Metro Body of Knowledge

Planning Approval Consistency Assessment Form

SM-17-00000111

Sydney Metro – Metro Body of Knowledge (MBoK)

Assessment Name:	St Marys Station Platform 3/4 Canopy Removal
Prepared by:	Sydney Metro and FSM contractors
Prepared for:	Sydney Metro and FSM contractors
Assessment number:	LOR 001
Type of assessment:	Assessment under EP&A Act 1979, Division 5.2
Version:	Final (1.0)
Planning approval No. (where relevant):	SSI 100511 EPBC 2020/8687
Date required:	30/07/2025
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Form information – do not alter

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Table of Contents

1. Existing Approved Project

Planning approval reference details (Application/Document No. (including modifications)):

- SSI_10051 Infrastructure approval – applies to this assessment
- EPBC 2020/8867 – covers the area between St Marys to Elizabeth Drive and applies to this assessment however the works do not impact protected matters or impact Commonwealth land so this approval is not considered further
- Western Sydney Airport: Airport Plan (as varied September 2021) – does not apply to this assessment as the proposal would be undertaken outside of the Western Sydney Airport Site

Date of determination:	• SSI_10051 Infrastructure approval dated 23 July 2021 and modified 14 April 2022, and 20 December 2024 • EPBC 2020/8687 Approval dated 3 June 2021 – not considered further • Western Sydney Airport: Airport Plan as varied 15 September 2021 - does not apply to this assessment	Type of planning approval:	• SSI_10051: Critical State Significant Infrastructure (SSI_10051) under Environmental Planning and Assessment Act 1979 (NSW) • EPBC 2020/8687: construct and operate a rail link from St Marys to Elizabeth Drive as a controlled action under Environment Protection and Biodiversity Conservation Act 1999 (Cth) • Western Sydney Airport: Airport Plan (as varied September 2021): Variation to the Airport Plan under the Airports Act 1996 (Cth)

Relevant background information (including EA, REF, Submissions Report, Director General's Report, MCoA):

- Sydney Metro – Western Sydney Airport Environmental Impact Statement, including accompanying technical papers (SM-WSA EIS) (October 2020)
- Sydney Metro – Western Sydney Airport Submissions Report (April 2021)
- Instrument of Approval (SSI_10051) (dated 23 July 2021)
- SSI 10051 Modification 1 (dated 14 April 2022)
- SSI 10051 Modification 2 (dated 20 December 2024)

The above documents are available on the NSW Major Projects portal here: https://www.planningportal.nsw.gov.au/major-projects/projects/sydney-metro-western-sydney

The proposal identified in this assessment would be undertaken in accordance with the Performance Outcomes (POs) and Revised Environmental Mitigation Measures (REMMs) identified in the EIS, Submissions Report, and the relevant Conditions of Approval (CoA).

Description of existing approved project you are assessing for consistency:
The construction of a new footbridge and concourse on the eastern end of the existing Sydney Trains station at St Marys for the Sydney Metro – Western Sydney Airport (SM-WSA) project has been assessed within the Environmental Impact Statement (EIS), and the Submissions Report. **Environmental Impact Statement** ***Chapter 12 Non-Aboriginal heritage*** *Section 12.5 Potential heritage impacts – off-airport* *St Marys Railway Station, SHR 01249, RailCorp s170 (SHI 4801036), Penrith LEP 2010 I282 (SHI 2260282), State significance: Direct impact – slight alteration of heritage elements* The proposed excavation for the cut-and-cover station box would occur within the LEP listing curtilage but would not impact significant fabric associated with the existing St Marys Railway Station. The construction of the aerial concourse, lifts and connections to the existing St Marys Railway Station would occur within the LEP, SHR and s170 curtilage and would result in modifications to Platform 3/4 (moderate significance) and Platform 1/2 (little significance). No direct impact is proposed to the Platform 3/4 building (moderate significance), Goods Shed (exceptional significance), and signal box (high significance). The jib crane would be temporarily relocated during construction and then reinstated in consultation with a heritage advisor. *Permanent indirect impact – alteration of heritage setting* The aerial concourse is a large structure and would not be sympathetic in material and scale with the Victorian-era architecture and character of the existing St Marys Platform 3/4 building and Goods Shed. **Submissions Report** ***Chapter 1 Revised project description – operation*** *Section 1.3.1 St Marys Station* A metro station at St Marys would serve the existing and proposed future retail and commercial precinct of St Marys. The station drivers for St Marys Station are to: • provide an easy, efficient and accessible interchange with the existing Sydney Trains suburban rail network and bus services • support St Marys strategic centre through promoting future employment growth and the Queen Street main street • safeguard for future extension towards Schofields • serve and support the revitalisation and continued renewal of the St Marys strategic centre both north and south of the T1 Western Line (on the existing Sydney Trains suburban rail network) • maintain and/or improve active cross-corridor connections • consider integrated development opportunities An above-ground pedestrian connection to the existing St Marys Station would be provided for access between the metro and heavy rail stations (via escalators, stairs and lifts) and would also provide a connection to the area north of the existing T1 Western Line. Using this connection, customers would be able to easily transfer between metro, heavy rail and bus services.

Chapter 2 Revised project description – construction

Section 2.7.1 St Marys

The St Marys construction site is located around the existing Sydney Trains station at St Marys (see Figure 2-11). Temporary road network adjustments and parking modifications required at St Marys are identified in Section 2.9.7.

A range of construction activities would be carried out at the site to support TBM retrieval, cut-and cover station construction and mined excavation of stub tunnels. Key construction works would include:

- administration activities to support construction
- construction of the new station box, station structures (including aerial concourse) and finishes
- construction of the crossover
- construction of stub tunnels
- spoil handling, storage and transport
- temporary TBM retrieval shaft excavation
- TBM retrieval
- station precinct works

Construction works within and adjacent to the existing T1 Western Line rail corridor would be required for the integration of the project with the existing rail line and station at St Marys. Enabling works at this location would include:

- establishment of temporary hoarding and fencing to safely separate works from the public and the T1 Western Line rail operations
- preparatory work to station platforms and infrastructure associated with the construction of the aerial concourse at St Marys. This may also require works to be undertaken in the area around the goods shed to support station construction
- potential relocation of the lift shaft on the southern side of St Marys Station. This may also require temporary relocation of the heritage significant jib crane to the east of the lift

The Approved Project involves the following scope of works related to the footbridge at St Marys:

- Demolition and removal of all existing structures and services affected by the FSM Works such as canopy removal, removal/modification of fence line and light pole removals
- Construction of a footbridge spanning the Sydney Trains T1 line at St Marys Station
- Installation of vertical transportation comprising stairs, four (4) escalators and five (5) lifts
- Modifications to existing Sydney Trains assets to enable the construction of the footbridge including relocation of Guards Indicators, CCTV, PA, Over Head Wire System (OHWS), drainage and utility infrastructure, lighting, and platform furniture
- Construction of stairs and canopies which form part of the footbridge structure
- Installation and construction of Sydney Trains services, facilities and rooms

- Installation of new lighting, passenger information display system (PIDS), PA, CCTV, ticketing, communications network equipment, ventilation, plumbing and all related systems in accordance with Sydney Trains and Australian Standards
- Electrical earthing, bonding protection and stray current mitigation
- Northern/Harris Street landscaping, plaza, bike storage, kerb side transport.

2. Description of proposed change which is the subject of this assessment

This Consistency Assessment relates to the additional awning changes at Platform 3/4 St Marys Railway Station and assesses the removal of a further 5.5m of the 1990s canopy adjacent to the platform Heritage Building to be removed for structural integrity and to allow greater appreciation of the original awning on the station building.

The proposed works are located to the eastern end of the platform building, and would involve:

- Isolation and removal of services
- Removal of sheeting and any insulation
- Removal of structural steel and bolted connections
- Trimming any welded elements

Further details are discussed in Section 6 below.

3. Timeframe

The works are planned to commence in October 2025 over one weekend, subject to construction planning. The works would not result in a change to the construction program for the project.

4. Site description

The proposal would be located in the Main Western Railway line corridor at St Marys Railway Station and the proposed work area is specifically located at the canopy of the heritage building at the western end of Platforms 3 and 4.

The location of the proposed works is provided in Figure 1.

5. Site Environmental Characteristics

St Marys Railway Station is located on the T1 - North Shore & Western Line between Kalang Avenue and Glossop Street. The station is located about 40 Kilometres west of the Sydney Central Business District (CBD) in the suburb of St Marys, placed in the Penrith Local Government Area.

The surrounding area of the project is characterised by predominantly low-density residential dwellings, with some medium-density housing near St Marys Town Centre. To the south, retail and commercial buildings are present, while the north is primarily industrial. The railway station is bordered by a multi-storey car park on Harris Street, residential buildings on Station Street, and retail/commercial properties on Queen Street. The environment to the south of St Marys Railway Station includes small-scale retail and a suburban streetscape, whereas the northern area is heavily industrial.

St Marys Railway Station is listed on the following heritage registers:

- State Heritage Register (SHR. 01249)
- Penrith Local Environmental Plan 2010 (item no. 282)
- RailCorp Section 170 Register (item 4801036)

6. Justification for the proposed change

The existing FSM platform canopies were documented to be removed up to the heritage building as depicted by the red dashed area:

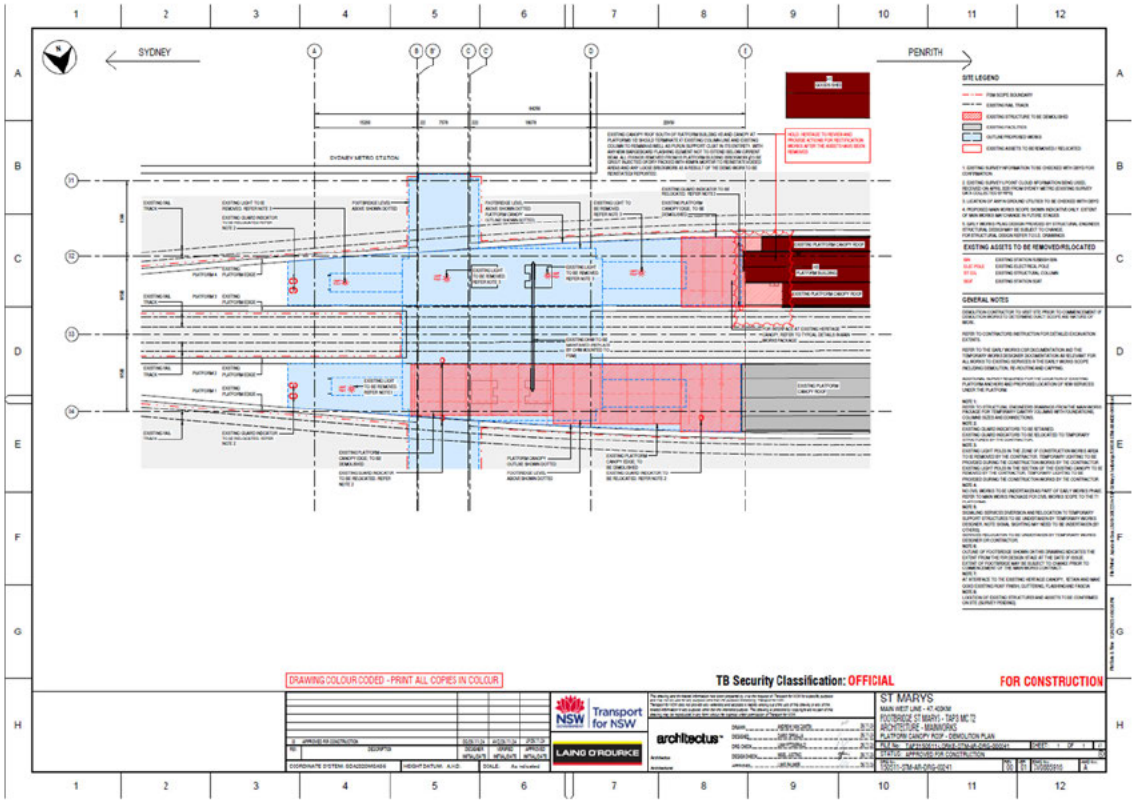


Figure 1 Location of proposal at St Mary's Station (canopy to be removed shown in red for clarity).

Due to the construction method used for the modern canopy structure, its removal would result in the remaining modern canopy section being structurally unstable. To address this issue, two possible solutions have been identified:

1. Install new beams and columns to support the remaining bays of modern canopy, concealing the heritage fabric of the building; or
2. Remove the additional bays, therefore removing the issue of compromised structural integrity whilst also revealing the heritage fabric of both the heritage platform building and adjacent heritage canopy, therefore providing a better outcome.

In a Heritage Working Group meeting on the 17th of July 2024, removal of the canopy adjacent the heritage building was discussed with Sydney Metro, TfNSW & Heritage NSW. Based on the outcomes of the Heritage Working Group meeting and with support from the Heritage consultant (GML), the project proceeded with option 2, removal of the remaining bays of modern canopy, therefore removing the issue of compromised structural integrity whilst also revealing the heritage fabric of both the heritage platform building and adjacent heritage canopy.

Figure 2: Current canopy arrangement at St Mary's Station platforms 3 and 4.

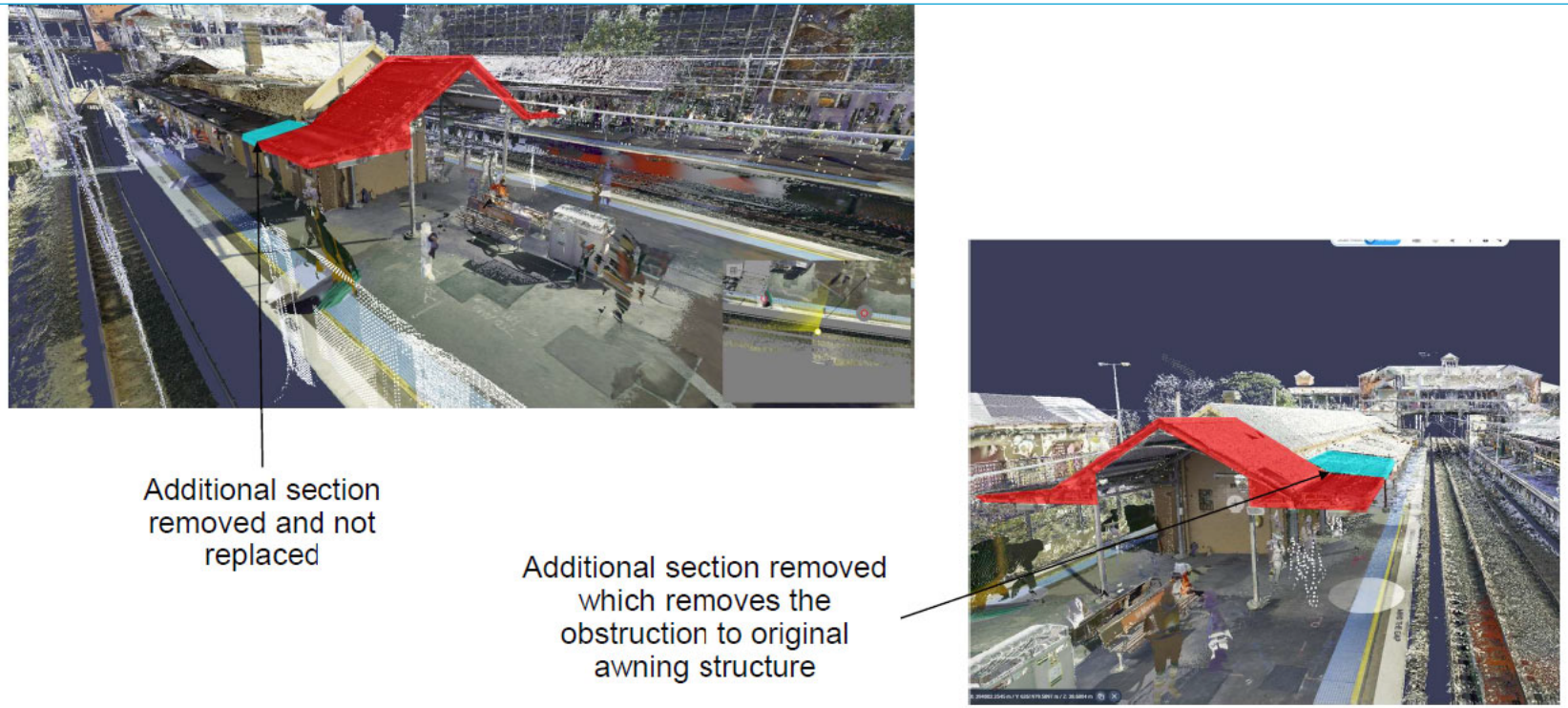


Figure 3: Changes proposed to the Platform 3/4 Canopy at St Marys Station (additional section to be removed highlighted in blue).

Details of the heritage impact of the Platform 3/4 canopy can be found in section 6.2 of the Heritage Impact Assessment (Appendix A) and confirms that "the proposed removal of the 1990s awning from the eastern portion of the 1888 station building on Platform 3/4 would provide a positive heritage outcome."

7. Environmental Benefit

The primary benefit of the proposed change is to facilitate the construction of the new canopy structure being delivered as part of the new St Marys footbridge. The Heritage Impact Assessment (Appendix A) states that there would be moderate positive indirect impacts to the heritage significance of the platform building, and that the new canopy structure itself will not physically affect the platform building and will maintain visibility of the gable end and air brick vents. Consequently, the removal of the additional awning is considered as a net positive outcome.

8. Control Measures

Will a project and site specific EMP be prepared?	☐ Yes	Are appropriate control measures already identified in an existing EMP?	☒ Yes
	☒ No		☐ No

9. Conditions of approval / Environmental mitigation measures

Number	Condition of Approval/ Environmental mitigation measure	Discussion on relevance and consistency for proposed change
CoA E19	The Proponent must not destroy, modify or otherwise physically affect any Heritage item not identified in documents referred to in **Condition A1**. Unexpected heritage finds identified by the CSSI must be managed in accordance with the **Unexpected Heritage Finds and Human Remains Procedure** outlined in **Conditions E34** to **E36**. Consideration of avoidance and redesign to protect unexpected finds of state heritage significance must be addressed where this condition applies.	St Marys Railway Station was identified in the SM-WSA EIS and Submissions Report. The proposed works would facilitate the construction of the new canopy structure being delivered as part of the St Marys Footbridge connecting the new SM-WSA platforms to the existing Sydney Trains platforms. Details of the heritage impact of the Platform 3/4 canopy can be found in section 6.2 of the Heritage Impact Assessment (Appendix A) and confirms that "The proposed removal of the 1990s awning from the eastern portion of the 1888 station building on Platform 3/4 would provide a positive heritage outcome."
REMM ONAH1	Design development for the project would endeavour to minimise adverse impacts to heritage buildings, elements, fabric, and heritage significant settings and view lines that contribute to the overall heritage significance of heritage items.	The St Marys Railway Station Footbridge Heritage Impact Assessment Report states that the proposed development has undergone careful design refinements to minimise heritage impacts on the St Marys Station precinct. Through the Preliminary Design Review (PDR) to Critical Design Review (CDR) phases, changes were made to ensure the preservation of key heritage elements, including the removal of a 1990s awning attached to the 1888 platform building, which has improved visibility and appreciation of the original structure. The updated design increases views of the 1888 station building from various vantage points and ensures new additions, such as the proposed awning on Platform 3/4, complement the historical architecture while maintaining important sightlines. The design changes have successfully protected and enhanced the site's heritage value.

