

**Rail Clearways Programme
Kingsgrove to Revesby Quadruplication Project**

Environmental Assessment

**Technical Paper 4
Built Heritage**

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STATEMENT OF HERITAGE IMPACT

RAIL CLEARWAYS PROGRAM: KINGSGROVE TO REVESBY UPGRADE

**including an assessment of the Beverly Hills Railway Station
and the King Georges Road overbridge**

Report to Connell Wagner

by Jillian Comber

November 2006



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EXECUTIVE SUMMARY

The NSW Transport Infrastructure Development Corporation (TIDC) propose to upgrade the East Hills Line between Kingsgrove and Revesby. They propose the addition of two new tracks to be designated the Down East Hills Main and the Up East Hills Main (one in each direction outside the existing Local tracks) to enable the separation of local and express services between Sydney and Campbelltown. It is a key project in RailCorp's Clearways Program.

As part of this upgrade TIDC is proposing to modify both the southbound and northbound sections of the King Georges Road overbridge at Beverly Hills Station to allow for the additional width of four railway tracks. The modification includes the demolition of the southbound section.

All of the railway stations within the study area are listed on RailCorp's (formerly the State Rail Authority's) s170 Register, whilst the Beverly Hills Railway Station is listed on the State Heritage Register. With the exception of Beverly Hills Railway Station, they will not be adversely impacted upon by the proposal. It is not anticipated that the proposal will impact upon any significant archaeological deposits within the corridor.

However, the proposed alterations to the King Georges Road overbridge requires the demolition of the original southbound jack arch overbridge and lengthening of the northbound bridgework. This overbridge forms part of the original fabric of the 1920's State Heritage Listed railway station. This includes the face brick (although now painted) piers situated on the central island of the railway station and the abutments.

As the Beverly Hills Railway Station and associated infrastructure is listed on the State Heritage Register, the approval of the NSW Heritage Council is normally required to allow for demolition of State Listed structures.

However, this project is subject to the provisions of Part 3A of the Environmental Planning and Assessment Act 2003. This requires that the proponent consider all environmental issues, but does not need to seek the concurrent approval of other authorities. As the Beverly Hills Railway Station is listed on the State Heritage Register, the proponent must consider heritage issues, but does not necessarily need to apply to the NSW Heritage Council for approval to demolish a State listed structure.

This report details an assessment of the Beverly Hills Railway Station and the King Georges Road overbridge. It concludes that neither the Railway Station or the overbridge are of State Heritage significance. It concludes that the Beverly Hills Railway Station platform and buildings are of local significance but that the King Georges Road overbridge contains no heritage significance.

The report recommends that if demolition of the King Georges Road overbridge at Beverly Hills Station is approved, an archival recording of the overbridge and its relationship to the Beverly Hills Railway Station should be undertaken.

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1.0 INTRODUCTION

1.1 Background

The NSW Transport Infrastructure Development Corporation (TIDC) propose to upgrade the East Hills Line between Kingsgrove and Revesby. They propose the addition of two new tracks to be designated the Down East Hills Main and the Up East Hills Main (one in each direction outside the existing Local tracks) to enable the separation of local and express services between Sydney and Campbelltown. It is a key project in RailCorp's Clearways Program.

As part of this upgrade TIDC is proposing to modify both the southbound and northbound sections of the King Georges Road overbridge at Beverly Hills Station to allow for the additional width of four railway tracks. It includes the demolition of the southbound section of the King Georges Road overbridge.

Connell Wagner who are preparing the project application for this project commissioned Comber Consultants to undertake this heritage assessment in respect of the proposed upgrade. A copy of the project brief is attached at Appendix A.

The project brief requires that the consultant assess the impact of the proposal on any significant item within the corridor. It also requires that a detailed assessment be undertaken in respect of the impact of the proposed demolition of the original southbound section of the King Georges Road overbridge on Beverly Hills Railway Station which is listed on the State Heritage Register. The project brief does not require an assessment of Revesby Railway Station as this has already been completed. Therefore the Revesby Railway Station is excluded from this assessment.

1.2 Location

The study area is located approximately 15kms to the south west of Sydney on the East Hills Railway Line. It includes the following railway stations and their associated structures: Kingsgrove, Beverly Hills, Narwee, Riverwood and Padstow.

Figure 1 shows the location of the study area on the 1:250,000 topographic map, whilst Figure 2 shows the location of the study area on the 1:25,000 topographic map. Figure 3 shows the location of the Beverly Hills Railway Station.

