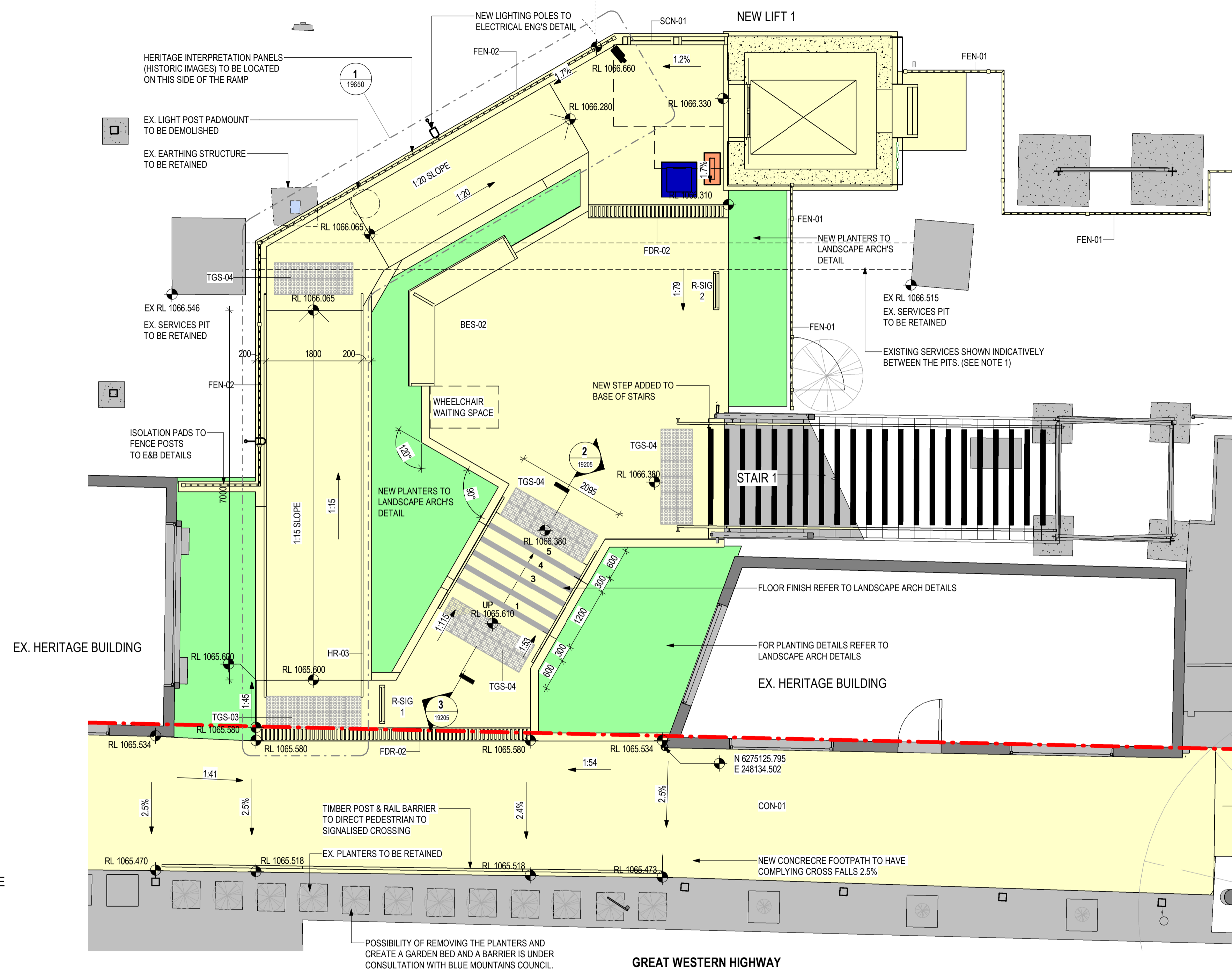
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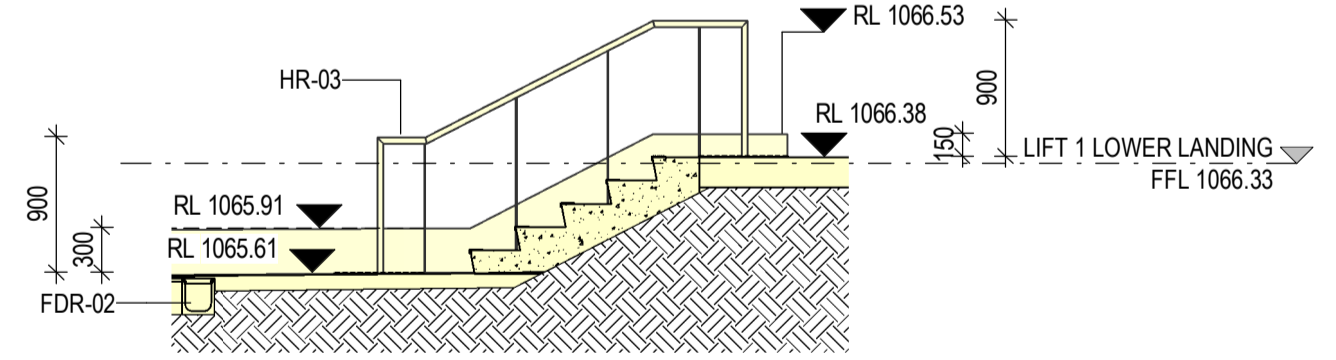


TO SYDNEY

TO MT. VICTORIA



2 GWH STAIR SECTION 1
SCALE 1:50



3 GWH STAIR SECTION 2
SCALE 1:50

- LEGEND**
- EXISTING/ OUT OF SCOPE
 - NEW WORKS
 - NEW WORKS - LANDSCAPE
 - NEW WORKS - CIVIL
 - NEW WORKS - LV
 - NEW WORKS - COMMS
 - BOUNDARY LINE

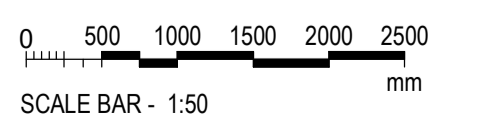
1 FORECOURT DETAILED PLAN
SCALE 1:50

NOTE 1
EXISTING SERVICES ACCURACY UNDER THE FORECOURT TO BE CONFIRMED BY SITE INFORMATION. TO BE FURTHER RESOLVED AT CDR.

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

CODE	DESCRIPTION
BES-02	BESPOKE BENCH SEATING
BUP-01	ASPHALT BITUMEN PAVING
CON-01	CONCRETE TOPPING SLAB
FDR-02	FLOOR DRAIN
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
FEN-02	BLACK RAIL CORRIDOR FENCING 1800mm HT
HR-03	HANDRAIL, POST & KICKPLATE
R-SIG 1	RELOCATED SIGNAGE
R-SIG 2	RELOCATED SIGNAGE

CODE	DESCRIPTION
SCN-01	SECURIFOR MESH SCREEN
TGS-03	TACTILE GROUND SURFACE INDICATORS - STAINLESS STEEL
TGS-04	TACTILE GROUND SURFACE INDICATORS - STAINLESS STEEL & BLACK



REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



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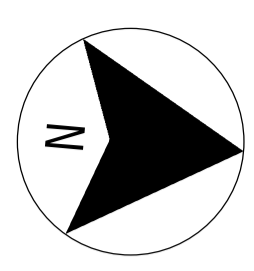
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DESIGNED	SEBASTIAN CARDENAS	03/02/2022
DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

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BLACKHEATH
MAIN WEST LINE 120.724 KM
TRANSPORT ACCESSIBILITY UPGRADE
ARCHITECTURAL
GWH FORECOURT

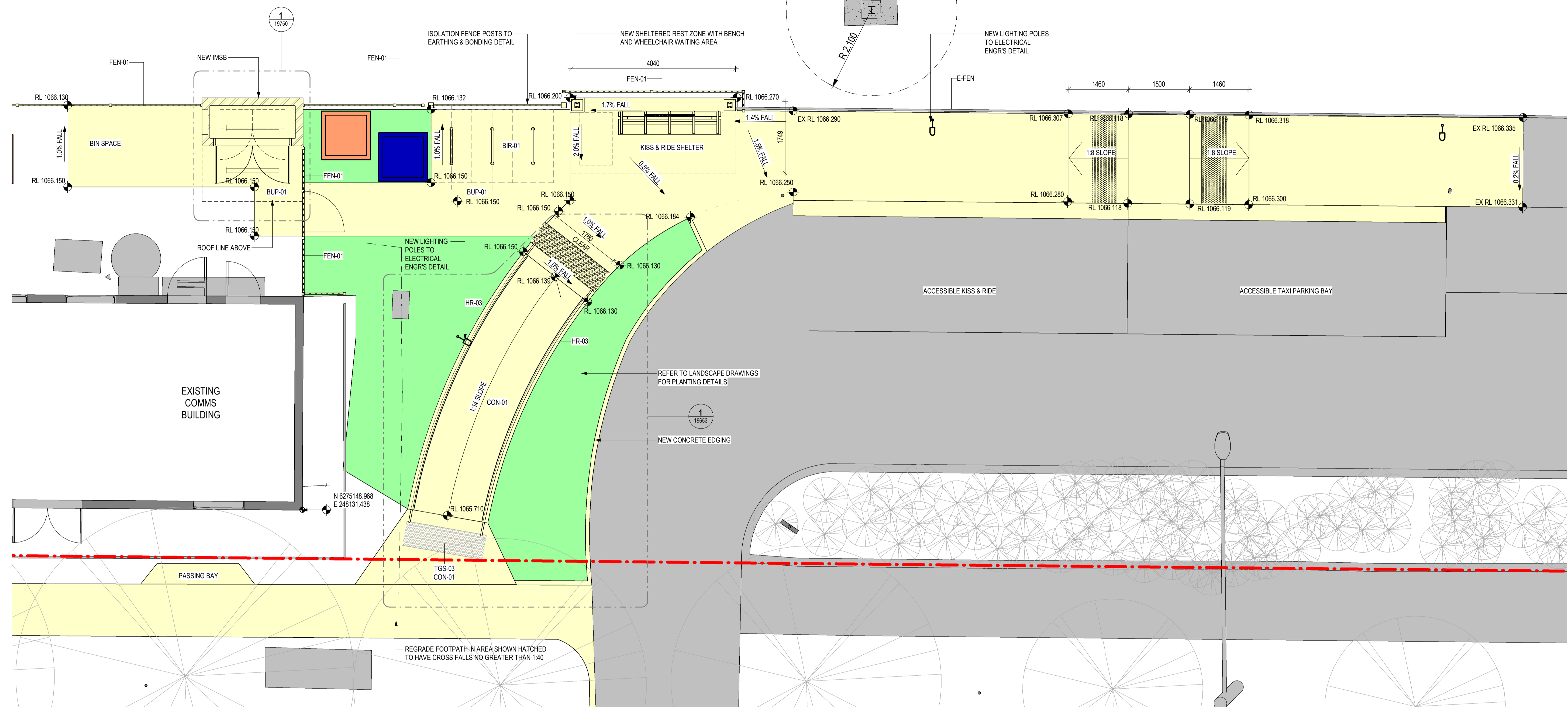
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EDMS No.	AMD No.	

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← TO SYDNEY

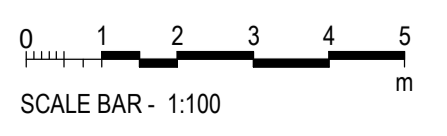
TO MT. VICTORIA →



1 INTERCHANGE DETAILED PLAN
SCALE 1:50

CODE	DESCRIPTION
BIR-01	BIKE RACKS
BUP-01	ASPHALT BITUMEN PAVING
CON-01	CONCRETE TOPPING SLAB
E-FEN	EXISTING FENCE TO BE RETAINED
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
HR-03	HANDRAIL, POST & KICKPLATE
TGS-03	TACTILE GROUND SURFACE INDICATORS - STAINLESS STEEL

- LEGEND**
- EXISTING/ OUT OF SCOPE
 - NEW WORKS
 - NEW WORKS - LANDSCAPE
 - NEW WORKS - CIVIL
 - NEW WORKS - LV
 - NEW WORKS - COMMS
 - BOUNDARY LINE



DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
B	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
A	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



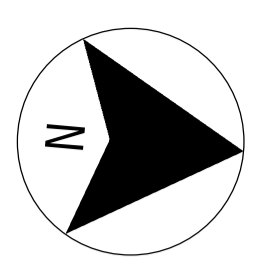
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DESIGNED	SEBASTIAN CARDENAS	03/02/2022
DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

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BLACKHEATH	
MAIN WEST LINE 120.724 KM	
TRANSPORT ACCESSIBILITY UPGRADE	
ARCHITECTURAL INTERCHANGE	
FILE NO: TAP3150333-DES-BHT-AR-DRG-019206	SHEET: 14 OF 48 A1
STATUS: ISSUE FOR PDR	
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EDMS No.	AMD No.

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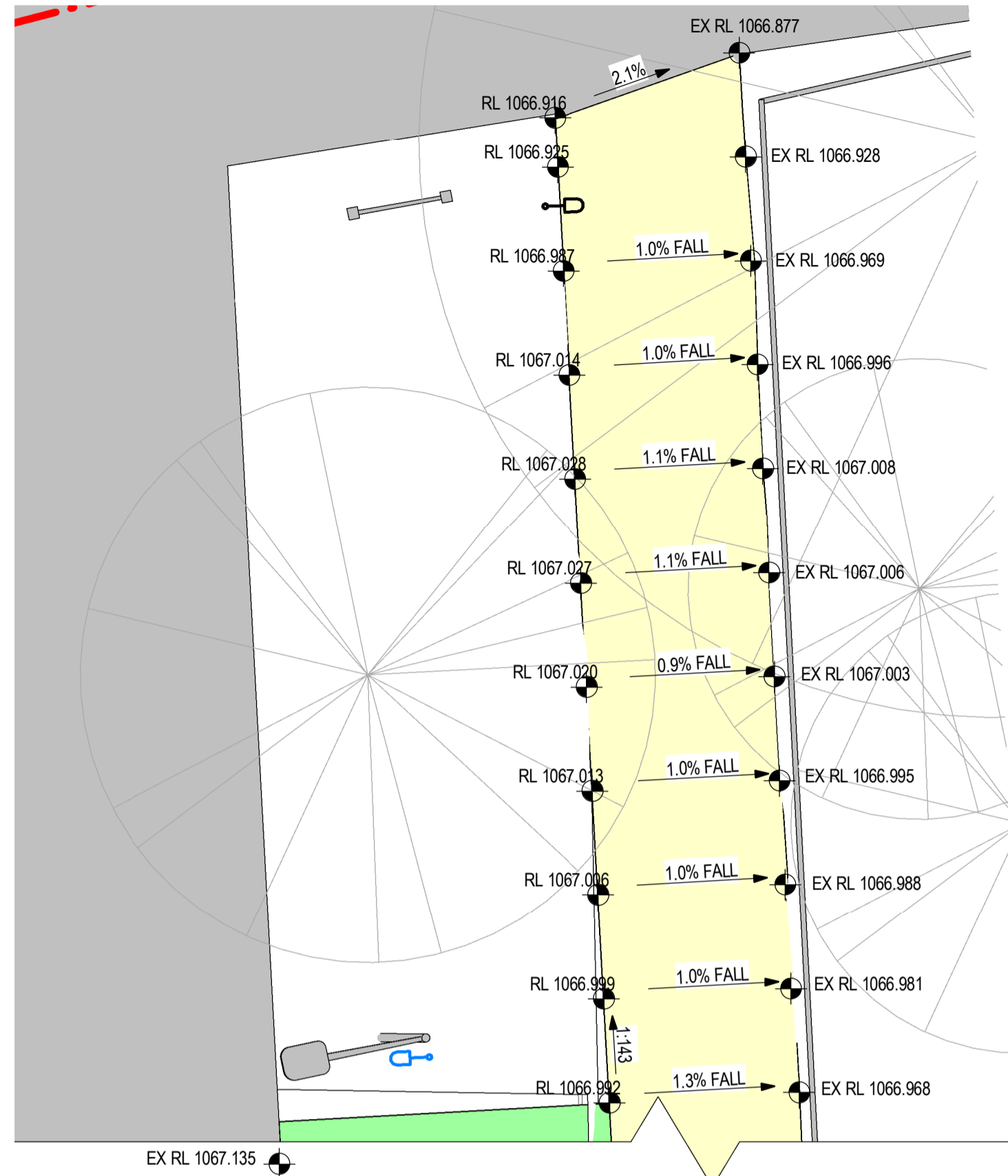
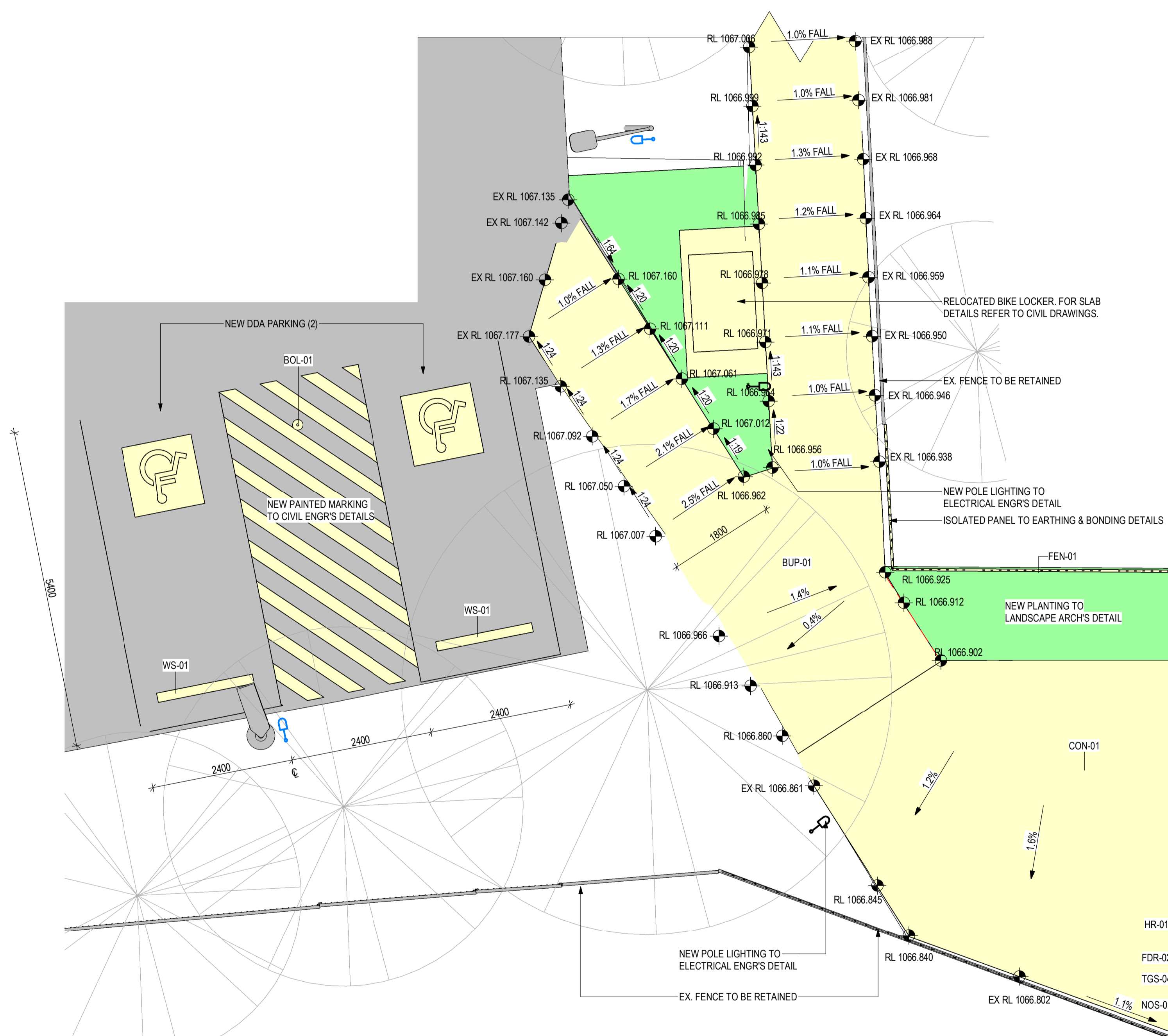


TO SYDNEY

TO MT. VICTORIA

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1 STATION STREET FORECOURT - PART 1
002 SCALE 1:50

2 STATION STREET FORECOURT - PART 2
002 SCALE 1:50

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

CODE	DESCRIPTION
BES-01	BENCH SEATING
BIR-01	BIKE RACKS
BOL-01	NEW BOLLARDS
BUF-01	ASPHALT BITUMEN PAVING
CON-01	CONCRETE TOPPING SLAB
FDR-02	FLOOR DRAIN
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
HR-01	HANDRAIL WITH FIXING TO SCREEN/ WALL
LVR-01	INTAKE LOUVER TO MECH. SPEC.
NOS-01	STAIR NOSING
TGS-04	TACTILE GROUND SURFACE INDICATORS - STAINLESS STEEL & BLACK
WS-01	NEW WHEEL STOPS

LEGEND

- EXISTING/ OUT OF SCOPE
- NEW WORKS
- NEW WORKS - LANDSCAPE

SCALE BAR - 1:50

REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
B	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
A	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD

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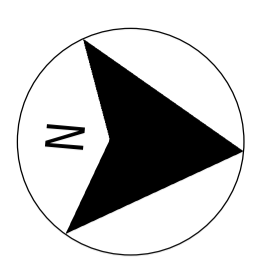
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DESIGNED	SEBASTIAN CARDENAS	03/02/2022
DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

BLACKHEATH
MAIN WEST LINE 120.724 KM
TRANSPORT ACCESSIBILITY UPGRADE
ARCHITECTURAL
STATION STREET FORECOURT

FILE NO:	TAP3150333-DES-BHT-AR-DRG-019207	SHEET: 15 OF 48	A1
STATUS:	ISSUE FOR PDR		
DRG NO:	150333-BHT-AR-DRG-19207	REV B	00
EDMS No.		AMD No.	

