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## **Non- Indigenous Heritage Assessment and Statement of Heritage Impact**



### **Quakers Hill to Vineyard Duplication**

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Prepared by  
**Heritage Concepts Pty Ltd**

For  
  
Parsons Brinckerhoff Australia

On behalf of  
  
Transport Infrastructure Development Corporation (TIDC)

**April 2009**



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## 1.0 Introduction

### 1.1 Background

Heritage Concepts Pty Ltd was commissioned to prepare a non-Indigenous assessment of archaeological and cultural heritage values for the proposed railway duplication project between Quakers Hill and Vineyard, NSW (the Project) by Parsons Brinckerhoff Australia (PB), on behalf of the Transport Infrastructure Development Corporation (TIDC).



Figure 1- 1 General location of study area

### 1.2 Study area

The study area subject to this assessment is located approximately 50 kilometres north-west of the Sydney central business district (CBD) between Quakers Hill Station, Railway Road, Quakers Hill and Vineyard Station, Riverstone Road, Vineyard. It is located within the local government area (LGA) of Blacktown City Council (see Figure 1-1 & 1.2).

### 1.3 Proposal

The Project would involve the construction and operation of approximately 10.1 km of new track between Quakers Hill and Vineyard in Sydney's north-west. Between Quakers Hill and the new Schofields Station, the new track would be constructed mainly on the western side of the existing track, widening the existing rail corridor by approximately 10 m (widening increases towards the new Schofields and Vineyard Stations). The new track would become the Down Main track (i.e. the track on which trains travel away from Sydney). Between the new Schofields and Riverstone stations, the new track would be constructed on the eastern side of the existing track. This would become the new Up Main track (i.e. the track on which trains travel towards Sydney). Between the Riverstone and new Vineyard Stations, the new track would be constructed on the western side of the existing track. This would become the Down Main track. The track is already duplicated at Riverstone Station and both of the existing tracks would remain.

The Project would also require the provision of turnbacks (a track from which train services terminate and change direction) and turnouts (the intersection and mechanisms for the meeting of two tracks). The proposed track work would require the widening of the existing rail corridor to accommodate the additional track.

Schofields and Vineyard stations would be relocated south of their current location and provided with car parks and bus interchanges. A new substation would also be constructed at Schofields, adjacent to the northern boundary of the existing substation. The new stations and substation would be constructed outside of the existing RailCorp land boundary and would be located adjacent to the western side of the existing rail corridor. The Project would also require the existing substation at Vineyard to be upgraded.

Other Project works would include new overhead wiring, modifications to the existing signalling system, culvert works and the adjustment and protection of utilities. Westminster Street overbridge at Riverstone would be reconstructed and the pedestrian level crossings at Quakers Hill Station and Schofields Station would be removed and replaced with footbridges with ramps. The vehicle level crossings at Riverstone Station and at Riverstone (the 'Meatworks' level crossing) are proposed to be removed by the Roads and Traffic Authority (RTA) and RailCorp respectively. The removal of these level crossings does not form part of this Project.

## **1.4 Objectives and tasks**

The objective of this study is to produce a 'plain English' report that identifies non-Indigenous archaeological values as well as areas of archaeological potential and constraints associated with the proposed works. The following tasks were undertaken in accordance with the brief:

- identify statutory requirements relevant to the project
- review relevant State and Federal heritage registers and listings, including the Department of the Environment, Water, Heritage and the Arts (DEWHA) Register of the National Estate (RNE), Commonwealth Heritage List (CHL) and National Heritage List (NHL)
- review existing local and regional environmental plans to identify existing planning instruments as they may relate to the archaeological and cultural heritage values of the study area
- consultation with the relevant heritage authorities including the Department of Planning (Heritage Branch) and local government
- identification of other stakeholder groups, such as the local historical society and other government bodies
- inspection of the site
- identification of any archaeological and cultural heritage values
- identification and assessment of known and potential impacts
- preparation of a Statement of Heritage Impact (SoHI)
- development of management guidelines in light of statutory heritage requirements, 'best practice, heritage principles and importance of the infrastructure project.