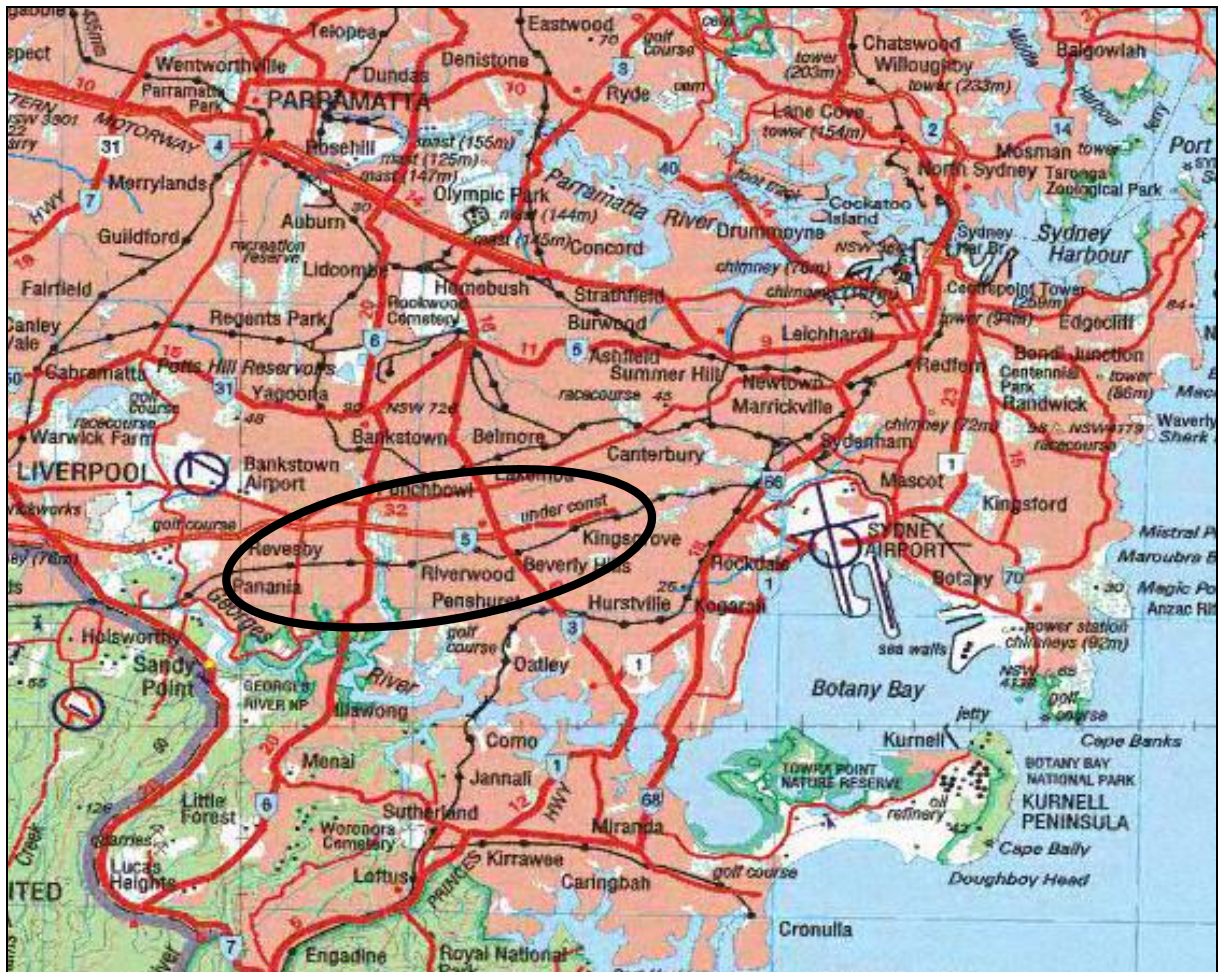
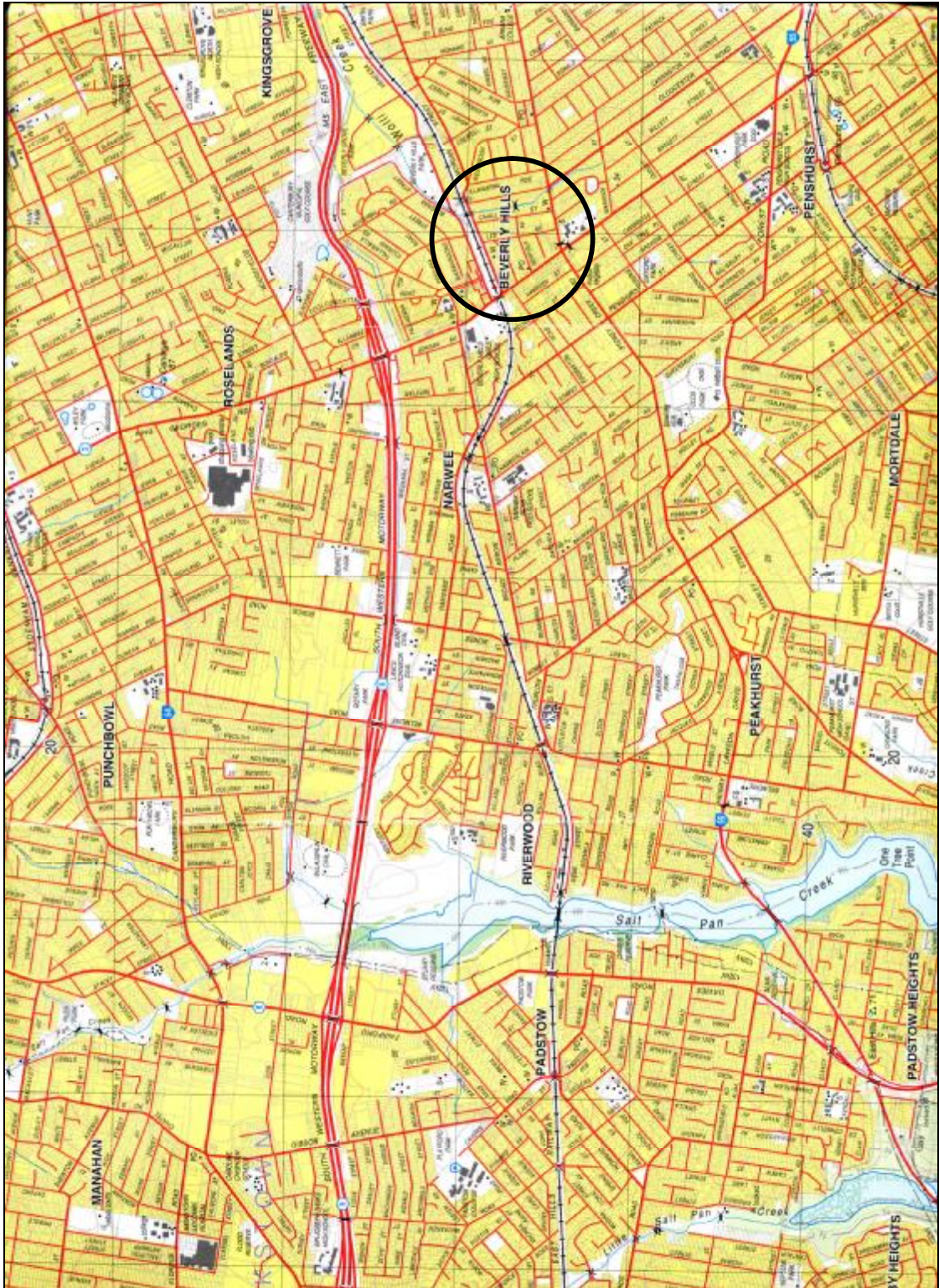


Figure 1: Location of the Revesby to Kingsgrove portion of the East Hills line on the Sydney 1:250,000 topographic map, circled

Kingsgrove



Revesby

Figure 2: Botany Bay 1:25,000 topographic map
Study area is the rail corridor between Revesby and Kingsgrove
with a specific focus on Beverly Hills Railway Station (circled)



Figure 3: Showing the location Beverly Hills Railway Station and King Georges Road overbridge

1.3 Listing

Within the Revesby to Kingsgrove section of the East Hills line the following items are listed as detailed below.

Beverly Hills Railway Station is listed on:

- The State Heritage Register as an item of State significance.
- State Rail Authority's *Section 170 Register* as an item of heritage significance.
- National Trust (NSW) Register.