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TO SYDNEY

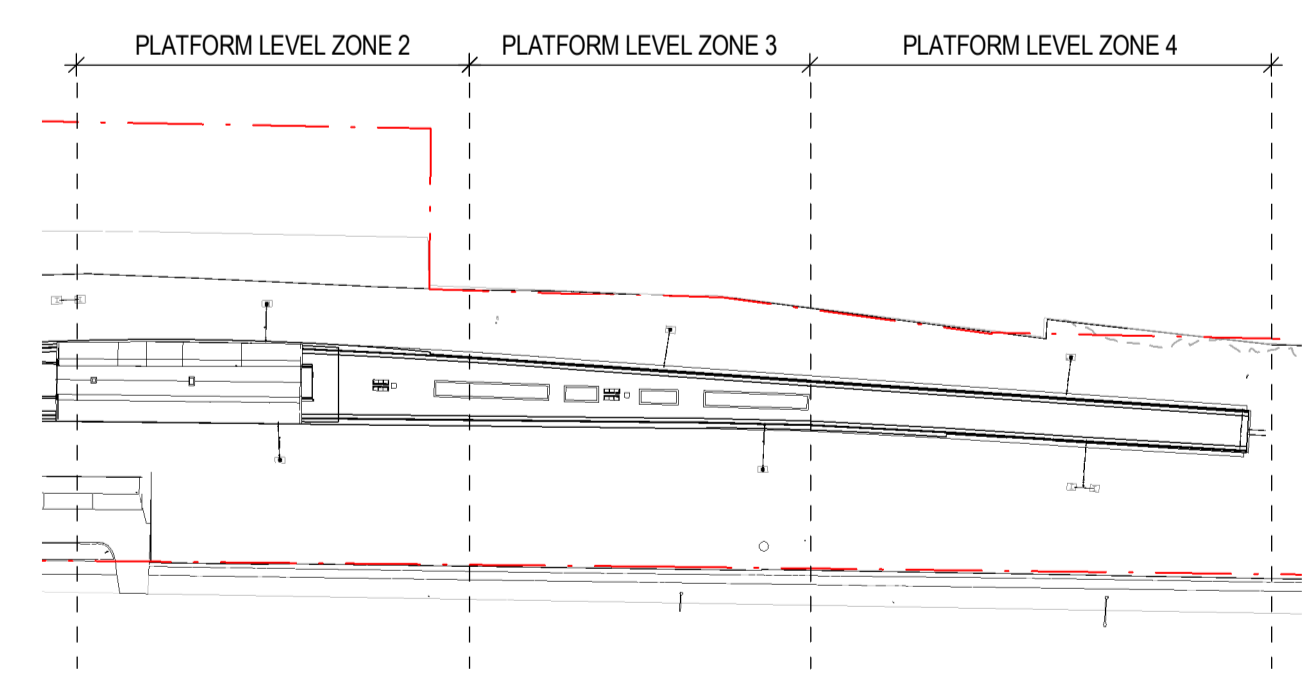
TO MT. VICTORIA

1 PLATFORM 1/2 ZONE 3
SCALE 1:100

ENTIRE PLATFORM TO BE RESURFACED-
REGRAIDING EXTENT COORDINATED WITH
CIVIL ENG'S DETAIL, TO ACHIEVE
ACCESSIBLE PATH, INCLUDING PLATFORM
FIXTURE AND FURNISHING BASES.

2 PLATFORM 1/2 ZONE 4
SCALE 1:100

ENTIRE PLATFORM TO BE RESURFACED-
REGRAIDING EXTENT COORDINATED WITH
CIVIL ENG'S DETAIL, TO ACHIEVE
ACCESSIBLE PATH, INCLUDING PLATFORM
FIXTURE AND FURNISHING BASES.

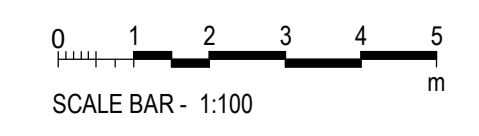


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KEY PLAN PLATFORM ZONE 2, 3 & 4

CODE LEGEND	
CODE	DESCRIPTION
E-BN	EXISTING BINS TO BE RETAINED
E-LP	EXISTING LIGHT POLE TO BE RETAINED
TGS-01	TACTILE GROUND SURFACE INDICATORS - YELLOW
TGS-02	TACTILE GROUND SURFACE INDICATORS - BLUE

LEGEND	
	EXISTING/ OUT OF SCOPE
	NEW WORKS



REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
B	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
A	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



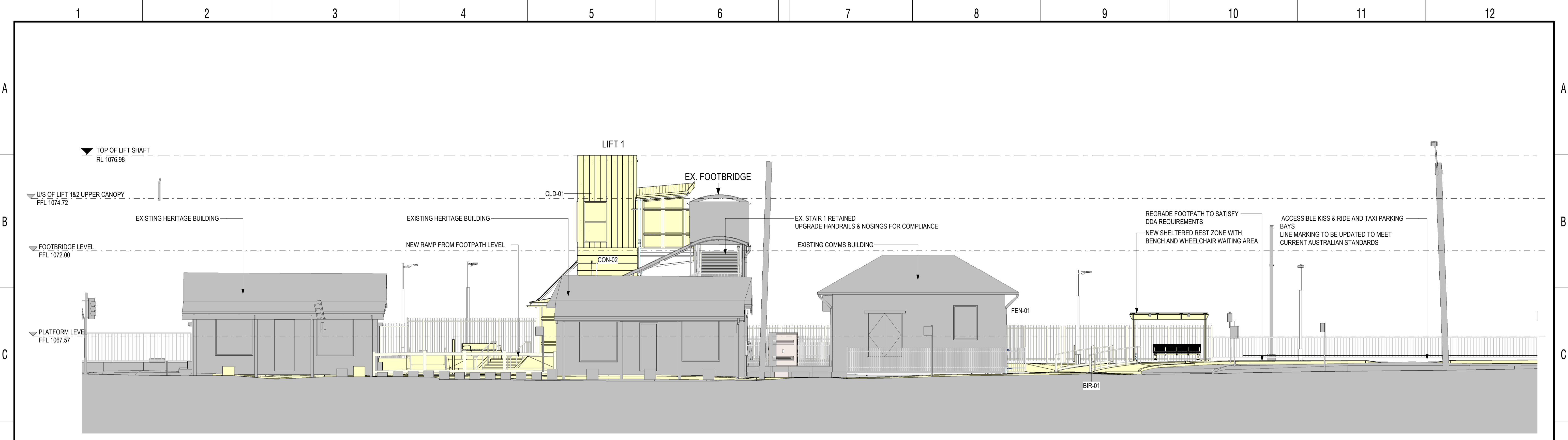
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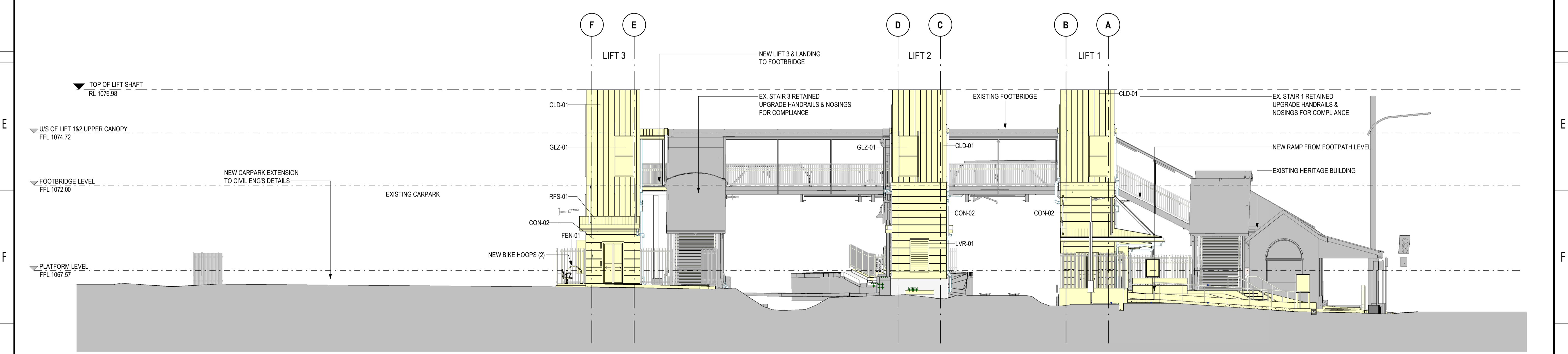
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DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

BLACKHEATH			
MAIN WEST LINE 120.724 KM			
TRANSPORT ACCESSIBILITY UPGRADE			
ARCHITECTURAL			
PLATFORM 1/2 - ZONE 3 & 4			
FILE NO:	TAP3150333-DES-BHT-AR-DRG-019208	SHEET:	16 OF 48 A1
STATUS: ISSUE FOR PDR			
DRG NO:	150333-BHT-AR-DRG-19208	REV	B 00
EDMS No.		AMD No.	

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1 NORTH EAST ELEVATION
19102 SCALE 1:100

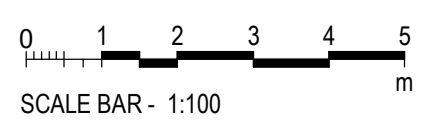


2 SOUTH EAST ELEVATION
19102 SCALE 1:100

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

CODE	DESCRIPTION
BIR-01	BIKE RACKS
CLD-01	EXTERNAL WALL CLADDING
CON-02	CONCRETE WALLS
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
GLZ-01	LIFT SHAFT GLAZING
LVR-01	INTAKE LOUVRE TO MECH. SPEC.
RFS-01	METAL SHEET ROOFING

LEGEND	DESCRIPTION
	EXISTING/ OUT OF SCOPE
	NEW WORKS



REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



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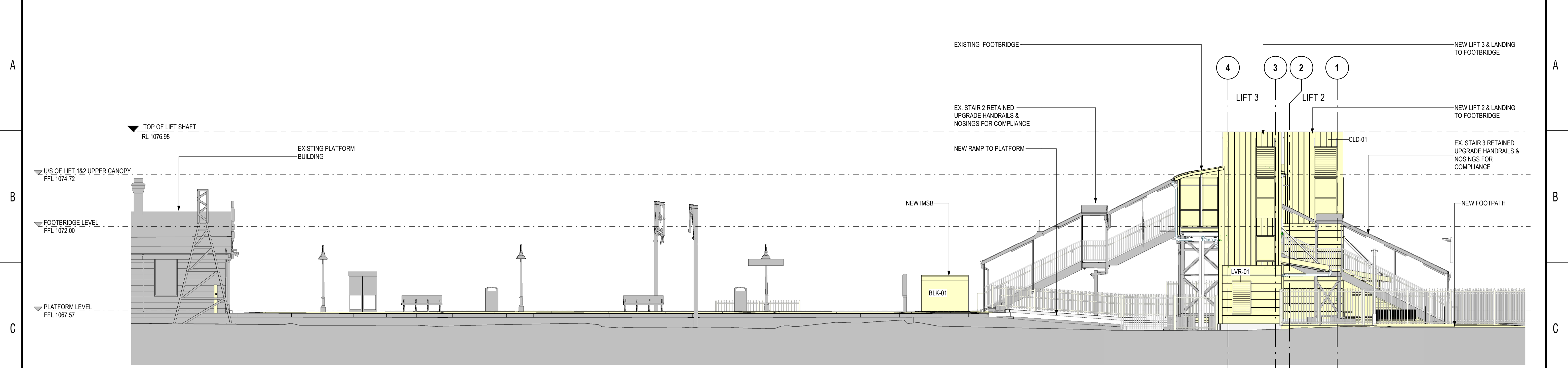
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DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

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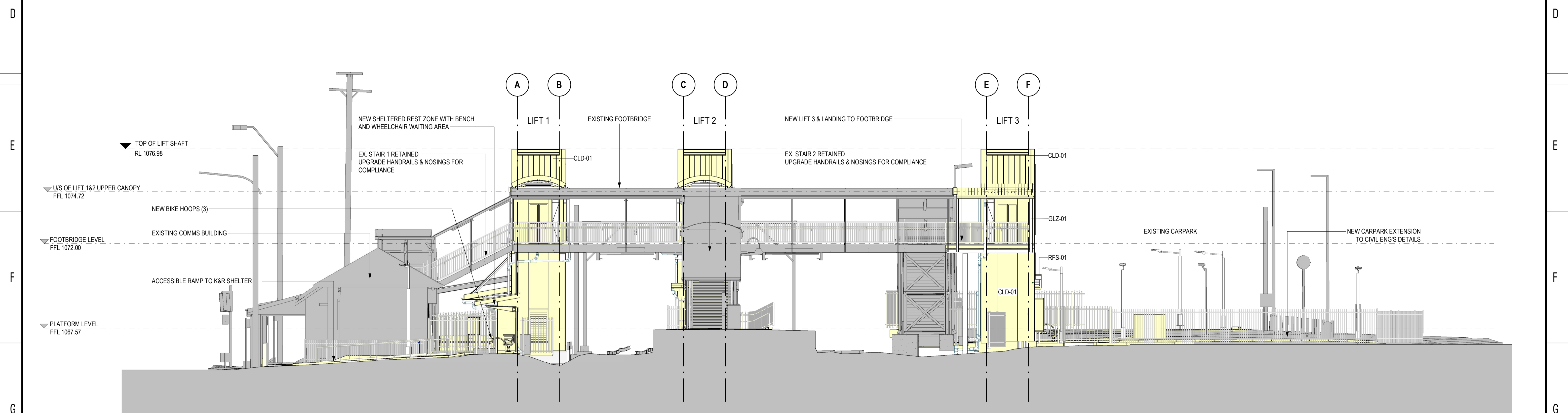
BLACKHEATH
MAIN WEST LINE 120.724 KM
TRANSPORT ACCESSIBILITY UPGRADE
ARCHITECTURAL
ELEVATIONS - SHEET 01

FILE NO: TAP3150333-DES-BHT-AR-DRG-019300	SHEET: 17 OF 48	A1
STATUS: ISSUE FOR PDR		
DRG NO: 150333-BHT-AR-DRG-19300	REV C	EDMS No. AMD No.

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1 SOUTH WEST ELEVATION
19102 SCALE 1:100

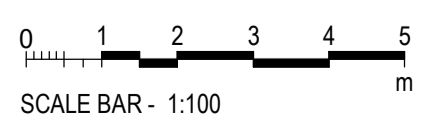


2 NORTH WEST ELEVATION
19102 SCALE 1:100

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

CODE	DESCRIPTION
BLK-01	CORE FILLED BLOCKWALL
CLD-01	EXTERNAL WALL CLADDING
GLZ-01	LIFT SHAFT GLAZING
LVR-01	INTAKE LOUVRE TO MECH. SPEC.
RFS-01	METAL SHEET ROOFING

LEGEND	DESCRIPTION
	EXISTING/ OUT OF SCOPE
	NEW WORKS



REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



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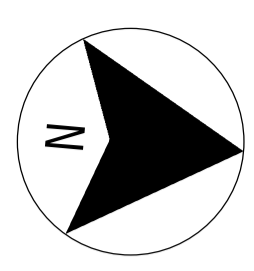
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DESIGNED	SEBASTIAN CARDENAS	03/02/2022
DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

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BLACKHEATH
MAIN WEST LINE 120.724 KM
TRANSPORT ACCESSIBILITY UPGRADE
ARCHITECTURAL
ELEVATIONS - SHEET 02

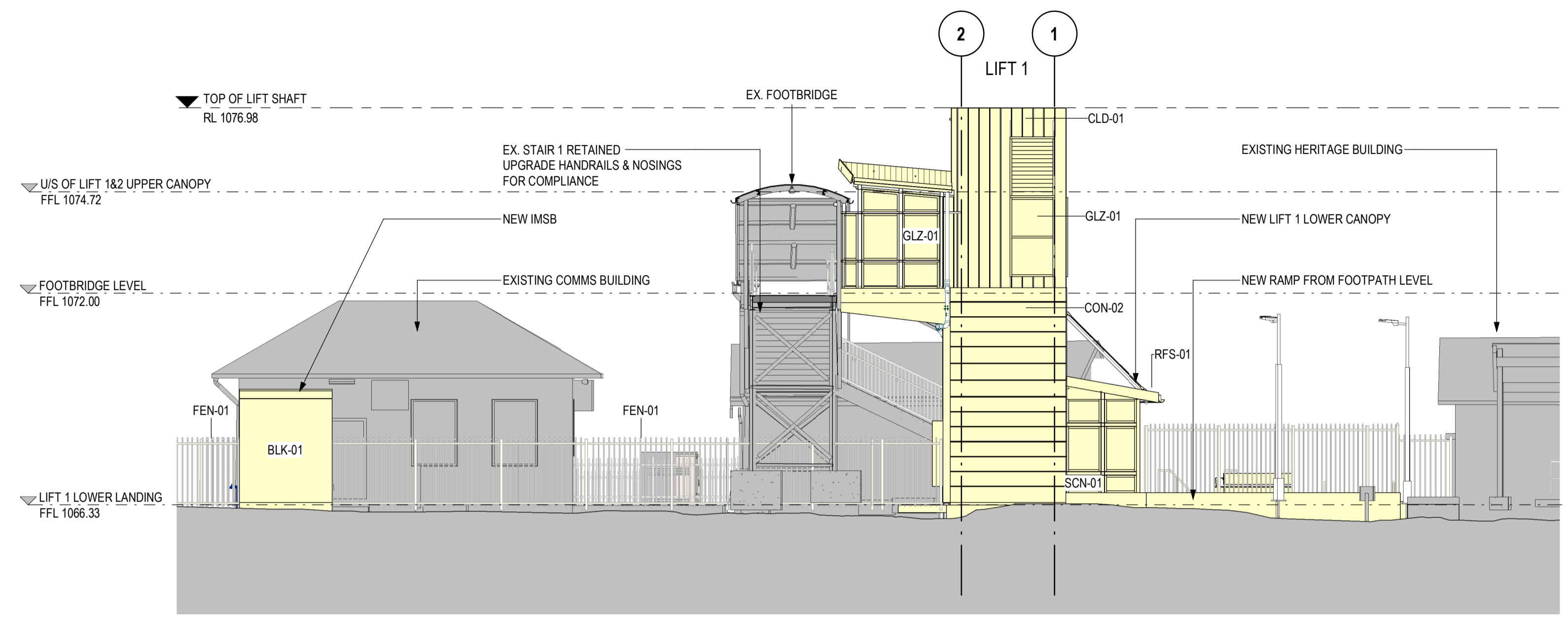
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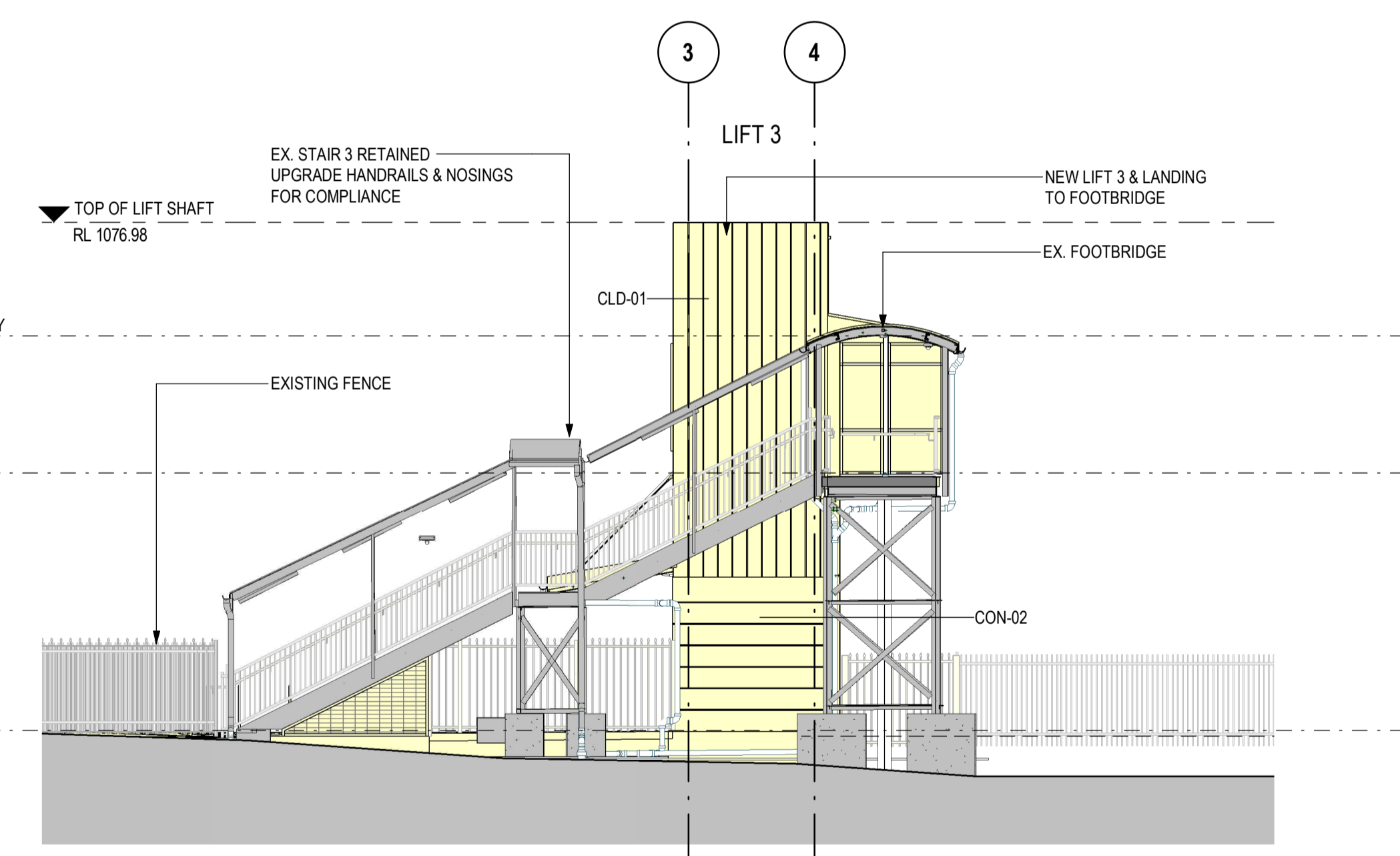