REMM ONAH2	The architectural design for the project would take account local heritage context and be sympathetic to local heritage character. This would include using sympathetic building materials, colours and finishes. Design should aim to minimise visual impacts by ensuring that significant elements are not obstructed or overshadowed Design should adhere to the Sydney Metro – Western Sydney Airport Design Guidelines. The Design Review Panel and Heritage Working Group would be consulted in regard to the design, form and material of new built structures that may impact heritage items	The St Marys Railway Station Footbridge Heritage Impact Assessment Report states that the proposed material selection for the footbridge incorporated a diverse range of colours and materials, with an emphasis on neutral tones and finishes to reduce its visual impact. Throughout the PDR and CDR phases, the design team engaged with the Design Review Panel and Heritage Working Group, ensuring the footbridge and heritage interfaces were developed with minimal adverse impact on the site's historical elements.
REMM ONAH7	An appropriately qualified and suitably experienced heritage architect would be engaged to provide input into design development at St Marys Station	The St Marys Railway Station Footbridge Heritage Impact Assessment Report states that GML Heritage have been engaged to satisfy the condition and provide ongoing advice to Architectus to ensure that the proposed works do not have a determinantal impact upon the significance of the significant heritage elements within the site.
EPBC Act conditions of approval		
The works that are to be undertaken will be completed on the Station platforms. Therefore, the EPBC approval has not been considered further as the works will not impact any protected matters or impact Commonwealth land.		

Will the proposed change be consistent with the conditions of approval?	☒ Yes
	☐ No

10. Impact Assessment – Construction

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Water	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Soils and contamination	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Air quality	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Noise and vibration	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Aboriginal Culture and Heritage	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Historic Heritage	The St Marys Railway Station Footbridge Heritage Impact Assessment Report (Appendix A) states that the overall heritage impact of the proposed works on the heritage significance of St Marys Railway Station are consistent with those assessed and approved in Technical Paper 4 (Non-Aboriginal heritage) of the EIS with an overall moderate indirect impact. During construction, all proposed works should ensure care is taken with building elements and structures of high heritage significance to prevent any further adverse heritage impacts. No change from the Approved Project.	• Exclusion zone around heritage building ~4m offset from building facade • Delineated hard barrier	Y	N	Y	N/A
Community and socio-economic	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Traffic and transport	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Waste and resource management	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Visual	The changes would be minimal and align with existing canopy removal works undertaken as part of the Approved Project. The existing construction areas would be utilized for the storage of construction materials, and plant and equipment would temporarily use these areas, as outlined in the CEMP. There would be visual changes to the modern canopy adjacent the heritage building on platform 3/4 due to the removal of an additional 5.5m of canopy, however this is consistent with works previously undertaken. Consequently, the removal of the additional section of awning is considered a net positive outcome, as it provides for greater appreciation of the original awning on the historic station platform building as well as the platform building itself.	No additional measures required.	Y	N	Y	N/A
Land use and property	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Hazard and risk	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Other	N/A	N/A	N/A	N/A	Y	N/A

11. Impact Assessment – Operation

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Biodiversity	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Water	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Soils and contamination	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Air quality	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Noise and vibration	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Aboriginal Culture and Heritage	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Historic Heritage	The St Marys Railway Station Footbridge Heritage Impact Assessment Report (Appendix A) states that the overall heritage impact of the proposed works on the heritage significance of St Marys Railway Station are consistent with those assessed and approved in Technical Paper 4 (Non-Aboriginal heritage) of the EIS with an overall moderate indirect impact. The removal of the additional section of awning is considered a net positive outcome, as it provides for greater appreciation of the original awning on the historic station building.	No additional measures required.	Y	N	Y	N/A
Community and socio-economic	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Traffic and transport	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Waste and resource management	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A

Aspect	Nature and extent of impacts (negative and positive) during construction (if control measures implemented) of the proposed change, relative to the relevant impact in the Approved Project	Proposed Control Measures in addition to project CoA and REMMs	Consistent Impact Y/N	Do any CoA need to be changed? Y/N	Endorsed	
					Y/N	Comments
Visual	Changes to the canopy would be minimal and align with existing canopy removal works undertaken as part of the project approval. The removal of the additional 5.5m of canopy would reveal the heritage fabric of both the building and adjacent heritage canopy allowing for greater appreciation of the heritage building.	No additional measures required.	Y	N	Y	N/A
Land use and property	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Hazard and risk	No change from the Approved Project.	No additional measures required.	Y	N	Y	N/A
Other	The additional reduction in canopy cover would result in a reduction of sheltered space on Platforms 3/4 of the existing Sydney Trains station, which potentially exposes passengers to adverse weather conditions. As part of works on the SM-WSA project, a new pedestrian footbridge would be constructed on the eastern end of St Marys Railway station to provide a seamless interchange between Sydney Trains and Sydney Metro services, while providing an additional pedestrian connection between Harris Street and Station Street. Despite the removal of an additional portion of the existing canopy structure, a new canopy structure would be constructed on Platforms 3/4 and would result in a net increase of sheltered areas on the platforms.	No additional measures required.	Y	N	Y	N/A

12. Consistency with the Approved Project

Question	Response
Is the project (including the proposed changes) consistent with the conditions of approval?	The proposed change would be consistent with the Conditions of Approval.
Is the project (including the proposed changes) consistent with the objectives and functions of elements of the Approved Project?	The proposed change is consistent with the objectives and functions of the Approved Project. Section 12.5 of the EIS states that the construction of the aerial concourse, lifts and connections to the existing St Marys Railway Station would occur within the LEP, SHR and s170 curtilage and would result in modifications to Platform 3/4 (moderate significance) and Platform 1/2 (little significance). No direct impact is proposed to the Platform 3/4 building (moderate significance), Goods Shed (exceptional significance), and signal box (high significance).
Are the environmental impacts of the proposed change consistent with the impacts of the approved project?	The changes identified in this assessment are consistent with the objectives and functions of the elements of the Approved Project. The additional awning changes to the existing structure on Platforms 3/4 of St Marys Railway Station would not change any other key design elements of the Approved Project.
Are there any new environmental impacts as a result of the proposed works/project changes?	The proposed change would not result in any new environmental impacts beyond those considered in the Approved Project.
Are the impacts of the proposed activity/works known and understood?	The impacts of the proposed change are known and understood. The design and function of the footbridge, as well as the heritage impacts assessed within the EIS and Submissions Report would remain unchanged.
Are the impacts of the proposed activity/works able to be managed so as not to have an adverse impact?	The impacts of the proposed change would be managed with the existing REMMs, CoAs and management plans for the project.
Is the proposed change considered to have a significant impact to relevant controlling provisions under the EPBC Act?	No. The proposed works are not considered to have a significant impact to relevant controlling provisions under the EPBC Act.
Would any Conditions of Approval be required to be changed as a result of the proposed change (having regard to the above assessment)?	☐ Yes ☒ No
Is the proposed change/s consistent with the approval (having regard to the above assessment)?	☐ Yes ☒ No

13. Other Environmental Approvals

Identify all other approvals required for the proposed works:	N/A

14. Recommendation

Based on the above impact assessment, and with reference to the Application number: SSI-10051, it is recommended that:

	Tick relevant box
The proposed change has negligible or more than negligible impacts on the environment or community however is consistent with the Approval, including the conditions of approval. The proposed impacts are consistent with those assessed for the Approved Project (i.e., does not trigger a change to the conditions of approval).	X
The proposed change is not consistent with the Approved Project including the conditions of approval and would be subject to a separate modification application.	
The proposed change is not substantially the same as the Approved Project and is considered a radical transformation. A new planning pathway should be considered.	

Author certification

I certify that to the best of my knowledge this Consistency Checklist: • Examines and takes into account the fullest extent possible all matters affecting or likely to affect the environment as a result of activities associated with the proposed change; and • Examines the consistency of the proposed change with the Approved Project; is accurate in all material respects and does not omit any material information.			
Name:	[redacted]	Signature:	[redacted]
Title:	Environmental Manager		
Company:	Laing O'Rourke	Date:	16/04/2025

Assessment Supporting Signature

Application supported and submitted by			
Name:	[redacted]	Date:	09/07/2025
Title:	Planning Approvals Officer	Comments:	
Signature:	[redacted]		

Assessment Endorsement

Based on the above assessment, are the impacts and scope of the proposed change consistent with the existing Approved Project?

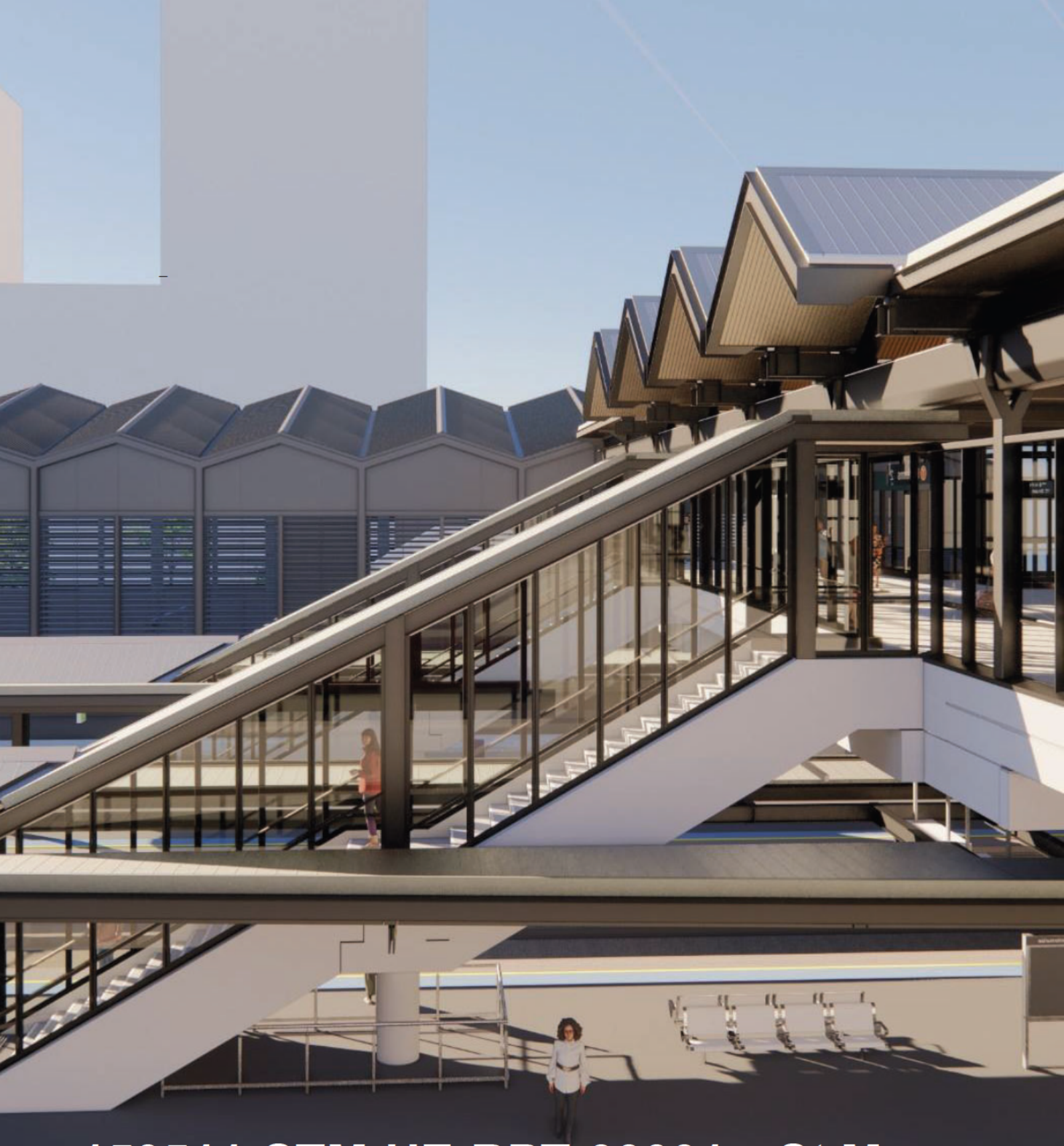
Yes ☑ The proposed change is consistent with the Approved Project and no further assessment is required.

No ☐ The proposed change is not consistent with the Approved Project.

A modification or a new activity approval/ consent is required. Advise Senior Project Manager of appropriate alternative planning approvals pathway to be undertaken.

Endorsed by			
Name:	[redacted]	Date:	09.07.2025
Title:	A/Senior Manager Planning Approvals	Comments:	Note additional heritage construction mitigation measures • Exclusion zone around heritage building ~4m offset from building façade • Delineated hard barrier
Signature:	[redacted]		

Appendix A – Heritage Impact Assessment



150511-STM-HE-RPT-00001—St Marys Railway Station Footbridge

Heritage Impact Assessment Report

Prepared for Architectus

November 2024

GML HERITAGE

Acknowledgement of Country

We respect and acknowledge the First Peoples of the lands and waterways on which we live and work, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with First Peoples to support the protection of their culture and heritage. We strongly advocate social, cultural and political justice and support the Uluru Statement from the Heart.

Cultural warning

Aboriginal and Torres Strait Islander readers are advised that this report may contain images or names of First Nations people who have passed away.

GML HERITAGE

Report register

The following report register documents the development of this report, in accordance with GML's Quality Management System.

Job no.	Issue no.	Notes/description	Issue date
22-0025A	1	Draft Report	7 August 2023
22-0025A	2	Revised Report	13 September 2023
22-0025G	3	Final Report—PDR Stage	26 February 2024
22-0025L	4	Draft Report—CDR Stage	19 July 2024
22-0025L	5	Final Report—CDR Stage	22 July 2024
22-0025L	6	Updated Final report with Sydney Metro comments—CDR Stage	26 November 2024

Quality management

The report has been reviewed and approved for issue in accordance with the GML quality management policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

Cover image: (Source: Architectus, July 2024)

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Contents

1 Introduction

1.1 Background

GML Heritage Pty Ltd (GML) has been engaged by Architectus on behalf of Transport for NSW (TfNSW) to review the proposed footbridge at St Marys Railway Station (the site) as part of the Western Sydney Airport project.

As the nominated heritage consultant, GML has provided iterative heritage advice to the project design team during the design development at the Preliminary Design Review (PDR) and Critical Design Review (CDR) phase to help mitigate impacts on the heritage significance of the station. This Heritage Impact Assessment (HIA) comprises heritage advice provided during the PDR phase and CDR phase.

This HIA includes further updates on the design development changes made during the CDR project design phase and incorporates the Sydney Metro comments issued to GML on 8 November 2024.

Further, this HIA refers to the Environmental Impact Statement (EIS) Technical Paper 4 Non-Aboriginal heritage prepared by Artefact Heritage and dated October 2020 for Sydney Metro Authority for the Sydney Metro-Western Sydney Airport project (referred to as EIS Technical Paper 4).[1]

GML previously provided heritage advice for the project at the target budget estimate (TBE) stage, the early works stage, and for the investigative works.

1.2 Identification and study area

St Marys Railway Station is listed on the *TAHE Section 170 Heritage and Conservation Register*. The place is listed as 'St Marys Railway Station Group' on the State Heritage Register. St Marys Railway Station is also listed on the Penrith Local Environmental Plan 2010 (PLEP), Schedule 5 Environmental heritage.

The statutory listings of St Marys Station are summarised in Table 1.1.

Table 1.1 Summary of statutory listings of St Marys Railway Station.

Heritage register	Listing name	Significance	Listing number
NSW State Heritage Register	St. Marys Railway Station Group	State	01249
Penrith Local Environmental Plan 2010	St Marys Railway Station	Local	282

Heritage register	Listing name	Significance	Listing number
Transport Assets Holding Entity (TAHE) Section 170 (s170) Heritage and Conservation Register	St Marys Railway Station	-	4801036

No additional heritage items are located in the immediate vicinity of St Marys Railway Station.

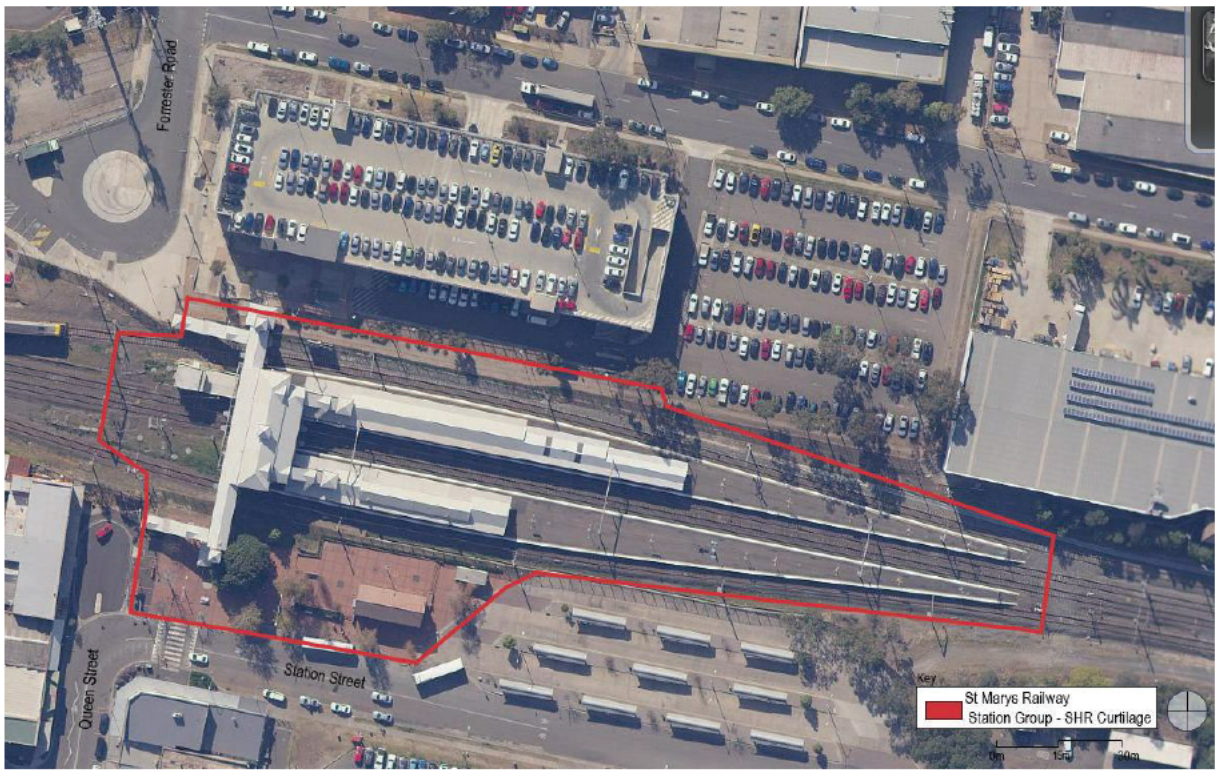


Figure 1.1 Aerial view of St Marys Railway Station, showing the State Heritage Register curtilage outlined in red. (Source: SIX Maps with GML overlay)

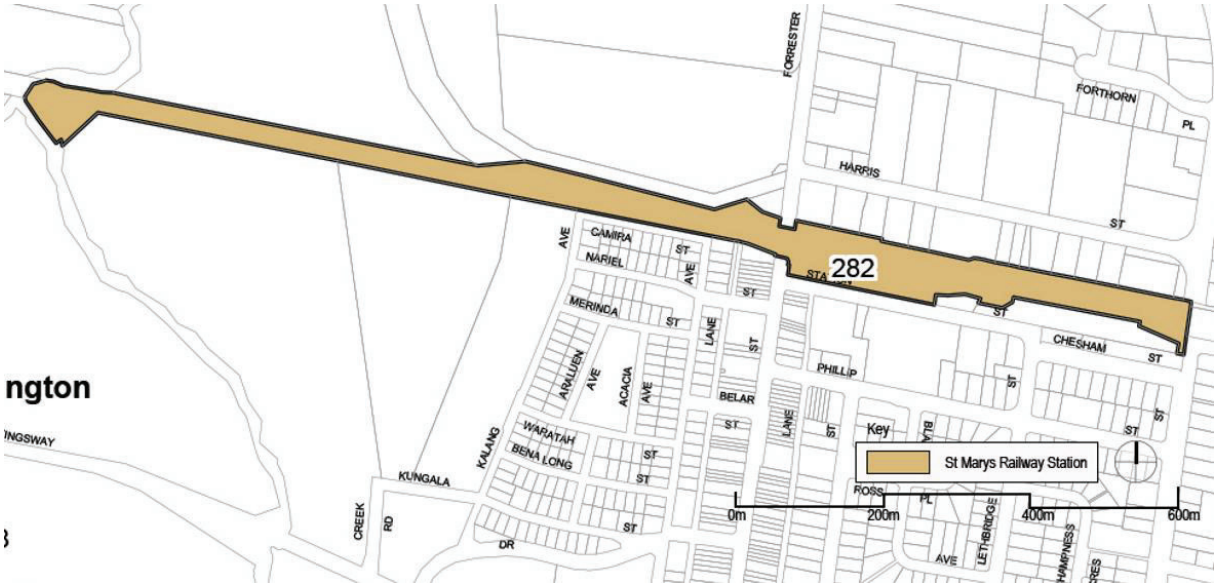


Figure 1.2 Heritage curtilage of St Marys Railway Station, coloured ochre. (Source: PLEP 2010)

Figure 1.3 State Heritage Register plan of St Marys Railway Station. (Source: State Heritage Inventory)

1.3 Potential heritage items in the vicinity

The Technical Paper 4 Non-Aboriginal heritage report identified the potential heritage items in the vicinity of St Marys Station. The following overview has been extracted from the report:

Queen Street, St Marys, Post-War Commercial Building

The Queen Street, St Marys, Post-War Commercial Building is located at 1-7 Queen Street, St Marys and is not listed on any statutory or non-statutory registers. The Queen Street Post-War Commercial Building is a late 1940s-early 1950s group of post-war commercial buildings located at the northern end of Queen Street, adjacent to St Marys Railway Station and within the St Marys construction site. The buildings were constructed during the immediate post-Second World War development boom in St Marys in a simple Inter-War Art Deco style.