Kingsgrove Railway Station is listed on:

- State Rail Authority's *Section 170 Register* as an item of heritage significance

Narwee Railway Station is listed on:

- State Rail Authority's *Section 170 Register* as an item of heritage significance

Riverwood Railway Station is listed on:

- State Rail Authority's *Section 170 Register* as an item of heritage significance

Padstow Railway Station is listed on:

- State Rail Authority's *Section 170 Register* as an item of heritage significance

Revesby Railway Station is listed on:

- State Rail Authority's *Section 170 Register* as an item of heritage significance

1.4 Methodology

This Statement of Heritage Impact has been prepared in accordance with the guidelines detailed in the *NSW Heritage Manual* by the NSW Heritage Office and the Department of Urban Affairs and Planning. This assessment has not relied upon the disturbance of any building fabric or excavation of the site. The report has been prepared after a visual inspection and by utilising available documentary evidence.

2.0 HISTORY

2.1 East Hills Railway Line

It is not known when a railway line to be located parallel to the Bankstown and Illawarra lines was first suggested, however, three people have been credited as being the originators of the scheme. The *Hurstville Propeller* in 1928 stated that Mr Charles Howard “was probably the first man to propose the Tempe to East Hills Line, and that about 1908, Bexley Council, on his motion, approached the Government on the subject.” Mr Norman Scott in a letter in the *Bankstown Canterbury Torch* in 1981, has claimed that it was his father Bill Scott, an aspiring politician, who proposed the line in 1920-21. In addition to the claims of Mr Howard and Mr Scott, Mr W. Bagnall MLA also publicly claimed to be the originator of the scheme after an inspection of the proposed route in *circa* 1921 (HHS 1981:5).

Residents along the proposed route took up the suggestion for a Tempe to East Hills railway line with enthusiasm. Railway Leagues were established to lobby for the line in the areas to be served by the proposed railway. The Dumbleton League (Dumbleton was the former name of Beverly Hills) was formed on the 29th June 1923 and a Grand Council of Leagues was established in July 1923 (HHS 1981:9). A petition submitted by the Leagues to the Government for the construction of the line, stated that a new line “...would alleviate the congestion on the Illawarra and Bankstown lines, make accessible a vast amount of good suburban land, bring suburbs then practically isolated within a reasonable distance of the train service and make the historical waters of the Georges River more easily accessible to the general public.” The Leagues also claimed that due to the low construction costs for the line “...the revenue derived from the line would balance the expenditure and would in the near future prove to be a valuable state asset...and...that the population on the route warranted the making of the request” (HHS 1981:10).

In October 1923 a Statutory report by the Railway Commissioners on a Tempe to Salt Pan Creek line supported the proposal “...believing that the development of residential areas similar to what had taken place on the Hurstville and Bankstown lines could be confidently expected within a short period after construction” (HHS 1981:12). The Railway Commissioners also gave their support to the proposed extension of the line to East Hills. In December of that year the report (recommending construction of a railway line between Tempe and East Hills) was referred by Legislative Assembly to the ‘Parliamentary Standing Committee on Public Works.’ After about eight months of deliberation, the Committee delivered a report supporting the proposal to Parliament on 27th August 1924 (HHS 1981: 12-14). The Committee commented as follows:

The area generally, on account of its slightly undulating, and in places, elevated character, is particularly suitable for close residential settlement, and this the construction of the line should bring about at an early date. The District to be served includes the settlements of Dumbleton, Revesby, Salt Pan, East Hills, and Milperra the whole of which are situated at distances varying from 1 to 4 and 4 miles from existing railway communication, which is now only reached by means of bus services, involving, in the case of those traveling to and from the city, long delays and heavy expense.

In spite, however, of the lack of convenient transit, the district has much to recommend it from a residential point of view, and already several large areas, mostly privately owned, have been sub-divided and built on, and there appears to be no doubt that with improved railway facilities the population will rapidly expand (HHS 1981:15)

The Tempe to East Hills Railway Act was passed by the Legislative Assembly on 12th December 1924 and assented to by the Governor on 23 December 1924.

In July 1927, funds for the construction of the railway were verbally promised by the Lang Government and in anticipation of the beginning of construction Premier Lang was invited by the Railway Leagues to 'turn the first sod.' The ceremony was performed on 3rd September 1927 at the corner of Orient Street and Arab Road, Padstow, which today would be in the vicinity of the intersection of Doyle Road (formerly Orient Street), Arab Road and the railway line. Approximately 2,000 people attended the ceremony including the Chief Secretary, Mr Gosling and the Minister for Railways, Mr Ratcliffe. The ceremony was followed by a banquet at the Padstow Park Progress Hall (HHS 1981:16 & 19; Madden 2003: 8).

Five weeks after the turning of the first sod, the Lang Labor Government was defeated in the 1927 State elections. The Grand Council was informed by the newly elected Nationalist Party that no funds were available for the construction of the line. However, on 11 April 1928, the then Acting Premier, Mr Buttenshaw, announced that the Railway Commissioner had been instructed to proceed immediately with the construction of a number of new lines including the East Hills line (Oakes 2001:325).

To construct the line, land was resumed but the land owners were not compensated. The Government considered that the value of the remainder of the property would increase once the railway opened. A pig farmer at Wollie Creek, a dairy farmer at Kingsgrove and a poultry farmer at Peakhurst were affected and had their land resumed (Oakes 2001:325).

Most of the earthworks were completed by June 1930 but construction work had been stopped due to lack of funds. Mr Buttenshaw advised Bankstown Council "that it was hoped that money could soon be found to complete the railway". Eventually the project was completed with the assistance of unemployment relief - it was the time of the Great Depression (Oakes 2001:325).

In September 1931 an electrified double railway line from Wollie Creek to Kingsgrove was finally opened for rail traffic. On 21 December of that year a single railway line was extended from Kingsgrove to Riverwood (then Herne Bay). Rail service on this section of the line was provided by steam trains or rail motors. The residents down the line from Kingsgrove had to wait until December 1939 before their section of the railway line was electrified and until November 1948 before the Kingsgrove to Riverwood section of the line was duplicated. In more recent years the East Hills railway line has been extended to Glenfield (in 1987) and a link with Sydney Airport was opened in 2000 (HHS 2001: 34; Madden 2003: 8).

According to Oakes (2001:330) "The East Hills line is probably unique in that it was constructed as a unit. Each of the overbridges, underbridges and stations has basically been built to the same design as the others". In later years station

buildings were built to their own individual design to suit the topography and other relevant factors.

The platforms at all of the stations are island platforms with brick faces and earth fill. They originally contained crushed stone surfaces but these have since been replaced with asphalt. Most of the platforms are reached via steps from road overbridges, except for Narwee which is reached by a subway. The platform buildings are of ornamental brick construction with an English Bond pattern. They contain a plinth base course with corbelled header courses; bullnose sills and reveals to windows and doors and cantilevered awnings on either side of the building.