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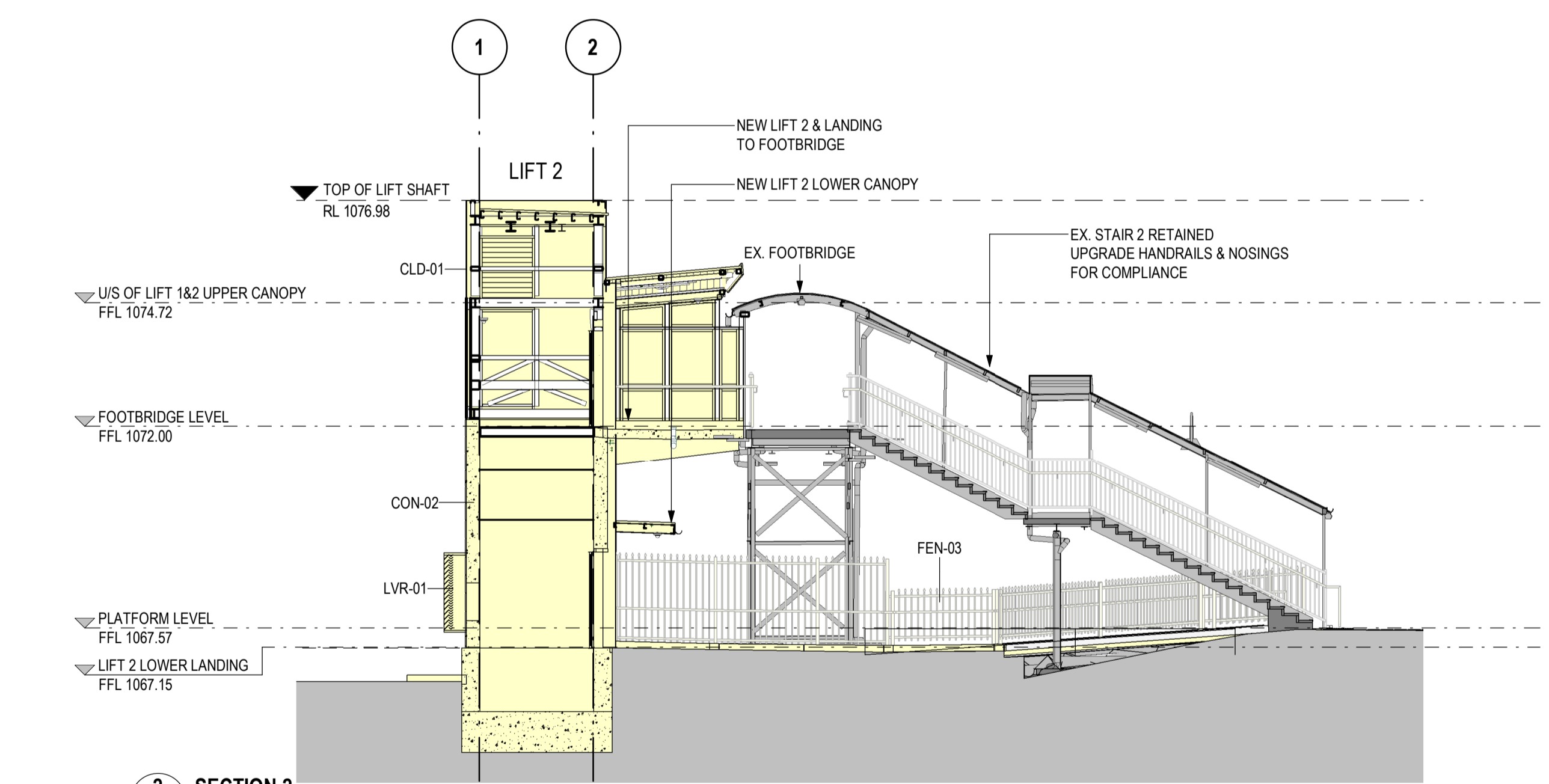
TO MT. VICTORIA →



1 SECTION 1
SCALE 1:100



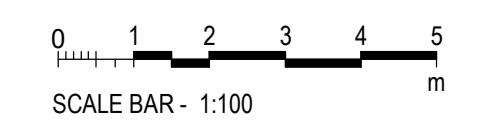
3 SECTION 3
SCALE 1:100



2 SECTION 2
SCALE 1:100

FINISHES LEGEND	
CODE	MATERIAL, FINISH
BLK-01	CORE FILLED BLOCKWALL
CLD-01	EXTERNAL WALL CLADDING
CON-02	CONCRETE WALLS
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
FEN-03	BLACK RAIL CORRIDOR FENCING 1200mm HT
GLZ-01	LIFT SHAFT GLAZING
LVR-01	INTAKE LOUVRE TO MECH. SPEC.
RFS-01	METAL SHEET ROOFING
SCN-01	SECURIFOR MESH SCREEN

LEGEND	
	EXISTING/ OUT OF SCOPE
	NEW WORKS



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REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



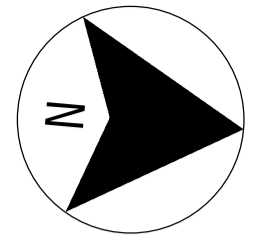
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DRAWN	DIDA CRISTOBAL	03/02/2022
DESIGNED	SEBASTIAN CARDENAS	03/02/2022
DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

BLACKHEATH
MAIN WEST LINE 120.724 KM
TRANSPORT ACCESSIBILITY UPGRADE
ARCHITECTURAL
SECTIONS - SHEET 01

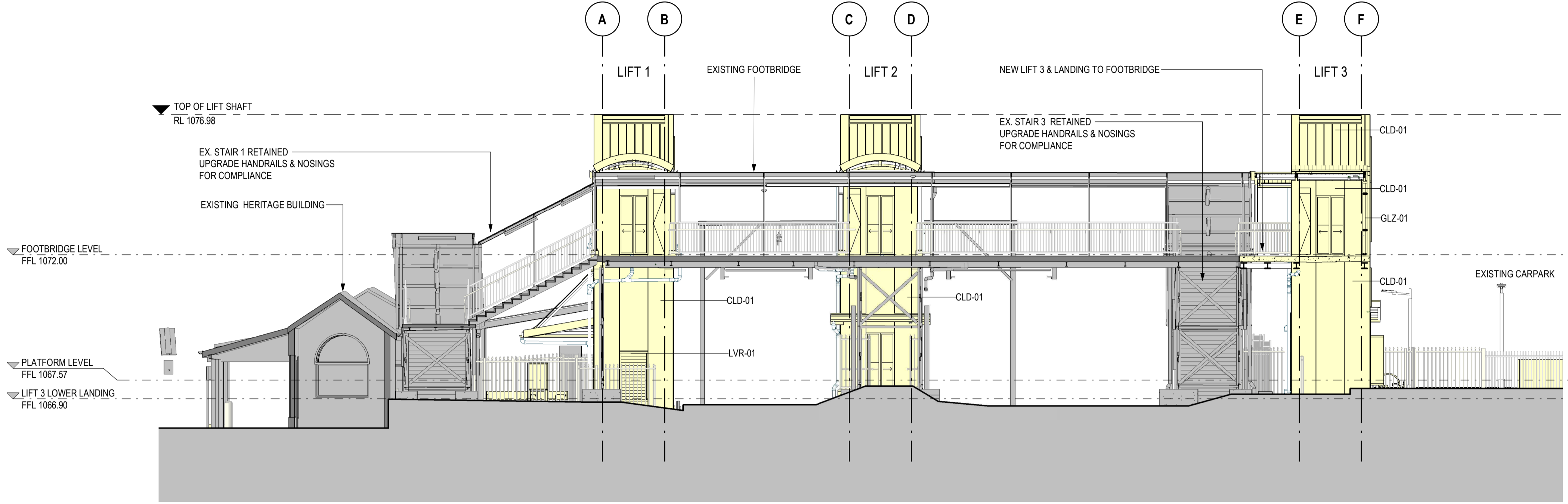
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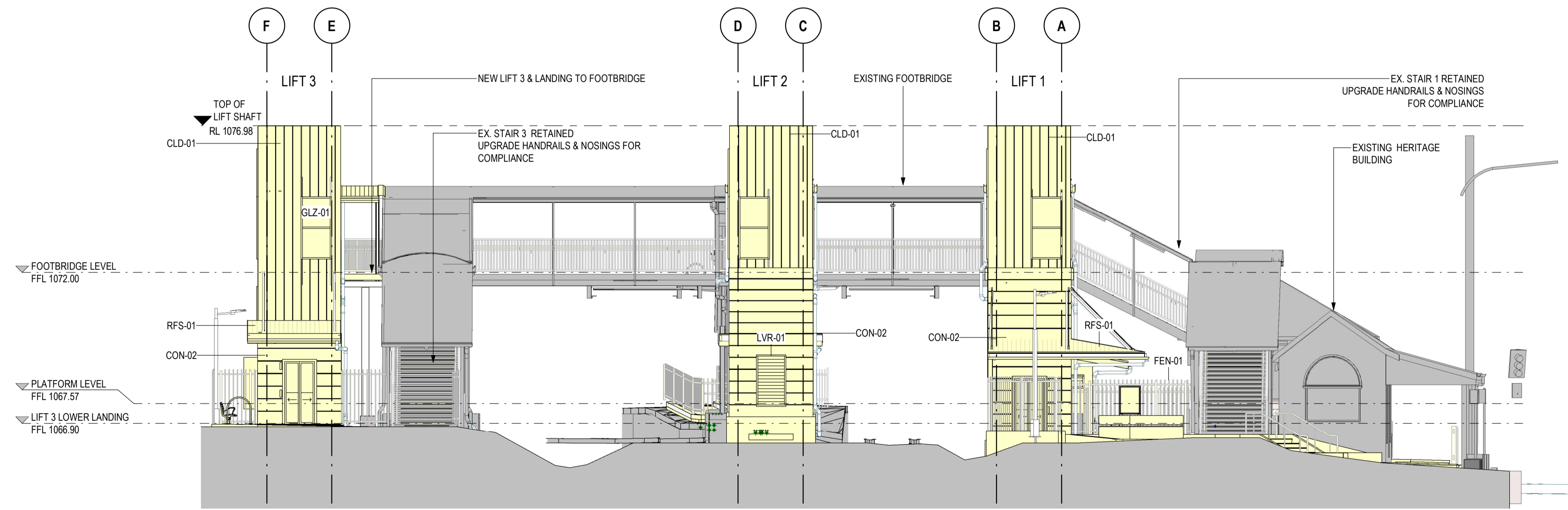


TO SYDNEY ←

TO MT. VICTORIA →



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SCALE 1:100

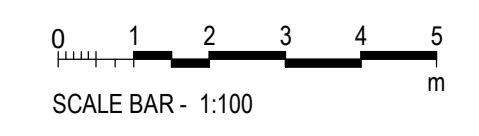


2 SECTION 5
SCALE 1:100

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FINISHES LEGEND	
CODE	MATERIAL, FINISH
CLD-01	EXTERNAL WALL CLADDING
CON-02	CONCRETE WALLS
FEN-01	GREEN RAIL CORRIDOR FENCING 1800mm HT
GLZ-01	LIFT SHAFT GLAZING
LVR-01	INTAKE LOUVRE TO MECH. SPEC.
RFS-01	METAL SHEET ROOFING

LEGEND	
	EXISTING/ OUT OF SCOPE
	NEW WORKS



REV	DESCRIPTION	DESIGNED SIGN/DATE	VERIFIED SIGN/DATE	APPROVED SIGN/DATE
C	PDR	SC 03/02/2022	MW 03/02/2022	MM 03/02/2022
B	ISSUE FOR S60 APPLICATION	SC 16/12/2021	MW 16/12/2021	MM 16/12/2021
A	SDR	SC 16/11/2021	MW 16/11/2021	MM 16/11/2021

CO-ORDINATE SYSTEM: MGA2020 HEIGHT DATUM: AHD



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DESIGNED	SEBASTIAN CARDENAS	03/02/2022
DRG CHECK	MONG SEOW	03/02/2022
DESIGN CHECK	MEGAN WALKER	03/02/2022
APPROVED	MARY ANNE MCGIRR	03/02/2022

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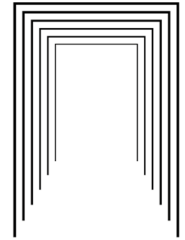
BLACKHEATH
MAIN WEST LINE 120.724 KM
TRANSPORT ACCESSIBILITY UPGRADE
ARCHITECTURAL
SECTIONS - SHEET 02

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STATUS:	ISSUE FOR PDR		
DRG NO:	150333-BHT-AR-DRG-19311	REV C	VER 00
EDMS No.		AMD No.	

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Appendix B. Memorandum of heritage advice

Prepared by Purcell, 2021.



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150333-BHT-SE-RPT-30025 (B)
TAP150333-ARE-BHT-SE-RPT-030025

Megan Walker
Principle
Design Inc
Level 14, 85 Castlereagh Street,
Sydney NSW 2000 Australia

By email only: mwalker@sydney.designinc.com.au

13 January 2022

Dear Megan,

Memorandum of Built Heritage Advice: Blackheath Railway Station, Blackheath

This Memorandum of Built Heritage Advice (MoHA) (revised 13 January 2022) sets out Purcell's initial heritage advice with regard to the proposed Transport Access Program (TAP 3) equitable access upgrade (Proposal) of Blackheath Railway Station, Blackheath (Site). The objective for TAP 3 is to contribute to *Commonwealth Disability Discrimination Act* (DDA) related targets through Disability Standards for Accessible Public Transport (DSAPT) compliance upgrades. The Proposal is to 'improve the access of the station for all sections of the community including people with a disability, carers with prams, older persons, children, students and commuters.'¹

Anita Krivickas (Senior Architect) of Purcell prepared this report with overview by Tracey Skovronek (Regional Partner). Anita Krivickas visited the Site on 24 September 2021 and completed a physical inspection of the exterior and interior, streetscape, and context. Unless otherwise cited, all images were taken at this site visit.

This report acknowledges the Dharug and Gundungurra peoples, who are the original and current inhabitants, the traditional owners and custodians of this land.

LIMITATIONS

This memorandum relies on desk-based research and information provided by DesignInc. No new primary archival research has been undertaken.

All references to heritage, or heritage impacts, are to registered built heritage only. This report does not consider other potential heritage impacts of the Proposal, including, without limitation, to sub-surface, archaeological or indigenous heritage. Impacts to landscape, vegetation and trees are based on the information contained in the sub-consultant Arborist report.

Purcell Asia Pacific Limited is a limited company registered in Hong Kong, registration number 1422134. Purcell Architecture Limited is the holding entity, a limited company registered in the UK, registration number 0C315259. ABN: 23 609 207 301
Nominated Architect:
Tracey Skovronek
ARN NSW 11029

¹ Transport for NSW, 'Exhibit B - Works Brief Station Upgrade Transport Access Program', IPD-19-7937G Blackheath Station, 05 July 2021.

LOCATION

Blackheath Station (the Station) is on the Blue Mountains Line near the town centre of Blackheath. Blackheath Railway Station is located in the Blue Mountains Local Government Area (LGA). The Station's address is Station Street Blackheath and it is legally known as Lot 103, DP 1167899. It is located between Station Street (to the west) and the A32 Great Western Highway (to the east).

Carparks are provided on both sides of the Station. Access to the south end of the island platform is currently via stairs and an overhead walkway from either side of the tracks. A level crossing from the east side carpark also provides access to the south end of the platform.

Station Street and the Great Western Highway has commercial and retail premises adjacent to the train station, with mainly single-storey residential dwellings beyond.



Figure 1 - Aerial view of the Site, the approximate Site boundary outlined in blue dashes. (Source: [SIXMaps](#), modified by Purcell)

STATUTORY LISTINGS AND OVERVIEW OF SIGNIFICANCE

The Site is listed under the Heritage Act 1997 on the State Heritage Register (SHR, SHR No: 01088) and on the s.170 NSW State agency heritage register, as being of State Significance. The Site is also listed under the *Blue Mountains Local Environmental Plan 2015*, Schedule 5 Environmental Heritage, Part 1 Heritage Items (Item No BH029), as being of State Significance.

HERITAGE ACT 1977 NO 136

State Heritage Register

The Site was listed on the State Heritage Register (SHR) as the 'Blackheath Railway Station Group' (SHR No: 01088) on February 4, 1999.²

The listing includes: the 1898 Station Building (type 11, partially reconstructed 1985); the 1898 brick-faced island platform, The 1911 steel-framed footbridge (1990), the Station gardens, mature trees and landscaped surrounds within the property boundaries adjoining the Council landscaped gardens; and the pair of similar retail buildings at 264 & 266 Great Western Highway.³

The listing specifically excludes the Relay Hut, and the nearby railway (Station Master's) residence (which is privately owned).

² Heritage NSW, 'State Heritage Inventory' (SHI), [Website], Version 1.1.0.6, SHR No: 01088, accessed 29/09/2021

³ Heritage NSW, SHI, SHR No: 01088, accessed 29/09/2021

Heritage Council of New South Wales

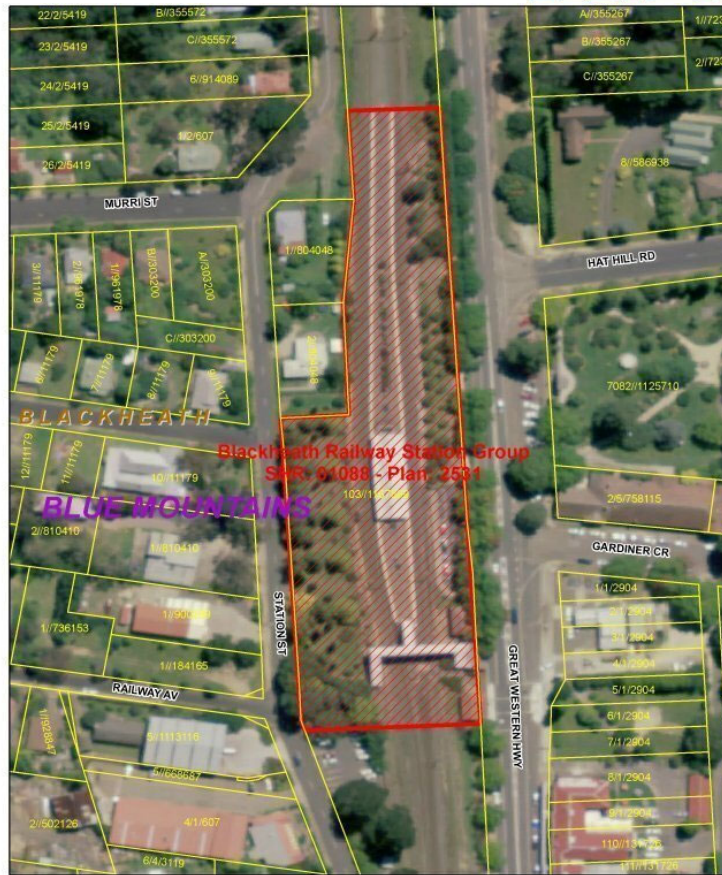
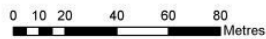


Figure 2 The SHR listing curtilage (Source: Heritage NSW, 'State Heritage Inventory', SHR No: 01088).

State Heritage Register

Gazettal Date: 2 April 1999



Scale: 1:1,500

Produced by: Michelle Galea

- Legend
-  SHR Curtilage
 -  Land Parcel
 -  LGAs
 -  Suburbs

The SHR Statement of Significance for the Blackheath Railway Station Group reads:

Blackheath Railway Station is of state significance as part of the early construction phase of railway line duplication on the upper Blue Mountains, demonstrating the technological and engineering achievements in railway construction at the end of the 19th century. The building is significant for its contribution to the scenic qualities of the Blue Mountains railway landscape, forming part of a cohesive group of intact stations along the line. The platform building at Blackheath station is an excellent representative example of a standard Federation era railway building and is one of only two timber railway buildings along the Blue Mountains line. Partial reconstruction of the building following a fire in 1985, together with the restoration of Mortuary station, marked the beginning of heritage management in the NSW railways. The place is also significant for its local setting within well landscaped gardens and adjacent to the historic town centre.