## **1.5 Authorship**

This report was prepared through a collaborative process involving a number of members of Heritage Concepts staff. Lori Sciusco and Charles Parkinson (Heritage Concepts Directors) edited and approved the draft report for distribution.

## 1.6 Abbreviations

The following abbreviations are used throughout this document:

AHC	Australian Heritage Commission
CHL	Commonwealth Heritage List
DEWHA	Department of the Environment, Water, Heritage and the Arts
LEP	Local Environmental Plan
LGA	Local Government Area
NHL	National Heritage List
NSW	New South Wales
REP	Regional Environmental Plan
RNE	Register of National Estate
SHI	State Heritage Inventory
SHR	State Heritage Register



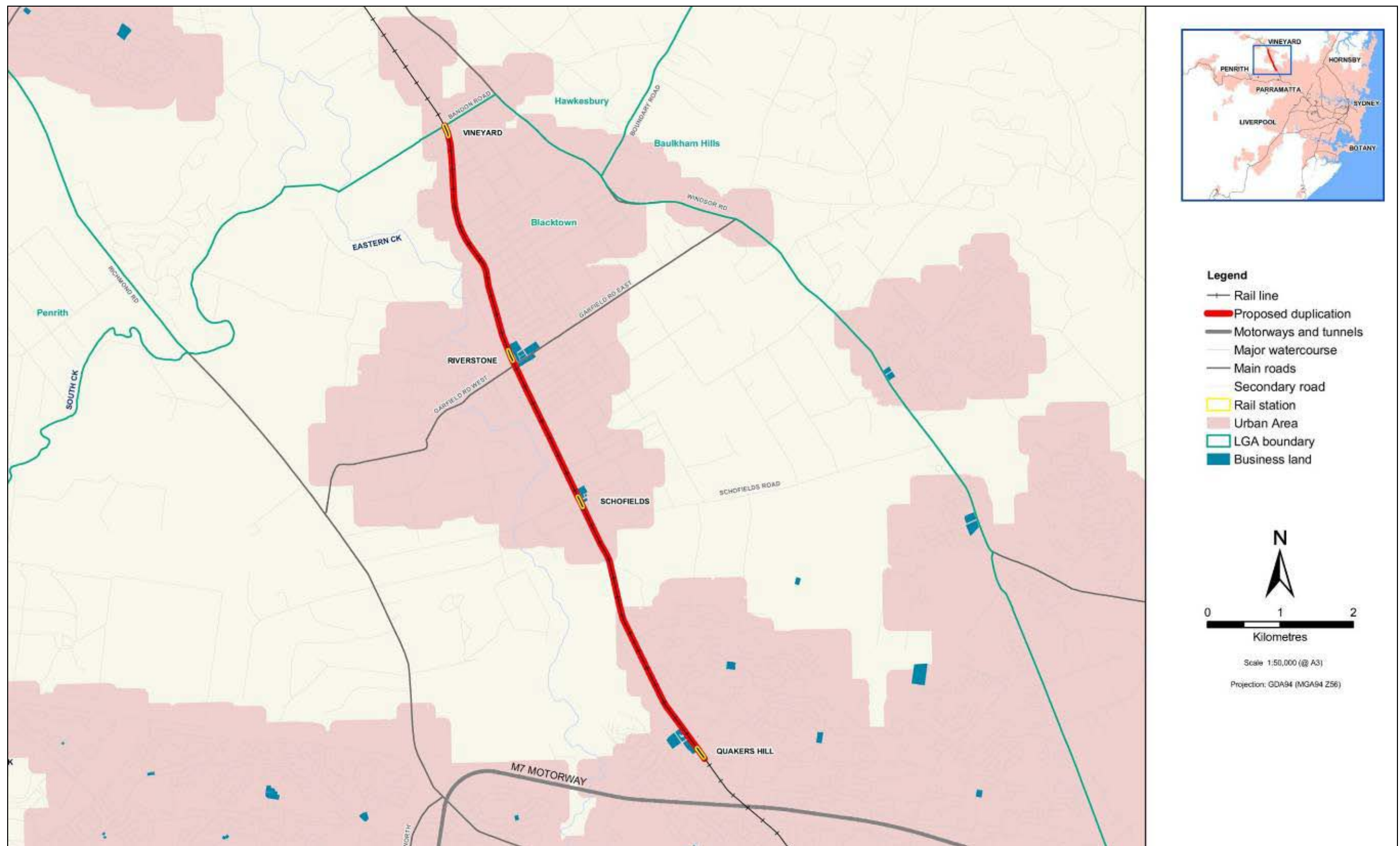


Figure 1- 2 Map of Study Area (Source: PB 2007).



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## 2.0 Legislative framework

### 2.1 Introduction

Historic cultural heritage in Australia is protected and managed under a variety of legislation. The following section provides a brief summary of the Acts that are relevant to the management of cultural heritage in NSW. It is important to note that these Acts are presented as a guide and are not legal interpretations of legislation by the consultant.

### 2.2 Commonwealth legislation

#### 2.2.1 *Environment Protection and Biodiversity Conservation Act 1999*

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* took effect on 16 July 2000. Under Part 9 of the Act, any action that has, or is likely to have, a significant impact on a matter of National Environmental Significance (NES, known as a controlled action under the Act), may only progress with the approval of the Commonwealth Minister for the Environment. An action is defined as a project, development, undertaking, activity (or series of activities), or alteration to any of these. Where an exception applies, an action will also require approval if it is undertaken:

- on Commonwealth land and will have, or is likely to have, a significant impact
- outside of Commonwealth land and will have, or is likely to have, a significant impact on the environment of Commonwealth land
- by the Commonwealth and will have, or is likely to have, a significant impact.

The EPBC Act defines 'environment' as both natural and cultural environments, which includes Indigenous and historic cultural heritage items listed on the RNE.