St Marys Munitions Workers Housing

The St Marys Munitions Workers Housing is not listed on any statutory or non-statutory heritage register and was identified as a potential item from historical research and during the site inspection for the project.

The St Marys Munitions Workers Housing is located on the southern side of the T1 Main Western Line at St Marys, south of Camira Street, north of Kungala Street, west of Carinya Avenue, and east of Kalang Avenue. The area consists of approximately one hundred fibre board houses concentrated around a central park (Jack Jewry Reserve), which were constructed in this location from 1942. Two hundred houses were originally constructed as 'duration houses' for munitions factory workers during the Second World War but only approximately 100 houses remain today. The majority of these houses have been extended and renovated since their original 'temporary' war time construction. Despite these modifications, most of these houses retain original fabric along their street frontage.

1.4 Proposed works

The key features of the St Marys Footbridge project are as follows:

- Construct St Marys Footbridge at the eastern end of the existing station.
- Construct five lifts—two from the footbridge to each island platform and one from the footbridge to the northern station entrance.
- Construct four escalators—two to each island platform.
- Construct three reinforced concrete stairs—one to each island platform and one to the northern station entrance.
- Construct a new Sydney Trains Service Building.

- Construct a collision wall along the northern rail corridor boundary adjacent to the Sydney Trains Service Building.
- Regrade the two island platforms within the extents of the project works to achieve DDA compliance.
- Construct a northern entry plaza adjacent to Harris Street, including bike storage.
- Install low voltage (LV), Comms and closed-circuit television (CCTV) services to support the new works.
- Provide Earthing and Bonding (EB) and electrolysis protection to structures impacted by scope of works.
- Modify and/or upgrade existing systems impacted by the scope of works, including stormwater, hydraulics, mechanical and fire services.

1.5 Methodology

This report has been prepared with reference to the following documents and guidelines:

- *Guidelines for Preparing a Statement of Heritage Impact*;[2]
- The Relevant Principles and Guidelines of *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013* (The Burra Charter).[3]

1.6 Authorship and acknowledgements

This report has been prepared by Shikha Swaroop, GML Senior Heritage Consultant, with strategic advice and review by Lynette Gurr, GML Principal.

1.7 Endnotes

[1] Artefact Heritage*, Technical Paper 4 Non-Aboriginal heritage*, October 2024, prepared for Sydney Metro Authority

[2] Department of Planning and Environment 2023, *Guidelines for Preparing a Statement of Heritage Impact*, https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/guidelines-for-preparing-a-statement-of-heritage-impact-230201.pdf.

[3] Australia ICOMOS Inc, *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013*, Australia ICOMOS Inc, Burwood, VIC, 2000.

2 Historical overview

2.1 Historical Development of St Marys

The following historical development of the area has been extracted from the Technical Paper 4 Non-Aboriginal heritage:

Context of post-contact tensions

Settlement within the study area occurred against the historical background of rising tensions between colonists and Aboriginal people within the Cumberland Plain. The expansion of settlements and land grants had resulted in the dispossession of Aboriginal peoples throughout Sydney as they were separated from traditional country and resources, including water, food supplies, and former hunting grounds. In 1800 there were rumours of planned uprisings by colonists around Parramatta and Prospect, with raids by Aboriginal warriors on colonial estates commencing in 1801 in response. These were led by Pemulwuy, a Bidjigal (Bidgigal) warrior, who became a "legendary figure within the colony." Pemulwuy was killed in 1802 and his son Tedbury continued to lead the Aboriginal resistance effort on the Cumberland Plain in his place.

Against the background of the war on the Cumberland Plain, there appears to have been various relationships between settlers and Aboriginal people of the area. At Mamre, Marsden had seemingly developed a friendly relationship with the Gomerrigal-Tongarra Aboriginal people of the area. An Aboriginal camp had been located at Mamre or close by prior to European settlement, however after European settlement Marsden 'permitted' the Gomerrigal-Tongarra to camp at Mamre. Marsden then successfully encouraged the Gomerrigal-Tongarra people to work at Mamre in exchange for food and clothing, and they acted as guides through the region for many settlers. Marsden's staff who had been educated at the Native Institution were literate71 and when Charles Darwin visited Mamre briefly in January 1836, he was impressed by the Gomerrigal-Tongarra people that he met.72

During tensions in Parramatta in 1801, Marsden had a man gaoled for refusing to join military-led raids to apprehend – and presumably kill – Aboriginal people around Parramatta. Marsden stated that "there would never be any good done until there was a clear riddance of the natives." At the time, Governor King had made it illegal for Aboriginals to approach settlers properties and settlers were not allowed to provide Aboriginal people with food, shelter or clothing. However, by 1905 Marsden had attended the conference at Prospect with Aboriginal people from the Cowpastures, Prospect, and Parramatta, with an aim to establishing a truce.

Tensions elsewhere however had continued to rise despite the murder of Pemulwuy and Reverend Marsden's attempts for a truce. Governor King had actively blamed Aboriginal people for the outbreak of violence, moving from his earlier perspective which acknowledged the role of settlers in inciting the violence. For several years the war continued with opportunistic raids and attacks throughout the Cumberland Plain. Upon

Governor Lachlan Macquarie's arrival in the Colony in 1810, Macquarie was given orders to remain amicable with Aboriginal peoples and attempt to repair the fractured relationship. He adopted an attitude of paternalism, and for the next few years, the war slowed. However, extreme flooding and drought throughout from 1800-1810 had placed immense pressure on food supplies through the destruction of crops. Macquarie toured much of the Sydney Basin, including the Hawkesbury, Nepean, Liverpool, and Campbelltown districts, which were then declared open for settlement. Tensions, loss of resources and dispossession of Aboriginal people from their land were exacerbated by the 1814 drought.

By the end of 1815 Macquarie had stationed groups of soldiers at large estates, such as Camden Park and at Bringelly. Despite this, a group of servants on George Palmer's farm at Bringelly (out of the study area) were massacred by Aboriginal warriors. The surviving servants took matters into their own hands, again resulting in the escalation of conflict. The group crossed the Nepean into the Blue Mountains, however their attempt at revenge was a failure, as they were easily disarmed by the Aboriginal warriors.81 By 1816 soldier outposts were numerous and spread throughout the entirety of the Sydney basin, well into the Illawarra. Several isolated attacks and raids on farms along the Nepean River (all out of the study area) were reported in 1816. In retaliation, Macquarie commenced the "largest military campaign the colony had yet witnessed, approving military led punitive expeditions, abductions of Aboriginal women and children, and the murder of any who resisted arrest. Several colonists, including Charles Throsby, Hamilton Hume, and Joseph Kennedy expressed their disapproval of Macquarie's policies and attempted to protect the Aboriginal people they knew from the military expeditions.

The years of growing tension culminated with the approach of soldiers led by Wallis at campfires at Broughton's Pass, Appin. This event, now referred to as the Appin Massacre, resulted in the murder of at least fourteen Aboriginal people. Macquarie wrote in his journal that he was satisfied with the outcome of the expeditions and the Appin Massacre has since been perceived as ending the war in the Cumberland Plain. However, isolated deaths, military operations, continued land dispossession, appropriation of resources, and separation from family and culture continued and expanded throughout the following years.

The Great Western Highway and road development

In 1813, Gregory Blaxland, William Lawson and William Wentworth sought to cross the Blue Mountains, beginning their expedition in Emu Plains, immediately west of Penrith and the Nepean River. The party reached Mount York (now Mount Blaxland) after 21 days, from which they saw an expanse of forest and grassland suitable for agriculture to the west. In 1814 the surveyor George Evans journeyed further west and surveyed a route that extended from Penrith to the eventual site of Bathurst. The following year a road was constructed along Evans route, which became the Great Western Highway, originally known as the Great Western Road. The Great Western Highway travelled through South Creek towards Penrith, at the base of the parish of Rooty Hill, and increased the number of travellers and residents in the area. As a result business began to grow in the area, with an accessible route linking South Creek to Sydney and Parramatta, and resulting in

the establishment of inns and public houses throughout South Creek and neighbouring towns.

The intersection of the Great Western Road and the original Northern Road (now Bringelly Road, west of the study area) was inspected in 1817 by Major George Druitt, who was a civil engineer at the time and supervised the construction of many roads and bridges throughout the colony. Druitt named the area the Cross Roads, and over the next fifty years the area became a small, sparsely populated town. At this time, many of the roads were dirt tracks leading between districts, utilised by drovers herding their cattle, wood carts, and regular traffic. Much of the land was left uncleared and the area became known as King's Bush or King's Wood by locals. As the area was heavily timbered, industries including timber getting, sawmilling and tanning flourished in the area.

Elizabeth Drive dates from the early 1800s and was originally constructed as a corduroy road, using round logs as a bade. It was established to provide access to local land grants and was originally known as the Orphan School Road as it extended west from the Orphan School in modern Bonnyrigg. Its name was later changed to Mulgoa Road, in reference to its western extent, but was renamed again in 1964 to honour Queen Elizabeth II after she visited Australia.

Luddenham Road was first constructed in the 1800s to connect Luddenham and Lee Holme, the estates of brothers John and Gregory Blaxland respectively.95 The road became an important route in the area, connecting Bringelly and St Marys. In 1887 the road was 'metalled' – covered with small crushed stones – reflecting the importance of the road and suggesting that it was heavily trafficked

In 1808 James Badgery was granted an 840-acre land grant near Bringelly (east of the study area). He named the estate Exeter Farm after his home in Devon, England, and quickly constructed a wattle and daub hut on the property. At Exeter Farm, Badgery produced grain and bred cattle, sheep and horses.97 In 1815 Badgery created a road through the neighbouring property of Lord Folly, to connect two of his own properties. The road was named Badgerys Creek Road.

Establishment of the town of St Marys

In 1837, the King family selected a location for a parish church. The church was named the St Mary Magdalene Anglican Church, presumably after the Church Philip and Harriet King had been married at in England. The foundation stones were laid in November 1837 and the completed church was consecrated in April 1840. In the late 1830s, the town of South Creek began to grow.

In 1841 the O'Connell's subdivided part of their land into thirty-five town allotments, and in the following year offered another 400 hectares (988 acres) for sale, which was referred to as the Village of St Marys.99 While sale was slow, the small village of St Marys had been established.

The first school and inn opened in 1839, and in the following year the Post Office opened. In the 1850s, tanning became a major industry in South Creek, and it developed further throughout the mid-1800s. By the 1850s, a small number of houses were built, in

addition to butchers, ironmongers, and a grocer.101 The town developed even more rapidly after the opening of St Marys Station in 1863.

2.2 St Marys Station

The following historical summary has been extracted from the State Heritage Register listing for the St Marys Railway Station Group:[1]

> St. Marys station opened as South Creek when the Great Western Railway was extended from Parramatta in 1863. On August 5, 1885 it was given its present name and prior to this a brick goods shed was built in the yard, which remains in the station precinct. A crane is also extant. The line was duplicated in 1886. The Platform 3 & 4 building dates from 1888 and the contractor was John Ahearn & Wm. King. Major changes were made to the site in 1942-3, which included construction of the present signal box, the Platform 1 & 2 building, and the islanding of both platforms as well as the opening in stages of the branch line to Ropes Creek. These changes were one part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Marys during World War II in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek. It took over 32 years until all aspects of the quadruplication were completed between Westmead and Blacktown. Quadruplication reached St. Marys in 1978, while the Granville to Westmead section was finally completed in 1986.
>
> The signal box is of a select non-standard elevated electric power operated type and is only the second to be built at the station. It was constructed in 1942 to provide signal and track control on the main line and the then new branch line serving the wartime munitions factories at Dunheved and Ropes Creek. The signal box was the only example built during World War II to have a flat roof. The original electric control console and wall panel have been replaced. The 1943 footbridge underwent major upgrading work in 1994-95, including covering the footbridge deck and stairs and a new overhead booking office designed by Spooner Harris & Associates. The 1995 works also involved replacing the canopy on the Platform 1 & 2 building. In 2001 additional platform canopies were constructed.

Historical aerials and photographs of the station pertaining to the scope of works of the footbridge project have been provided below. This HIA utilises the information provided in the detailed history of the development of St Marys Railway Station prepared by Dr Stuart Sharp published in the NSW Branch of the Australian Railways Historical Society (ARHS) dated 25 August 2023 and is attached in Appendix A.[2]

Figure 2.1 Sketch from the 1890s of St Marys Railway Station. (Source: Penrith City Library Archives)

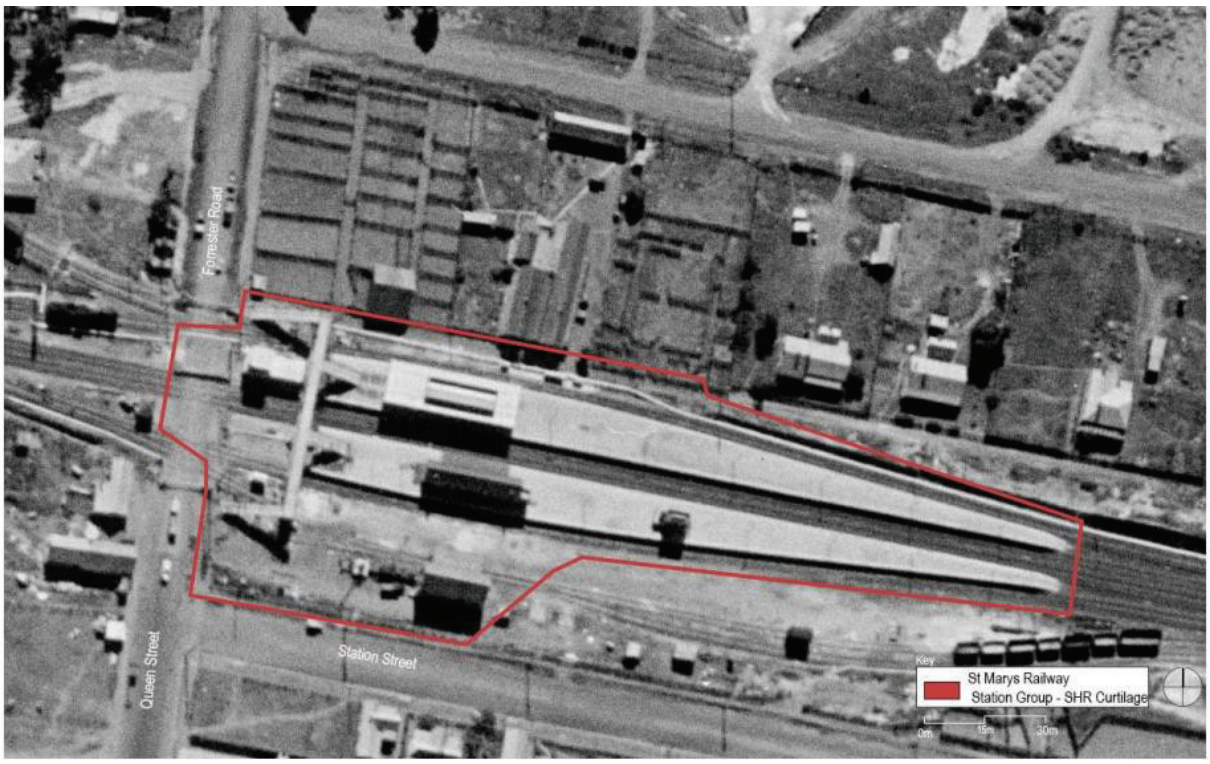


Figure 2.2 A 1943 aerial view of St Marys Railway Station. (Source: SIX Maps, with GML overlay)

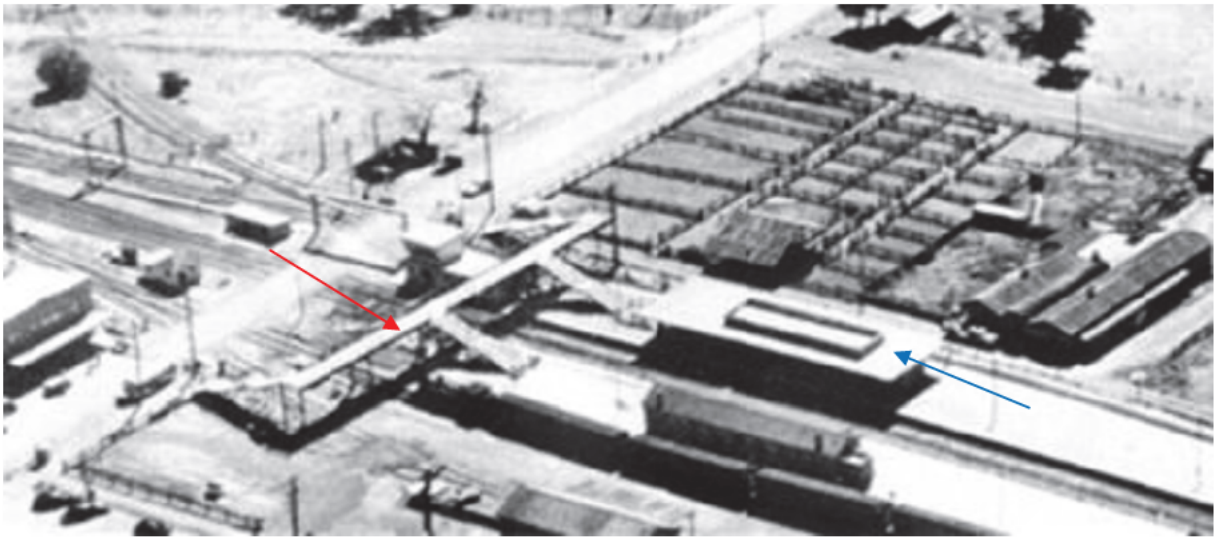


Figure 2.3 Aerial image from 1947 showing St Marys Railway Station with the earliest footbridge to the west (indicated by the red arrow), which has since been upgraded, and the 1942–1943 building on Platform 1/2 (indicated by the blue arrow). (Source: Penrith City Library Archives)