Brick and concrete overbridges were constructed at all of the stations to Beverly Hills and at Riverwood, Padstow (Davies, Doyle Road and the Station), Carson Street (between Revesby and Panania) and Tower Street (between Panania and East Hills). These remain with very little alteration except for the King Georges Road and Davies Road overbridges which have been widened. At Turrella, Bardwell Park, Bexley North and Kingsgrove the overbridges have been rebuilt to accommodate extra tracks constructed for the Airport line" (Oakes 2001:330).

The overbridges and underbridges were just 12.2 metres wide. These bridges were in convenient locations making them easy to construct and therefore negating the need for level crossings. All of the overbridges were of a jack arch construction (see Engineering Heritage Assessment report by Dr Don Fraser attached at appendix C). According to Fraser (2006:1) the bridges were built in accordance with a 1912 design and there are still many in use along the rail network.

2.2 Beverly Hills

At the time the Railway was opened on 14th September 1931 the suburb of Beverly Hills was known as Dumbleton and the Station took the same name. As a result of the opening of the railway line in 1931, the area surrounding the Station become increasingly urbanised. The new residents to the area objected to the name 'Dumbleton'. A successful submission was made to the local Council for a name change and the area's name was changed to Beverly Hills, after the Hollywood suburb of the same name, in 1940.

The land the Station was built on was originally owned by James Oatley and was known as 'Snugsborough Farm.' The estate was later purchased by the Judd family and was known locally as 'Judd's Meadows' or simply 'The Meadows'. Former Beverly Hills resident, Mr William Turner, stated in 1974 that in *circa* 1915 the land "...right where the present Beverly Hills Station now stands, was leased to a Spanish family by the name of Gras...Mr Gras was a successful market gardener..." (HLSL).

Since the opening of Beverly Hills Station various changes have occurred. Sympathetic extensions were undertaken in 1950 when the ticket office as extended. Figure 3 shows the 1950 plans for this extension. The platform was further modified when the King Georges Road overpass was later widened. Further modifications were carried out when the platform was lengthened to accommodate the introduction of longer, double-decker trains and in 1999 an upgrade was undertaken which included installation of a lift, and generally improved access facilities (HHS 2001:34; Lockhart 1999:2).

The modifications can be seen in Photographs 1 and 2. The central station building with the ticket office no longer retains the original roofline. As can be seen from Photograph 1, which shows the station building in 1976, and Photograph 2 which shows the station building today, the roof has been replaced with a zincalume hipped roof and the terracotta ridgicapping replaced with zincalume. Other differences noted between the two photos are the covered walkway to the ticket office and removal of the ticket collector's box. However, the original design and form of the Beverly Hills platform and station buildings remain essentially as originally constructed, despite these changes over time.

Railcorp's Heritage Officer, Stuart Sharp, has advised that the platform at Beverly Hills Station is unique on the East Hills line. Platforms at the other stations located along the line, are all symmetrical whereby the up and down sides of the platforms are both straight. Beverly Hills' platform is not symmetrical. The up platform edge is curved but the down platform is straight. In addition Beverly Hills was one of the last Stations to use the 'Edmondson' cardboard tickets. However, this comment of "uniqueness" relates only to the East Hills line. Stuart Sharp indicated (pers comm. 24/11/06) that he did not believe that the Beverly Hills Railway Station was of State significance.

The overbridge at Beverly Hills was of the same construction as all the others along the line – a jack arch in accordance with a 1912 design (Fraser 2006:1). Figure 3 shows the construction of the overbridge. It has since been widened and undergone various changes. In particular the jack arch spans under the southbound carriageway can no longer be seen. It is now covered by concrete.

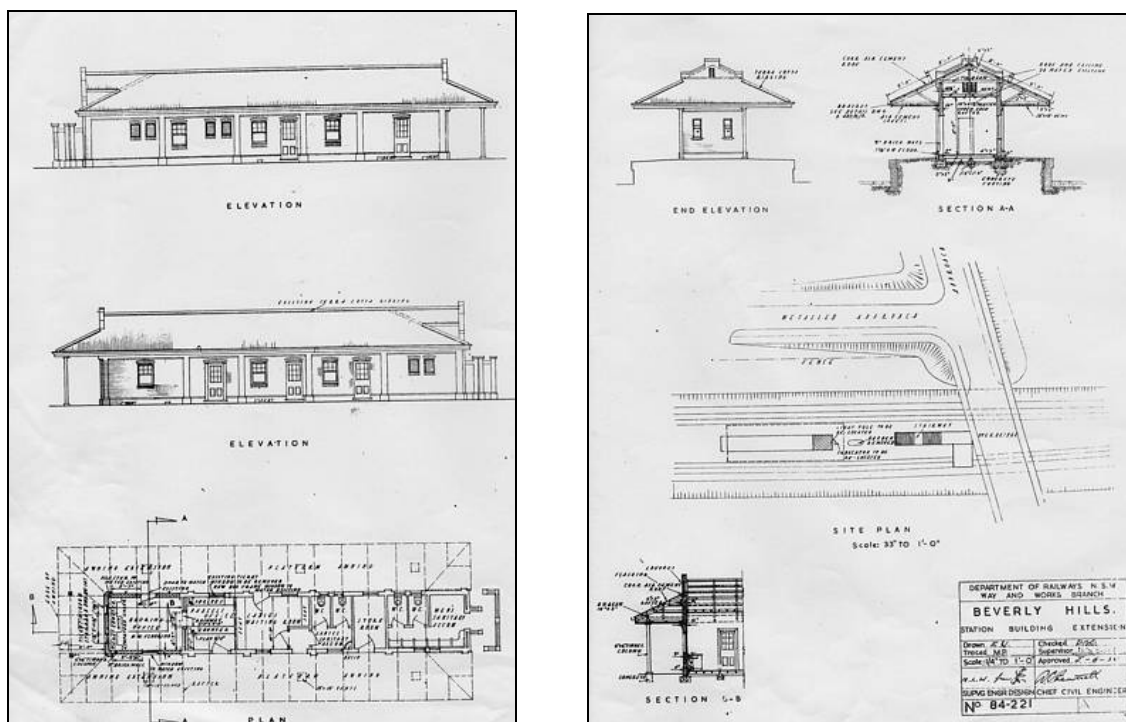


Figure 4: Plans showing station building extension in 1950

3.0. SIGNIFICANCE ASSESSMENT

3.1 Preamble

The following significance assessment relates only to Beverly Hills Railway Station and to the overbridge at King Georges Road. An assessment of the full length of the East Hills line is beyond the scope of this report. However, as the southbound section of the State Heritage listed King Georges Road overbridge is to be demolished, an assessment of the Beverly Hills Station and the Kings Georges Road overbridge is necessary. This significance assessment has been informed by the report by Dr Don Fraser which is attached at Appendix C.