The Blackheath Railway Station Shops have historical significance as an important and distinctive component of the precinct around Blackheath Railway Station. The buildings have some aesthetic significance as small Federation-era buildings with similarities in scale, detail, and form and are important elements in the local townscape. The buildings are also of significance for their associations with the prominent and influential identity Tomas Rodriguez, former Station Master at Blackheath Railway Station.⁴

4 Heritage NSW, SHI, SHR No: 01088, Significance updated on 02/22/2012, accessed 29/09/2021

S170 NSW State agency heritage register

The Site is included on the Railcorp S170 Register as the 'Blackheath Railway Station Group'.⁵

The S170 register includes most of the Items listed in the SHR, being the 1898 Station Building (type 11, partially reconstructed 1985); the 1898 brick-faced island platform, The 1911 steel-framed footbridge (1990), and the Station gardens, mature trees and landscaped surrounds within the property boundaries adjoining the Council landscaped gardens. The pair of retail buildings (at 264 & 266 Great Western Highway) are separately listed on the S170 Register as 'Blackheath Railway Station - Shops'.

The S170 listing specifically excludes the Relay Hut, and the nearby railway (Station Master's) residence (which is privately owned). The S170 listing also includes the following items:

MOVABLE*Platform:*

Large painted mural for Blackheath Rhododendron Festival on end wall of platform building by local Blue Mountains artist, Vernon Treweek;

Gooseneck platform lamp posts, including a wall-mounted gooseneck light on end wall of platform building

Cast iron stormwater grates

Original and early station signage, including RailCorp blue and yellow entrance box sign and pole-mounted white station names signs with colour underline

Timber frame for station name sign (sign missing) mounted on wall

General waiting room:

Two timber-framed noticeboards on either side of ticket window and wall-mounted timber box

Two single timber rollover indicator boards with clock faces and one pedal

Staff offices:

Timber stationery organiser, timber-framed noticeboard, red and white "Emergency Response" cabinet

Original and early door and window hardware (locks, strike plates, handles, bolts, sash sifs, sash locks etc).

LANDSCAPE

The garden beds and plantings on the platform date from the 1990s and include a mix of species strung out along the centre of the platform, including a number of medium-sized shrubs clipped into various semi-formal shapes and contributing variety of form, texture and colour. They continue the tradition of platform gardening along the Blue Mountains Line, and make a positive contribution to the overall landscape setting.⁶

5 Heritage NSW, SHI, (Heritage Item ID 4804466), accessed 29/09/2021

6 Heritage NSW, SHI, (Heritage Item ID 4804466), accessed 29/09/2021



Figure 3 The S170 listing curtilage (Source: Heritage NSW, 'State Heritage Inventory', Heritage Item ID 4804466).

The S170 Statement of Significance for the Blackheath Railway Station Group reads:

Blackheath Railway Station is of state significance as part of the early construction phase of railway line duplication on the upper Blue Mountains, demonstrating the technological and engineering achievements in railway construction at the end of the 19th century. The building is significant for its contribution to the scenic qualities of the Blue Mountains railway landscape, forming part of a cohesive group of intact stations along the line. The platform building at Blackheath station is an excellent representative example of a standard Federation era railway building and is one of only two timber railway buildings along the Blue Mountains line. Partial reconstruction of the building following a fire in 1985, together with the restoration of Mortuary station, marked the beginning of heritage management in the NSW railways. The place is also significant for its local setting within well landscaped gardens and adjacent to the historic town centre.⁷

⁷ Heritage NSW, SHI, (Heritage Item ID 4804466), accessed 29/09/2021

The Site is included on the Blue Mountains Local Environmental Plan 2015, (LEP) Schedule 5 Environmental Heritage as 'Blackheath Railway Station Group and interiors', (Item No: BH029).

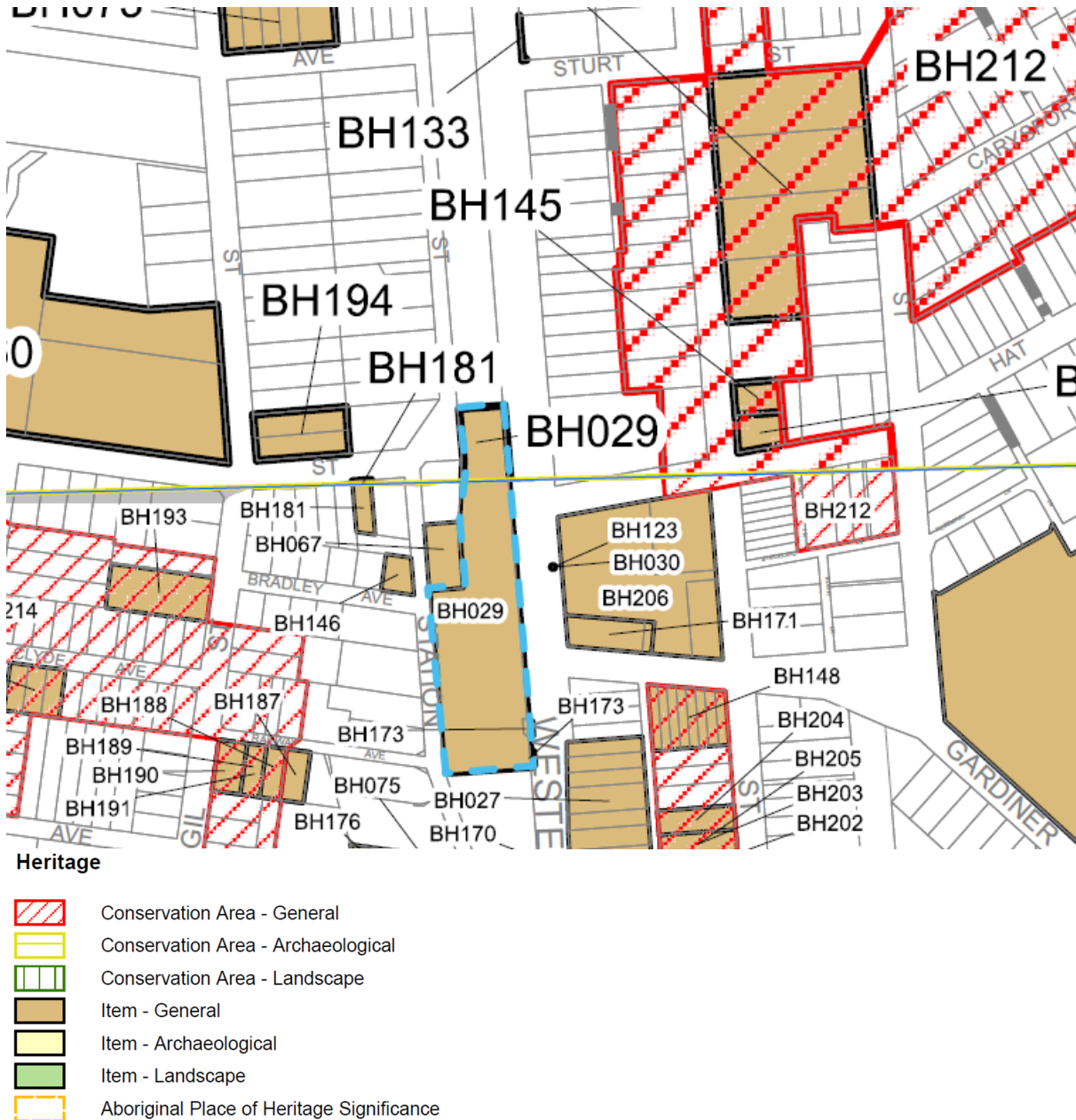


Figure 4 LEP Heritage Maps Sheet HER_002E and Sheet HER_002Fa, the approximate Site outlined in blue dashes. (Source: NSW Planning Portal, 'Blue Mountains Local Environmental Plan 2015' (Amendment No 5), Heritage Map 0900_COM_HER_002FA_010_20210210, Item No: BH029, modified by Purcell).

The Statement of Significance for the Blackheath Railway Station Group on the LEP (State Heritage Inventory) reads:

Blackheath Railway Station is a good representative example of a Federation Free Classical railway station. It is one of only two timber railway stations in the Blue Mountains.

The station forms part of a group of stations associated with the construction and duplication of the railway across the Blue Mountains⁸

8 Heritage NSW, SHI, (Heritage Item ID 1170050), accessed 29/09/2021.

As can be seen in the LEP Heritage Maps (Figure 4), the Station is surrounded by numerous local heritage items and several heritage precincts. On the eastern side of the Station, these include:

Item ID	Name and Address	Property Description	Significance
BH123	The Gardens War Memorial, 267–269 Great Western Highway	Lot 7082, DP 1125710	Local
BH030	Macquarie Monument, Great Western Highway		Local
BH206	The Gardens, 267–269 Great Western Highway	Lot 7082, DP 1125710; Lots 1 and 3, Section 5, DP 758115	Local
BH171	Blackheath Community Centre and interiors, 265 Great Western Highway	Lot 2, Section 5, DP 758115; Lot 7083, DP 1125710	Local
BH173	Shop buildings adjacent to the station and interiors, 266 Great Western Highway	Lot 1, DP 776285	Local
BH027	Gardners Inn and interiors, 255 Great Western Highway	Lots 8 and 9, Section 1, DP 2904; Lots 110 and 111, DP 131726; Lots 5–7, Section 1, DP 2904	Local

On the eastern side of the Station, these include:

Item ID	Name and Address	Property Description	Significance
BH192	Dover Hall and interiors, 124 Station Street	Lot A, DP 365626; Lot 1, DP 501182	Local
BH075	Braemar, 132–133 Station Street	Lots 4 and 5, Section 4, DP 3119	Local
BH067	Station Master's House, 141A Station Street	Lot 2, DP 804048	Local
BH146	California bungalow, 1–3 Bradley Avenue	Lot 9, DP 11179	Local

NON-STATUTORY LISTINGS

The Site is included on the Register of the National Estate, (non-statutory archive) as an Indicative Place (Place ID 101177). An Indicative Place is one for which 'Data provided to or obtained by the Australian Heritage Council, or the former Australian Heritage Commission was entered into the RNE database however a decision on whether the place should be entered in the RNE itself was not made before the RNE was closed in 2007.9

HISTORICAL SUMMARY

The following history for Blackheath Station was extracted from the SHI Database¹⁰:

Aboriginal Occupation

Prior to European settlement the Blue Mountains was the home of many autonomous Aboriginal groups who lived and moved around the region. There are six distinct tribal groups who have traditional rights and custodial responsibilities for the indigenous heritage of the region that are: the Darug, the Gandangurra, the Wanaruah, the Wiradjuri, the Darkinjung and the Tharawal.

Evidence of Aboriginal occupation and custodianship of the country within Blue Mountains National Park dates back to possibly 22,000 years B.P. ((Stockton and Holland 1974; Williams et. al. 2012). The Blue Mountains contain a large number of

9 Australian Heritage Database, 'Legal status and heritage place lists', [website], accessed 13 October 2021.

10 Heritage NSW, SHI, SHR No: 01088, accessed 29/09/2021

significant sites which capture the relationship that Aboriginal people have had with country for thousands of generations.

The rich and varied evidence of traditional occupation of the reserves include archaeological deposits in open sites and rock shelters, stone implements, factory sites for tool production, axe grinding grooves and extensive art-work, including drawn, painted and stencilled images. Tracks and figurative motifs dominate the art sites (NPWS 1998). Motifs include anthropomorphic figures, animals, hand stencils and tracks of birds and kangaroos (NPWS 1998).

Colonial exploration and settlement:

Until 1813 the Blue Mountains proved a restriction to the expansion of settlement in Australia. In that year Gregory Blaxland, William Charles Wentworth and William Lawson made the first successful crossing and opened the vast interior of the country to settlement.

The construction of a road soon followed and in 1863 a railway was built as far as Penrith and extended as far as Mount Victoria by 1868. By the 1870s it had become fashionable for elite families to acquire mountain retreats with magnificent views where in summer the air was considerably cooler than Sydney. Villages such as Leura developed to serve these retreats which over time developed large European gardens.

The Railway:

The contract for extending the railway from Lawson to Blackheath was awarded in 1863 to W. Watkins, who completed the track a year ahead of schedule in 1866, although the ballasting of the line by a separate contractor took longer. Blackheath was to be the temporary terminus because of its level site and good water supply, but before the station was finished the destruction of the road bridge over the Nepean River at Emu Plains in the flood of 1867 prompted John Whitton, in charge of railways, to open the line as far as Wentworth Falls to assist stranded travellers to the west. (Blue Mountains Heritage Register Review, 1999).

Wentworth Falls, therefore, was for a short time the terminus. In the meantime, Watkins had won the contract to extend the line from Blackheath to Mount Victoria and the completion of this stretch in May 1868 led to Wentworth Falls being replaced by Mount Victoria, not by Blackheath, as the temporary terminus of the Western line. Plans to build a two-storied station at Blackheath were abandoned and this grander building was erected instead at Mount Victoria (*ibid*, 1999).

Blackheath station opened in 1868 as a 'halt' (an 'intermediate stopping place' soon after the line was opened to Mt. Victoria on 1/5/1868, though the platform was not erected until December of that year (Yeaman et al, 1976, 57) and as a platform in 1869.

1870 saw erection of a waiting shed, which was replaced in 1878. Both were on the 'down' or eastern side of the single line then operating. In 1883 a new station and platform, costing 1070 pounds and 311 pounds respectively, were built. In 1884 the station was improved with a lamp and parcels room, booking office, ladies' waiting room, general waiting room and toilets added. In 1885 the level crossing was moved to Bundarra Street and the present (disused) goods shed was provided - all still on the east side of a single line. In 1884 Blackheath station had a staff of two, sold 4254 tickets and 323 tons of goods were shipped out - including 238 bales of wool, presumably from the Megalong Valley. In addition, 16,000 tons of coal were dispatched. This increased to 26,500 tons in 1885 but fell to zero in 1886 when North's Siding at 'The Crushers' (Katoomba) came into being. The coal came from Narrow Neck area in Megalong Valley (*ibid*, 1976, 57).

The Great Western Railway was intended to initially reach Bathurst but, beyond that town, its terminus was not stated. The line (an isolated section of it, only - by building a new deviation with an easier grade up to Mt. Victoria and using the old line for the return 'down' trip: *ibid*, 1976, 57) was duplicated between Blackheath and Mt. Victoria in 1898 and the present platform building was erected on an island platform to serve both lines at that time. A signal frame was provided at the Sydney end of the building and would appear to have been open-air, later enclosed. When duplication extended from Medlow Bath to Blackheath in 1902, a new platform building was not provided.

There was an enormous increase in ticket sales from 5000 in 1909 to 26,000 in 1910. This trend continued up to 1920 when 70,000 were sold. Sales declined from this point, and in 1940 tickets sold numbered 40,000. This was no doubt due to the advent of the motor car (*ibid*, 1976, 57).

The Footbridge at Blackheath Station that provides access to the platforms was built in 1911. Its twin beam construction is typical of NSWGR practice. Since 1990, every component of the bridge, except the steel structure, has been replaced.

In 1976 the goods shed is closed and goods traffic in and out is practically non-existent. Ticket sales are 12,000 a year. (*ibid*, 1976, 57).

Then Chief Executive, David Hill, authorised in 1985 the reconstruction of the 1897 building when fire virtually destroyed much of the platform building. The Blackheath reconstruction, together with the restoration of Mortuary station, marked the start of heritage management in the NSW railway organisation.

HISTORICAL IMAGES



Figure 5 The Site prior to becoming an island platform in 1898, looking north. (Source: unknown, 'Blackheath Railway Station', prior to 1898, Blue Mountains City Library, LS000\000736)



Figure 6 The Site after becoming an island platform in 1898. Note, the two chimneys above the roof line. Source: unknown, 'Blackheath Railway Station', Blue Mountains City Library, LS000\000752)



Figure 7 The Site in c1910 looking south. (Source: unknown, 'In "Historic Blackheath" by Rotary Club', c1910, Blue Mountains City Library, LS000\000750)



Figure 8 The Site from the Hotel Astoria (across the Great Western Highway) in 1929, showing the pair of retail buildings and the footbridge beyond. By this time the southern end of the station building had been extended (three chimneys are evident). (Source: unknown, 'View from Hotel Astoria where she was on honeymoon - Blackheath, NSW', State Library NSW, FL1693380)

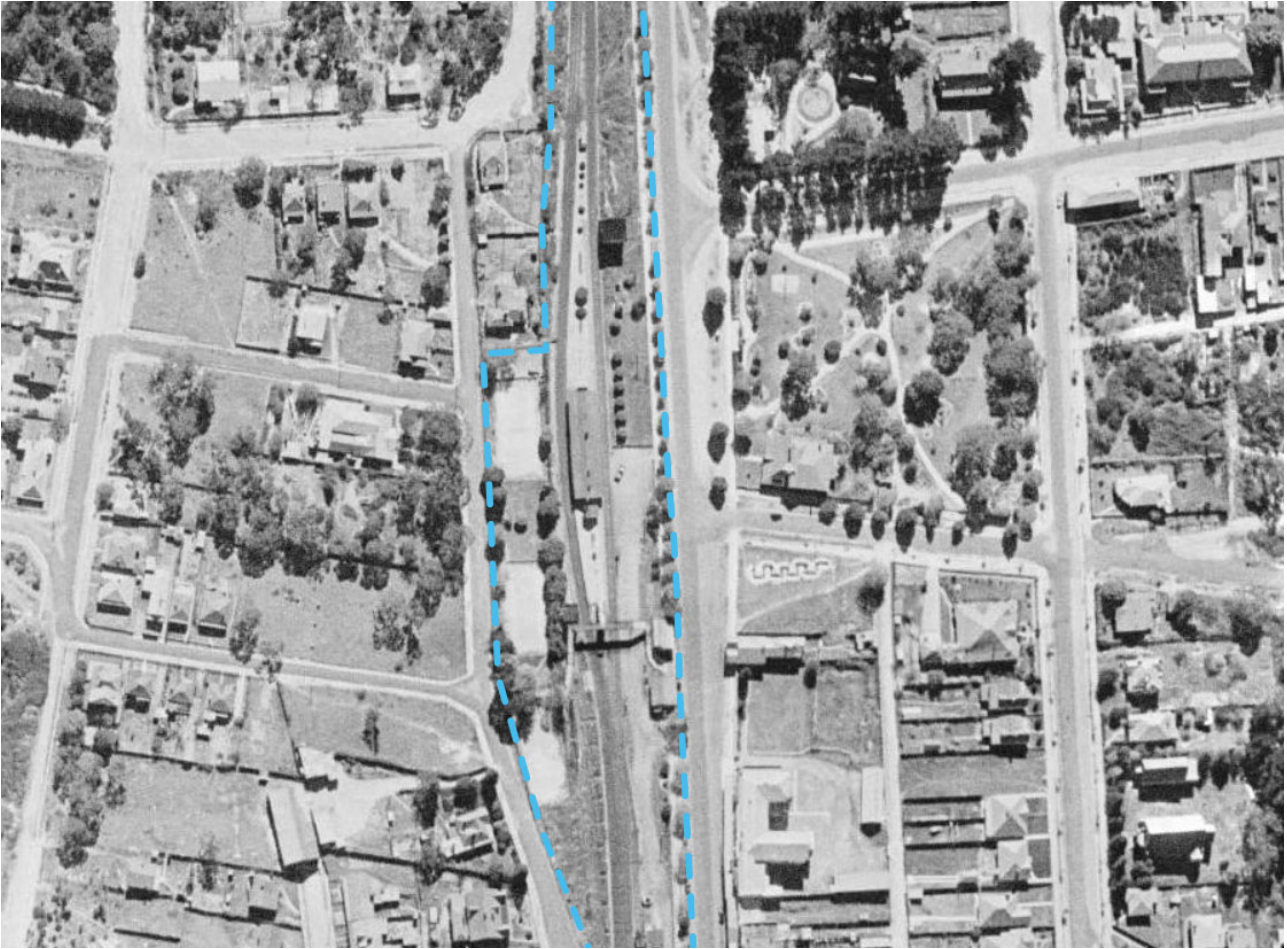


Figure 9 A 1943 aerial photograph of the Site, approximate boundary in blue dashes. (Source: SIXMaps, modified by Purcell).



Figure 10 The Site in c1950 looking south. (Source: unknown, 'Blackheath Station', Australian Railway Historical Society (AHRs), 434363, supplied by client)



Figure 11 The Site from the Station Street side in 1968, showing the Station Masters Cottage (left). (Source: unknown, 'Blackheath Station', Australian Railway Historical Society (AHRs), 202268, supplied by client)

SITE IMAGES (2021)



Figure 12 View south from the Great Western Highway Carpark to the footbridge and level crossing. (Source: Purcell, 22 September 2021).



Figure 13 View from the footbridge to the level crossing (Source: Purcell, 15 October 2021).



Figure 14 The pair of retail buildings on the Great Western Highway with the Station entrance between and footbridge beyond. (Source: Purcell, 22 September 2021)



Figure 15 The pair of retail buildings on the Great Western from further south (Source: Purcell, 15 October 2021).



Figure 16 The Station building and island platform from the Great Western Highway Carpark looking north. (Source: Purcell, 22 September 2021)



Figure 17 The Station building from the north (Source: Purcell, 15 October 2021).

CONTEXTUAL DESCRIPTION AND SIGNIFICANCE OF BLACKHEATH

The statement of significance accompanying the heritage listing sheet for 'Blackheath Village and Setting' Heritage Conservation Area provides insight into the overall character and significance of the village of Blackheath. Extracts from the Statement of Significance have been provided below. Aspects that are pertinent to the current project have been highlighted.

The Blackheath Village Heritage Conservation Area possesses heritage values that satisfy the NSW. Blackheath is one of the most significant towns in the Blue Mountains. It is a mature cultural landscape, as is evidenced by a comparison of the earliest European descriptions of the area as a bleak and barren one with the richly formed, complex and mature contemporary cultural landscape evident today.