Recently, Australia has changed the legislation that protects its national heritage places. Three new laws came into effect in January 2004. These are essentially a combination of the previous heritage system with a number of changes, which include the establishment of the NHL and CHL.

The NHL records places with outstanding natural and cultural heritage values that contribute to Australia's national identity. The CHL will include natural, Indigenous and historic places owned or managed by the Commonwealth. The new laws provide changes that offer greater legal protection under the existing EPBC Act. Under the new system, national heritage will join six other matters of NES already protected under the EPBC Act.

The three new Acts are the:

- *Environment and Heritage Legislation Amendment Act (No.1) 2003*
- *Australian Heritage Council Act 2003*
- *Australian Heritage Council (Consequential and Transitional Provisions) Act 2003.*

Approval under the EPBC Act is required for any proposed action that will have, or is likely to have, a significant impact on the national heritage values of a national heritage place and/or any other NES matter. Such an action must be referred to the Commonwealth Minister for the Environment and Heritage. The Minister will decide whether an action will, or is likely to, have a significant impact on an NES matter.

The heritage provisions of the EPBC Act allow for a transition period whilst the NCL and CHL are finalised. During this transition period, the RNE acts in conjunction with the formative NHL and CHL to provide full coverage for items already identified as having cultural heritage significance.

A search of the database for the Register of the National Estate, Commonwealth Heritage List and the National Heritage List found the following:

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#### Commonwealth listings

There are **no** items listed on the Australian Heritage Database — RNE, NHL or CHL — that fall within, or adjacent to the boundaries of the project study area.

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## 2.3 State legislation

### 2.3.1 *Heritage Act 1977*

The *Heritage Act 1977* (the Heritage Act) is the primary piece of NSW legislation affording protection to all items of environmental heritage (natural and cultural) in NSW. 'Items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. A 'place' is defined as an area of land, with or without improvements and a 'relic' is defined as any deposit, object or material evidence that relates to the settlement of the area that comprises NSW, not being Indigenous settlement, and that is 50 years or more old.