Significance assessment is the process whereby buildings, items or landscapes are assessed to determine their value or importance to the community.

The following criteria have been developed by the NSW Heritage Office and embody the values contained in the Burra Charter. The Burra Charter provides principles and guidelines for the conservation and management of cultural heritage places within Australia.

3.2 Assessment

Historical

Criterion (a) – an item is important in the course, or pattern of NSW’s cultural or natural history (or the cultural or natural history of the local area)

Railway Station

The construction of Beverly Hills Railway Station provided the impetus for residential development of the area. Historically Beverly Hills Station is also important because its booking office was one of the last to use the ‘Edmondson’ cardboard tickets.

King Georges Road Overbridge

The overbridge does not have historical significance

Association

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

Railway Station

The site is associated with the Oatley and Judd families who were early settlers in the district.

King Georges Road Overbridge

The overbridge does not have special association with a person or group of importance in NSW’s history.

Aesthetic/Technical

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

Railway Station

The Station building is a fine example of a new design for railway station buildings, first introduced in *circa* 1929 on the East Hills and Bankstown – Regents Park Lines (s170 Register). The platform and station buildings retain their original design and form, despite recent modifications.

In relation to other platforms on the East Hill Railway Line, the technical design of the platform at Beverly Hills Station is unique. Platforms at the other stations located along the line, are all symmetrical. The up platforms and down platforms are both straight. Beverly Hills' platform is not symmetrical. The up platform is curved but the down platform is straight.

Overbridge

Due to the widening of the King Georges Road overbridge and the covering of the jack arch with concrete, the overpass no longer contains any aesthetic or technical significance.

Social

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

Railway Station

The East Hills line was responsible for opening up the area to residential development and at Beverly Hills was responsible for the development of the suburb of Beverly Hills. The Beverly Hills Railway Station is used by thousands of local residents everyday, as a means of accessing the City's rail transportation system. The Station is a vital piece of local infrastructure.

Overbridge

The overbridge does not contain social significance.

Research

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

Neither the railway station or the overbridge contain research potential

Rarity

Criterion (f) – an item possess uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

Railway Station

Beverly Hills railway platform is the only platform on the East Hills line that is not symmetrical (i.e. it has a straight up platform and curved down platform).

Overbridge

The overbridge is not rare.

Representative

Criterion (g) – an item is important in demonstrating the principal characteristics of a class of NSW's:

- **cultural or natural places;**
- **cultural or natural environments (State Significance); OR**

- **An item is important in demonstrating the principal characteristics of a class of the area's:**

- **cultural or natural places; or**
- **cultural or natural environments (local significance)**

Railway Station

Beverly Hills Station Building is representative of a new design of station building first introduced in New South Wales in *circa* 1929.

Overbridge

Due to the changes to the King Georges Road overbridge it could no longer be considered to be representative of the original 1912 design.

STATEMENT OF SIGNIFICANCE

Railway Station

The construction of Beverly Hills Railway Station provided the impetus for the residential development of the area. Historically Beverly Hills Station is also important because its booking office was one of the last to use the 'Edmondson' cardboard tickets.

The site is associated with the Oatley family, who were early settlers in the district.

The Station building is a fine representative example of a new design for railway station buildings, first introduced in *circa* 1929 on the East Hills and Bankstown–Regents Park Lines in *circa* 1929. The platform at Beverly Hills Station is also unique on the East Hills line. It is the only platform on the East Hills Line that is not symmetrical. The up platform is curved but the down platform is straight.

The Railway Station is used by thousands of local residents everyday, as a means of accessing the City's rail transportation system making it a vital piece of local infrastructure.

The Beverly Hills Railway Station buildings and platform are of local significance.

Overbridge

The overbridge is only of significance due to its association with the Railway Station. It does not contain any historical, aesthetic, social, rarity or representative significance. It is not of State, Regional or Local significance.

4.0. PROPOSAL

TIDC propose to upgrade the East Hills line between Kingsgrove and Revesby, with the addition of two new tracks (one in each direction) to enable the separation of local and express services between Sydney and Campbelltown. This upgrade will include:

- Construction of associated infrastructure such as a signalling system, new turnouts, crossover and track connections etc.
- Removal and relocation of in-corridor utilities affected by construction works
- Construction of retaining walls and drainage systems
- Excavation and filling connected with the construction of new Up and Down rail corridors, track works and associated services (such as drainage, high voltage power, signals etc)

All of the above works will be undertaken within the existing rail corridor.

Part of this upgrade will include the demolition and reconstruction of the southbound overbridge and the lengthening of the northbound King Georges Road overbridge. Please see plans at Appendix B.

The following details of the works at Beverly Hills Station have been taken from the draft report, 'Kingsgrove to Revesby Quad Study' prepared by Tenix Projects in August 2006.

"The current conceptual design proposes to demolish and replace the existing central pier bridge superstructure of the southbound carriageways to create a two span bridge. The existing pier and the new piers are located in the island platform of Beverly Hills Station. The proposal would entail abutment piling and headstock construction (for southbound). The northbound bridge will require strengthening of the existing end piers as well as the new abutment and will result in a four span bridge". Works to the overbridge will also entail excavation of rail corridors beneath the new bridge.

5.0. IMPACT

A visual inspect of the entire route between Revesby and Kingsgrove was undertaken in association with plans provided by Connell Wagner of the proposed quadruplication of the line. An inspection was undertaken by Jillian Comber and Tracy Appel of Comber Consultants and by Dr Don Fraser, Engineering Heritage Consultant. His report is attached at Appendix C and provides the background to the significance assessment contained in this report.

Apart from the Beverly Hills Railway Station, there will be no impact on any significant item within the rail corridor.

The proposed quadruplication will not adversely impact upon any of the Railway Stations, as they will not be structurally altered.

The overbridges at Belmore Road at Riverwood Station, Davies Road west of the Salt Pan Creek crossing, Cahors Road at Padstow Station and Doyle Road, west of Padstow Station will be affected by the proposed quadruplication of the line. None of these overbridges are listed on RailCorp's s170 Register, the State Heritage Register or Local environmental Plan. The attached plans do not provide sufficient detail to assess the impact of the proposal on these overbridges which retain their original jack arch construction. Therefore, depending upon the level of disturbance to the original fabric, a further assessment of these overbridges may be required. However, it should be noted that many jack arch bridges are still in use along the NSW railway network and retention of all examples of jack arch bridges may not be necessary.