Its streetscapes have very high aesthetic values due to the wide road reservations, consistent and mature street tree planting throughout including many cool-climate species that today form spectacular autumnal avenue plantings with other streets (particularly those aligned east-west) being lined by spring-flowering fruit trees. The edges of the town are marked by the use of native street tree plantings which help to integrate the cultural landscape and its natural setting.

Although Blackheath includes a rich range of late 19th and early 20th Century built forms, it is particularly distinguished by its unique collection of dwellings from the Inter-War period, with few being 'standard' examples of the period that are found in their thousands in Sydney. This is due both to the continuing use of lightweight materials throughout the towns of the Blue Mountains long after masonry construction had become the norm in Sydney (and indeed, also in Mountain towns such as Lithgow at the foot of the mountains to the west). This lightweight form is found not only in modest 'holiday' cottages, but also in substantial houses of a quality and style that suggests that they were the work of a professional architect or skilled designer, not a speculative developer.

The buildings of Blackheath are characterised by their historic and aesthetic integrity, with many retaining their original form, or, if altered, the additions are in many cases notable for their consistency with the original architectural typology. Most have also retained a strong sense of their original setting, including the now-mature cool-climate or native gardens that surround almost all properties. The integrity of the original street and subdivision pattern is high, with development, including re-subdivision and infill development sites respecting the orientation of the original town patterns and built forms in their orientation and configuration.

It is recognised that the above statement of significance does not include consideration of the retail precinct Blackheath, located opposite on the Great Western Highway and Govetts Leap Road. This precinct comprises a series of two to three storey late 19th to early 20th century shop buildings. Although somewhat disparate, there are several features and characteristics that are consistent across the precinct:

- Horizontal banding of awnings, moulded string courses parapets.
- Vertical engaged piers or expressed party walls between lots.
- Rendered and painted facades (early example feature a light scoring to replicate stonework).



Figure 18 Retail buildings opposite the station on the Great Western Highway opposite the station. (Source: unknown, 'Blackheath Station', Australian Railway Historical Society (AHRS), 510025, supplied by client)

SUMMARY OF THE 2018 HERITAGE IMPACT ASSESSMENT PREPARED BY NICHE ENVIRONMENT AND HERITAGE

The following section summarises the findings of the 2018 Heritage Impact Assessment (HIA)¹¹ prepared by Niche Environment and Heritage for the 2019 TAP 3 Scoping Design for Blackheath Station.¹² Note, this report considered the heritage impacts of the preferred option only.

Niche provided a significance grading for elements assessment for the items in the Blackheath Railway Station Group. The summary significance grading diagrams is extracted below:

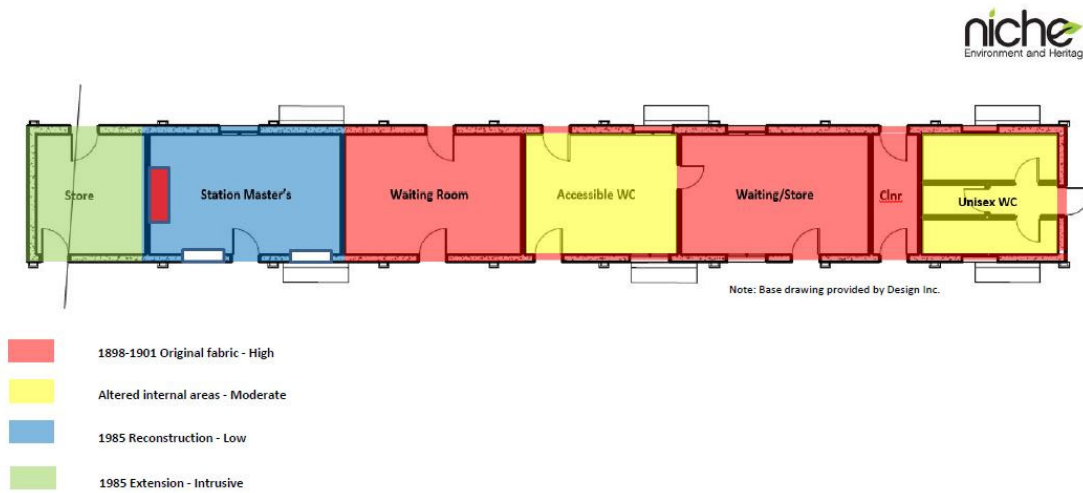


Figure 7: Significance Grading of the Blackheath Station Building (Niche, 2018)

Figure 19 Significance grading of the Blackheath Station building (Niche, 2018).

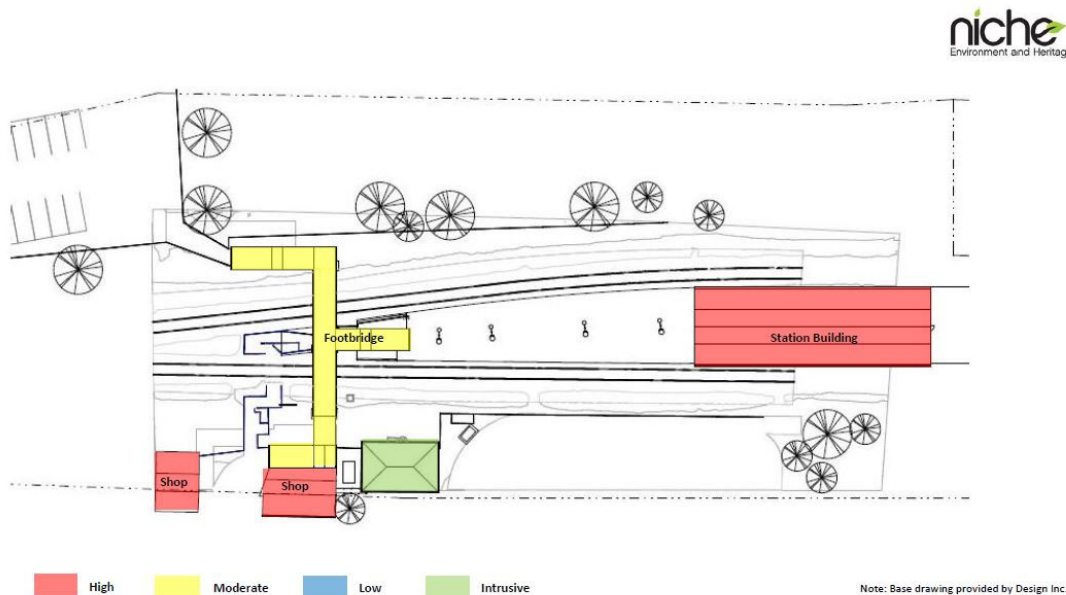


Figure 6: Significance Grading of Blackheath Railway Station Group (Niche, 2018)

Figure 20 Significance grading of the Blackheath Railway Station Group (Niche, 2018).

11 Niche Environment and Heritage (Niche), *Transport Access Program 3 | Blackheath Railway Station, Blackheath | Heritage Impact Assessment*, (TAP3 HIA) prepared for Stantec on behalf of Transport for New South Wales, 22 October 2018.
 12 Stantec, *Report: 150118-BHT-GN-RPT-00001 | ISD-17-7009: Transport Access Program 3 Scoping Design - Lifts to existing steel footbridges | Scoping Design Report – Blackheath Station*, prepared for Transport for NSW, 22/05/2019.

Comment

We have reviewed the above grading of significance and based on our understanding of the history and development of Blackheath Station; we generally agree to the gradings of significance identified for the Blackheath Railway Station Group (identified in Figure 20 above). Refer below for comments with respect to the significance of the Station building (room names have been updated to current room names):

Niche	Niche	Purcell	Comment
Station Building	High	Agree	External form and appearance
Shops	High	Agree	
Waiting Room 1 (internal)	High	High	
Waiting Room 2 (internal)	High	High	
Store (north) (internal)	High	Low	Modified and installed 2015
Footbridge	Moderate	Moderate/Low	Later, replaced fabric (balustrade) and canopy considered to be Low significance
FAT / Accessible WC (internal)	Moderate	Low	Incorrectly located by Niche.
Unisex ambulant WC (internal)	Moderate	Low	Modified and installed 2015
Station Master's Office (internal)	Low	Low	Reconstructed after the fire in 1985.
Comms building (Small shed)	Intrusive	Intrusive	Identified as Comms Building
Store (south) (internal)	Intrusive	Low	This room is incorrectly identified as having been added in 1985. A review of the historic photographs indicates it had been constructed by 1929, possibly coinciding with the extension of the platform at this time. Reconstructed after the fire in 1985

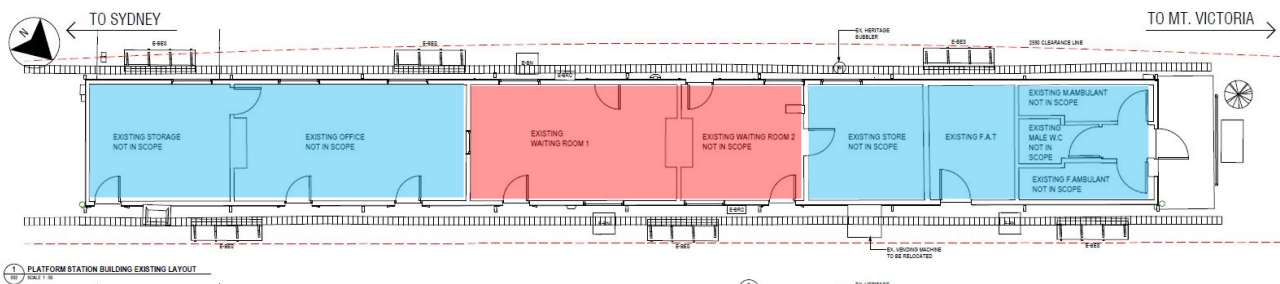


Figure 21: Current configuration of the Blackheath Railway Station Building. Source: DesignInc, 2021 (Purcell significance overlay).

Options considered

Options for the provision of improved access and facilities at Blackheath Station were developed by Transport for NSW (TfNSW) in 2018 under their Transport Access Program (TAP). At this time, four options were developed by the project team, and were considered in a workshop involving TfNSW, relevant stakeholders, and the design team. The project team considered many aspects including feasibility of construction, passenger convenience, as well as potential heritage impacts. Arising from this meeting, the preferred option was developed into the 'Scoping design'.

The following table summarises Niche's assessment of the heritage impacts associated with Alternative Options 1-3.¹³

Option BLAC-01: Lifts to Existing Footbridge, Access from South

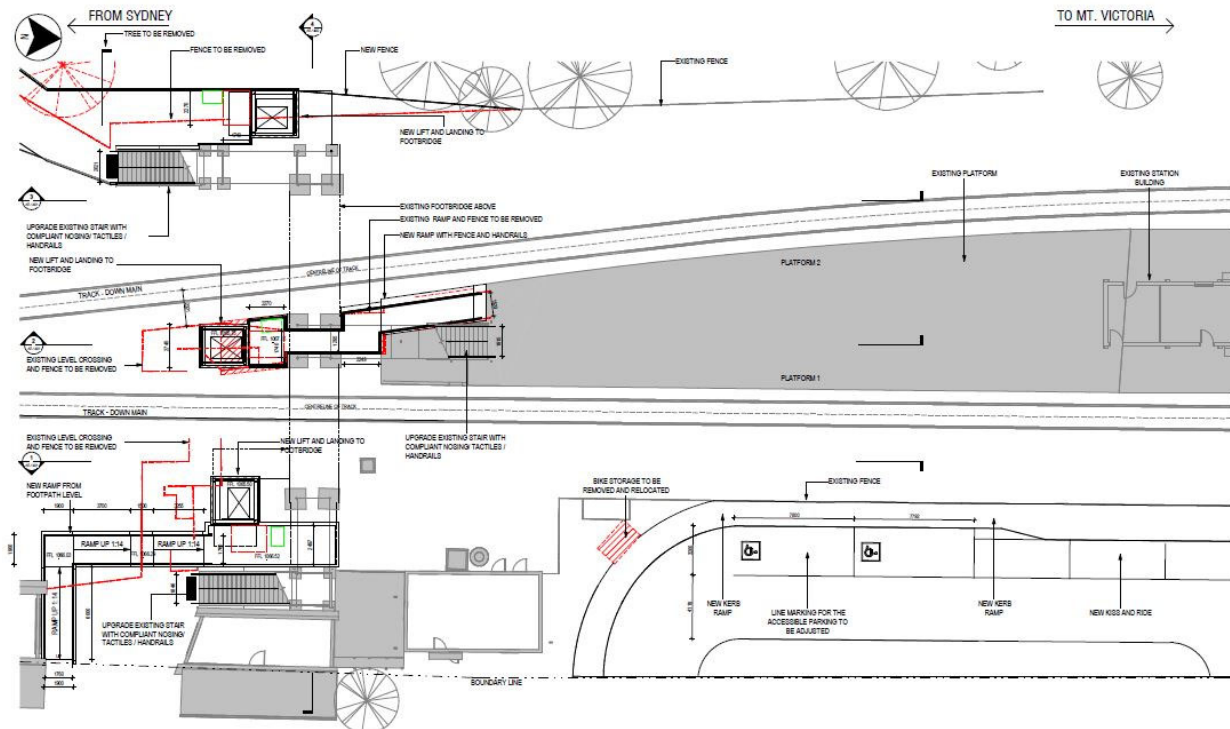


Figure 5 Blackheath Station Design Option 1
designinc.com.au

PIB-017 Urban Design Report: Blackheath Station | 12.11.2018 | 9

Description

This option looks at providing 3 lifts to the existing footbridge all located on the southern side of the footbridge. A new compliant ramp is provided at the Great Western Highway entry to the lift at the side of the existing stair. The existing level crossing to the platform will be removed. The lift at the platform will require a new ramp/ walkway to access the platform. The lift on the commuter car park side will require a new accessible walkway.

New line marking will be needed to existing Station Street commuter car park with an addition of 2 DDA car spaces. New line marking for the existing DDA parking and Kiss & Ride along Great Western Highway will need to be repainted. Footpath for the DDA parking and Kiss & Ride will need to be regraded to have a max fall of 1:40. There will be a seat and DDA waiting area provided for customers at the Kiss & Ride.

All Stairs are to be upgraded with new compliant handrail, tactiles and nosing. At the station building there are only 2 doors that will need to be adjusted to achieve

Assessment

*Option 1 would be closest to the Great Western Highway pedestrian crossing and allow the greatest level of integration into its surroundings, but would have significant heritage impacts, severe disruptions to the operation of the station, and is not ideal in terms of the spatial arrangement between the lifts and the DDA car spaces.*¹⁴

¹³ Niche, TAP3 HIA, p 35.

¹⁴ Niche, TAP3 HIA, p 35.

a compliant clear width and that is to the waiting room and to the existing Family Accessible Toilet.

Option BLAC-02: Lifts to Existing Footbridge, Access from North

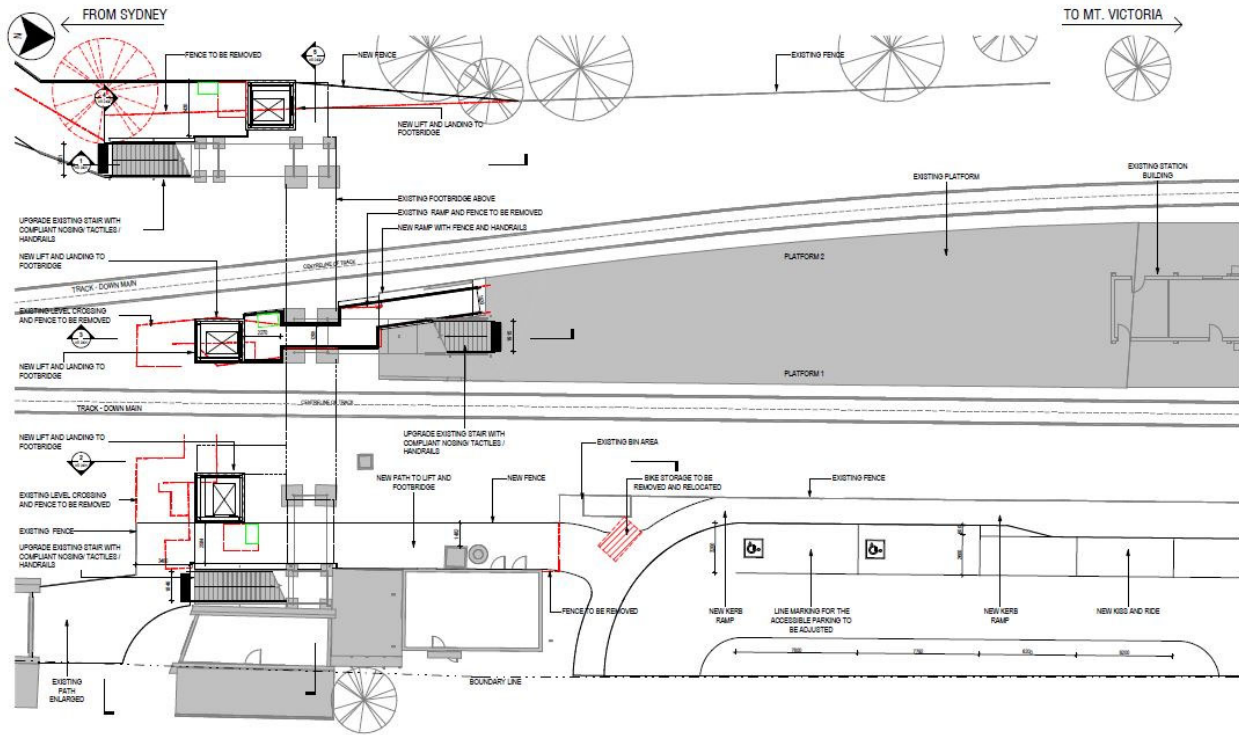


Figure 7 Blackheath Station Design Option 2
 10 | 12.11.2018 | P18-017 Urban Design Report: Blackheath Station
 10 | 12.11.2018 | P18-017 Urban Design Report: Blackheath Station

designinc.com.au
 designinc.com.au

Description

This option looks at providing 3 lifts to the existing footbridge all located on the southern side of the footbridge. A new accessible path will be provided from the existing DDA parking to the location of the new lift approximately 30 meters from DDA parking. The existing level crossing to the platform will be removed. The lift at the platform will require a new ramp/ walkway to access the platform. The lift on the commuter car park side will require a new accessible walkway.

New line marking will be needed to existing Station Street commuter car park with an addition of 2 DDA car spaces. New line marking for the existing DDA parking and Kiss & Ride along Great Western Highway will need to be repainted. Footpath for the DDA parking and Kiss & Ride will need to be regraded to have a max fall of 1:40. There will be a seat and DDA waiting area provided for customers at the Kiss & Ride.

All Stairs are to be upgraded with new compliant handrail, tactile and nosing. At the station building there are only 2 doors that will need to be adjusted to achieve a compliant clear width and that is to the waiting room and to the existing Family Accessible Toilet.

Assessment

Option 2 would cause less disruptions to the operation of the station and also allow more integration into its surroundings but would require more maintenance of old structures and suffers from at least one security hotspot.¹⁵

15 Niche, TAP3 HIA, p 35.

Option BLAC-03: New Footbridge

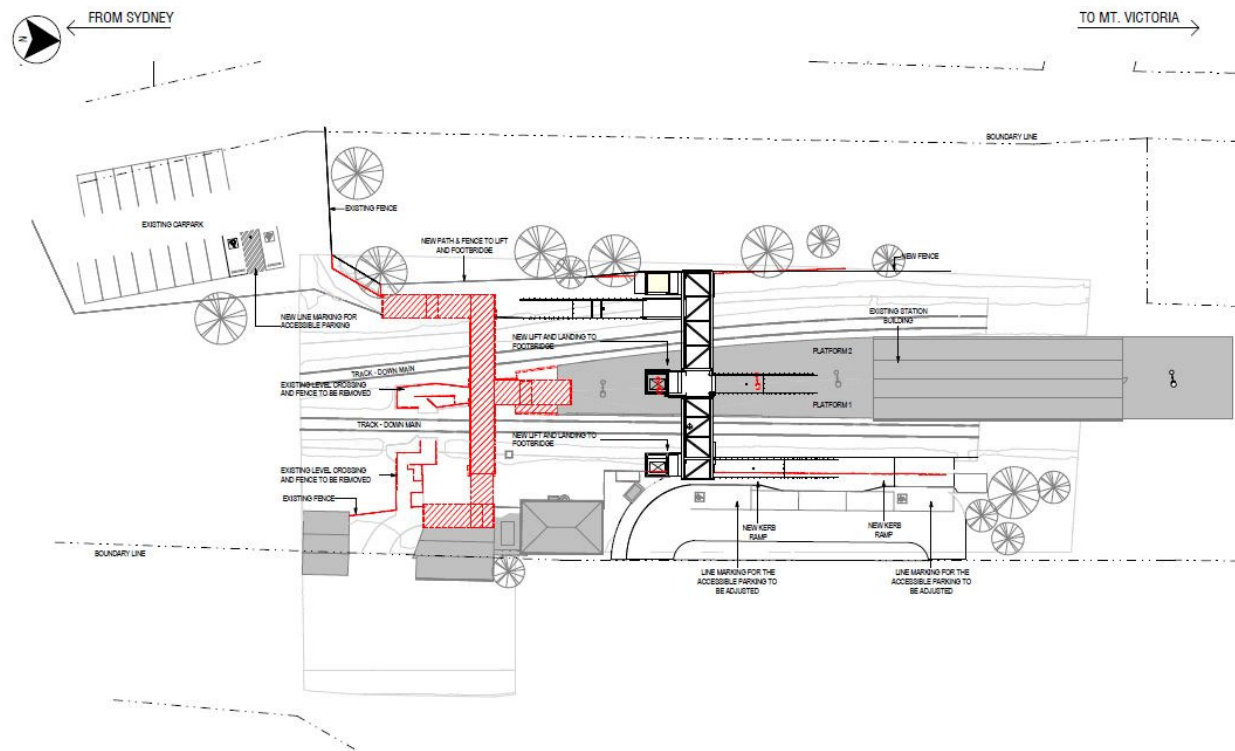


Figure 8 Blackheath Station Design Option 3
designinc.com.au

P18-017 Urban Design Report: Blackheath Station | 12.11.2018 | 11

10 | 12.11.2018 | P18-017 Urban Design Report: Blackheath Station

designinc.com.au

Description

This option looks at providing a new footbridge, lifts and stair. The new footbridge will be located closer to the existing station building to comply with design standards of setbacks and clearances. This option does not interfere with the visual impact of the Heritage station building and has a more dominant presence. The 3 lifts will be located on the southern side of the new footbridge. The stair on the platform and the Great western highway side will face north and the stair on station street side will face south.