The Heritage Act, established the Heritage Council of NSW, which provides advice and recommendations to the Minister for Planning relating to conservation and management of items of environmental heritage. The Heritage Council is also required to maintain a database of items of State heritage significance: the State Heritage Register (SHR), a database of items of both State and local heritage significance and the State Heritage Inventory (SHI).

If the Heritage Council believes that a heritage item or place needs to be conserved, it can make a recommendation to the Minister, who decides whether to place protection on that item. There are two types of protection available: interim heritage orders and listing on the SHR. These forms of protection are 'binding directions', meaning that the heritage item cannot be demolished, redeveloped or altered without the permission of the Heritage Council.

The Heritage Act does not apply to Indigenous relics (any deposit, object or material evidence). These items are protected under the *National Parks and Wildlife Act 1974*; however, some aspects of Indigenous cultural heritage management and protection are covered by provisions of the Heritage Act.

The Director-General of the Department of Environment and Climate Change can recommend that the Minister for Planning make interim protection orders to preserve areas of land that have natural, scientific or cultural significance, which can include land containing Indigenous places or relics.

Particular Indigenous places and items that the community has formally recognised as being of high cultural value can also be listed on the SHR. This provides an extra level of protection in addition to that provided by the *National Parks and Wildlife Act 1974*.

A search of the database for the State Heritage Register revealed the following:

#### **NSW SHR and SHI listings**

The following item of heritage significance is listed on the SHR:

- Riverstone Railway Station Group.

A copy of the listing is included in Appendix A.

The following item of heritage significance is listed on the SHI:

- Quakers Hill Station Pedestrian Footbridge.

A copy of the listing is included in Appendix B.

### 2.3.2 Section 170 heritage and conservation register

Under Section 170 of the *Heritage Act 1977* RailCorp and TIDC are required to establish a heritage and conservation register. This register is to contain the details of each item of environmental heritage that is subject to an interim heritage order or is listed on the State Heritage Register (SHR). Details of items that are listed under environmental planning instruments and items that could be assessed as being of State significance, which are owned or occupied by the government instrumentality, are to be included on the register.

A search of the RailCorp and TIDC Section 170 registers found:

### RailCorp & TIDC Section 170 heritage and conservation registers

The following items **are** listed on the RailCorp S170 heritage and conservation register:

- Riverstone Railway Station and yard group
- Quakers Hill Footbridge.

**No** items within the study area are listed on the TIDC S170 heritage and conservation register

### 2.3.3 *Environmental Planning and Assessment Act 1979*

The *Environmental Planning and Assessment Act 1979* (EP&A Act) ensures that environmental impacts are considered prior to development taking place. This includes impacts on Indigenous and non-Indigenous cultural heritage items and places. The Act also requires that each local council prepares a local environmental plan (LEP) and/or development control plan(s) in accordance with the Act to provide guidance on the level of environmental assessment required. LEPs often list locally significant heritage items.

The Blacktown Local Environmental Plan 1988 (Blacktown LEP) is the principal planning instrument for the Blacktown LGA within which the project falls. The Blacktown LEP guides the permissibility of development in different parts of the LGA through the zoning status applied to each parcel of land. The objective of the Blacktown LEP in relation to heritage conservation is 'to protect Blacktown's environmental heritage'. Heritage provisions are contained in Division 3 Heritage of the LEP, with a list of identified heritage items included as Schedule 2.

A search of the Blacktown LEP heritage schedule found the following of relevance to the Project:

#### LEP

The following items of heritage significance **are** listed on Schedule 2 of the Blacktown LEP:

- Riverstone Railway Station Group
- Former Riverstone Stationmasters residence.

## 2.4 Non- statutory listings

The National Trust of Australia is a community-based organisation with independently constituted Trusts in each state and territory. The NSW National Trust compiles a heritage list primarily of historic places, but also including some Indigenous and natural places. Listing helps to provide recognition, and promote public appreciation and concern for local heritage.

The National Trust Register has no legal foundation or statutory power, but is recognised as an authoritative statement on the significance of particular heritage items to the community, and is held in high esteem by the public.