It is not anticipated that the proposed quadruplication will adversely impact upon any significant archaeological deposits. The East Hills line was constructed over land which was either unused or used for grazing or growing crops, orchards etc. Any evidence of such former use would have been destroyed by the original construction of the line.

However, the demolition and reconstruction of the southbound section of the King Georges Road overbridge at Beverly Hills Station and modification of the northbound section will impact upon the original fabric of the Beverly Hills Station which is listed on the State Heritage Register.

Connell Wagner Engineers have considered alternatives to the demolition of this central pier, however, due to space constraints, such alternatives are not available.

The King Georges Road overbridge has undergone many changes over the years, including cementing over the original jack arch construction. The significance assessment indicates that the overbridge is no longer of heritage significance. The heritage significance also indicates that the Beverly Hills Railway Station and its associated infrastructure are not of State Heritage significance.

The reconstruction of the southbound section of the King Georges Road overbridge will not adversely impact upon the significance of the Beverly Hills Railway Station and buildings. The new overbridge will retain a similar form to the existing bridge but concrete will be used instead of brick in the

reconstruction. The overbridge is presently obscured from the main platform and station buildings by the entry stairs leading from the overbridge to the platform and by the lift housing (Photograph 14). Therefore the reconstructed abutments will not visually detract from the significance of the platform and buildings.

The demolition of the central pier will have an impact upon the original design of the overbridge, however, the original design of the overbridge has been severely compromised by the covering of the original jack arch construction with concrete. There are better examples of a jack arch overbridge on the East Hills Line.

6.0 LEGISLATION

6.1 NSW Heritage Act 1977

There are two sections of the Heritage Act which are relevant to the present study:

Protection of relics and deposits

All historical cultural remains over 50 years old are classed as a relic under the *Heritage Act 1977*. A relic is defined as “any deposit, object or material evidence-

- (a) which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement; and
- (b) which is 50 or more years old”

Under Sections 139 and 140 of the *Heritage Act 1977* a person may not disturb or excavate land to discover, expose or move a relic without first obtaining the permission of the Heritage Council.

As it is not anticipated that any relics will be located within the rail corridor a s140 permit will not be required.

State Listed Items

Part 3A, Section 31 of the *Heritage Act 1977* provides that a State Heritage Register is to be maintained by the NSW Heritage Council. Items can only be listed or removed at the Direction of the Minister.

Section 57 (1) (a-h), Part 4 of the *Heritage Act 1977* states that it is an offence to damage, move, destroy or despoil a place listed on the NSW Heritage Register. However, exemptions (s57 (2)) can be granted which allow for activities which do not damage the listed place, but allow for ongoing maintenance or minor repair. Details of such exemptions are generally provided on the State Heritage Register Inventory Form for the particular item. The general exemptions provided for the Beverly Hills Railway Station do not allow for demolition of sections of the Station without the permission of the Heritage Council.

As the Beverly Hills Railway Station is listed on the State Heritage Register a permit from the NSW Heritage Council would normally be required to allow for the removal of the original southbound jack arch of the King Georges Road overbridge.

However, as this project is of State significance it is being undertaken in accordance with Part 3A of the Environmental Planning & Assessment Act 1979

6.2 Environmental Planning & Assessment Act 1979

Under Part 3A of the Environmental Planning & Assessment Act 1979, TIDC must consider the impact of their proposal upon the environmental heritage of

the subject area, but do not have to seek the concurrent consent of the relevant determining authorities (such as the NSW Heritage Council).

TIDC have commissioned this report to consider the impact upon the heritage significance of the subject area. Whilst the King Georges Road overbridge is listed on the State Heritage Register, they are not required to seek the approval of the Heritage Council for such demolition, although they may like to refer the matter to the NSW Heritage Council for comment.

7.0 SUMMARY

The NSW Transport Infrastructure Development Corporation (TIDC) propose to upgrade the East Hills Line between Kingsgrove and Revesby. They propose the addition of two new tracks to be designated the Down East Hills Main and the Up East Hills Main (one in each direction outside the existing Local tracks) to enable the separation of local and express services between Sydney and Campbelltown. It is a key project in RailCorp's Clearways Program.

As part of this upgrade TIDC is proposing to modify both the southbound and northbound sections of the King Georges Road overbridge at Beverly Hills Station to allow for the additional width of four railway tracks. This modification includes the demolition of the southbound section.

An assessment of the proposal was undertaken to assess the impact of the proposal on the heritage significance of the rail corridor and the structures within the corridor.

All of the railway stations within the study area are listed on RailCorp's (formerly the State Rail Authority's) s170 Register, whilst the Beverly Hills Railway Station which includes the King Georges Road overbridge is listed on the State Heritage Register. With the exception of Beverly Hills Railway Station, they will not be adversely impacted upon by the proposal. It is not anticipated that the proposal will impact upon any significant archaeological deposits within the corridor.

However, the proposed alterations to the King Georges Road overbridge requires the demolition of the original southbound jack arch overbridge and lengthening of the northbound bridgework. This overbridge forms part of the original fabric of the 1920's State Heritage Listed railway station. This includes the face brick (although now painted) piers situated on the central island of the railway station and the abutments.

As the Beverly Hills Railway Station and associated infrastructure is listed on the State Heritage Register, the approval of the NSW Heritage Council is normally required to allow for demolition of State Listed structures.

However, this project is subject to the provisions of Part 3A of the Environmental Planning and Assessment Act 2003. This requires that the proponent consider all environmental issues, but does not need to seek the concurrent approval of other authorities. As the Beverly Hills Railway Station is listed on the State Heritage Register, the proponent must consider heritage issues, but does not necessarily need to apply to the NSW Heritage Council for approval to demolish a State listed structure, although they may like to refer the matter to the Heritage Council for comment.

This report details an assessment of the Beverly Hills Railway Station and the King Georges Road overbridge. It concludes that neither the Railway Station or the overbridge are of State Heritage significance. It further concludes that whilst the Railway Station Platform and station buildings are of local significance, it concludes that the King Georges Road overbridge is not of heritage significance.

It is recommended that if demolition of the King Georges Road overbridge at Beverly Hills Station is approved, that an archival recording of the overbridge and its relationship to the Beverly Hills Railway Station should be undertaken.