Figure 2.4 Image from 1953 showing the platform building at St Marys Railway Station at right—indicated by the red arrow. The photograph illustrates the form of the building prior to the additions of the canopies. The original freestanding male toilet is seen to its east (blue arrow). (Source: Photograph No. 001302 ARHS Railway Archives obtained from Dr Stuart Sharp history of St Marys Railway Station—Appendix A)

Figure 2.5 Image from 1955 showing the goods shed at St Marys Railway Station—indicated by the red arrow. (Source: Penrith City Library Archives)

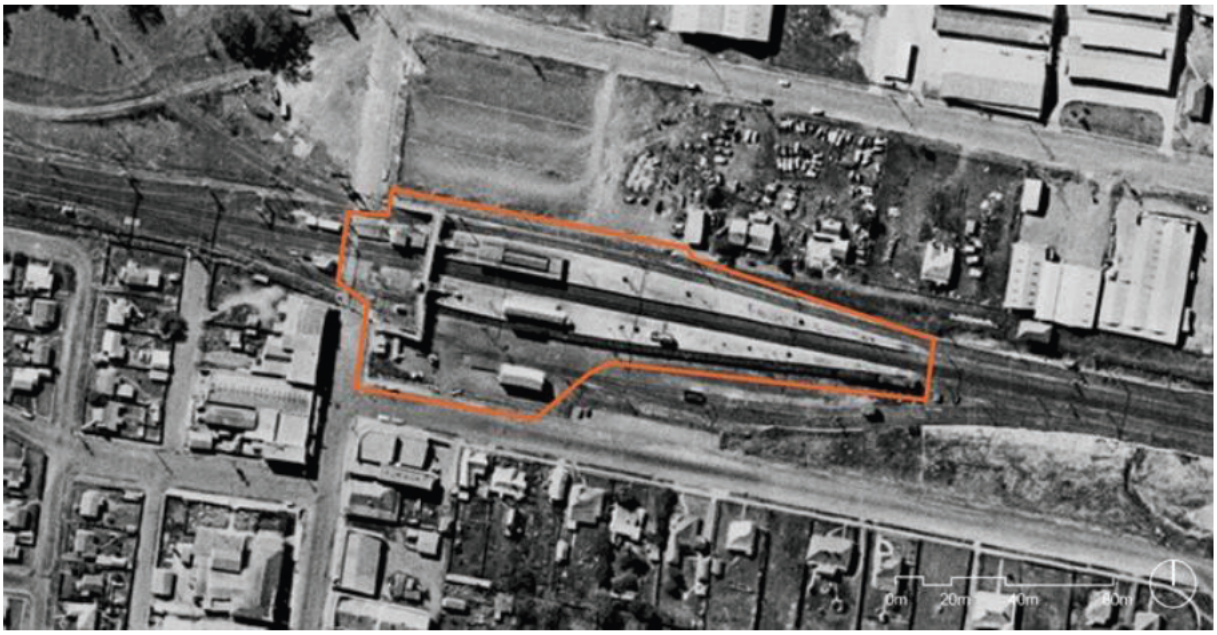


Figure 2.6 A 1965 aerial view of St Marys Railway Station. (Source: NSW Historical Imagery)

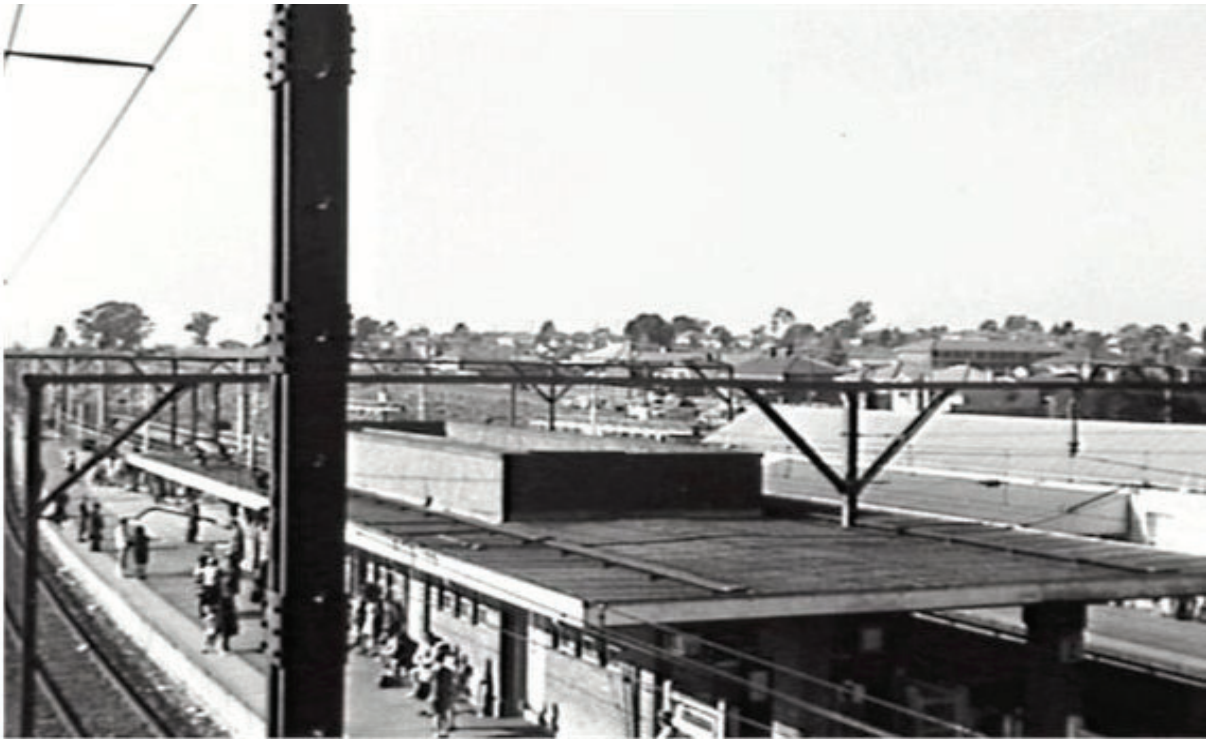


Figure 2.7 Image of St Marys Railway Station from the 1970s showing Platform 1/2 (foreground), and Platform 3/4 and the 1888 station building (background). (Source: Penrith City Library Archives)

Figure 2.8 Image from 1970s showing the west elevation of Platform 3/4 and 1888 station building (left foreground), and the c.1880 goods shed (centre) at St Marys Railway Station. (Source: Penrith City Library Archives)

Figure 2.9 Image, likely from the 1970s, of the St Marys goods shed (c.1880 construction). (Source: Penrith City Library Archives)

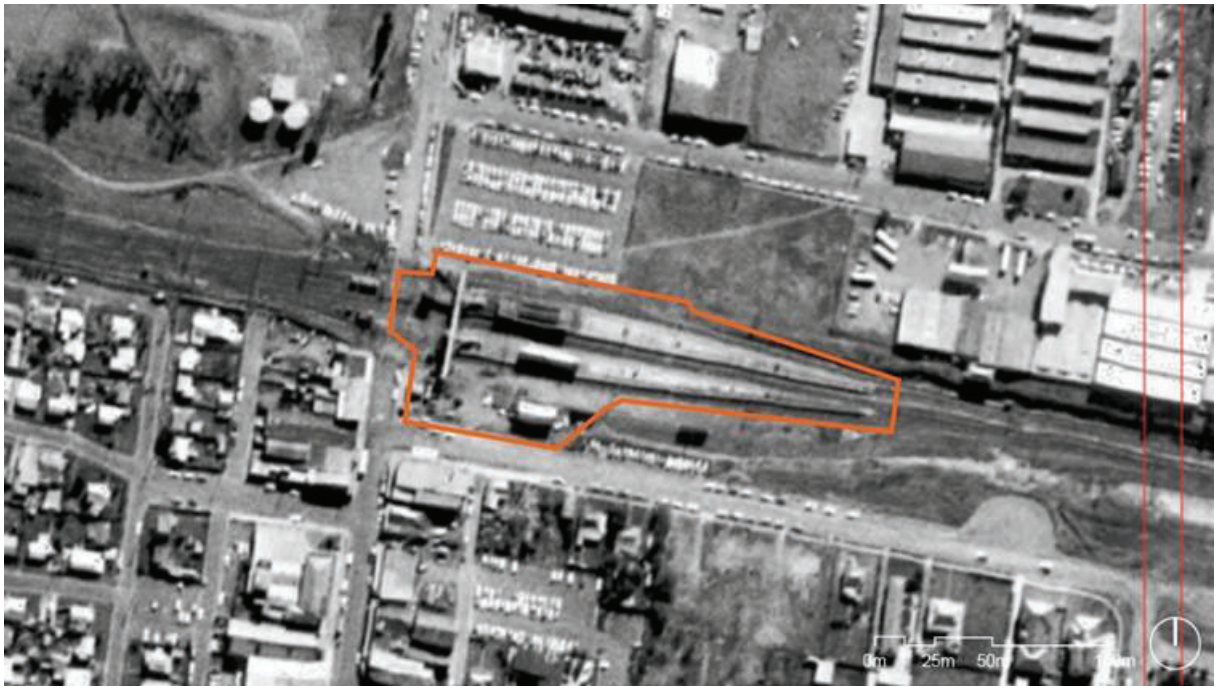


Figure 2.10 A 1975 aerial view of St Marys Railway Station showing little modifications to the exterior of the 1888 station building. (Source: NSW Historical Imagery)

Figure 2.11 1977 photograph St Marys Railway Station showing an extension to the eastern end of the platform building to accommodate the male toilet which was previously a free standing structure (refer to Figure 2.4) but has been demolished since. (Source: Dr Stuart Sharp history of St Marys Railway Station—Appendix A)

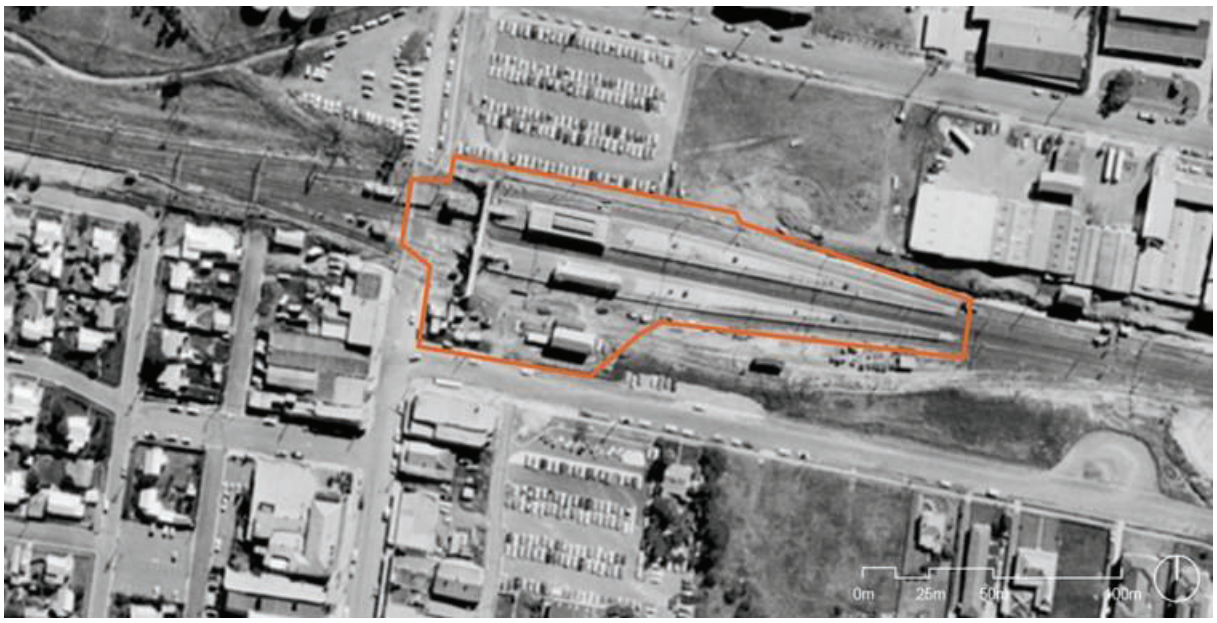


Figure 2.12 A 1978 aerial view of St Marys Railway Station. (Source: NSW Historical Imagery)

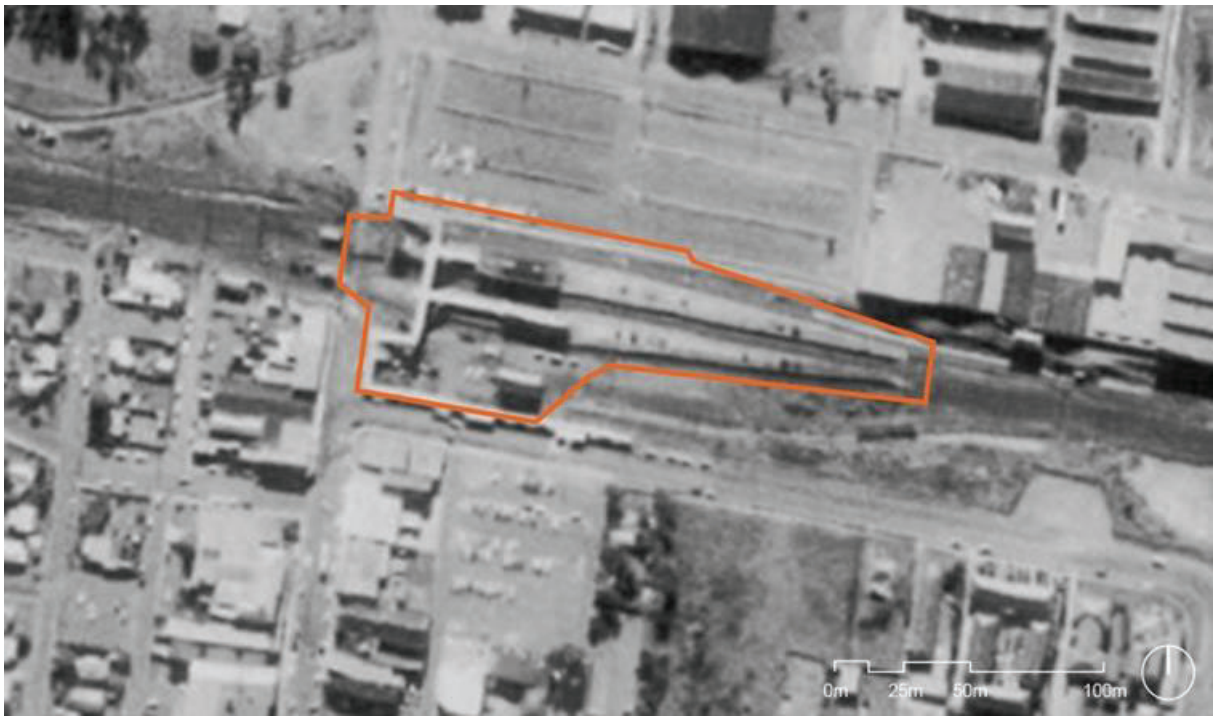


Figure 2.13 A 1984 aerial view of St Marys Railway Station, showing new canopies extending over the footbridge and a staircase to the station buildings. (Source: NSW Historical Imagery)

Figure 2.14 Image from 1984 of Platform 1/2 at St Marys Railway Station, showing the extension of the footbridge canopy to the western end of the station building. (Source: Penrith City Library Archives)

Figure 2.15 Image from 1984 of St Marys Railway Station viewed from Harris Street. (Source: Penrith City Library Archives)

Figure 2.16 A 1986 aerial view of St Marys Railway Station, showing canopies on the footbridge and both platforms and an additional canopy over a pedestrian path on Station Street constructed between 1978 and 1984 (indicated by the red arrow). (Source: NSW Historical Imagery)

Figure 2.17 Image from 1986 of St Marys Railway Station, viewed from Station Street and Queen Street, looking towards the goods shed, footbridge and the south elevation of the 1888 station building on Platforms 3/4. (Source: Penrith City Library Archives)

Figure 2.18 Image from 1990 of St Marys Railway Station showing the eastern end of the station building prior to the construction of the 1990s canopy. (Source: Penrith City Library Archives)

Figure 2.19 A 1991 aerial view of St Marys Railway Station. (Source: NSW Historical Imagery)

Figure 2.20 1993 photograph of St Marys Railway Station showing the form of the platform building prior to the installation of the 1995 canopies. (Source: Dr Stuart Sharp history of St Marys Railway Station—Appendix A)

Figure 2.21 A 1998 aerial view of St Marys Railway Station showing extensive awning and canopies on both the platform, including the eastern end of the 1888 station building. (Source: NSW Historical Imagery)

Figure 2.22 A 2004 aerial view of St Marys Railway Station showing the canopy on Platform 3/4 the same while extended at the eastern end on Platform 1/2. (Source: NSW Historical Imagery)

Figure 2.23 A 2023 aerial view of St Marys Railway Station with minimal changes to the overall layout of the station since 2004. (Source: Google Maps)

2.3 Endnotes

[1] https://apps.environment.nsw.gov.au/

[2] Dr Stuart Sharp, *St. Marys Railway Station*, 25 August 2023, obtained from: https://arhsnsw.com.au/wp-content/uploads/2023/09/St.-Marys.pdf

3 Physical description

The following physical description for the site has been extracted from the State Heritage Inventory[1]:

BUILDINGS

Station building on Platforms 3/4, type 3, brick, second class (1888)

Signal box—non-standard, platform structure (1942)

Goods shed—subtype 2, brick, side shed without awning (c.1880)

STRUCTURES

2 x island platforms (1888 & 1942-3)

Footbridge—steel, beam and column structure over the platforms (1942, 1994/5)

Crane—type 1, jib crane - 5 ton, iron, Gregory & Co, San Francisco (1943)

PLATFORMS 3/4 BUILDING (1888)

External: St Marys station building is a type 3 second class station building and is constructed of brick with centrally located waiting room flanked by attached two small wings on both ends. The waiting room has no wall on the rail side and extends by a wide corrugated metal awning supported on timber posts and beams featuring exposed rafters and decorative timber boards at both ends. The street elevation of the waiting room consists of four vertically proportioned timber box framed windows and a door opening with no glass or door panels. Both wing rooms are locked and secured by security grills installed on both window and door openings. Each wing features one face brick tall chimney with corbelled top above the relatively new corrugated metal roof of the building. A pitched modern metal canopy with awnings on both elevations supported on steel frame and columns extends on Down and Up ends of the building.