A search of the National Trust Register revealed the following:

#### National Trust listings

The Riverstone Railway Station Group is listed on the National Trust (NSW) register. The group includes the Railway Station and Group, Former Station Master's Residence, Former Railway Barracks and the War Memorial in front of Station.



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### 3.0 General history of European settlement in the Blacktown region

The following chapter provides an introduction to the historic landscape of the broader study area. It is not intended to be an in depth historical account of the development of this region. Instead, the objective is to provide the reader with an understanding of the historical setting of the study area. This also serves to provide the basis for an assessment of historic cultural significance.

#### 3.1 European exploration and early settlement (1780s - 1800s)

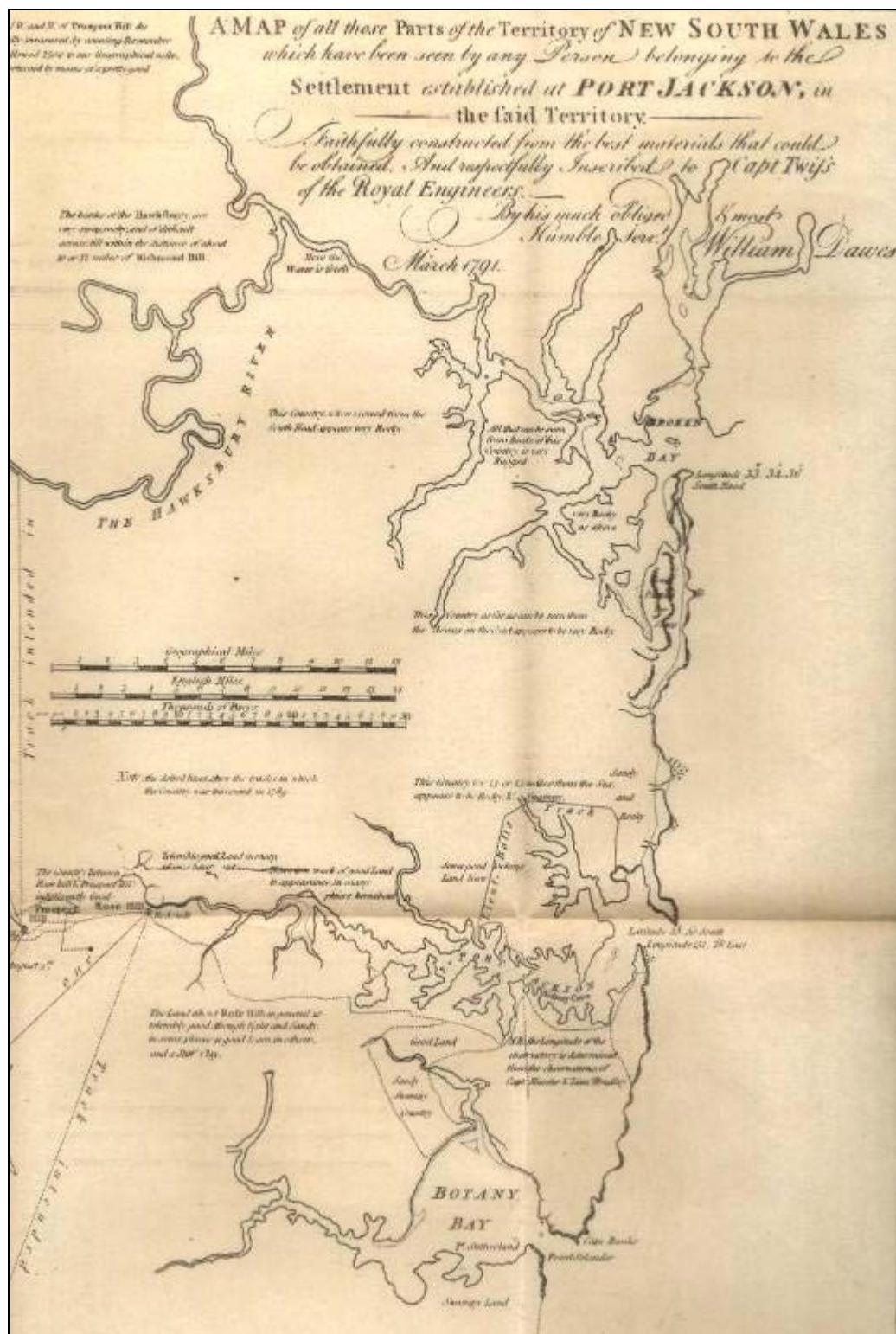
The first European explorations of the outer western fringes of the Cumberland Plain, including most of the present-day Blacktown municipality, occurred in the late 1780s and early 1790s through a series of expeditions led by Captain Watkin Tench and Governor Arthur Phillip. In June 1789, Captain Tench led a small expedition — including Thomas Arndell, assistant surgeon, Mr Lowes, surgeon's mate, two marines and a convict — west of Prospect Hill towards the foothills of the Blue Mountains. On the second day of the journey, the team came across a wide, deep river described as being 'as broad as the Thames at Putney and apparently of great depth, the current running very slowly in a northerly direction'. The river was named the Nepean by Governor Phillip after Evan Nepean (the Under Secretary of the Home Office in Britain who was involved in the organisation of the First Fleet). The Nepean River was later discovered to be the upper part of the Hawkesbury, which had been previously explored from the Broken Bay region.