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Abbreviations:

- HHS Hurstville Historical Society
HLSL Hurstville Local Studies Library

Rail Terminology

Up trains: are trains heading to Sydney

Down trains: are trains heading away from Sydney towards the country

Up Platform: is the platform for the trains heading to Sydney

Down Platform: is the platform for trains heading away from Sydney towards the country

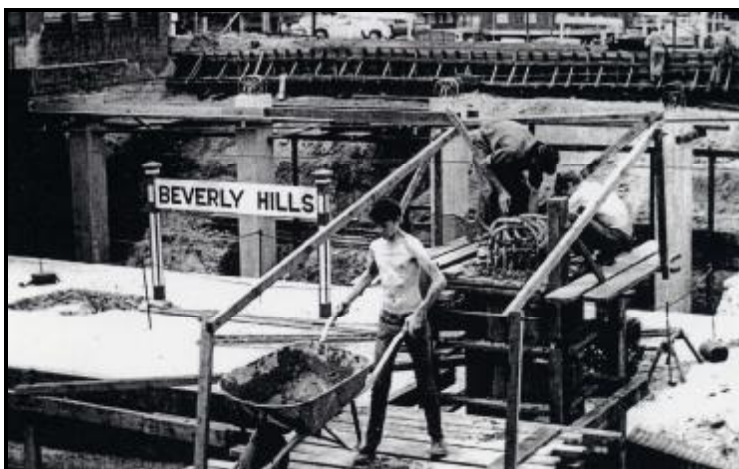
PHOTOGRAPHS



Photograph 1: Beverly Hills Station in 1976
(Print No. M7/20A/35, State Archives NSW)



Photograph 2: Beverly Hills Station today.



Photograph 3:
Construction of the King Georges Road overbridge in 1931
(HLSL)



Photograph 4:
Beverly Hills Railway Station.



Photograph 5:
Beverly Hills Railway Station from the overpass.



Photograph 6:
Beverly Hill Railway Station Ticket Office.



Photograph 7:
View of the northern façade of Beverly Hills Railway Station building.



Photograph 8:
Southern elevation of Beverly Hills Railway Station showing bullnose window sills and design features



Photograph 9:
View of the eastern elevation of Beverly Hills Railway Station building.

Photograph 10: Central pier



of King Georges Road
overbridge to be demolished



Photograph 11: Extension to
King Georges Road
overbridge beside the original
brick abutment



Photograph 11: Original
brick abutment of King
Georges Road overbridge



Photograph 12: King Georges Road overbridge brick abutment and central pier on the island platform



Photograph 13: Lift on platform to the north-east of King Georges Road overbridge



Photograph 14: Entry to the platform from King Georges Road overbridge showing lift and stairs. The upgrade to include the disabled access was undertaken in 1999. The overbridge brick abutments and painted brick central pier can be seen in the front RHS of the photo.

APPENDIX A
Project Brief

SUBCONSULTANCY BRIEF – HERITAGE ASSESSMENT, BEVERLY HILLS STATION

RAIL CLEARWAYS PROGRAM

KINGSGROVE TO REVESBY UPGRADE

OBJECTIVE:

Assess the heritage significance of buildings and curtilage at Beverly Hills Railway Station, with a view to giving a preliminary assessment of potential impacts on heritage significance of the proposed Kingsgrove to Revesby quadruplication. The overall aim is to demonstrate to the Department of Planning (and other agencies) that impacts are unlikely to be 'significant' and that heritage is unlikely to require further investigation in the process of the environmental assessment for the project under Part 3A of the EP&A Act.

BACKGROUND:

TIDC proposes to upgrade the East Hills Line between Kingsgrove and Revesby, with the addition of two new tracks (one in each direction) to enable the separation of local and express services between Sydney and Campbelltown. The proposal is a key project in RailCorp's Rail Clearways Program.

A preliminary review of the RailCorp Section 170 Register and the NSW State Heritage Register identified Beverly Hills Station as the only item in the rail corridor that is currently listed on the State Heritage Register. However, RailCorp has advised (email correspondence from RailCorp to TIDC 21 July 2006, as forwarded to Connell Wagner) that removal of Beverly Hills Station from the SHR is proposed.

RailCorp also advised that, while the remainder of the stations in the study area were formerly listed on the State Rail Authority's section 170 Register (NSW Heritage Act 1977), none is presently listed on the RailCorp section 170 Register. RailCorp has also indicated that the section 170 Register would be reviewed for Kingsgrove to Revesby, possibly after completion of the proposed Clearways quadruplication works.

At Beverly Hills, the King Georges Road overbridge is to be lengthened to allow for the additional width of railway tracks. The overbridge has been built in two sections, the latter of which comprises the northbound lanes and which was designed so as to accommodate the widened rail corridor without further structural alteration. However, the southbound lanes are carried on the older structure, which is to be replaced with a longer span. There is therefore the potential for impact during construction on the station building at its interface with King Georges Road on the eastern side.

A key aim of the Proposal is to avoid any material impact on the fabric of Beverly Hills Station. However, for the purpose of the Part 3A planning approvals process, it will be necessary to demonstrate this and to give the Department of Planning (and the NSW Heritage Office) confidence that heritage matters will not be a key issue in the environmental assessment process. Further, it will be necessary to demonstrate that any potential impacts during construction can be effectively managed such that the heritage significance of the item is not compromised.

SCOPE OF WORK:

The successful consultant will be required to:

- Review RailCorp's section 170 Register and the State Heritage Register in respect of the listing for Beverly Hills Station and any other potential items within the rail corridor between Kingsgrove and Revesby (Note: a heritage assessment of Revesby Station was undertaken in the course of preparation of the REF for the Revesby Turnback Project, which has already been approved. No further work in respect of Revesby Station will be required).
- Obtain a clear understanding of, and document the factors contributing to the heritage significance of Beverly Hills Station.
- Investigate the potential for the proposed Kingsgrove to Revesby upgrading to impact on the fabric and/or curtilage of Beverly Hills Station, based on the Preliminary Concept Design for the Kingsgrove to Revesby Quadruplication as prepared by TIDC's Clearways Technical Adviser (Maunsell/Aecom and Connell Wagner), August 2006.
- Prepare a Heritage Impact Statement documenting the above and the potential heritage impacts of the Proposal, and outlining measures to be implemented by the Proponent in order to manage or mitigate any impacts during construction of the Proposal.

APPENDIX B

Plans of the proposed redevelopment of the King Georges Road overbridge

APPENDIX C

Report by Dr Don Fraser

Engineering Consultant

November, 2006

INTRODUCTION

A field inspection of the East Hills Line was undertaken by Dr Don Fraser, Engineering Heritage Consultant, on 25 November 2006. All the overbridges along the East Hills Line were inspected.