Internal: Internal access to the enclosed side wings was not possible, however, they could be viewed from the windows and appear to have remained relatively intact. The central waiting room features painted brick walls, timber board ceiling lining and tile floor finish.

SIGNAL BOX (1942)

External: A two-storey signal box accommodating the control room on the first floor level with staff amenities and the relay room on the ground floor. The timber framed walls are clad in flat asbestos cement sheets. The first floor roof, which is extended over the roof of the relay room together with the top roof are of flat membrane concealed behind wide moulded fascias that project over wide eaves. The control room has curved walls and aluminium curved windows at the western end. Ground floor doors and windows are timber framed. The box is situated at ground level a short distance from the western end of the station island platform. Designed by New South Wales Government Railways.

Internal: The spaces are original but the electric control console and wall panel have been replaced in recent years by computerised console system placed behind a high bench. Access to the ground floor and relay room was not available. The curved observation windows of the control room have been covered by blinds from inside and metal sun control panel from outside as direct visual communication is no longer required.

GOODS SHED (c.1880)

External: A Subtype 2 rectangular face brickwork goods shed with corrugated metal pitched roof. It is the only brick example of a Subtype 2 shed and remains relatively intact. The shed features simply detailed timber bargeboards at both gable ends, semi-circular arched tall window openings (boarded externally) with cement rendered sills, flat cement rendered lintels and timber thresholds to two-panel timberboard loading doors on both station side and street side elevations, and a single segmental arched door on the western side facing the bus interchange. Facades of the Goods Shed are emphasised by recessed bays with dentilated tops around the arched windows. A brick platform with bullnosed capped brick retaining walls along the edges and the sides of brick steps is located on the rail side of the Goods Shed.

Internal: The Shed is essentially a large single space with exposed timber framed truss roof underneath of the corrugated metal roofing visible and timberboard flooring. Configuration of the multi-paned steel windows with fanlights and toughened glazing is evident from the interior. The brick walls are painted. Horizontal steel mechanisms for the sliding loading doors cross over the fanlights of the windows.

PLATFORMS (1888 & 1942–1943)

2 island platforms with concrete faces and decks topped with asphalt finish. Corrugated metal pitched canopies supported on a steel beam and column frames provide protection over both platforms with the canopy on Platform 3/4 extending around the existing 1888 Waiting Room roof and awning, which remain visible above the new canopy. Modern timber bench seating, lighting, amenities, vending machines and aluminium palisade fencing are other features on the platforms. Platforms are accessible via stairs and lift towers leading to the footbridge, where the 1995 overhead booking office and concourse are located. The 1995 corrugated metal canopy replaced the 1942 brick station building on Platform 1/2.

FOOTBRIDGE (1942)

A modified standard footbridge with 1942 steel structural frame supported on steel columns. Sets of stairs to each street and platform provides access together with two modern lift towers at either end of the footbridge. Both sides of the footbridge, which accommodates the concourse and the overhead booking office, are enclosed by steel framed glass panels. The main space of the footbridge is covered by a corrugated metal hipped roof punctuated by ventilation gables and a central tower element creating a common architectural language with the motor towers of the station lifts.

CRANE (1943)

A type 1 jib crane that was manufactured by Frederick Gregory & Co and placed at St Marys on the 24 August 1943. It is of five-ton capacity with official number of "T 166". It is placed on an octagonal concrete foundation and currently preserved as an industrial archaeological item within a brick dwarf wall and aluminium palisade fencing around its perimeter. A mature tree is also located within the protected space. It is one of approximately 8 jib cranes remaining in the Sydney area, other cranes also remain at Fairfield and Windsor.

3.1 Existing condition and integrity

Among the heritage elements identified in SHI listing of the site, the works would only have a direct physical impact on the platform building on platform 3/4 and the platforms.

The overall legibility of the existing form and features of the platform building has been diminished due to the addition of the metal canopies installed in the 1990s around the building. Views to significant and characteristic features of the building such as the chimneys, the timber awning to the northern, gable ends. The brick air vents on the gable have been concealed due to the canopies. The gable form of the 1990s canopy at the eastern end does not align with the gable of the platform building. Further, the scale, bulk and materiality of the 1990s footbridge further detracts from the character of the platform building.

The platform building has undergone several modifications including new openings to the waiting room. A male toilet has been added at the eastern end, and a small window added to the east elevation. There are several services (commissioned and redundant) which detract from the building’s character. The acrylic paint finish applied to the platform building is unsympathetic to the traditional character.

3.2 Site photographs

Unless stated otherwise, the photographs were taken on 28 March 2022.

Figure 3.1 View of Platform 3/4 and 1888 station building (left) and the goods shed (right), looking east from the existing footbridge.

Figure 3.2 View of the 1888 station building on Platform 3/4, looking east from the existing footbridge.

Figure 3.3 View of the 1888 station building on Platform 3/4 looking southeast from Platform 1/2.

Figure 3.4 View of the east elevation of the 1888 station building on Platform 3/4.

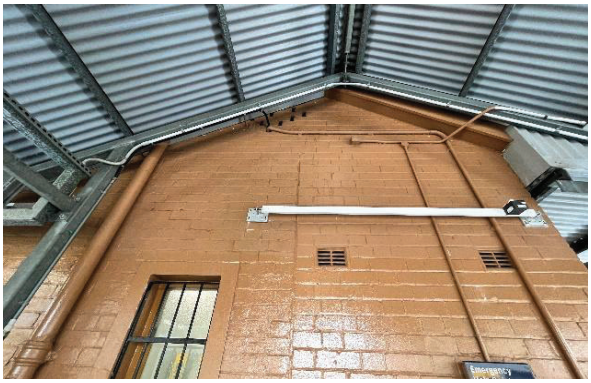


Figure 3.5 View of the east elevation of the 1888 station building, showing the junction of the 1990s canopy obscuring with the gable and brick air vents.

Figure 3.6 The 1888 station building north elevation showing view of the junction between the 1990s canopy and the original awning with timber fretwork.

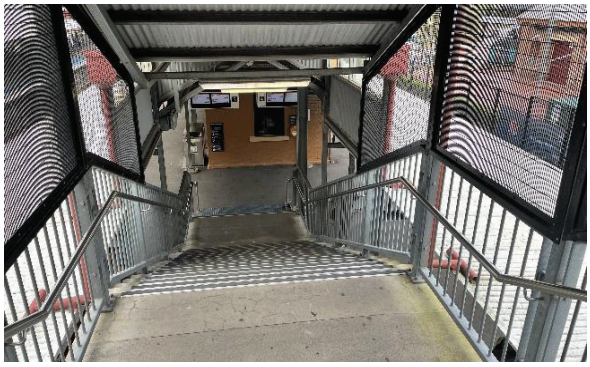


Figure 3.7 View of the 1888 station building on Platform 3/4 from the footbridge staircase located at the western end of the station.

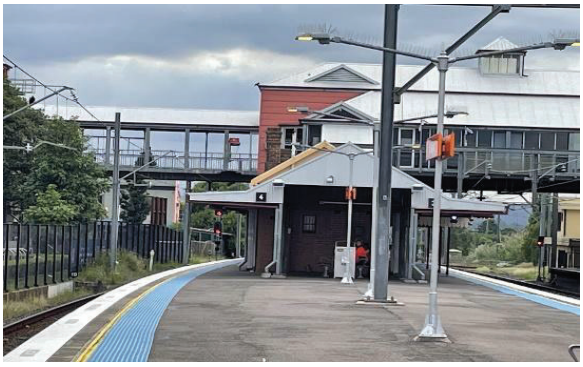


Figure 3.8 View of the eastern end of the station building showing the 1990s canopy with the off-set ridgelines. The gables of the 1888 station building are concealed in part.

Figure 3.9 View of goods shed looking east.

Figure 3.10 View of the 1943 crane, a moveable heritage item, looking from the south.

3.3 Endnotes

[1] https://apps.environment.nsw.gov.au/

4 Heritage significance

St Marys Railway Station is listed on the *TAHE Section 170 Heritage and Conservation Register* and listed as "St Marys Railway Station Group" on the State Heritage Register (Item No. 5012221). It is also listed on the Penrith Local Environmental Plan 2010, Schedule 5 Environmental heritage.

The following statement of significance has been extracted from the SHI of the site on the NSW HMS:

> St Marys Station Group is of state significance as an early station opened in the 1860s when the Great Western Railway was extended from Parramatta and for the role it played in handling the increased traffic for the American ammunition and general store built at Ropes Creek during World War II. The station, in particular the signal box, has strong associations with the operations of the once important rail system to Dunheved and Ropes Creek, and with the development of local industry and residential expansion of St Marys after 1942. The place has research and technical potential for its ability to provide evidence on the construction techniques and operational system of the NSW Railways in the 1880s and during the World War II period.
>
> St Marys Station Group has representative significance combining a range of buildings and structures dating from the 1880s and World War II period to the present day including the station building, goods shed, signal box, crane and footbridge substructure. St Marys Station Group features a number of rare structures including the goods shed, the only brick example of its type in the state and the associated crane, one of a few remaining cranes in the Sydney area. The signal box is one of few remaining such structures using utilitarian materials in a non-standard style.

5 Proposed works

5.1 Description of the proposed works

The St Marys Station Footbridge will provide pedestrian access between St Marys Railway Station and the Systems, Trains, Operations and Maintenance (SSTOM) building at St Marys, providing a Metro link to Western Sydney Airport.

The works generally include the following:

- Construct St Marys Footbridge at the eastern end of the existing station.
- Construct five lifts—two from the footbridge to each island platform and one from the footbridge to the northern station entrance.
- Construct four escalators—two to each island platform.
- Construct three reinforced concrete stairs—one to each island platform and one to the northern station entrance.
- Construct a new Sydney Trains Service Building.
- Construct a collision wall along the northern rail corridor boundary adjacent to the Sydney Trains Service Building.
- Regrade the two island platforms within the extents of the project works to achieve DDA compliance.
- Construct a northern entry plaza adjacent to Harris Street, including a new bike storage.
- Install low voltage (LV), Comms and closed-circuit television (CCTV) services to support the new works.
- Provide Earthing and Bonding (E&B) and electrolysis protection to structures impacted by scope of works.
- Modify and/or upgrade existing systems impacted by the scope of works, including stormwater, hydraulics, mechanical and fire services.

Three buildings identified as elements of high heritage significance—Platform 3/4 Building (1888), Goods Shed (1880), and Signal Box (1942)—are located within the St Marys Station heritage listed precinct. The curtilage of the state heritage listed site includes the entire St Marys Station complex, and identifies the station buildings, signal box (1), goods shed (2), platforms (3), existing footbridge and crane (4) as significant structures. The proposed footbridge / concourse, and its associated awning structures, are located adjacent to the 1888 station building located on platforms 3/4. Given the scale and extent of the works, it is understood that these heritage elements and their setting will be adversely impacted visually by the proposed works.

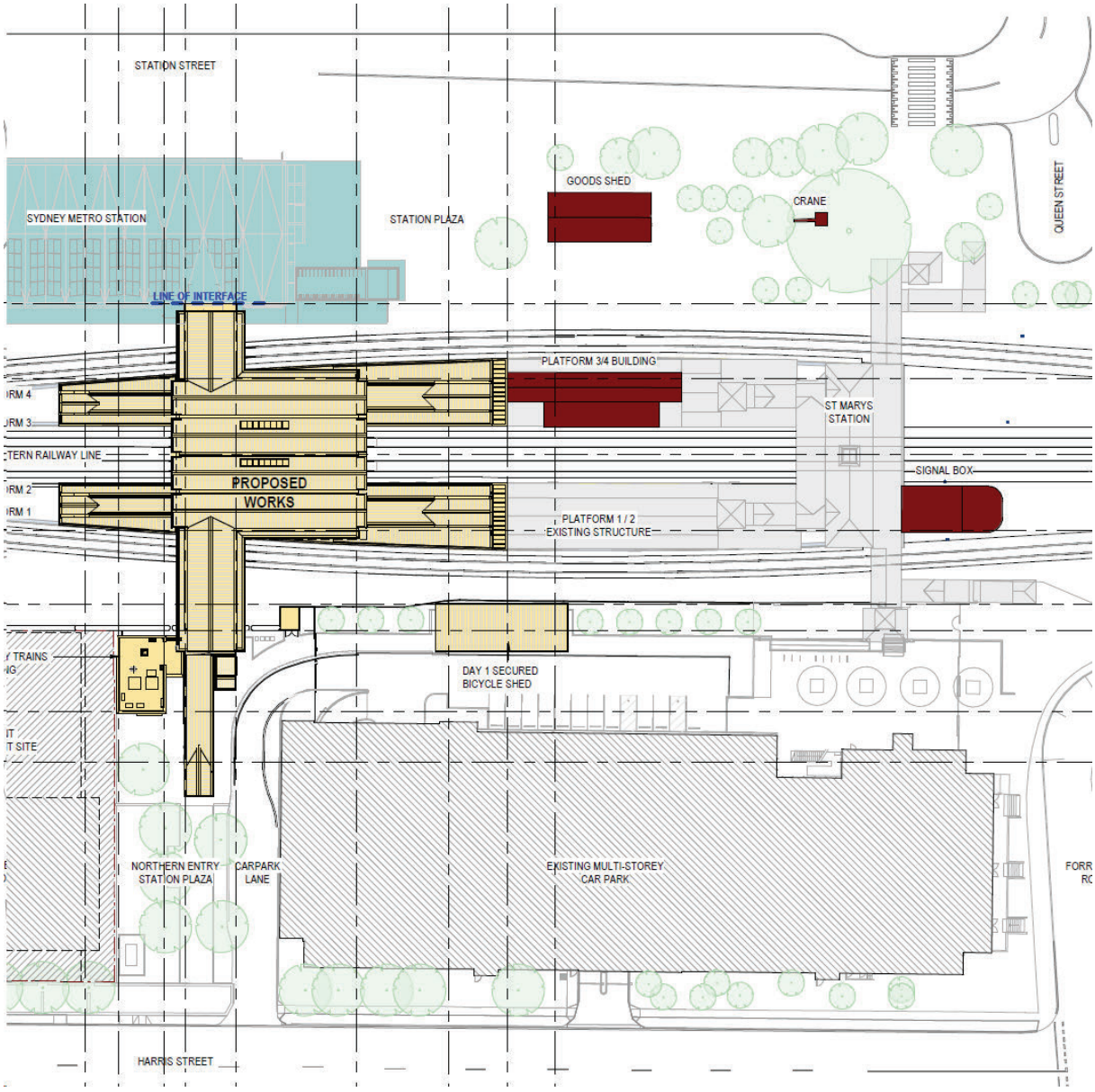


Figure 5.1 Site Plan, indicating the significant buildings on the site. (Source: Architectus, February 2024)

5.2 Documentation

This report has assessed the impact of the proposed works on the site based on the following documentation:

Table 5.1 Relevant documents.

Document name	Issue date	Issued by
Footbridge St Marys – TAP3 MC T2 – Architecture – Mainworks	19.07.2024	Architectus
Architecture – Footbridge St Marys Design Report 150511-STM-AR-RPT-00001 (Draft)	19.07.2024	Architectus

6 Design development and option analysis

6.1 Heritage advice and design input

Architectus has engaged GML to provide heritage advice that would ensure that the development at St Marys Railway Station responds well to its heritage context. Heritage input into the design has included detailed advice on the built form, typology, scale, character, detail and materiality.

The following section comprises the heritage advice provided for the project.

6.1.1 Target budget estimate—Target Budget Estimate (TBE) stage

At the Target Budget Estimate (TBE) stage of the St Marys Footbridge project, GML provided the following heritage advice with regards the design development (noting some editorial changes have been provided).

Design of the footbridge

GML is of the opinion that the bulk and scale of the proposed footbridge will visually impact the 1888 station building. We recommend that the design of the footbridge be amended to incorporate a simple roof form and employ lightweight materials in the awning design. This will reduce the visual prominence of the proposed footbridge. Furthermore, GML understands that the design would be developed to reduce the concourse space, and thereby reduce the overall bulk.

Canopy along Platform 3/4

The existing awnings abutting the station buildings are unsympathetic to its character and obscure significant elements, including the gable ends, the decorative brick air vents to the gable, and ornate timber panel fretwork to the awning on the north elevation.

Removing the existing awning located at the eastern façade of the station building and replacing it with a new awning will provide an opportunity to rectify the existing unsympathetic design of the eastern end of the station. The proposed new awning adjoining the station building should be designed so it does not dominate the gable structure. Any awning structure abutting the station building should be at a height that is below the ridgeline. The decorative brick air vents to the gable should not be obscured by the new awnings.

GML recommends that the current design of the new canopy over the escalators to Platform 3/4 and to the station building should respond more sympathetically to the existing station building. The proposed escalator and the canopy over should be redesigned to align with the gable of the station building. Furthermore, the proposed canopy should be lower than the height of the station building. Further review of the pitch of the canopy over the escalator and its relationship to the station building will result in a more sympathetic design.

Materiality

GML recommends exploring the use of lightweight materials such as glazing to reduce the visual impact of the canopies and reduce the number of skylights required.

Sydney Trains Service Building

The proposed Sydney Trains Service Building appears to be a large, dominant structure within the St Marys Railway Station curtilage. However, given it is not in the visual catchment of the significant station building, this would be acceptable.

Services

An overhead wire gantry is to be removed to construct the proposed footbridge. The overhead wiring is to be fixed to the underside of the footbridge structure. The proposed location of the wiring and fixings will need to be better understood to determine whether any further visual impacts will occur.

6.1.2 Early works

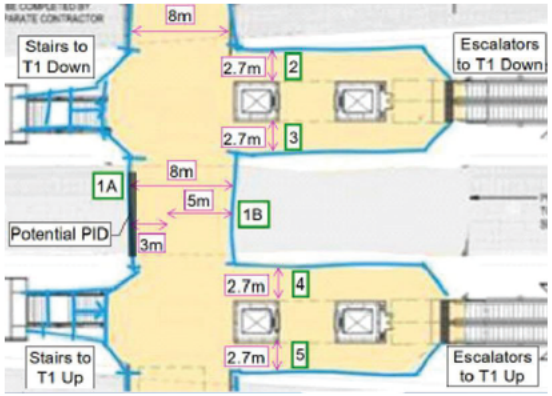
The canopy at the eastern end of the station building on Platform 3/4, dating from the 1990s, was removed as part of the early works. The canopy ridgeline is off-set to the gable and ridgeline of the station building (refer to Figure 3.8). The canopy was a later addition to the station and its partial removal did not result in the loss of any fabric of significance. However, the 1990s canopy was removed from the gabled elevation only.

A small portion of the 1990s canopy remains adjacent to the north elevation of the station building. This remnant of the 1990s canopy abuts the original timber awning of the station building. The remaining portion of the 1990s awning is intrusive to the character of the station building, an element of High heritage significance. The 1990s awning is detrimental to the 1888 station building.

GML is of the opinion that the existing 1990s canopy at the eastern end of the 1888 St Marys station building (on Platform 3/4) is intrusive and forms an awkward junction with the timber fretwork along the canopy to the northern façade.

The existing St Marys Footbridge project provides an opportunity to recover the heritage significance of the station buildings by designing a new canopy that reveals and celebrates some of the original elements and detailing of the station building, assessed as having high heritage significance.