New line marking will be needed to existing Station Street commuter car park with an addition of 2 DDA car spaces. New line marking for the existing DDA parking and Kiss & Ride along Great Western Highway will need to be repainted. Footpath for the DDA parking and Kiss & Ride will need to be regraded to have a max fall of 1:40. There will be a seat and DDA waiting area provided for customers at the Kiss & Ride.

At the station building there are only 2 doors that will need to be adjusted to achieve a compliant clear width and that is to the waiting room and to the existing Family Accessible Toilet.

Assessment

Option 3 presents the least cost in maintenance over the asset's lifetime, greatest ease of access and is closest to mode changes. However, it would have a long construction period, cause major disruptions to the operation of the station, have significant urban design impacts, significant impacts to the visual setting of the station, and impact a greater amount of vegetation (a noted contributory element to the heritage item).¹⁶

¹⁶ Niche, TAP3 HIA, p 35.

Potential heritage impacts of the preferred scoping design

In their assessment of the preferred option, Niche identified the potential direct (physical) and indirect (visual) impacts to be as follows:

Direct (physical) heritage impacts

- Removal of the level crossing constitutes minor partial demolition and would therefore have a moderate impact, however the crossing itself was installed in 1993 and is significant as a contributory element rather than holding any specific significance.
- Alterations to two doorways of the station building to improve accessibility of the waiting room and Family Accessible Toilet. As these openings are original fabric, their modification and loss would constitute a moderate impact.¹⁸

Niche's preliminary review did not identify any known or potential areas which may contain archaeological relics or significant deposits based on historical station plans.¹⁹

Indirect (visual) heritage impacts

- Removal of the level crossing would remove a contributory element of the station precinct. Although not an early structure, its presence represents the changes and developments of rail travel and train stations through time. The visual impact may be mitigated through the decommissioning of the crossing, without demolishing the entirety of its fabric.
- The widening of two doorways on the station building consist of a minor visual impact to the station building, provided this impact is mitigated through sympathetic design in keeping with the existing character and features of the building, and cohesive material choice in the reinstatement of the doorway.
- The bulk and scale as seen from the Great Western Highway.
- The visibility of the new lifts adjacent to the existing footbridge.²⁰

Overall, Niche considered that the visual impacts may be acceptable, with careful design and material choices as mitigation, to continue the existing significant use of the heritage item.

Conclusion and Recommendations

Niche provided the following summary and series of initial recommendations based on their assessment of the preferred preliminary design option:

Conclusion²¹

This assessment concludes that the proposed works would have a moderate impact on the heritage significance of Blackheath Railway Station, principally in the major addition of modern lift shafts, changes of material and loss of some original fabric through the widening of station building doorways. However, the upgrade and refurbishment works are intended to be sympathetic in nature and would ensure the safe and continued operation of the station. The impacts may be considered acceptable, provided that all possible opportunities for mitigation are explored during the subsequent design and development phases of the project.

Recommendations²²

- *A construction methodology be undertaken once the detailed design and complete scope of works has been developed.*
- *Given the degree of impact and the complexity of the proposal, it is recommended that a Conservation Management Plan be developed for the Blackheath Railway Station Group.*
- *If the two station building doors are close to compliant, it is recommended that a heritage exemption from DDA standards be sought rather than impacting original building fabric. If an exemption is not possible, then the form, style and material of the new doors should be in keeping with the existing character of the station building.*

18 Niche, TAP3 HIA, p 37.

19 Niche, TAP3 HIA, p 39.

20 Niche, TAP3 HIA, p 38.

21 Niche, TAP3 HIA, p 2.

22 Niche, TAP3 HIA, p 55.

- *An archival photographic record of the works should be prepared by a suitably qualified heritage specialist in accordance with the Photographic recording of heritage items using film or digital capture (Heritage Office 2001, revised 2006) guideline. The record should aim to capture the details of the footbridge, station building and significant views and vistas prior to, during and after the proposed accessibility works. A copy of the archival record should be provided to Sydney Trains, Blue Mountains City Council and the Heritage Division library.*
- *It is recommended that the relevant requirements of the Building Code of Australia and Australian Standards be incorporated with the design, unless dispensation has been sought.*
- *Construction and excavation crews are to be suitably experienced with heritage works and provided with an induction regarding the heritage value of the Blackheath Railway Station Group prior to commencement.*
- *In the unlikely event that material containing asbestos is found during demolition works, relevant Safework methods should be followed.*
- *If unexpected portions of heritage fabric are exposed during excavations, work in the immediate area should stop immediately, the area or fabric must be stabilised and a suitably experienced heritage consultant should be engaged to assess their significance.*
- *In the unlikely event that significant archaeological remains (relics) are unexpectedly discovered during excavation, work must cease in the affected area and the Heritage Council must be notified in writing in accordance with section 146 of the Act. Depending on the nature of the discovery, additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area; and*
- *If any Aboriginal objects are discovered on the site, excavation or disturbance is to cease and the Department of Environment and Climate Change is to be informed in accordance with section 91 of the National Parks and Wildlife Act, 1974.*

THE PROPOSAL

The proposed works include the upgrade of Blackheath Station to provide access to achieve Disability Standards Accessible Public Transport (DSAPT) compliance. The works include:

- Construction of new DDA car space with the existing car park on Station Street, and new access paths, including removal of thirteen trees.
- Construction of new 'kiss and ride' including new shelter and regrading of the footpath and new lighting along the Greater Western Highway to the Station entry.
- Reconfiguring the station entry on the Greater Western Highway to provide compliant access to Lift 1, including the provision of new ramp and forecourt between the two heritage listed retail buildings at 264 and 266 Greater Western Highway.
- Construction of three new passenger lifts at the southern (city) end of the station, connecting with the existing footbridge.
- Modification to Platform 1-2 and associated station building, including:
 - Modification of the existing door to the existing Family Accessible Toilet (FAT) to provide for equitable widths.
 - Modification of the 2No. existing doors and timber seating to 'Waiting Room 1' to provide equitable access and waiting space for a wheelchair.
 - Regrading of the concourse, new tactile indicators and 'yellow line' for the full length of the platform.
 - Upgrade to the platform lighting from lift 2 to the accessible facilities within the station building (waiting room and FAT).
 - Changes to seating arrangement to ensure complainant travel widths to the accessible facilities.
 - Provision of new PAT water bubbler.
- Modifications to the existing footbridge and stairs for compliance (including new nosings, TGSI's and handrails), removal of small length of existing balustrade, construction of new step and structural stabilisation works (to existing connections and additional purlins).
- New services installation.

DESIGN REFINEMENT

The Proposal has undergone a series of design iterations to identify appropriate options for the upgrade of Blackheath Station. Consideration has been given to provision of equitable access, accessible toilets, security and significant heritage fabric when considering options for interventions. A series of design workshops have been undertaken throughout the project, to highlight and discuss matters that arise and to refine the design with the above considerations.

PROPOSAL COMMENTARY AND HERITAGE IMPACTS

The plans below show the evolution of the design for the overall site. Key aspects of the design and the options considered are detailed below, and include:

- Greater Western Highway entry, including ramp and forecourt
- Passenger Lifts and canopies
- Footbridge modifications
- Modifications to the Platform, including regrading, lighting, seating arrangements and PAT water bubbler
- Modifications to station building, including to the waiting room and FAT
- DDA car park
- 'Kiss and ride' including shelter, footpath and lighting upgrades
- IMSB
- Services

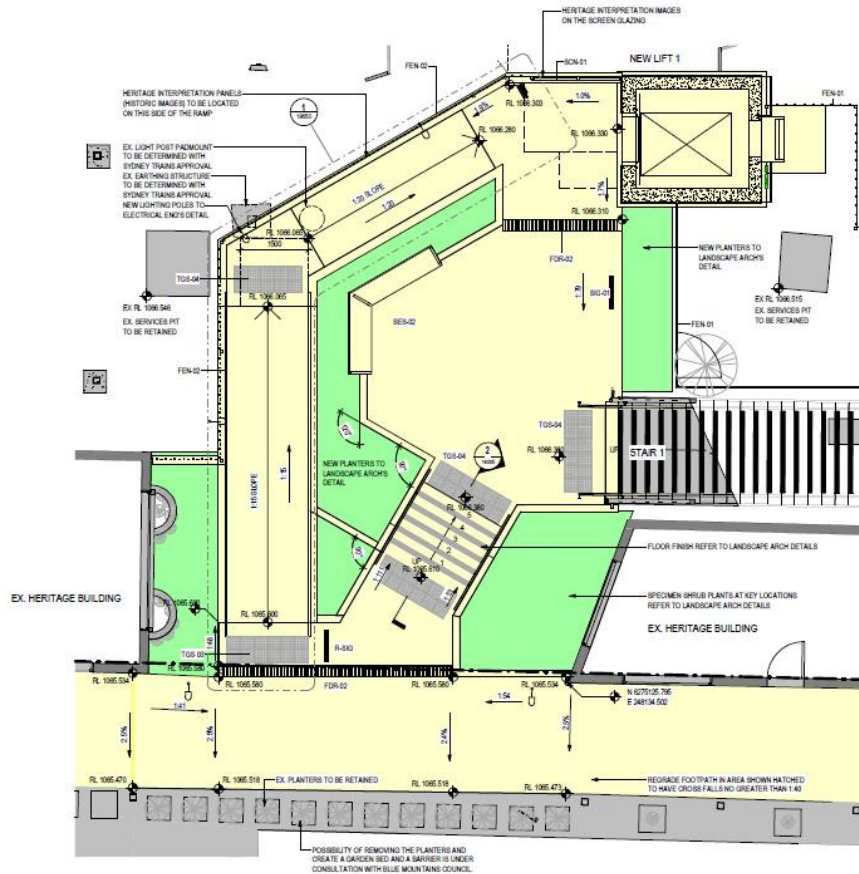
PROPOSAL COMMENTARY AND HERITAGE IMPACTS

GREAT WESTERN HIGHWAY ENTRY, INCLUDING RAMP AND FORECOURT

The Great Western Highway entry passes between the pair of similar retail buildings at 264 & 266 Great Western Highway. While the exact date of their construction is not known, they are present in a 1929 photo (see Figure 8), which also includes the footbridge. The current forecourt differs from that seen in the 1929 image as landscape planting has replaced the masonry fence on the south end of the northern shop.

The existing crossing from the forecourt to the island platform was constructed in 1996, including the bitumen paths and ramps and steel palisade fencing.

Figure 22 Excerpt from the S60 submission, 17 December 2021.
Source: DesignInc



The existing entry to the Station from the Great Western Highway is to be upgraded to allow for compliant access and improve amenity to the entry. The works include:

- Removal of the existing level crossing, including associated fences and signals.
- Creation of a new elevated terrace above the footpath level, bound by new planter boxes with integrated timber benches.
- Installation of new accessible ramp/walkway and stairs, including associated handrails and tactiles.
- Materials are proposed to be concrete paving, with concrete hob walls to the ramp, steps and planter boxes, painted or stained white.
- New 1.8m high palisade fencing bounding the new terrace on the north and west sides (to the rail corridor).

Comment

The works to the forecourt will not result in any adverse heritage impacts on the significance of Blackheath station, or on the significance and character of the two historic shop buildings facing the Great Western Highway. The works will result in a substantial improvement to the public amenity and functionality of the station, by ensuring equitable access is available. In particular, the removal of the level crossing, fences and signals is a positive aspect of the proposal in that it removes the associated clutter at the main entrance to the station. The palisade fence bounding the new terrace continues the existing fence typology at the station.

The new ramp/walkway has been deliberately set back from the small shop at 244 to maintain privacy and not impinge on the existing subfloor ventilation to the building. The ramp has been carefully sited to avoid existing infrastructure, and maintain appropriate clearance levels, particularly over subsurface conduits and services. Manipulation of the levels has allowed the upper portion of the ramp to be a 'walkway' thereby removing some of the additional clutter of handrails and tactiles, which is a positive aspect of the proposal. The use of white painted or stained concrete for the planter bed hobs, reflects the materiality of the two shop buildings, and will remain recessive in the Similarly concrete paving will not

The existing planter boxes and garden beds, including plants are of no significance and their replacement will not result in any adverse heritage impact. Similarly the potential replacement of the existing planter boxes on the Great Western Highway with a new garden bed will not result in any adverse heritage impacts (refer to footpath works below).

Recommendations

- Any proposals for new lighting within the forecourt should consider the visual impacts to the historic retail buildings. Lighting proposals should enhance the historic presentation of these buildings in the streetscape.
- Consideration should be given to maintaining privacy and security to the existing retail shops.
- Plant selection should not result cause damage to the historic shop buildings (through root damage, or irrigation).
- The placement of wayfinding signage within the forecourt should be carefully considered, with regard to maintaining an uncluttered space.

PASSENGER LIFTS AND CANOPIES*Location*

The three passenger lifts are proposed to be located as per the Scoping design. In considering the development of the final scheme for the lifts it is understood that:

- The potential impact loads from a derailment are high given the close proximity of Lifts 1 and 2 to the railway lines. The alignment and proximity of the rail lines is such, that cladding of the concrete base is not possible.
- The impact loads to Lift 3 are less.
- Constructability issues will require the concrete sections to be fabricated off site (existing carpark) and craned into position. There are limits to the height/weight of the prefabricated sections.
- Potential snow loads and snow drift requires a minimum 10 degree roof pitch on all new roofs, and a minimum 400mm vertical separation between new and existing roof forms.

Lift form

The earliest options developed for the new passenger lifts (18 October 2021) focussed on the materiality of the lift shafts, and their associated impacts. Three options were considered, with preliminary heritage impacts identified as follows:

Option 1

Source DesignInc, 18 October 2021

Description

This option has a concrete base and upper steel and glass framed lift structure. Given the high impact loads, it is necessary to provide a substantial amount of steelwork (cross bracing) to the glazed lift structure above the concrete, such that the transparency of the glazed structure is compromised.

Assessment

The amount of steel required to create a glazed structure negates the 'transparency' afforded by the glass.

The industrial nature of the glass and steel structure is considered inappropriate for the architectural character of the railway precinct and Blackheath more broadly.

Option 2a

Source DesignInc, 18 October 2021

Option 2b

Source DesignInc, 18 October 2021

Option 2c

Source DesignInc, 18 October 2021

Description

Options 2a, 2b and 2c are deviations of a similar design methodology which has the following characteristics:

Concrete base to combat impact loads with the potential to reduce the extent of the concrete base to Lift 3 (within the garden).

Cladding to the upper portion of the lift tower, in either a vertical or horizontal direction. Cladding options include:

- Pre-painted steel
- Corten/weathered iron
- Aluminium panelled system (copper colour)
- Fibre cement
- Insertion of windows to break up the cladded façade.
- Flat (2a and 2b) or pitched roof (2c).

Assessment

A concrete/cladded option is considered to be the preferred treatment of the lift shafts. The use of the two materials has the effect to reduce the perceived height of the lift structure and provide a level visual interest to the monolithic nature of the structures.

Refer below for a more detailed below.

Option 3

Source DesignInc, 18 October 2021

Description

The lift towers in Option 3 are proposed to be concrete. There is the opportunity to provide openings into the concrete lift shafts to breakup their

There is also the opportunity to provide a textured finish to the concrete to reduce its monolithic nature.

Assessment

The industrial and solid nature of the monolithic concrete structure is considered inappropriate for the architectural character of the railway precinct and Blackheath more broadly.

Of the three options considered above (18 October) the composite treatment of concrete and cladding was considered preferable as a means to break up the height of the lift shafts and provide visual interest. While the solidity of the concrete is required from a safety and structural perspective, the cladding has the ability to reference the 'lightweight' architectural character identified as a characteristic of the 19th and early 20th century architectural character of the railway station building and Blackheath more broadly.

The following recommendations / considerations were formulated to guide the development of the treatment of the lift shaft:

- Visually the height of the lift structures should be kept as low as possible. This could be achieved by breaking up the cladding panels or the placement of windows.
- The single taller window as shown in Option 2a is preferred to the stacked windows of Option 2c, as it gives the impression of a visually lower structure. Consider differentiating between the three lifts in the placement of windows to the facades, depending in the views to be expressed.
- Consider a combination of horizontal and vertical treatment to the cladding. There is both horizontal and vertical cladding to the weatherboard station building. Both horizontal and vertical lines can be found on the facades of the adjacent commercial buildings.
- The flat roof pitch (option 2a) is preferred to a pitched roof (Option 2c) primarily for the reduced perceived height of the new structures.
- The textural treatment of the concrete base has the potential to reduce the 'glare' associated with a smooth concrete finish and reference the finishes of the small masonry shop buildings on Great Western Highway. Consider tinting, applying a murebond finish and/or a light scoring of the concrete in preference to a poured moulding. Scoring could have the added benefit of hiding/absorbing any joint lines in the construction of the base.
- Consider copper for the cladding material due to its precedence as a traditional material in use during the late 19th and early 20th century. Alternatives could include a pre-finished aluminium panel, depending on the quality of the finish.
- Canopies should be designed to be as thin as possible, with exposed steel framing and roof sheeting (as the soffit).

Further consideration of the roof lead to the current design, with a 10-degree sloped roof incorporated behind a parapet to accommodate the discharge of snow. While this resulted in a small increase to the overall height of the lift, this was considered acceptable given the overall visual simplification of the roof forms against the existing curved form of the footbridge.

Screening

The functional requirements for screening is threefold: for weather protection, as a barrier (anti-fall) and as protection (anti-throw). Screening will be required to each lift lobby at footbridge level. Options for screening considered (22 October 2021) included:

- Full height glazed panels.
- Continuation of the existing balustrade.
- A combination of both full height glazed panels and the existing balustrade.



Figure 23: Screen requirements at footbridge level. Source: DesignInc, 22 October, 2021.

The final proposed solution to screening is full height, glazed panels, with base and/or mid rails as required is considered the acceptable for the following reasons:

- they visually separate the vertical mass of the lift shaft from the existing footbridge, allowing both to read as separate architectural elements.
- they reduce the visual bulk of the landing and thereby lighten the connection to the existing footbridge.
- they reduce the visual clutter associated with the existing balustrade of the footbridge.
- Introduction of the base and mid rails provides impact protection (eg from prams, shopping trolleys) with minimal visual impact.

Glazed screens also have the added benefits in that they:

- provide maximum sightlines through the footbridge, and from the ground level and platform to the bridge above, according to CPTED passive surveillance guidelines.
- allow views from the lift landing to the surrounds, both for improved customer experience and increased perceived safety.

It is noted that the current rail standards specify a 900mm solid panel above floor level, however given the State significance of Blackheath Station, it is recommended that a concession is sought.

Canopies

Three options to the form of the new canopies to the upper and lower lift landings have been considered (11 November 2021), as illustrated below.

Lift - Canopies development

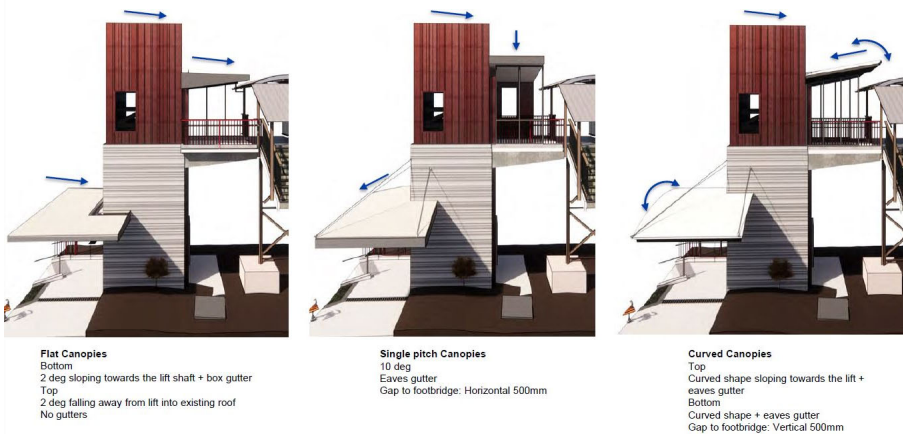


Figure 24: Lift – Canopies development. Source DesignInc, 11 November 2021

Canopies development



Figure 25: Lift canopies development. Source DesignInc, 11 November 2021

Of the three options considered above (11 November 2021) the preferred option was as follows:

- Curved canopy for the upper lift landing. The skillion roof forms considered in Options 1 and 2 above introduced an additional roof form that sat in a jarring manner against the existing curved form of the footbridge structure. Adoption of the curved form of the existing footbridge replication reduced the number of roof forms applied across the new lift towers and was considered the preferred option.
- A single pitch canopy for the lower lift landing. While this introduced a third roof form, it was generally recognised that the lower canopies to the lift towers were not readily visible against the curved canopies of the existing footbridge and proposed lift landings. The single pitch form creates a simpler and cleaner solution to providing cover to these lower landings, particularly in views of the new forecourt between the two historic retail buildings fronting the Great Western Highway.