MULTIPLE RAILWAY TRACKS

The original track arrangement was a mix of 2-track and single track which was duplicated throughout for the 2-track railway extension from East Hills across the Georges River to Glenfield c.1987. The 4-track upgrade starts at the turnout from the Illawarra Line at Tempe and proceeds through Turrella, Bardwell Park, Bexley North and Kingsgrove stations, reducing to 2-tracks about a half km before Beverly Hills Station. The 2 tracks continue through to East Hills and beyond. The proposed extension of the 4-tracks will pass through Beverly Hills, Riverwood, Padstow and Revesby stations, reducing to the existing 2-tracks between Revesby and Panania.

ISLAND PLATFORMS

Island platforms had become the preferred choice at stations as early as 1900 for saving costs incurred by building two sets of platform infrastructure with the 2 lines between them (a danger for staff crossing to each platform or the use of extra staff for both platforms) - a footbridge/overbridge would still be required to get people and traffic from one side of the line to the other. The East Hills Line has island platforms (I'll comment about symmetry later).

OVERBRIDGES

The overbridges affected by the proposed 4-track extension are King Georges Road at Beverly Hills station, Belmore Road at Riverwood station, Davies Road just west of the Salt Pan Creek crossing, Cahors Road at Padstow station and Doyle Road a short distance west of Padstow.

The remaining overbridges are Carsons Road west of Revesby station and Tower Street just past Panania station, on the resumed 2-track arrangement. When the East Hills Line was built c.1930, all the overbridges were of jack arch construction (Figure 1) to a successful 1912 design - there are many still in use along the NSW railway network.



Figure 1: Jack arch construction, parallel steel beams with mini arches, usually brick, that form a working platform and support the road-fill material **Figure 2:** Two-span overbridge at Padstow.

Consequently, two overbridge layouts were used, to suit the original 2-track construction and future duplication of the line:

- (1) A 2-span structure where a bridge was over an island platform, so a central pier was built in the middle of the platform and a span on each side was over the separated rail tracks (Figure 2), the bridge also served as a footbridge with a flight of steps to the platform, the southbound roadway of the King Georges Road overbridge at Beverley Hills is one of these.
- (2) Overbridges between stations, which have single spans (Figure 3) long enough to provide space for two tracks as at Davies, Doyle, Carson and Park Roads.

All overbridges, except at Turrella, have remnant jack arch spans or are completely original structures. At Turrella the original bridge has been completely replaced by an all-concrete structure to suit the 4-tracks at that site - a central pier on the platform with side spans each over two tracks.



Figure 3 Single span jack arch overbridge for Park Rd, Panania.



Figure 4 The original jack arch construction at Beverley Hills station has been concealed by concrete protection.

At Beverley Hills the original jack arch spans under the southbound carriageway can no longer be seen due to the construction of trapezoidal concrete covering the beams and arches (Figure 4)

Over the years, some of the platform overbridges have been modified mainly to suit widening of the roads - double the width for King Georges Road at Beverley Hills (Figure 5) - or more recently to suit the 4-track update at Bardwell Park, Bexley North and Kingsgrove where additional side spans could be built for the extra tracks (Figure 6) - but these sites have the original jack arch spans. Similar works are planned for the overbridges from Beverley Hills to Revesby for the proposed extension of the 4-track arrangement.



Figure 5 Concrete construction for the Northbound carriageway at Beverly Hills.



Figure 6 Kingsgrove station with its 4-span overbridge, the inner two spans are jack arch, side span are concrete.

When the new concrete bridge at Beverley Hills for northbound bridge was planned some years ago provision was made for future quadruplicating hence it already is a 4-span structure. It only requires new abutments.

Heritage issues are involved at Beverly Hills.

At this stage, only details of the overbridge work at Beverley Hills have been presented. The original heritage listed jack arch structure, carrying the southbound traffic of King Georges Road, will be completely demolished and replaced by a single long-span bridge over the full width of the 4-track arrangement (preliminary plan 7). An assessment of heritage impact is required, hence this report.

PLATFORM SYMMETRY



Figure 7 A symmetrical platform at Turrella station.

Island platforms often have longitudinal symmetry (Figure 7). The widest part is at the station building, so the parallel track at each end of the platform have to diverge by curves, one left-hand the other right-hand, symmetrical about the longitudinal axis of the station. Overall, the island platform resembles an elongated ellipse with a symmetrical bulge in the middle. Symmetry is easy to achieve where the station is on a straight section of track. However, many factors influence where a platform is located and these may not suit platform symmetry. The

East Hills line has two exceptions - non-symmetrical platforms at Bardwell Park and Beverly Hills:

- (1) At Bardwell Park the railway corridor curves left coming from Sydney. The original 2-tracks at the platform and the extra two upgrade tracks all curve left - as do the edges of the platform - no left and right – all left-hand curves - platform symmetry is lost (Figures 8 and 9).



Figures 8 and 9 At Bardwell Park station the whole platform follows the left-hand curve of the railway corridor. The platform edges are parallel left-hand curves, not opposite hand as with a symmetrical platform. The Bardwell Park platform is non-symmetrical.

- (2) At Beverley Hills the island platform is on a straight so should be symmetrical. However the 2 tracks curve sharply to the right just past the East Hills end of the platform. Looking at the approaching tracks from Sydney (Figure 10) it makes sense to let the Down track (right) remain straight at the Sydney end and continue straight till exiting the curve at the East Hills end (Figure 11) - correspondingly the Down platform edge is straight.

But the left-hand curved Up track approaching from the East Hills end has to reverse curve (right hand) to comply with the widest part of the platform at the station building. So the Up track makes a curved deviation to get past the station building (Figure 11) and curves left to become parallel to the straight Down track (Figure 10).

The end result is a non-symmetrical platform - straight on the Down side, curved on the Up side.



Figure 10 Tracks approaching Sydney end of Beverley Hills platform, **Figure 11** Beverley Hills non-symmetrical platform.

CONCLUSION

The Beverly Hills station and overbridge could not be considered to be of State significance.

- The station is of a standard design and there are many other remaining stations of the same design, six on the East Hills Line.
- The overbridge could not be considered to be of State significance as there are many other jack arch bridges in New South Wales including on the East Hills line at the following 4-track sites Bardwell Park, North Bexley and Kingsgrove, then following on the existing 2-track sites marked for 4-track upgrade and yet to be modified Beverley Hills, Riverwood, Davies Road, Padstow, Doyle Road, then the remaining two sites on the resumed 2-tracks Carson Road and Park Road/Tower Street.
- In addition, the overbridge at Beverly Hills has been severely compromised by the addition of the concrete covering of the original jack arch construction (Figure 4).