6.2 Design development and Heritage Impact Assessment

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment
Design of the footbridge and concourse	• Reduce bulk as much as possible; • use simple roof forms; • incorporate lightweight materials; and • reduce concourse space.  Figure 6.1 Proposed design of the footbridge at TBE stage. (Source: Architectus 2022)  Figure 6.2 Preferred design option of the concourse at DDR stage with a U-shaped concourse. (Source: Architectus 2022)	**Stage 2—PDR Phase** GML understands that the design of the new footbridge has some key challenges, including responding to the Sydney Metro Systems, Trains, Operations and Maintenance (SSTOM) building to the south; the Sydney Trains Service Building to the north; and the heritage significant buildings at the station site. The design has been refined at PDR stage to improve the visual connectivity between the existing heritage elements and buildings at St Marys Station and the proposed footbridge. As outlined in the Design Report (prepared by Architectus dated 20 February 2024), the revised design at PDR Stage will integrate the proposed footbridge with the heritage elements at the station by incorporating visual links and harmonising forms with the platform building and the goods shed (refer to Principle 1 in the Design Report). Further, the design will adopt a singular language across the site (refer to Principle 4). Using the above principles, the design has adopted a 4-bay gabled roof form along the east-west axis. The gabled roof form creates visual connections with the heritage elements at the station including the 1888 station building and the goods shed which have similar gabled roofs and pitches. The 4-bay gabled roof of the footbridge responds to the gabled forms of heritage significant buildings in the precinct. The 4 bays of gables respond to the dominant form of the precinct and help to reduce the bulk of the roofline evident in the earlier phases of the design development. The proposed gabled forms provide a fine-grained rhythm and create a more detailed design element in the roof line. To further reduce bulk, glazed balustrades (at 3m height) were adopted along the footbridge. The glazed balustrades on the northern side allow views to the 1888 station building on Platform 3/4 and other heritage elements at St Marys Railway Station. The U-shaped design proposed at the TBE stage has been removed. However, to reduce the appearance of bulk, the roof included skylights within the concourse roof. The skylight additions provides further fine grain detailing to the roof which will help to reduce the bulk of the form. The skylights also provide a sympathetic and sustainable natural lighting option, that will maximise daylight in the concourse especially during winter. It is proposed that the ceiling of the footbridge be lined with aluminium battens with a timber-like finish. This finish is a close facsimile to the natural timber battens used in the Metro building. This helps to visually link the Metro and Footbridge spaces. The timber-like ceiling would be sympathetic to the heritage elements at the station. The ceiling space above the battens would also contain and conceal a large number of services, reducing visual clutter. Overall, compared to previous designs, the design of the footbridge at PDR stage complements the design of the heritage elements at St Marys Station—the platform building and the goods shed due to its roof form, reduced perceived bulk and sympathetic materiality.	It is heritage best practice to ensure that new design in heritage areas should relate to the predominant scale and grain of the setting. New design should respect the height, bulk, density, and grain of the heritage fabric. Generally, it should be no higher than neighbouring heritage buildings and the predominant scale of the neighbourhood. The function of the proposed footbridge and concourse at St Marys Station conflicts with these heritage principles, particularly given the heritage significant elements are generally one storey and modest, utilitarian buildings. The scale differentiation presents an impediment for the design within the setting of the heritage significant buildings. From the outset, the proposed new footbridge, located at the eastern end of St Marys Railway Station, would have considerable adverse visual impact on the 1888 station building along Platform 3/4. Together with the existing footbridge at the western end, this footbridge would have a cumulative impact. The proposed form and bulk of the new footbridge would visually dominate the modest single storey station building. GML understands that the proposed works form part of transport infrastructure upgrades to transform St Marys Railway Station into a major transport hub and interchange. These works will facilitate the ongoing historic use of the station, and promote its social value. The proposed design measures that were introduced late in the design development (after August 2023), include the introduction of four bays of gabled roof forms on the footbridge. This design approach complements the scale and pitch of heritage elements at the station, and the use of gables within the town centre. The proposed use of glazed balustrades and incorporating lightweight materials, will help reduce the overall bulk and scale of the footbridge. The approach of introducing gables to the footbridge roof is supported from a heritage perspective. GML is of the opinion that the scale and details of the gables complements this feature in the heritage listed buildings. The approach of using gables in the footbridge roof also complements the design on the SSTOM building

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment
		Stage 3—CDR Phase *At CDR stage, the design team looked to further minimise the bulk and scale of the footbridge, concourse, and awning structures on the station platforms shown at PDR phase. Refinement was required to further minimise the bulk and scale issues. Between PDR (28.02.2024) and CDR (19.07.2024) the following changes have been implemented:* • *Signage Integration.* • *Resolution of integrating Fire Hydrant Booster Assembly.* • *Incorporation of Roller Shutter at Northern Entry.* • *Sydney Trains Building Façade development in line with Metro Station.* • *Lift 5 enclosed panels for signage and services integration.* • *Dampers integrated into FCC/Mech room external wall for fire separation requirement.* • *Deflection wall shape.* • *External waste room removed.* • *Endeavor Energy area behind deflection wall.* • *TGSI incorporation onto concourse/footbridge and platforms.* • *Incorporation of movement joints.* • *Addition of AED on footbridge level at unpaid concourse.* • *Opal Card machine removed from scheme (with provision for future placement upheld).* • *Bin added to unpaid concourse.* • *Signage lowered for integration of services (such as cameras).* • *Concourse PIDs reduced to 4 with provision for additional 3.* • *SSTOM interface redesigned in coordination with metro design team and DRP.* • *Footbridge moved 222mm to re-align to Metro station building.* • *Skirting amended for GPO integration.* • *Minor changes to platform canopy for weatherproofing, introduction of PIDS and Signage integration.* • *Roof developed with further Structural and hydraulics coordination.* • *Stringer to platform stair redesigned to align to northern stair design.* • *Lift facades further developed.*	roof and other roof forms present in the immediate urban setting of St Marys town centre. The ceiling space underneath the aluminium batten would conceal many services running through the ceiling space. These design changes will help to reduce the visual impacts on the station building. The proposed material selection for the footbridge has been simplified. The aluminium batten with timber like finishes would be complementary to the materiality of the heritage fabric at the stations. While the visual impacts are unavoidable, the design of the new footbridge would be of high quality. This approach would help mitigate the adverse visual impacts on the heritage significant station building and goods building. ***Stage 3—CDR Phase*** *The design team incorporated several changes to the design of the Footbridge and Concourse to achieve further refinement in the design detail and further reduce the visual and physical adverse heritage impacts:* • *Footbridge incorporates a 4-bay gabled roof which creates visual links with the gabled roof forms of the heritage listed 1888 station building and 1880s Goods Shed.* • *The scale, pitch and proportions of the 4-bay gabled footbridge design is sympathetic to the heritage listed buildings within the St Marys Station precinct.* • *The use of two skylights and aluminium battens with a timber-like finish along the ceiling will reduce the bulk of the roof and provide a materials connection between the proposed Metro building and the proposed Footbridge.* • *To further minimise adverse heritage impacts, the proposed new footbridge canopy has a RL lower than the existing 1990s canopy.* • *The design incorporates glazed balustrades along the western façade to allow direct views to the 1888 station building at Platform 3/4 and the Goods Shed.* *Materials, Colour and Finish* *It is understood that the Metro station has undertaken a Connecting with Country methodology to define the colour palette of the series of Metro stations. The Station Colour*

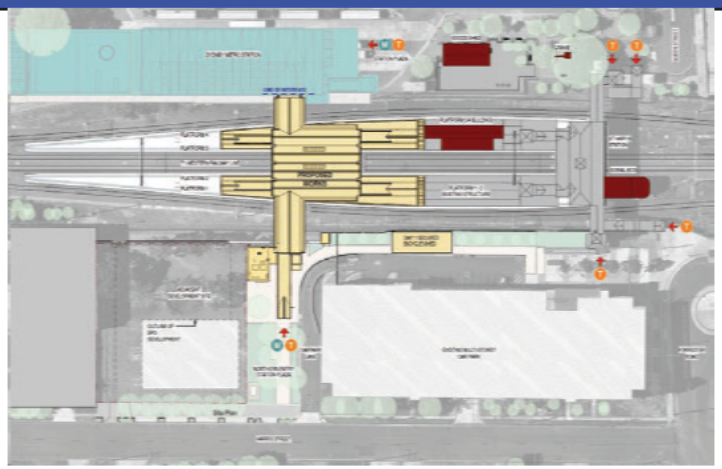
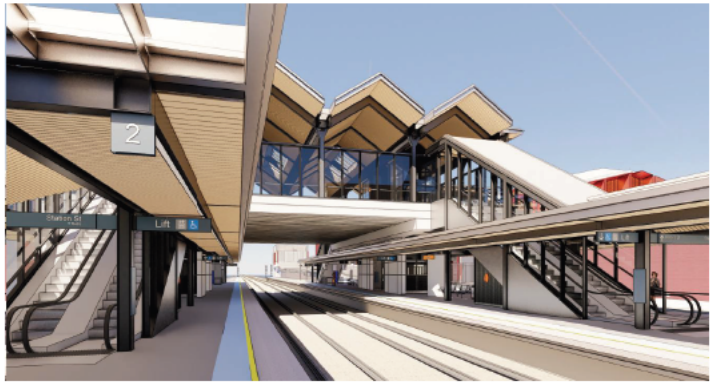
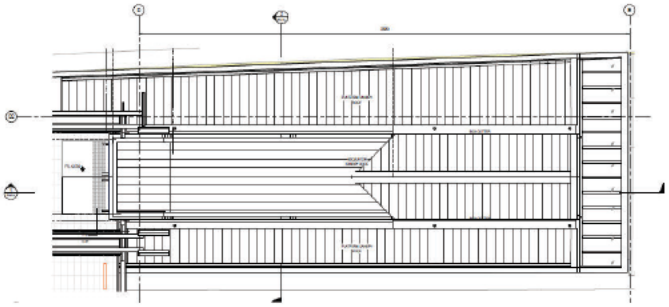
Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment
		 Figure 6.3 Proposed design of the concourse and footbridge. (Source: Architectus February 2024)  Figure 6.4 View from Platform 2 looking towards the proposed footbridge. (Source: Architectus February 2024)	*Journey is based on consultation with members of the First Nations community. A colour and materials palette is based on the flora, fauna and geology of the local area. Colour selection throughout the Metro station is incorporated into metal, timber, aluminium and aggregates.* *To differentiate the Metro station from St Marys Station, the approach for the colour finishes and materials for the Footbridge development has been to ensure they are neutral and not compete with the proposed Metro building.* *The proposed colour and finished are shown in Figure 6.6. The ceiling and flooring have adopted a similar materials colour and palette to provide a consistency between the two buildings.* **Overall heritage impact:** There would be **moderate permanent indirect impacts** to the heritage significance of the place due to the overall scale of the footbridge. However, the design incorporates several measures to mitigate heritage impacts. The overall heritage impact is similar and consistent to that previously identified in Technical Paper 4 Non-Aboriginal heritage.

Figure 6.5 Proposed design of the footbridge. (Source: Architectus February 2024)

Figure 6.6 Proposed materials and finishes footbridge. (Source: Architectus July 2024)

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment
Canopy along Platform 3/4	Concerns were raised at the TBE stage regarding the misalignment of the proposed escalators and the station building on Platform 3/4. It was recommended at TBE Stage that due consideration be given to an alternate, sympathetic canopy that respects the 1888 station building.	The horizontal canopy over the escalator leading to heritage listed platform building has been redesigned to include a central gabled roof flanked by horizontal canopies on either side. The gabled form of the escalator canopy complements the gabled roof form of the platform building and other gabled roof structures within the station precinct. A simple 1.5m wide glazed canopy separates the escalator awning and the platform building. The glazed canopy site proud of the face of the platform building to allow views to the gabled east elevation and elements on the platform building. ***Stage 3—CDR Phase*** *During the CDR phase, it was agreed that the scope of works for Platform 3/4 include the removal of the 1990s awning at the eastern extent of the 1888 station building (see Figure 6.10). This approach has resulted in a design that provides enhanced views to the 1888 station building and its original awning.* • *Removal of the 1990s canopy from the eastern portion of the 1888 station building on Platform 3/4.* • *Minor changes to platform canopy for weatherproofing, introduction of Passenger Information Dispalys and Signage integration.*  Figure 6.7 Roof of escalator to Platform 3/4. (Source: Architectus February 2024)	Compared to the design at the TBE stage, the revised design of the canopy is more sympathetic to the character of the heritage listed 1888 station building. The proposed awning has been designed to be subservient to the station building. It allows visual access to the heritage listed gabled façade, and its decorative air vents. However, the existing 1990s canopy along the north elevation continues to be intrusive and contributes to the visual clutter below the roof. It is recommended the 1990s awning be removed in future works. This element obscures views to the original awning structure. It is our understanding that the removal of the remaining 1990s canopy has been approved by Transport and Laing O'Rourke. ***Stage 3—CDR Phase*** *Removal of the 1990s canopy* *The design team incorporated several changes to the design of the proposed awning on Platform 3/4 to achieve further refinement in the design detail of the and further reduce the visual and physical adverse heritage impacts:* • *The 1990s canopy directly adjacent the eastern, northern and southern façades are to be removed to allow greater appreciation of the original awning on the station building.* *The 1990s awning is an unsympathetic design for the following reasons:* • *The structure is not symmetrical to the gable (ie the ridgelines are offset).* • *Awkward junctions at the northern and southern corners of the building* • *Structure covers / built over various original gable elements including the vent, the gable fascia board, gable expression.* • *Awkward unsympathetic junction with the timber panel skirting of the original awning located on the north elevation* *The proposed removal of the 1990s awning from the eastern portion of the 1888 station building on Platform 3/4 would provide a positive heritage outcome.* *This design decision to remove the detracting 1990s awning from the station building will resolve several adverse heritage impacts. This design change would expose the 1888 awning details and*

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment

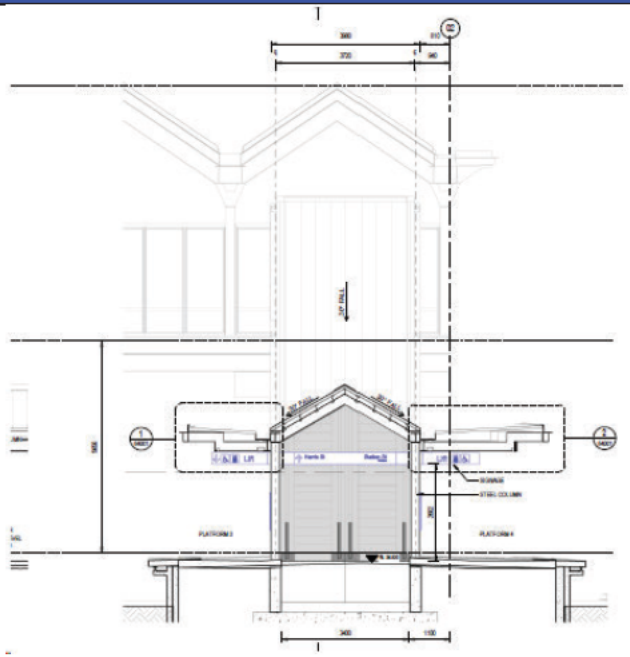


Figure 6.8 Section escalator landing canopy platform 3/4. (Source: Architectus February 2024)

Figure 6.9 View of the interface between the escalator canopy and heritage listed platform building on Platform 3/4. (Source: Architectus February 2024)

associated elevations. This would allow the general public to appreciate the built form and fabric of the original 1888 building. This design development and change to the scope of works would have a positive heritage impact on the station building.

Exposing the elevations of the 1888 station building provides the opportunity to reveal more of the east elevation. This would have a positive heritage impact.

<u>Heritage Interface: Proposed Awning Design</u>

GML provided the following heritage design recommendations:

- *The roof form of the new canopy to be in keeping with the character of the station precinct.*
- *The proposed awning should reveal rather than conceal views of the gable end of the station building.*
- *An open-ended gable option should be explored to allow direct views to the gable of the station building when viewed from a position under the proposed canopy covering the escalator and platform. Consideration should be given to finding a new location for the Indicator panels that block views to the platform building.*
- *Provide a greater gap between the glazed awning and the station building elevation—reconsider having a glazed awning infill. Similar designs have been adopted at various heritage listed stations—Banksia, Beecroft and Rockdale—with a positive heritage outcome. The details should be reconsidered in the light of these precedents. Bearing in mind, there are different conditions, at these sites, and St Marys has its own complexities.*

<u>Alternative Awning Design Development</u>

The design of the awning is generally acceptable. However, there are some concerns about the form of the proposed awning and its relationship to the 1888 station building, these are described below:

- *The current design has an awning gable with a 2.3m set back from the east elevation of the 1888 station building. A 1.9m cantilevered flat glazed awning provides weather protection and*

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment

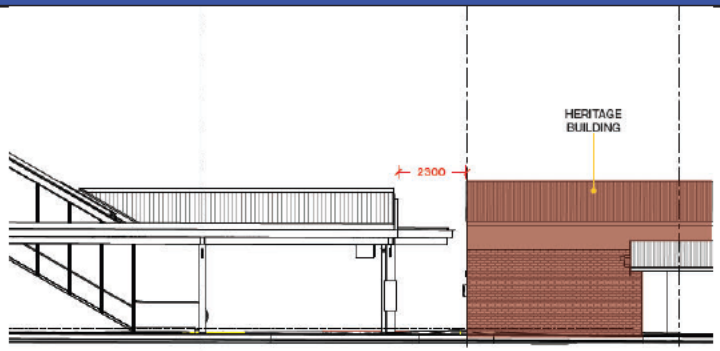


Figure 6.10 Elevation showing the heritage interface between the escalator canopy and 1888 station building on Platform 3/4. The intrusive 1990s awning has been removed from the eastern portion of the station building. The ridgeline of the awning over the escalator has been set below that of the 1888 station building (Source: Architectus, July 2024)

Figure 6.11 Rendition of the heritage interface between the escalator canopy and 1888 station building on Platform 3/4. The intrusive 1990s awning has been removed from the eastern portion of the station building (Source: Architectus, July 2024)

visibility to the elevation. The glazed awning is set back from the east elevation by 400mm (see Figure 6.12). This configuration provides an opportunity to view a greater extent of the elevation of the 1888 station building.

Design concerns were raised about the July 2024 configuration, with suggestions noted for further modifications to the subject awning design. The following alternate approach and design development might be considered during the 'For Construction' Phase of design development:

- *For the gable awning to be closer to the east elevation (say 1.5m setback) and removal of the glazed projection. The distance of separation would need to be tested to achieve the optimum result. This approach could be adopted for the Platform 1/2 awning as well.*
- *In addition, remove the glazed awning element from the east elevation of the 1888 station building on Platform 3/4.*
- *Possibly retain the proposed glazed awning element for the Platform 1/2.*

Such a design development would allow for enhanced visibility of the 1888 station building when viewed from various locations within the station precinct, including from the proposed concourse.

However, such an alternative design approach would result in passengers being exposed to the weather, such as the rain.

It is further recommended that the ridgeline of the proposed awning is kept below that of the 1888 station building.

Location of the Passenger Information Display (PIDs)

PIDs have been mounted on the underside of the awning structure, near the 1888 station building. The bulk of the PIDs obscure views to the heritage listed building.

It is recommended that the location of the PIDs be reviewed based on heritage grounds. Care should be taken to maintain views and an alternate location be found for the Passenger Information Display (PIDS).