In August 1790, Watkin Tench, in the company of Mr Dawes and Mr Worgan (surgeon of the *Sirius*), undertook an expedition to the south and west of Rose Hill (Parramatta) into lands previously unexplored by Europeans, including much of the present-day Blacktown municipality (see Figure 3-1):

We remained out seven days, and penetrated to a considerable distance in a S.S.W. direction, bounding our course at a remarkable hill, to which, from its conical shape, we gave the name of Pyramid-Hill. Except the discovery of a river (which is unquestionably the Nepean near its source) to which we gave the name of the Worgan, in honour of one of our party, nothing very interesting was remarked.

Tench 1791

The last effort at exploration made by Tench and Dawes was in July 1791, when they went in search of a large river supposed to exist a few miles to the south of Rose Hill, and traversed the present Riverstone area. They did not succeed in finding anything better than a saltwater creek running into Botany Bay, and on its banks they passed a miserable night from want of water to quench their thirst; for as they believed that they were going to a river they 'thought it needless to march with full canteens.' The most noticeable event on this occasion was apparently the extraordinary degree of cold experienced on the road, when they were six miles south-west of Rose Hill.



**Figure 3- 1      A map of all those parts of the Territory of NSW which have been seen by any person belonging to the settlement established at Port Jackson in the said Territory (Published September 22nd 1792)**

By 1792, European occupation was beginning to spread north-west from the Parramatta settlement with a series of land grants issued largely to emancipated convicts by Governor Phillip. The main line of settlement ran north along Toongabbie Road, across the Great Western Highway and along Greystanes Road, eventually curving westward below Prospect Hill. The first land grants in the Blacktown area were given in July and August of 1791 and January of 1792. In this seven-month period, Phillip granted land in the vicinity of Prospect Hill, aligned north-south, curling around Prospect Hill, to nine emancipists, two serving convicts



and one Edward Pugh. Seven of the new settlers were married and three of the men had children. Each of the 12 men received 30 acres. Those men who had wives received an additional 20 acres and the three settlers with children received an extra 10 acres per child. The largest land grant was to Edward Pugh, who received 70 acres (Cox 1994: 30, Karskens 1991: 21-22, Liston 2002).

In 1802, Governor King declared a large area of land in the Blacktown district as a grazing and breeding reserve for government-owned livestock. This King's reserve became known as the 'Rooty Hill Run' and had approximately the same boundaries as the modern-day city of Blacktown. A few years later Governor King also declared 9,345 acres from Prospect Hill to South Creek as common grazing land, later known as Prospect Common. The Rooty Hill Run and Prospect Common remained as active commons for both Government stock and the grazing stock of private settlers for almost a decade.