Colours

Alternative options for the colour of the cladding were considered during the development of the design as identified below (all images sourced from DesignInc, 1 December 2021). Refer to the options considered and commentary regarding the final finish chosen.



Option 1



Option 1: Antique copper finish

This option is the preferred option for the lift towers. The nature of the finish has a movement that was not evident in any of the options below, which the colour and intensity changing in different lighting conditions and angles of view. This visual interest will aid in minimising the monolithic nature of the lift towers.

The darker colour of the lift towers with the lighter colour of the concrete base continues the pattern of light (walls) and dark (roofs) of the two historic retail buildings on the Great Western Highway. This two shops flank one of the primary views of the new lifts.



Option 2



Option 2: Zinc red aluminium

This option was discounted due to the relatively flat and uniform appearance of the colour, including in different lighting conditions, which would increase the monolithic nature of the lift tower.



Option 3



Option 3: Tarnished copper aluminium

While this colour claims to have a tarnished copper look, this option was discounted due to the relatively 'faux' appearance of the sample. In a similar manner to Option 2 above, the sample created a relatively uniform and flat appearance.



Option 4



Option 4: Golden bark aluminium

This colour was similar to Option 1, in that the nature of the finish provided a level of movement that was not evident in Options 2, 3 and 5.

This colour was discounted due to it being too similar the colour of the existing platform building, and the potential for it to become visually distracting away from the historic and more significant components of the station.

Option 5



Option 5: Zinc grey aluminium

This option was discounted. In combination with the concrete, the overall appearance of the lift towers was one of uniformity and solidity.

Current proposal

The final proposal for the lift towers is a combination of all of the decisions above, as illustrated on the below excerpts.

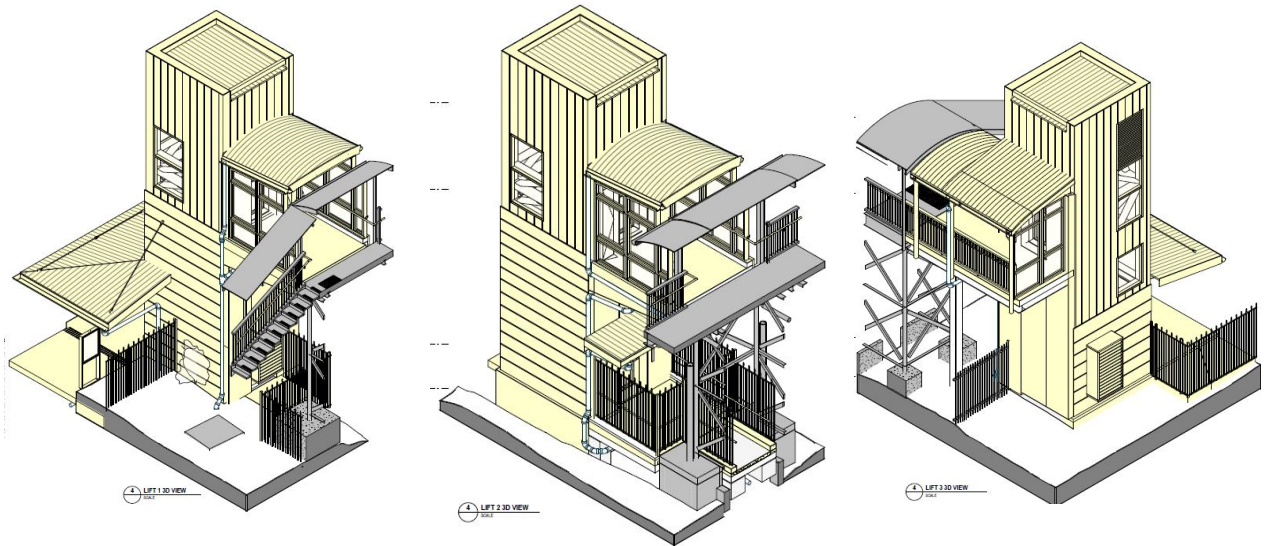


Figure 26: Axonometries of proposed Lifts 1, 2 and 3. Excerpts from the S60 submission, 17 December 2021. Source DesignInc, 11 November 2021



Figure 27: View of the proposed new lift towers from the new forecourt on the Great Western Highway. S60 submission, 17 December 2021. Source DesignInc, 11 November 2021

Comment

The proposal has evolved during the design process to consider aspects of visual bulk, form, materiality, detailing and colour, and aims to reduce the visual bulk and impact of the lifts as follows:

- Recognising that the lifts need to address impact loads due to their close proximity to the railway tracks, methods to reduce the visual impacts of the concrete bases have included:
 - scribing the base in a manner similar to stonework, replicating the historic treatment of rendered masonry (this has the benefit of hiding the construction joint lines).
 - colouring/finishing/staining the concrete in a warm colour to suit the warm colours of the station more broadly.
 - extending the cladding to the lift faces
- Particular placement of windows so as to maximise views, while minimising the visibility of the structural steelwork.
- Locating mechanical vents on the 'internal' faces of the lift shafts to reduce their visibility.
- Simplifying the roof forms:
 - Incorporating parapets to give the appearance of a flat roof while hiding the raked roof behind.
 - Continuing the curved roof form of the footbridge to the upper lift lobbies.
 - Raked roof forms to the canopies to the lower lift lobbies.
- Incorporating glazed screens to the upper level.
- Continuing the steel palisade fencing at ground level.

FENCING

The proposed changes to the existing fencing are presently unknown. It is likely that the fencing will need to be modified, and new fencing may be required.

An examination of the historic photographs indicates that the earliest fencing at the site was either timber picket, or timber post and rail. The existing painted galvanised iron fencing would appear to date post 1996 (it does not appear in the ARHS photos of this time) and is of two heights, being 1.2m or 1.8m high. Nonetheless, its height and style are sympathetic to the era and significance of the station. It should be noted that the palisade fencing around the base of the footbridge is Indian Red, while to the rail corridor it is Brunswick Green.



Figure 28: Blackheath Station, c1910, showing both the timber picket and post and rail fence. Source: State Records NSW, 17420_a014_a014000750.



Figure 29: Existing picket style fencing. Source: Purcell, October 2021.

New fencing is proposed as follows:

- From the new Kiss and Ride shelter to the base of Lift 1 (along the rail corridor) (1.8m).
- Between the new forecourt on the Great Western Highway and the railway corridor (1.8m).
- To the regraded ramps from the base of Lift 2 to the island platform (1.2m and 1.8m).
- To the new paths to the base of Lift 3 (1.8m).
- To the carpark extension (1.8m).

Continuation of the proposed palisade style fencing is considered an appropriate solution as it continues the existing language at the station and avoids a 'patchwork' approach. It is recommended that the fencing be painted to match the adjacent existing.

FOOTBRIDGE MODIFICATIONS

The Footbridge was constructed in 1911. In 1990 the foot bridge was upgraded with a covered deck. New foot bridge works were also completed in 1994.²³ Every component of the bridge, except the steel structure, has been replaced since 1990.²⁴

The proposed works to the footbridge include:

- Removal of small lengths of balustrade to provide access to the new lift waiting areas.
- New balustrading to the foot bridge extension to Lift 3.
- Installation of nosings and TGSIs.
- Installation of compliant handrails.
- Installation of an additional step to the eastern most stair.
- Stabilisation of the structural steel of the footbridge (due to snow loads), including to existing connections and additional purlins.

23 Niche, TAP3 HIA, p 14; '[Approach to Blackheath Station](#)'. Lithgow Mercury (NSW) 5 June 1911, p 3. accessed 23 November 2021.

24 Heritage NSW, SHI, (Heritage Item ID 1170050), accessed 29/09/2021.

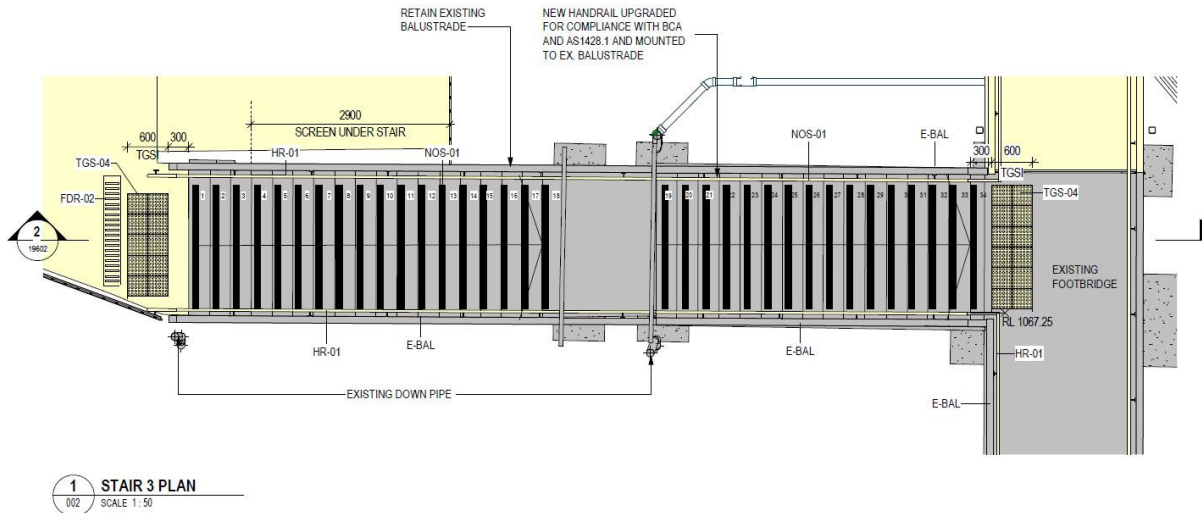


Figure 30 Excerpt showing typical upgrade works of the footbridge. S60 submission, 17 December 2021. Source: DesignInc.

Comment

The existing footbridge has been identified as being of moderate significance (Niche, 2018). Stabilising works to connections and structure (additional purlins), the construction of an additional steps and removal of small lengths of the existing balustrade, replaced since 1990, will have no adverse heritage impacts. Continuation of the balustrade to the footbridge extension to Lift 3 is appropriate and continues the language of the existing footbridge. Installation of compliant nosings, TGS1 and handrails would similarly have minimal heritage impact provided the following was considered:

- Nosing should be removable and require minimal fixings to the original concrete treads.

MODIFICATIONS TO THE PLATFORM, INCLUDING REGRADING, LIGHTING, SEATING ARRANGEMENTS AND PAT WATER BUBBLER

Platform

The platform has undergone many modifications since it was first opened. The original, single sided platform was constructed in 1869. A new station and platform were constructed in 1883.²⁵ When the line was duplicated between Blackheath and Mt. Victoria in 1898, an island platform with the current station building were constructed. The platform was extended in 1902, with this part and the original platform being brick faced with brick projecting edge at the top, with an asphalt finish to the concrete deck. It is thought the height of the original platform was also raised by two rows of bricks at this time.²⁶ The platform was again extended in 1955, to the north and south by a concrete post and panel platform extension.²⁷ The platform garden beds and plantings were constructed in the 1990s.²⁸ In 2014 the platform was modified to enable the introduction of the new Intercity Train Fleet. The works included adding to or cutting back of platform copings (of up to 25 cm).²⁹

The whole platform is required to be regraded and finished to achieve accessible paths, including new tactiles and 'yellow line' to the coping edge. The original cast iron stormwater grate is to be replaced with a modern heel safe grate. The existing brick coping edge is to be retained.

Comment

The proposed works will have minimal impact on the significance of the platform. There are no works that impact the brick coping edge of the platform, which is a positive aspect of the proposal. It is understood that services may be required to penetrate the brick platform facing, although these have not been finalised/determined.

Regrading will result in the loss of some original fabric (cast iron stormwater grates), and it is recommended that a section of the grate is

25 Heritage NSW, SHI, (Heritage Item ID 1170050), accessed 29/09/2021.

26 AECOM Australia Pty Ltd, 'New Intercity Fleet – Springwood to Lithgow Rail Corridor Modifications, Blackheath Station Statement of Heritage Impact (SoHI)', report for Transport for New South Wales, 31 July 2017, pp 17 and 21.

27 Heritage NSW, SHI, (Heritage Item ID 4804466), accessed 29/09/2021

28 Niche, TAP3 HIA, p 18.

29 AECOM, 'New Intercity Fleet – Springwood to Lithgow Rail Corridor Modifications, Blackheath Station SoHI', pp 17 and 21.

salvaged and stored on site.

Although later reconstructions, the retention of the existing planter beds to the northern half of the station is a positive aspect of the proposal and contributes to the landscape setting of the station more broadly.

Lighting

The current light posts would appear to date from c.1950's, at which time they first appear in a historic photograph. Prior to this there is photographic evidence of a 'lantern' type fitting. The decorative top and the light fittings themselves would appear to have been replaced on at least two occasions, as indicated in the photographs below. The fitting is substantially larger and deeper than those shown in the 1950's photograph, and the iron detail to the top would appear to be a reconstruction.



Figure 31 Detail of the light fitting in c.1950. (Source: unknown, 'Blackheath Station'; Australian Railway Historical Society (AHRs), 434363, supplied by client)



Figure 32 Detail of the light fitting in 1996. (Source: unknown, 'Blackheath Station'; Australian Railway Historical Society (AHRs), 132808, supplied by client)



Figure 33 Existing light fitting. Note the interpretation of the detail to the top of the post. Purcell, 25 October 2021.

The current lighting levels between Lift 2 and the accessible facilities are required to be upgraded to meet current compliant LUX levels for access.

Three options have been considered as follows:

- Provide additional poles (3) to provide the required LUX levels.
- Replace the existing light fittings with new light fittings.
- Accept a lesser LUX level and minor relocation of the existing lighting poles to provide even lighting levels across the platform.

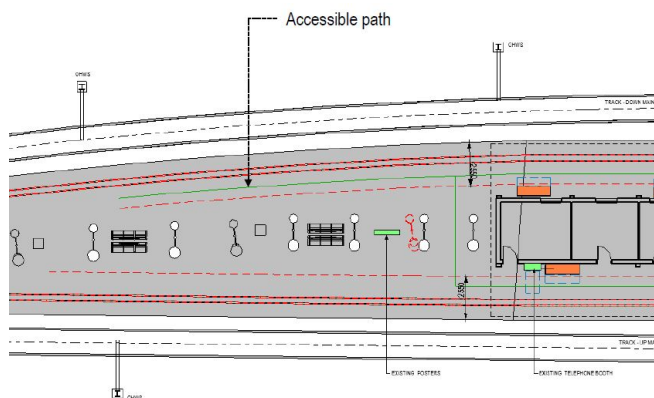


Figure 34: Location of additional poles (3) to provide the required LUX levels. Source: DesignInc, 7 October 2021.



Figure 35: Proposed replacement light fitting (photo supplied).

Comment

The current proposal is to accept a lesser LUX level and upgrade the existing light fittings (although this needs to be confirmed via concession). It may be necessary for minor relocation of the existing lighting poles to provide even lighting levels across the platform, however this needs to be confirmed. Of the three options identified above, this will result in the least heritage impacts.

Given that the light fittings have changed multiple times, upgrading of the light fittings with a similar bell-shaped fitting would also be appropriate. The introduction of five additional light poles in a short length of the platform between the footbridge and the station building, would have the effect of visually cluttering the platform at this end. It would also change the spacing of the light fittings at the northern end, such that the existing planter beds might be affected if this end of the platform requires upgrading in the future.

Station furniture and PAT water bubbler

Station furniture has been replaced on numerous occasions and is currently the freestanding Sydney Trains Kit of Parts. Minor changes to elements of the station furniture, including the height of the wall mounted telephone and relocation of existing seating, will have negligible visual and physical impacts to the platform building. Refer below for recommendations regarding new/relocated service penetrations.

The existing 'heritage style' bubbler on the western side of the platform building is to be retained. Installation of a new PAT water bubbler at the northern end of the building will have no adverse visual impacts.

MODIFICATIONS TO STATION BUILDING, INCLUDING TO THE WAITING ROOM AND FAT

The present Station Building dates from 1883, although has undergone several alterations and modifications since original construction. Nonetheless the SHR listing identifies that the building is a rare example of a large (Type 11) timber island platform building.

Externally the building retained a high degree of integrity, although acknowledging that the southern end has been reconstructed after a fire in the mid-1980s. Original/early external features of the building include:

- Gabled roof form, with cantilevered bracketed awnings and turned finial
- Cast iron brackets with circular bracing supported on decorative timber supports
- Timber weatherboard walls
- Painted brick chimneys
- Pattern of window and door openings
- Timber door and window joinery, including architraves, jambs, panelled doors, multi-paned highlights and sash windows.

Internally, the building retains its general configuration of spaces. The northern end of the building has changed the most since original construction. The existing male and female ambulant toilets, Family and Accessible Toilet (FAT) and store were installed in 2015, at which time all fittings and fixtures, wall, floor and ceiling linings were replaced or covered over.³⁰

The existing 'Waiting Room 2' (northern waiting room), originally the 'Ladies Waiting Room', is one of the few, relatively original rooms in the station. Similarly, 'Waiting Room 1' (southern waiting room) retains a high degree of integrity, except for the southern wall and ticket windows, which was reconstructed after the 1985 fire. Both rooms retain their original form, plastered walls, decorative plastered ceilings and timber benches. While the door jambs, architraves and glazed highlights are original, the door leaf's themselves appear to be later replacements. The existing security screens date from 1993.

The proposed works to the platform building are relatively minor and include:

- modification of the existing door jambs (2No.) to Waiting Room 1 to comply with current standards (widths), including new four panelled door leafs and compliant hardware, and modification (enlarging) of the existing security screens.
- modification of the door to the existing FAT to comply with current standards (widths).

30 Caldis Cook Group (CCG) Architects, SoHI for Family Access Toilet upgrade', report for TfNSW, 22 February 2015, p 20.



Figure 3536: Door D-01. (Source: Purcell, 15 October 2021.)

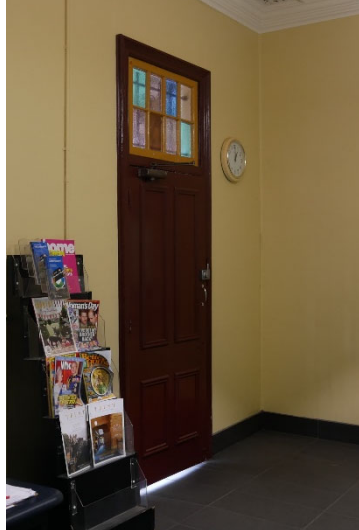


Figure 36: Door D-02. (Source: Purcell, 15 October 2021.)

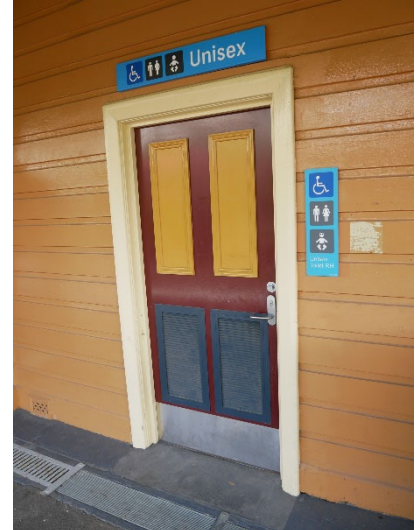
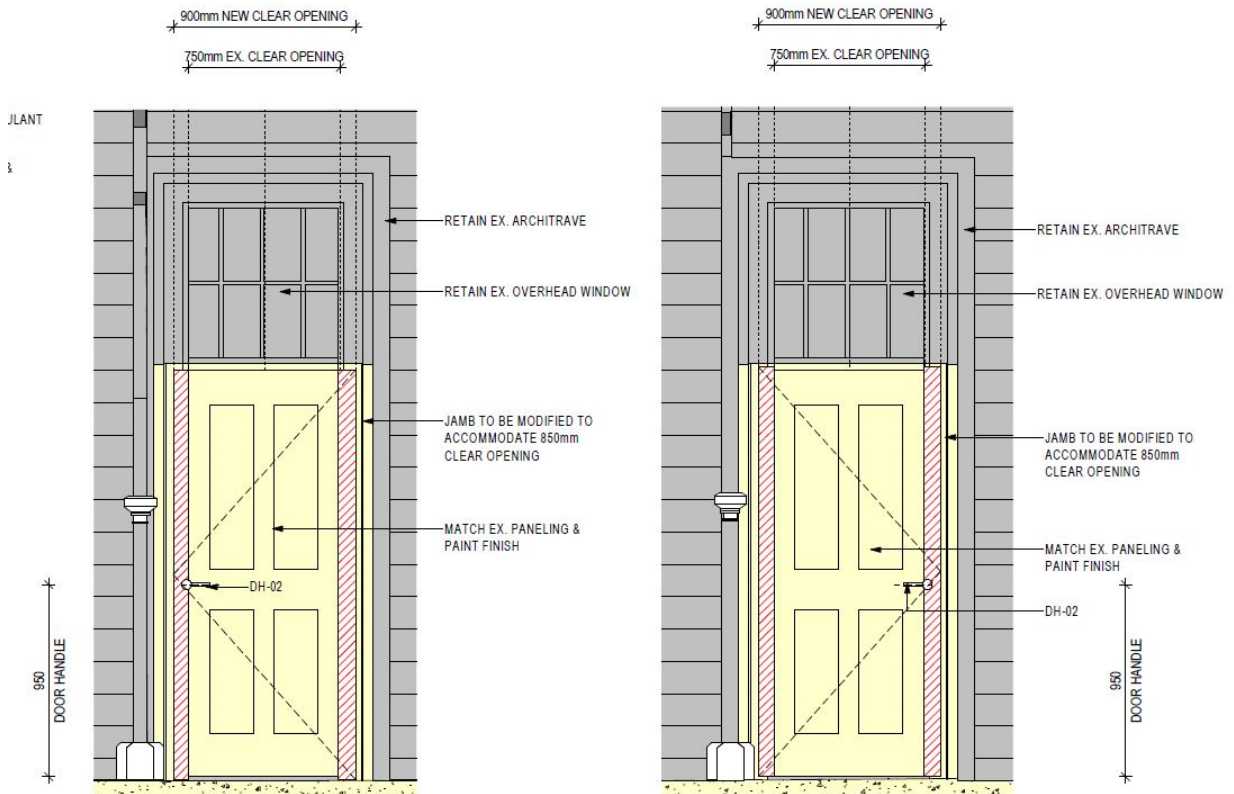


Figure 37: Existing door to the FAT. (Source: Purcell, 15 October 2021.)