Consideration was given to following alternatives:

- *Floor mounted PID types*
- *PIDs with slimmer depth*

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment

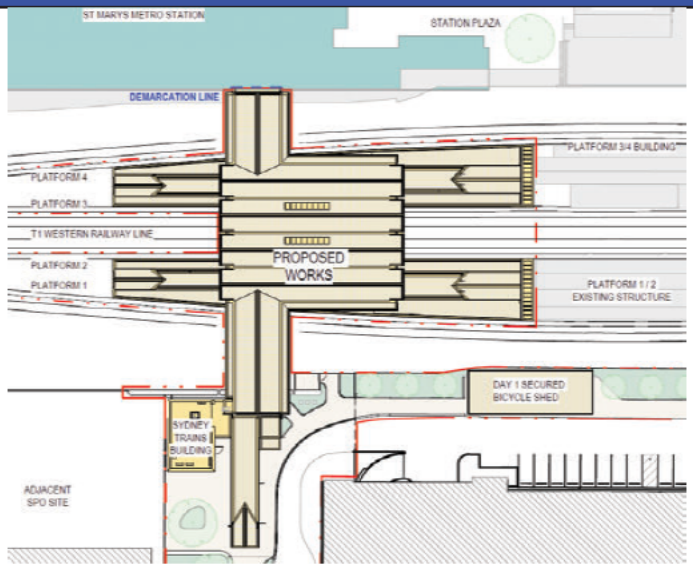


Figure 6.12 Plan showing Platform 1/2 and Platform 3/4, with the same glazed treatment proposed at each station building and awning junction (Source: Architectus, July 2024)

Figure 6.13 Banksia Station—a precedent showing a positive outcome in the design of an awning canopy adjacent to a station building. Note no PIDs are displayed in this location (Source: GML, 2023)

- *Walled mounted slim screens.*

Architectus has reported that these possibilities have been investigated but could not be implemented.

Locating them mounted under the proposed flanking awning wings on Platform 2/3 could also be considered in order the maintain clear, uninterrupted views to the east elevation of the 1888 station building.

The aim of finding an alternative location for the PIDs is to minimise any adverse heritage impacts on elements of heritage significance within St Marys Station precinct, by obscuring views to the 1888 station building.

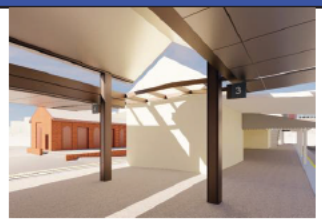
On 18 November 2024, Architectus reported to GML that the PIDs could not be located elsewhere due to the following reasons:

In accordance with the Sydney Trains specifications, Platform Indicator Displays must be located in the blue customer information zones at the entry points to each platform. For platforms 3-4 at St Marys the location of the PIDs has been specified based on the following constraints:

- *Free standing units cannot be freestanding placed in front of the heritage building as this is not undercover and the Sydney Trains freestanding PID products are not weather protected. There is a requirement to create a minimum 300mm gap between the FSM and the existing structures from the Fire Engineering Report. This Gap ensures that smoke does not spread between the structures. It does, however, make it impossible to place the free-standing PIDS against the heritage building.*
- *Suspended units cannot be pushed out to either side, closer to the platform edge, as PIDs would thereby obscure views to the Guards indicators. Which are critical for the operation of the station*

Overall heritage impact:

There would be **moderate permanent indirect impacts** to the heritage significance of the platform building. The new canopy would not physically impact the platform building and the new canopy will allow for views to the gable end and the air brick vents.

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment
		  Figure 6.14 View looking to the east elevation of the 1888 station building, shown proior to the installation of the PIDs (at left) and after the installation of the PIDs (right). The view to the heritage building has been obscurred (Source: Architectus, July 2024)	The proposed PIDs would obscure direct views to the gable end and air brick vents when traveling down the escalator. However, closer inspection of the elevation allows views of its details. Views for other angles within the station also provides views of the east elevation and other adjacent elevations. Given that no alternative placement of the PIDs is possible, this proposed location is compliant with Sydney Train requirements, however, it does restrict views to the east elevation of the platform building from the new escalator. It is noted that the installation of the PIDs is reversible and does not directly impact on fabric of heritage significance. Its relocation should be considered at future stages when the Sydney Trains requirements and/or technology for the PIDs changes. The overall heritage impact is similar and consistent to that previously identified in Technical Paper 4 Non-Aboriginal heritage.
Sydney Trains Service Building	The Sydney Trains Service Building, although of considerable scale and bulk, would be sited away from the heritage listed elements at St Marys Railway Station. The Sydney Trains Service Building would not be visible from the 1888 station building.	While the Sydney Trains building does not have a direct visual relationship with the heritage listed elements at the station, the proposed brick cladding would harmonise visually with the materiality of the original station building (with its painted brick external walls) and the goods shed (face brickwork external walls).	The proposed Sydney Trains Service Building would have little adverse heritage impact on the station precinct because it is sited well away from other heritage elements at the station. It mostly lies outside the visual curtilage of the principal heritage listed elements. The proposed materiality, comprising brick clad external walls, will allow for a visual connectivity with the traditional material used on heritage elements of brick construction.
Services	The location and extent of the services were unknown at the TBE stage.	The ceiling of the footbridge structure has been designed so as to allow services to run within the ceiling space and will be concealed underneath the aluminium battens. This will assist to reduce any visual clutter arising due to the services. It is our understanding that no alterations are proposed to any of the heritage elements at St Marys Station to accommodate new services.	As the new services are largely concealed within the ceiling space of the new roof, it would have minimal visual impacts on the heritage elements in the vicinity of the footbridge. Given that no alterations are proposed to the heritage listed buildings at the station, there would be no physical impacts from the proposed services.
Landscape and urban design	As landscaping does not form part of the heritage significance of the place and the station is not located within a conservation area, heritage advice regarding landscape and urban design were not provided.	As landscaping does not form part of the heritage significance of the place and the station is not located within a conservation area, heritage advice regarding landscape and urban design were not provided.	The proposed landscape and urban design elements are generally outside the heritage listed station precinct. So, do not have an adverse physical impact on the heritage listed station. The proposed urban design elements are within the visual curtilage of the heritage listed station precinct. Generally, these elements are sympathetic and do not impact on significant views to and from the station building and its elements.
Heritage items in the vicinity	-	The Queen Street, St Marys, Post-War Commercial Building is located at 1-7 Queen Street, St Marys. Currently views to St Marys Station from the potential heritage item is largely to the 1990s canopy at the western end. Views to and from the proposed footbridge would be minimal.	**Overall heritage impact:** As previously assessed in the Technical Paper 4, the impacts of the proposed works would have a negligible **permanent impact** on the Queen Street

Works	TBE stage heritage advice	Stage 2—PDR and *Stage 3—CDR design development phases*	Heritage Impact Assessment
		The St Marys Munitions Workers Housing, a potential heritage item, is located some distance away from St Marys Station with no direct significant view lines to and from St Marys Station and the proposed footbridge.	Commercial Buildings and **nil temporary indirect** impact to the St Marys Munitions Workers Housing.

7 Revised Environmental Mitigation Measures (REMM)

The following table assesses the proposed development against the Revised Environmental Mitigation Measures (REMM) which are included in the report titled, 'Baseline Conditions and Mitigation Measures-Sydney Metro – Western Sydney Airport-Advanced and Enabling Works: St Marys station Footbridge-Version 3' dated 15 August 2022. The REMM are associated with the Minister for Planning and Public Space's baseline conditions of approval for the project.

Revised Environmental Mitigation Measure (REMM)	GML Comment
ONAH1 Design development for the project would endeavour to minimise adverse impacts to heritage buildings, elements, fabric, and heritage significant settings and view lines that contribute to the overall heritage significance of heritage items	**Compliant** St. Marys Railway Station Group is listed as a heritage item as follows: • NSW State Heritage Register (Listing No. 01249)—State heritage significance. • Penrith Local Environmental Plan 2010 (Item no. 282)—local significance. • Transport Assets Holding Entity (TAHE) Section 170 (s170) Heritage and Conservation Register (Listing no. 4801036). The proposed development has implemented various changes during the design development to minimise adverse heritage impacts to buildings, elements, fabric, heritage setting and view lines to the station group. Design development from PDR to CDR phases has resulted in the minimisation of adverse heritage impacts on the heritage buildings, elements, fabric setting and view lines to respect the heritage significance of the place. During the CDR phase, it was agreed to change of scope of works to remove the detracting 1990s awning attached to the 1888 platform building. This allowed for the recovery of views to, and appreciation of, the significant heritage elements in the St Marys Station precinct. The removal of the detracting 1888 station building allowed for view lines to this building from across the site, including the original awning structure on the north elevation. The developed design at CDR phase allows for increased visibility of the 1888 station building from various locations within the heritage precinct of St Marys Station. This is a positive heritage outcome.

Revised Environmental Mitigation Measure (REMM)	GML Comment
	Proposed new awning on Platform 3/4 is set back from the east elevation of the 1888 station building. The new awning adopts the gable form to complement the roof form of the 1888 station building. Glazed cantilever extends from awning and is setback 400mm from the east elevation. There is the potential for minor changes to the existing awning configuration including revision of the following: proximity of the gabled awning to the east elevation and redesign or removal of the cantilevered glazed awning. Care should be taken to maintain views of heritage items throughout the site. This has generally been achieved across the site. It is recommended that an alternate location be found for the Passenger Information Display (PIDS), located on Platform 3/4, which obscure views to the 1888 station building. No heritage items or conservation areas in close proximity to the subject site. Refer to Section 6.2 for detailed assessment.
ONAH2 The architectural design for the project would take account local heritage context and be sympathetic to local heritage character. This would include using sympathetic building materials, colours and finishes Design should aim to minimise visual impacts by ensuring that significant elements are not obstructed or overshadowed Design should adhere to Sydney Metro – Western Sydney Airport Design Guidelines The Design Review Panel and Heritage Working Group would be consulted in regard to the design, form and material of new built structures that may impact heritage items	**Compliant** The proposed material selection for the footbridge includes a wide selection of colours and materials. The diversity of materials, neutral colours and finishes will aid in reducing the visual prominence of the proposed footbridge. Implementation of a neutral colour palette using contemporary materials provides a clear distinction of old and new. The objective is not to compete with the Metro colour palette, which derived from the Connecting with Country consultation process. Use of face brickwork to new Sydney Trains Service Building reflects the traditional materials within the heritage significant site. During the PDR and CDR phases, the design team consulted with the Design Review Panel and Heritage Working Group. This has provided further direction in the design development of the Footbridge and heritage interfaces to minimise adverse heritage impacts across the site. Refer to Section 6.2 for detailed assessment.
ONAH7 An appropriately qualified and suitably experienced heritage architect would be engaged to provide input into design development at St Marys Station	**Compliant** Refer to Section 6.2 for detailed assessment. GML have been engaged to satisfy REMM condition ONAH7. GML have been providing ongoing advice to Architectus to ensure the proposed works do not have a detrimental impact upon the significance of the significant heritage elements within the site.

8 Conclusions and recommendations

8.1 Conclusion

- The overall heritage impacts of the proposed development on the heritage significance of St Marys Station during the design PDR and CDR stages are consistent to those assessed and approved in the EIS Technical Paper 4, with an overall **moderate indirect impact**. The heritage advice provided during the design phase aimed to develop the design while minimising the heritage impacts as far as practicable within the constraints of the project.
- The proposed new footbridge would have a cumulative impact on the heritage significance of St Marys Railway Station. Along with the footbridge at the western end, the proposed footbridge has the effect of dwarfing the modest station building along Platform 3/4. However, the proposed footbridge is an essential component in the proposed public transport upgrades and will revitalise and promote the ongoing use of the station as a new transport hub and interchange.
- The design of the footbridge at PDR and CDR Stages incorporates a 4-bay gabled roof which would help create visual links with the gabled roof forms of the heritage listed platform building on platform 3/4 and the Goods Shed. The scale, pitch and proportions of the 4-bay gabled footbridge design is sympathetic to the heritage listed buildings within the St Marys Station precinct.
- The use a skylight and aluminium battens with a timber-like finish along the ceiling will reduce the bulk of the roof and provide a stylistic connection between the proposed buildings.
- The design incorporates glazed balustrades along the northern façade to allow direct views to the station building at Platform 3/4.
- To reduce the visual impacts on the station building, the pitch of the new canopy over the escalators at Platform 3/4 would be similar to the pitch and scale of the gables of the station building and would be lower in height.
- The proposed simple glazed canopy between the escalator's canopy and gable end of the station building, although not physically connecting to the facade would, would allow views to the gable and the details of the brick air vents.
- During the CDR phase, it was agreed that the remainder of the 1990s canopy along the northern elevation be removed. This strategy is supported from a heritage perspective as it provides for greater appreciation of the original awning on the 1888 station building.
- Alternate location of the PID at the interface of the new canopy and the platform building is not possible at this stage due to the requirements of Sydney Trains.

8.2 Recommendations

- To minimise the loss of, or damaged to heritage fabric, an experienced heritage consultant should be engaged to provide heritage advice to the architectural team as the design is developed further.
- During construction works, all proposed works should ensure that care be taken with building elements and structures of high heritage significance to prevent any adverse heritage impacts.
- Care should be taken whilst installing the new glass canopy close to the eastern façade of the station building.
- To avoid long-term physical impacts to structures, elements and materials of high heritage significance, any future fixing method and details that may be considered should be developed in consultation with an experienced heritage architect/consultant.
- The location of the PID at the interface of the new canopy and the platform building would obscure views to the gable end and air brick vents but cannot be relocated due to Sydney Trains requirements. However, the location of the PIDs is considered reversible, and is not fixed to any fabric of heritage significance. Its relocation should be considered at future stages if the requirements and/or technology change.

Appendix A—St Marys Rail Station history by Dr Stuart Sharp

ST. MARYS RAILWAY STATION

Another loaded coal train zooms into St. Marys station on 14th September 2018.

A STRUCTURE FOR THE ANALYSIS OF THE STATION HISTORY

The history of St. Mary station may be divided into four time periods, these being:

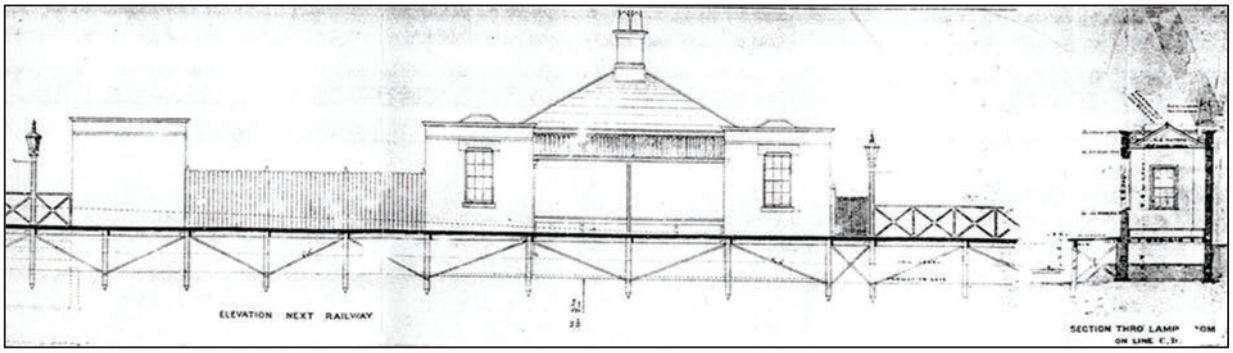
1862-1887	featuring a single story combined office/residence for the single line
1887-1943	identified by the use of a pigeon pair of late Victorian buildings for track duplication
1943-1993	associated with the impact of World War 2 and manifested by the construction of one new Inter War Functionalist building and the retention of one late Victorian building
1993 to date	coupled with the creation of CityRail and linked by the replacement of the Inter War Functionalist building with an awning and the retention of the one late Victorian building

FIRST PERIOD: 1862-1887

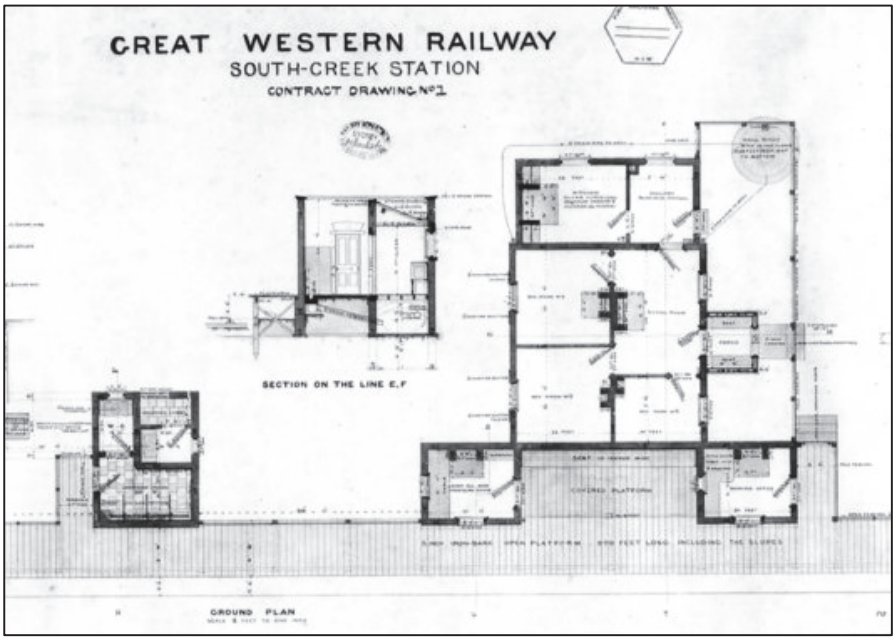
No photographs exist that indicates the first building at St. Marys. However, the combination building at Rooty Hill was of the same overall design though smaller, having only four rooms under the main roof, as reflected by the central chimney at the apex of the roof. Like the building at St. Marys, the Rooty Hill structure was replaced during World War 2. ***SOURCE:*** *Photograph No. 001281, ARHS Railway Archives.*

KEY POINTS OF THE FIRST PERIOD

- St. Marys was only station opened with the opening of the section between Blacktown and Penrith in 1862
- The building was a six room combination office/residence using the same plan for Branxton. Similar-designed buildings existed at Blacktown and Rooty Hill (which opened only as a goods siding)
- The St. Marys structure was of brick construction and located on the southern side of the line
- The distinguishing architectural feature was the hipped roofs with a large, single, brick chimney in the apex of the roof
- The platform had a timber sub-structure and timber deck
- The relatively small size of the building and the minimisation of external decoration reflected the limited availability of capital funds.
- John Whitton, the Engineer-in-Chief, approved a modestly sized building that was able to withstand the political criticism which maintained his construction standards were too expensive.



The combination building at St. Marys in 1862 was an exact copy of that provided at Branxton in 1861. Both contained six rooms under the main roof. Above is the part of the plan which shows the elevation facing the platform. The St. Marys structure was version No. 3 of Whitton's use of combination structures. That variation was identified by the addition of a symmetrically positioned lamp room facing the platform at the opposite corner to the booking office.