### 3.1.2 Expansion of European settlement (1810s – 1840s)

In 1810, Governor Macquarie began breaking up the Rooty Hill Run, the reserve and common land, issuing the land as grants to new settlers. This was undertaken in stages, with one of the first parcels of land released 2,500 acres in the Parish of Saint Matthew granted to Maurice Charles Phillip O'Connell (1768-1848). The land grant extended from Garfield Road to Bandon Road and from Windsor Road to Eastern Creek (see Figure 3-2). O'Connell named this estate *Riverston Farm*, after his place of birth in County Kerry, Ireland.

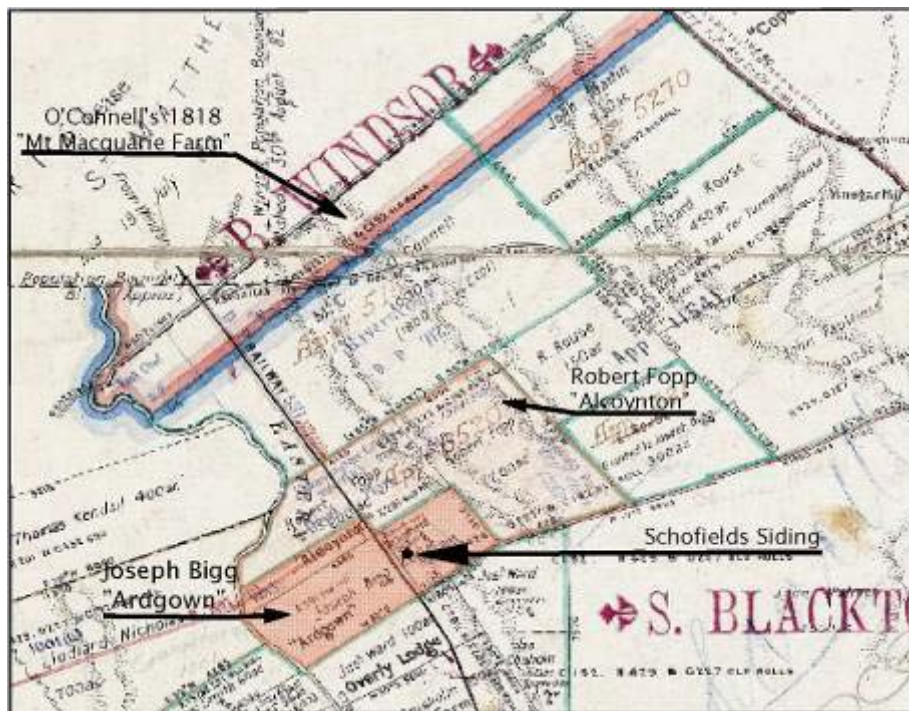
Lieutenant Colonel O'Connell had arrived at Port Jackson in 1809 aboard the *Dromedary* in the company of Governor Macquarie, as Commander of the 1<sup>st</sup> Battalion of the 73<sup>rd</sup> Regiment. Within a year of his arrival O'Connell was appointed Lieutenant Governor of NSW and had married Mary Putland, widowed daughter of William Bligh, former Governor of NSW. The Riverston grant was bestowed upon the couple by Governor Macquarie on the occasion of their marriage in 1810. In March 1814, O'Connell received a further 1,000 acres at Mount Macquarie, extending his original grant from Garfield Road to Kensington Park Road, Schofields; this property O'Connell named Mount Macquarie Farm (see Figure 3.3) (Karskens 1991, Proudfoot 1987).