1 WAITING ROOM DOOR (D-01)
19701 SCALE 1:20

2 WAITING ROOM DOOR (D-02)
19701 SCALE 1:20

Figure 38: Modifications to the Waiting room doors. Excerpt from the Revised S60 submission, 13 January 2022. Source: DesignInc

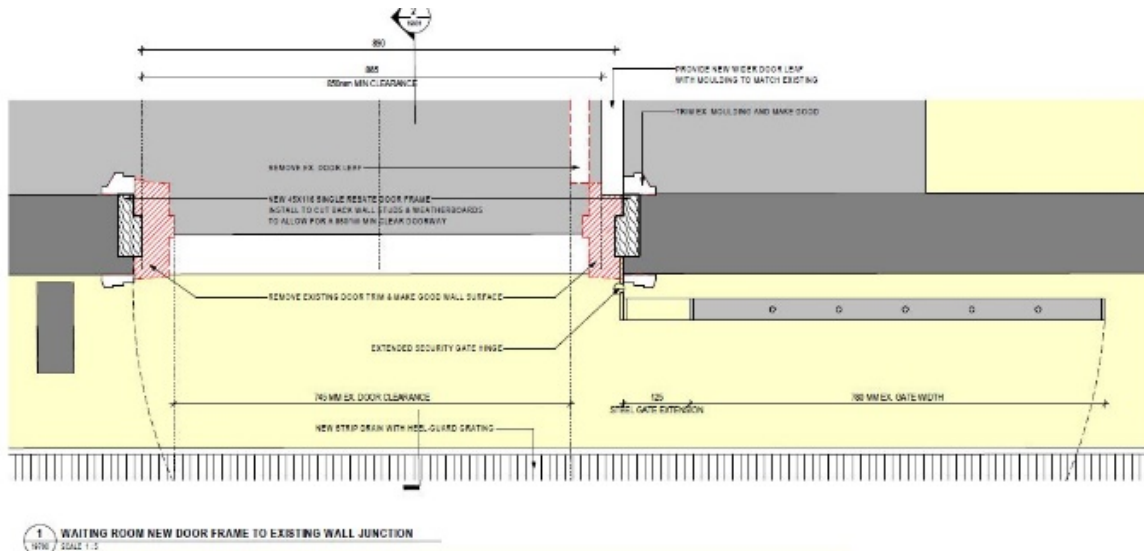


Figure 38: Modifications to the Waiting room door (D-01). Excerpt from the Revised S60 submission, 13 January 2022. Source: DesignInc

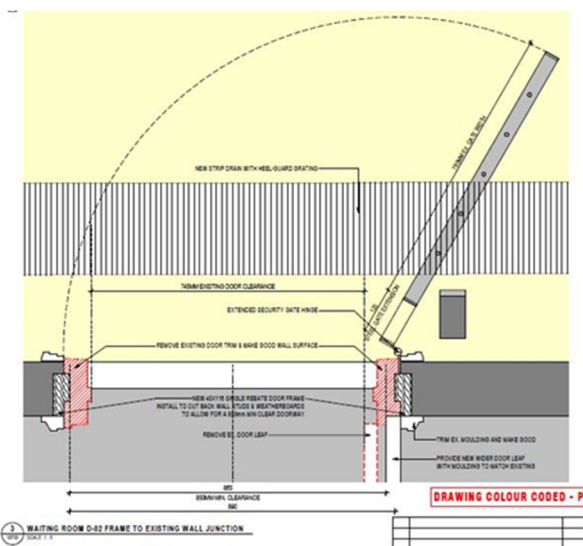


Figure 39: Modifications to the Waiting room door (D-02). Excerpt from the Revised S60 submission, 13 January 2022. Source: DesignInc

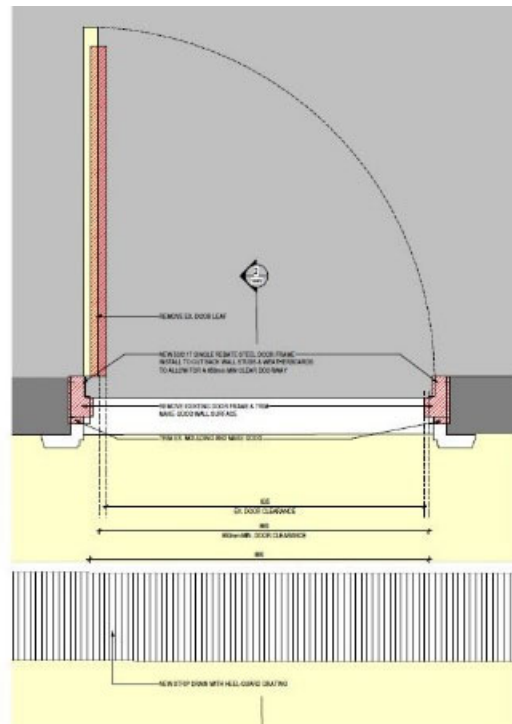


Figure 40: Modifications to the FAT door. Excerpt from the S60 submission, 17 December 2021. Source: DesignInc

Comment

The current door to the FAT dates from 2015. It is a simple solid core door with no highlight. While widening of this door will require some further modification of the original weatherboards to enlarge the opening, it will have a minor heritage impact. There is no adverse heritage impact associated with the replacement of the door leaf and jamb and reuse of the existing non-original trims, provided that the timber materiality of the station building is maintained.

Both doorways to Waiting Room I would appear to be original, including the architrave and the fanlight, however the door leaves themselves are later replica four panelled doors. The clearance of the existing waiting room doors is 730mm, requiring an increase of 120mm to achieve a compliant width of 850mm. In both instances this increase can be accommodated by replacing the existing door jamb with a new timber, single rebate door jamb below the transom line and providing a new wider four panelled door. While this involves minor impacts to original fabric (jamb) to both doors, there is no change to the original architraves and highlight window. This, and the use of timber for the new jamb (rather than modern steel) ensures that the significant materiality and character of the station building is maintained. The final detailing for the new door leaves is to be resolved during design development and should reflect (but not mimic) the extent original joinery profiles within the station building.

There are no adverse heritage impacts associated with the modification of the existing (1993) security screens.

CAR PARK

The existing carpark to the west of the station is proposed to be upgraded and extended as follows:

- Provision of a new DDA car spot
- New hardstand (concrete) pathways from Lift 3 to the car park, including seating and new/relocated bike racks.
- Extension of the carpark to the south (beyond the state heritage listed curtilage).

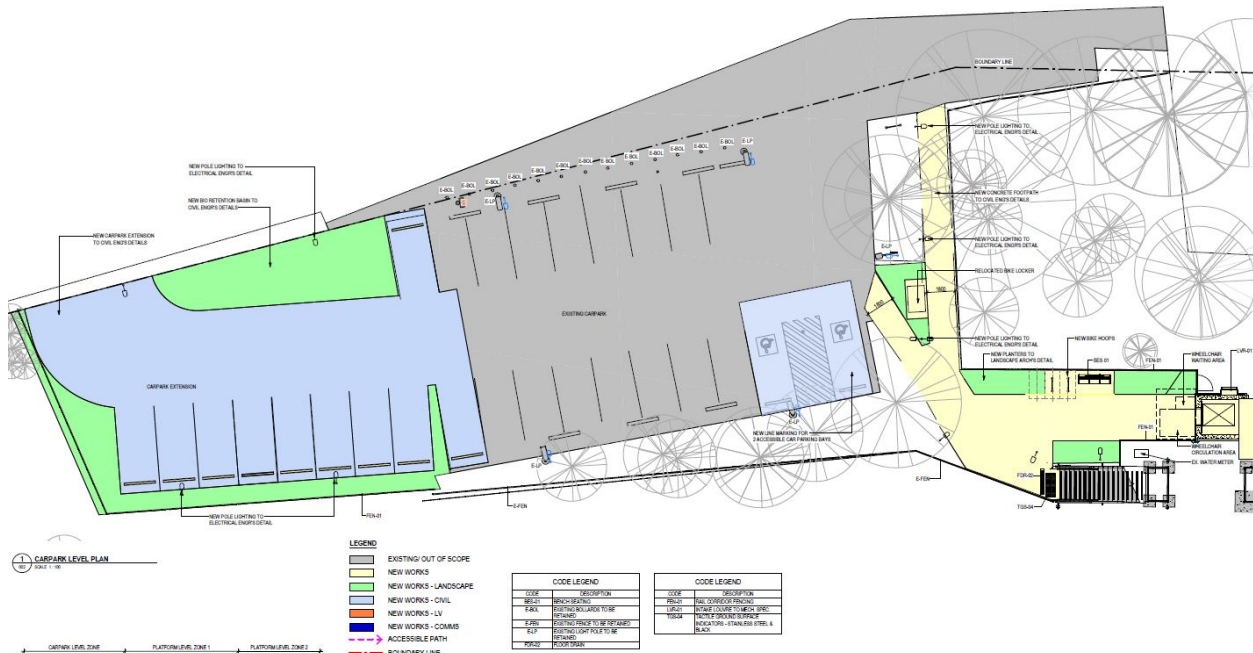


Figure 41: Excerpt from the S60 submission, 17 December 2021, showing the new DDA carpark to the west of the station, and associated pathways. Source: DesignInc

Comment

The western side of the station was occupied by two tennis courts up until at least the mid 1940's, and as such many of the plantings date post this time period.

New pathways are proposed to be concrete, and new garden beds have been provided to visually tie this entry to the new forecourt on the Great Western Highway. Further consideration could be given to utilising a similar language, including for garden edging and seating.

New pathways have been sited so that the majority of plantings can be retained. The works will require the removal of three trees/shrubs for the construction of the new pathways, including one mature Rhododendron (an Arborist assessment has identified that this tree is 50% dead), while other plantings may require some pruning. The works do not impinge on the mature English Oak or London Plane tree, both identified as being of high significance.

There are no adverse heritage impacts associated with the extension of the carpark to the south. This area will require the removal of ten plantings, considered by the Arborist as being of low value.

'KISS AND RIDE' INCLUDING SHELTER, FOOTPATH AND LIGHTING UPGRADES

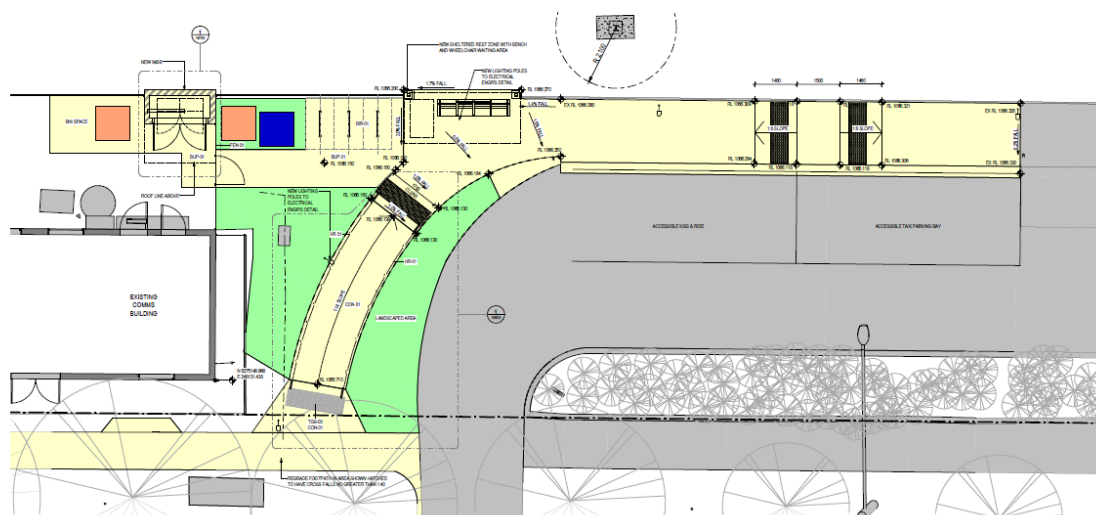


Figure 42: Excerpt from the S60 submission, 17 December 2021. Source: DesignInc

Shelter

A new shelter associated with the 'kiss and ride' is proposed along the eastern rail corridor boundary, opposite the proposed 'kiss and ride' spaces. The proposed shelter is a proprietary off the shelf item, nominated as the Stoddart Evo shelter. It is understood that this shelter has been utilised on previous TAP upgrade projects.

The proposed shelter is clearly a new structure. Its transparent nature and location away from the significant features of the main railway precinct, ensures that potential visual impacts are minor, and the following recommendations are made:

- Transparency is maintained through the shelter. If weather protection is required, this is achieved by glazed panels.
- There is no advertising signage incorporated.
- The colour is recessive, consider either black, or a colour to match the adjacent security fencing (Brunswick green).

Footpath upgrades

The footpath from the existing kerb ramp at the pedestrian crossing across the Great Western Highway, to the new 'Kiss and Ride' on the eastern side of the station, is proposed to be upgraded to provide compliant access. The works involve the regrading of the existing footpath (new concrete topping slab), resulting in a new 170mm high step at the kerb, to be hidden by the existing/new planters.

Comment

The works will have no discernible visual or physical impacts provided the following is undertaken:

- Regrading of the footpath should be at a level to not block or impinge on the existing sub-floor ventilation to the two historic retail buildings facing the Great Western Highway.

It is understood that discussion with Council are underway with regards to the potential replacement of the existing planters at the kerb and provision of a new safety rail. While located outside of the SHR listed curtilage (which follows the boundary alignment) any proposals for new planting and fencing should consider the historic setting of the place, and minimize visual impacts, particularly to the historic retail buildings along this boundary. The design of any new barrier should reference the historic fencing styles along the railway, such as the post and rail fence (refer Figure 7 above). Modern steel barriers are not appropriate. The replacement of the existing planters with new low kerb planting is appropriate, provided that there are no impacts to the existing supports of the timber verandah posts of the two historic retain buildings on the Great Western Highway.

Lighting upgrades

Upgraded lighting will be required from the entry on the Great Western Highway to the proposed 'kiss and ride'. Within the forecourt, along the street and in the 'kiss and ride' area, this can be achieved via new lamp posts.

Recommendations

- Modern light posts of a contemporary design are preferable to a 'heritage' style fitting.
- Should the opportunity arise, consider replacing the existing spotlights below the verandahs of the historic retail buildings with modern light fittings that are sensitively designed and located. There is no requirement for 'period' style lighting.

IMSB

Two locations for a new IMSB cupboard were considered during design development, located to the west of the existing Comms building as shown in the sketch plan below. Both locations are set away from the significant features of the main station.

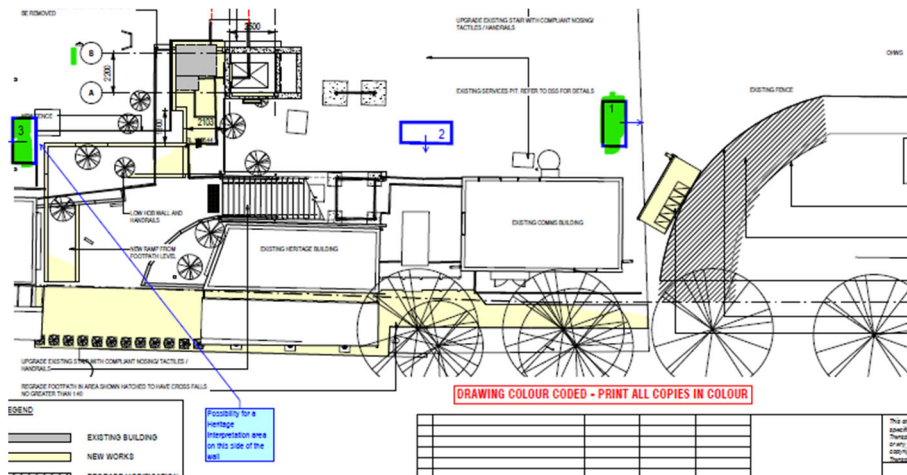


Figure 43: Location options (1 and 2) for the proposed IMSB. Source: DesignInc, 14 October 2021.

Comment

The proposed location is at the rear of the Comms block refer to proposal plan above. This orientation allows it to be incorporated into the existing fence separating the rail corridor. The IMSB has been kept to the minimum size and height that the regulations require and will not result in any adverse heritage impacts.

SERVICES

Additional electrical and communications services are required to be installed to the southernmost room of the station. The current proposal is for these services to penetrate the southern wall of the station building.

There are currently several conduits and penetrations located at this end of the building, and it is the preferred heritage approach that this scenario does not continue. It is understood that the number of services required to be installed at this end of the building will require a zone of up to 2m in width to be available for services penetrations. The installation of such a number of conduits and penetrations has the potential to have significant adverse visual impacts, particularly as this end of the building is highly visible as one accesses the platform. Noting that the southern end of the building was reconstructed in 1985, further investigation is required to determine whether it is possible to run the surfaces below ground, via new conduits through the footings.

Recommendations

- Further investigation should be undertaken to determine whether it is possible to route new services conduits through the footing, and up through the floor, noting that this portion of the building was reconstructed in 1985 after the fire.
- If this is not possible, it may be acceptable to consider a mix of sub-surface conduits and minimal new penetrations and surface mounted conduits behind later screen/covers, however the final design and arrangement should be developed in conjunction with a Heritage Architect.

CONCLUSION

The proposed works are considered necessary to improve the amenity and future use of Blackheath Railway Station, particularly with regard to the provision of equitable access and facilities. Working within the existing heritage and contextual parameters set-out in ongoing iterative heritage advice by the authors, as well as design workshops throughout the proposal development, the design has evolved in a manner so as to minimise potential heritage impacts. The new lift towers and entry forecourt to the Great Western Highway, their form, location and materiality are clearly contemporary additions, and have been designed to be minimalist and recessive

while drawing on the textures, patterns and contrasts located within the immediate environment.

Notwithstanding the installation of services, the works to the station building are generally considered to be of minimal heritage impact. Further investigation and design development is required to determine the extent of service penetrations in conjunction with the Heritage Architect.

Other works within the curtilage and immediate vicinity of the railway station, such as the new carpark, 'kiss and ride' and associated structures, new fences and IMSB cupboard will have minimal heritage impact to the character and setting of Blackheath Railway Station.

Recommendations

- A section of the cast iron grate to the platform station buildings should be salvaged and stored on site as a record of the original finishes.
- New palisade fencing should be painted to match the existing adjacent (Indian red or Brunswick Green).
- Any proposals for new lighting within the forecourt should consider the visual impacts to the historic retail buildings. Lighting proposals should enhance the historic presentation of these buildings in the streetscape.
- Consideration should be given to maintaining privacy and security to the existing retail shops.
- Plant selection to the new forecourt on the Great Western Highway should not cause damage to the historic shop buildings (through root damage, or irrigation).
- The placement of wayfinding signage within the forecourt should be carefully considered and located, so as to maintain an uncluttered space.
- Modern light posts of a contemporary design are preferable to a 'heritage' style fitting within the new entry forecourts and along travel routes.
- Should the opportunity arise, consider replacing the existing spotlights below the verandahs of the historic retail buildings with modern light fittings that are sensitively designed and located. There is no requirement for 'period' style lighting.
- Detailing of the new waiting room doors should reflect (but not mimic) the extent original joinery profiles.
- The proposed materiality and language for new garden walling and bench seating identified in the Great Western Highway forecourt, should be adopted for the entry from the carpark to Lift 3.
- Further investigation should be undertaken to determine whether it is possible to route new services conduits through the footing, and up through the floor, noting that this portion of the building was reconstructed in 1985 after the fire.
- If this is not possible, it may be acceptable to consider a mix of sub-surface conduits and minimal new penetrations and surface mounted conduits behind later screen/covers. The resolution for services, including to the station building and brick platform, should be developed in conjunction with a Heritage Architect.
- Transparency should be maintained through the new 'kiss and ride' shelter. If weather protection is required, this should be achieved by glazed panels. There should be no advertising signage incorporated. The shelter should be finished in a recessive colour, either black, or a colour to match the adjacent security fencing (Brunswick green).

Yours Sincerely,



Anita Krivickas
BArch (Hons) M.ICOMOS
Senior Architect
On behalf of Purcell®

APPENDIX A - LIST OF REFERENCED DOCUMENTS

Blackheath Design Development, DesignInc			07/10/2021
Aboriginal Impact Assessment and Tree Protection Plan, Tree Survey			02/11/2021
Blackheath Draft Heritage Presentation, DesignInc			04/11/2021
Blackheath DRP Presentation, DesignInc			10/11/2021
Blackheath Materials and Finished Palette, DesignInc			01/12/2021
S60 package WIP, DesignInc			16/12/2021
Furniture, Fittings and Equipment Schedule, DesignInc			16/12/2021
S60 submission, DesignInc			17/12/2021
Revised S60 submission (Waiting Room 1 only)			13/01/2022