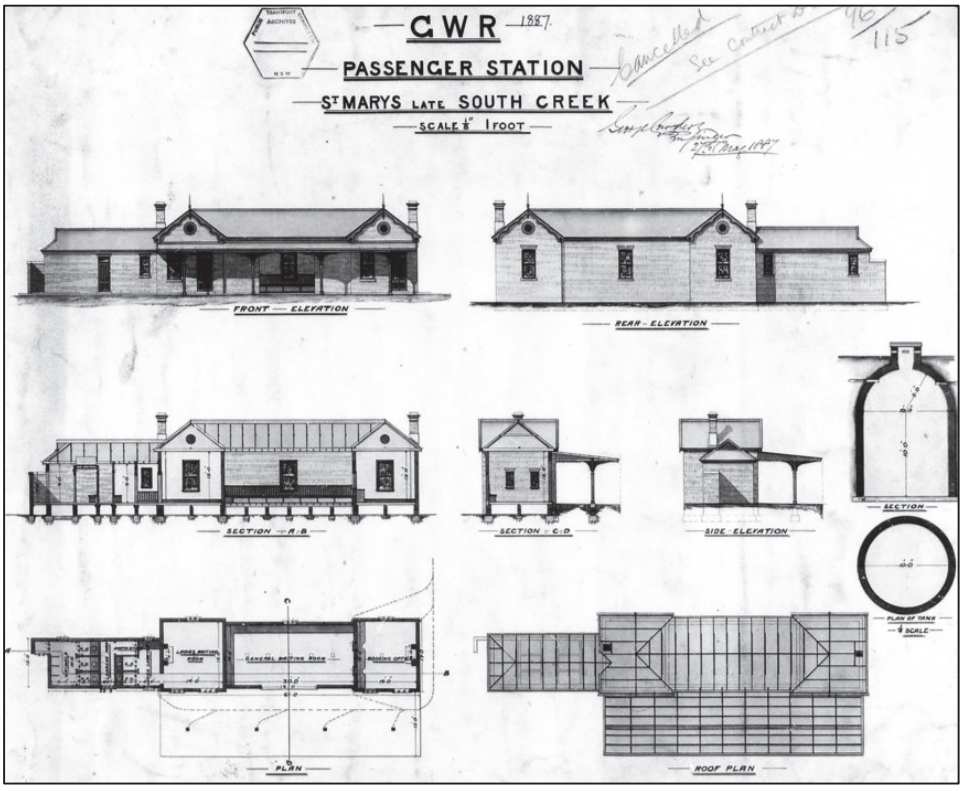


The vast majority of the single-storey, combination offices/residences contained four rooms under the main roof. However, the structures at St. Marys and Branxton possessed two additional rooms, making them the largest examples of the single-storey, combination type. ***SOURCE:*** *Photograph No. E1053602 ARHS Railway Archives.*

SECOND PERIOD: 1887-1943

KEY POINTS OF THE SECOND PERIOD

- The New South Wales Railways decided to demolish the 1862 building and construct new structures on both platforms.
- The New South Wales economy had gone into deficit in 1886 for the first time in two decades or so. While the overall sums of money allocated to the Railway Department were large, they were insufficient for all the work required to be done. Economies had to be made.
- Whereas the 1862 building was located on the south side of the line, the more important and larger structure in 1887 was located on the northern side of the line.
- The Engineer-in-Chief for Existing Lines, George Cowdery, had approved the first replacement building at St. Marys on 27th May 1887, which featured an open-fronted general waiting room 30 feet long with an overall building length of 76 feet.

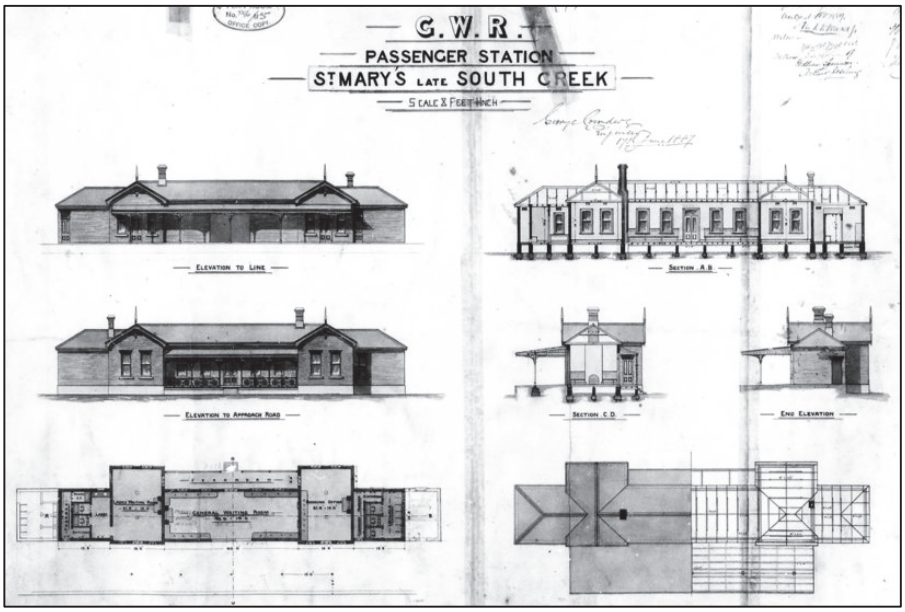


The foregoing is a copy of the first plan issued in 1887 for St. Marys, which showed a plain-looking, utilitarian structure. It was of modest architectural interest and possessed some manifestations of the Gothic Revival style. ***SOURCE:*** *Photograph No. E11053600 ARHS Railway Archives.*

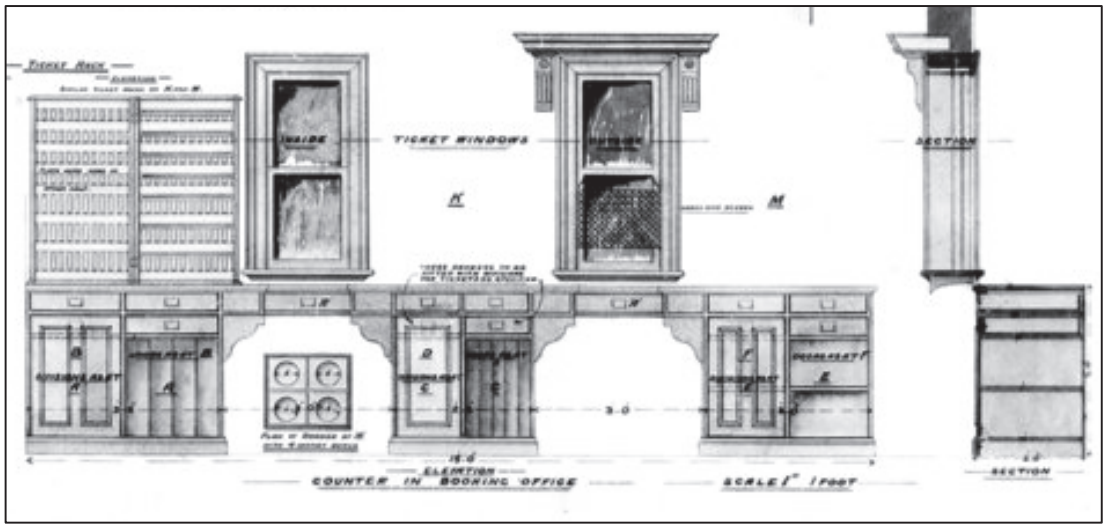
The above photograph shows the 1887 goods shed. It was one of only a few brick goods sheds, others being at Penrith, Liverpool, Goulburn and Waratah. For St. Marys to receive such an attractive building, someone of influence must have resided nearby. The photograph was taken on 22nd January 1977.

- The local politician protested to the Government about the proposed, approved design of the 1887 plan
- At political direction, George Cowdery abandoned the first, cheaper plan and approved a second plan on 17th June 1887 for a much larger structure with a waiting room 40 feet long and an overall length of 102 feet.
- The major difference between the first and second approved buildings was in the asymmetrical layout of the May building, which had both the male and female toilets located at one end.
- The June building split the toilet locations and placed them at opposite ends of the structure and, in the process, made the building symmetrical in design and floor plan.
- Another difference between the first and second structures was the lack of rear pedestrian access through the structure in the May proposal and the provision of

such rear access through the centre of the June building using a stepped entry and a rear verandah 40 feet long by 5 feet 6 inches wide.



This is the plan for the second St. Marys structure of 1887. The obvious feature is the overall symmetrical floor plan. Another obvious change was the provision of rear, pedestrian entry through the centre of the building. ***SOURCE:*** *Photograph No. E1053599 ARHS Railway Archives.*



This enlargement of the architectural detail shows the elegant design of the St. Marys ticket counter. On the extreme left is the hinged ticket rack which was closed and locked when not in use. The window towards the left is the view of the ticket window from the ticket office and the

window towards the right is the view of the ticket window from the general waiting room. ***SOURCE:*** *Photograph No. E1053595 ARHS Railway Archives.*

A brick waiting shed with a large open-fronted general waiting room was approved for the opposing platform at St. Marys, though the plan does not survive.

The design of the waiting shed was consistent with other examples in the Sydney metropolitan area, such as Strathfield, Lidcombe, Tempe, Stanmore and Granville.

This sketch of the buildings at St. Marys appeared in the Sydney Mail and New South Wales Advertiser on 2nd August 1890, p. 256. The artist is facing west. Although difficult to see, it shows buildings on the platforms roughly equating with the planned structures. However, the roof on the eastbound platform building is inconsistent with the 1887 plans. It appears that there was an existing shed on that platform and the Railway Department decided to retain it. The 1887 structure is behind the existing shed.

The minimal decoration on the St. Marys buildings reflected the functional nature of the buildings, which could only be described, clumsily, as typical, Gothic Revival-influenced 1880s New South Wales Railway buildings.

Tenders closed on 26th July 1887 for the "construction and erection, complete, of a new Passenger Station, etc., on the Up Platform at St. Mary's".[1] The firm of Ring and Spouncer was awarded the contract on 5th August 1887.[2] St. Marys was the only known station building erected by this building partnership.

[1] *New South Wales Government Gazette*, 8th July 1887, No.376, p. 4440.
[2] Ibid., 9th August 1887, No.449, p. 5188.

This photograph, taken on 10th April 1953 shows the 1943 building on the left and the 1887 waiting shed on the right-hand platform. Of particular interest on the westbound platform on the right-hand side is the male toilet which was located approximately in the centre of the platform. The structure is unusually tall and may have concealed a water tank to flush the urinal and closets. At that time, septic tanks were in use on each platform. ***SOURCE:*** *Photograph No. 001302 ARHS Railway Archives.*

THIRD PERIOD: 1943-1993

The very unusual aspect of the construction of the new platform building and signal box in the 1940s was the noticeable reduction in the level of presentation. This January 1977 photograph shows the complete absence of ornamental brickwork on the gables, a feature on all similarly designed structures westward of Westmead. The explanation is speculation. Note the attempt to provide order with the words "in" and "out" written on each side of the ticket window. The rubbish bins are of two types. On platform No. 2 is the old-fashioned round top with a spring-loaded cover while the small bins on platform No. 1 are a manifestation of the policy of the Public Transport Commission of the 1970s. When originally built in 1943, the fencing between the bottom of the stepway was formed by timber posts and rails and extended all the way to the ticket window.[3] It was replaced and truncated in the 1960s by the usual roll-top, galvanised mess fencing.

KEY POINTS OF THE THIRD PERIOD

- William Beaver approved on 4th August 1942 a brick building on platform Nos. 1 and 2 but he left the remaining building, dating from 1887, on the Penrith-bound platform.
- The 1942 structure at St. Mary's was of moderate size, but clearly designed by someone different to the other buildings between Westmead and Toongabbie.
- There were two striking features that made the structure different to those between Westmead and Seven Hills. Firstly, there was the use of a brick parapet enclosing a gabled roof on all four sides of the structure, rather than parapets restricted to the roof terminals for the structures between Westmead and Toongabbie.
- Secondly, both ends of the building were square, unlike those between Westmead and Toongabbie which had one end rounded. Behind the roof parapets at St. Marys, the double-pitched roof was covered with corrugated asbestos cement sheets.
- The St. Marys structure had all the identifying features of the Inter-War Functionalist style, including the use of near-flat platform awnings, a string course of contrasting-coloured soldier bricks above the window heads on all external walls and asbestos cement sheets for a soffit between the extended roof joists supporting the platform awnings.
- By 30th of June 1942, the Commissioner reported that the "provision of a new station buildings on the up platform and of a footbridge were either completed or well in hand".

[3] See photograph No. 214656 ARHS Railway Archives.

Cheap design. Note the absence of vertical cover strips between the sheets of asbestos cement. This was purposefully done to emphasise the horizontal expression of the structure. 22nd January 1977

- A new, two level signal box at St. Marys opened on 19th of May 1942.
- The St. Marys signal box followed broadly the Inter War Functionalist design, which was reflected in the use of cover strips restricted to the horizontal joints, the use of a flat roof, wide metal fascias with rounded corners and a rounded building wall facing the Penrith direction.

What was interesting was the idea to erect the signal box using Fibrolite sheets instead of brickwork

This photograph was taken on 22nd January 1977. Noted signalling and safeworking historian, Graham Harper, writes on 12th January 2023: "This photograph looks west from the end of No.1 Platform. It shows the signal box atop a large relay area. Compared with the area for relays, the operating room at first floor level is quite small.

The line branching to the right in the foreground is the A. E. Goodwin Siding. Formerly, during the Second World War, this line extended to Dunheved and served the military's Stores and Transport section close to St. Marys and the Fuse section nearer to Dunheved. The 1949 rail recovery project saw the lifting of the line at the Dunheved end, as well as at other locations in the Ropes Creek area, leaving only the St. Marys end connected. When the lifted tracks were replaced in 1957, the Dunheved end of this siding was never reconnected.

Carefully examined, the stairway from the signal box operating floor shows a definite levelling at about half the height of the relay room window. The stair hand rail closest to the building shows this levelling, while that closest to the running line shows a gap. A small landing extends towards the running line from this point, and this was undoubtedly allowed the signaller to hand out or collect the staff for the branch during the single line period 1949-1957. Of course, if a movement were necessary between the Branch and Platforms 2, 3 or 4, the signaller would have to supply/collect the staff from platform or ground level.

The double light colour light signal beside the box can take a train to Werrington or Dunheved, depending on which points have been set. The signal appears to have narrower lens cases than most signals of the type. This is possibly due to restricted clearances between the line and the signal box access stairway.

Also of note is the very unusual [unique?] shunt ahead signal placed beneath the main signal lights. Electronically controlled disc signals were not unknown in NSW, but I cannot recall one being painted with an 'S' and used as a shunt ahead. The purpose of this signal at St. Marys is unknown. Clearance of the signal allows a train to shunt as far as a limit board, which can be

discerned, with considered squinting, just before the colour light signal in the distance. What purpose could be attributed to such a move is beyond me.

Finally, the pedestrian crossing over the running lines can be discerned in the middle distance. This crossing was the remnant of a full road crossing which was replaced by the Glossop Street overbridge to the east of the station around 1957. The pedestrian booms continued to be operated from the St. Marys box for quite some time after the diversion of the road traffic".[4]

This photograph shows the building on platform Nos. 1 and 2 well advanced in 1943. Note that the 1887 toilets remained on the platform at the far end but would be demolished once the new structure was completed ***SOURCE:*** *Photograph No. 001294 ARHS Railway Archives.*

[4] Email from Graham Harper on 12th January 2023.

22nd January 1977 is the date of the photograph. It captures the essence of the New South Wales Railways of old – basic, dirty and under-funded. Only a strip of bitumen has been provided towards the edge of each platform with Locksley crushed granite being the remainder of the surface. The platform seat is painted using 3801 special green, which was the standard colour applied to several items, including platform seats. The 1887 building on the left was extended at the eastern end in 1952 to provide space for the male toilet. The small window in the toilet marks the location of the closet. The male toilet was formerly free-standing further to the east on the same platform. At the bottom of the stepway on platform Nos. 3 and 4 is the ticket collector's cabin, which is of a standard design dating from the 1940s. The 1943 building is on the right.

- In 1981, a canopy was placed over the deck and stepways of the footbridge and along the walkway to the bus shelter. As part of the project, canopies were provided on both platforms between the bottom of the stepways and the existing buildings.

In 1956, the on-platform parcels office was relocated to the goods shed in an effort to lower the number of staff. Such relocations occurred elsewhere in the decades between 1950 and 1987. No doubt the goods siding was electrified in 1955 or so when track electrification was extended from Blacktown to Penrith. Taken in January 1977.

FOURTH PERIOD: 1993 TO DATE

It is 1993 and CityRail's objective was to replace the 1981 platform awnings on both platforms starting at the bottom of the stepways as well as the demolition of the 1943 building on platform Nos. 1 and 2. CityRail engaged a contractor to demolish the 1943 platform building. The

booking office has already gone. Despite being presented with information about the heritage significance of the building, demolition went ahead. The Authority argued that there were many similar buildings. That was true but the significance of the building at St. Marys was considerable because of differences with other locations of the same time period. Demolition was completed in March 1995.

Work was under way in 1993 in preparation for the erection of new platform awnings.

CityRail had already painted the lamp posts red in 1993 before the replacement awnings were erected. An interesting architectural feature, dating back to the 1850s, was to reduce the width of platform buildings at both ends. The demolition of the booking office above aided the

observation of this feature. Th red painted internal door is not another case of CityRail red being splashed everywhere. The two locks on the door identify restricted staff access. The room may have housed PA or CCTV equipment and entry by station staff was unauthorised. The multi-level car park was yet to be built.

It is the 7th February 1997 and the overhead booking office, lifts and new awnings have been standing for two years. The platform awnings were subsequently extended eastward on both platforms.

A contrast in electric clocks at St. Marys. A traditional NSW Railways clock is on the left and CityRail's effort is on the right. The pictures were taken on 7th February 1997 and 30th November 2022.

If one travels to St. Marys in 2023, they may note that some aspects of this 1997 scene has changed.

KEY POINTS TO THE FOURTH PERIOD

- Plans were prepared in 1994 for the canopy on platform Nos. 1 and 2. The existing 1981 canopy on platform Nos. 3 and 4 was replaced and widened in 1994 and a narrow canopy was added to the rear of the 1887 building, as well as the short extension at the eastern end of the building.
- Edwards Madigan Torzillo Briggs received the commission to demolish the 1942-approved Inter War Functionalist building on platform Nos. 1 and 2 at St. Marys. A recording of the structure was made prior to demolition. The 1942 building was replaced by an awning.
- The demolition of the St. Mary structure on platform Nos. 1 and 2 represented, along with the buildings at Westmead, the first examples of the demolition of the wartime Inter War Functionalist buildings erected between Westmead and St. Marys.
- Plans were prepared in March 1995 the installation of easy access lifts at St. Marys together with a booking office on a new concourse. The structure had a hipped roof and the walls were constructed of compressed fibre cement panels. Clocks were placed in the lift towers.
- In 1994–95, work included covering the footbridge deck and stairs and a new overhead booking office designed by Spooner Harris & Associates. The 1995

works also involved replacing the canopy on the platform as well as the platform Nos. 1 & 2 building.[5]

- Moore and Cashell Architects issued plans in November 2000 for an additional 40 feet long by 7 metre wide canopy to be erected at St. Marys on platform Nos. 1 and 2 to the east of the existing 1994 canopy. It had been constructed by November 2001.
- In 2000, plans were issued for an additional canopy on platform Nos. 1 and 2 located east of the existing 1994 canopy.
- CCTV was installed in 2001.
- The original hydraulic lifts were replaced in 2011 with electric lifts.
- The four level car park was opened in 2010 with another two levels approved in 2022
- An additional canopy was built on platform Nos. 3 and 4 post 2018 east of the 1887 building.

Stuart Sharp

25th August 2023

Off we go home on 30th November 2022. Farewell St. Marys.

[5] Wikipedia