Figure 3-2 Parish of St Matthew, undated map, indicating O'Connell's 1810 2,500 acre land grant (Department of Lands Parish Maps on CD#5 Map No 14076801)



Five years after O'Connell received the Riverston land grant, Joseph Bigg and Robert Fopp were granted two of the earliest land parcels in what today is the suburb of Schofields (see Figure 3-3). Both men arrived free in Port Jackson aboard the *Dromedary* in 1809 in the company of Governor Macquarie. Both served the Governor — Bigg as coachman and Fopp as a butler. In June 1815, in recognition of their service, Macquarie granted both men 200 acres of land east of Eastern Creek (west of the current railway station at Schofields). Bigg named his grant 'Ardgown' or 'Argown', although it does not appear that he ever used the land. By 1818 the property was up for sale, and was purchased by Robert Fopp who added it to his own land 'Alcoynton'. Fopp later petitioned Macquarie for additional land and he was granted an additional 200 acres. The main economic activity at Alcoynton appears to have been stock grazing, with Fopp issued cattle from Government herds between 1819 and 1823. He also received cattle from the Rooty Hill Stock Reserve. From the early 1830s, Fopp's property was leased by John Schofield, who later purchased the land, and after whom the suburb of Schofields is named (Lucas 1999: 12-13).



**Figure 3- 3 Parish of Gidley Map (copied from Office Map July 1884) indicating the land grants of O'Connell, Fopp and Bigg and Schofields siding (Department of Lands Parish Maps on CD#3 Map No. 14068601)**

By the late 1830s land ownership in the outer western district was largely in the hands of a small number of families who controlled large properties. At this time, the main population centres were Eastern Creek, Mount Druitt, Colyton, Prospect and South Creek. Smaller settlements could be found along Windsor Road, and intermediate lands were sparsely settled. The main economic activity in the district comprising Riverstone, Schofield and Vineyard during this period was cattle grazing, but dairy farming, grape growing and wine making were also taking place.

During the 1840s, subdividing of several of the large estates commenced, including O'Connell's Riverston Estate, with the large properties divided into smaller farms and sold. This early subdivision was a result of changing generations and the death of many of the original grantees, as well as speculation of a rail link to the region. This speculation was fuelled in 1846 by the early proposal for the establishment of a railway to Windsor. The proposal was a private capital venture that was strongly advocated by Maurice O'Connell of Riverston Farm. The Sydney to Hawkesbury branch line of the railway was opened in 1864.

### **3.1.3 Development of industry, land boom and subdivision (1850s to 1890s)**

In 1878, Benjamin Richards (1818-1898) established the Riverstone Meat Company Pty Ltd on 2,700 acres of land to the west of the railway line. During that year the first beef house was constructed, followed in 1879 by a mutton house. The large tract of land also allowed for a series of paddocks where cattle and sheep could be rested and fattened prior to slaughter. The meatworks, in conjunction with Thomas Sutcliffe Mort's freezing works, supplied a large export market. In the 1890s two thousand carcasses of mutton were shipped to England each week. By the mid-1890s the Riverstone Meatworks was the largest such operation in NSW, with an annual output of 500,000 sheep and 45,000 cattle carcasses.

The establishment of the meatworks was the second major catalyst for the development of the Riverstone area, the first being the railway. The meatworks became the mainstay for settlement in the region on the basis of employment opportunities. The opening of the railway provided the stimulus for a speculative land boom that saw the subdivision of many original land grants into rural allotments and urban blocks (Proudfoot 1987: 31-33, Lucas 1999: 16-22).

In 1855, O'Connell's Riverston Farm was acquired by Andrew Hardie McCulloch (solicitor). McCulloch made several attempts at subdividing the estate throughout the late 1850s and 1860s; however, only small sections of the land were sold. In 1877, McCulloch released 157 town allotments referred to as the Riverstone Township subdivision (see Figure 3-4). The Riverstone Township subdivision was bounded by the railway line in the west, Piccadilly Street in the east, Crown Street in the north and Robinson Street in the south. With the attraction of the railway line, land began to sell more quickly and the establishment of the meatworks boosted interest in the area. In 1881 McCulloch moved quickly to release further land located near the railway and the meatworks. The new subdivision was called Riverstone Estate and consisted of 267 town allotments, each measuring two acres, and 98 suburban blocks, each five acres in size (see Figure 3-5).

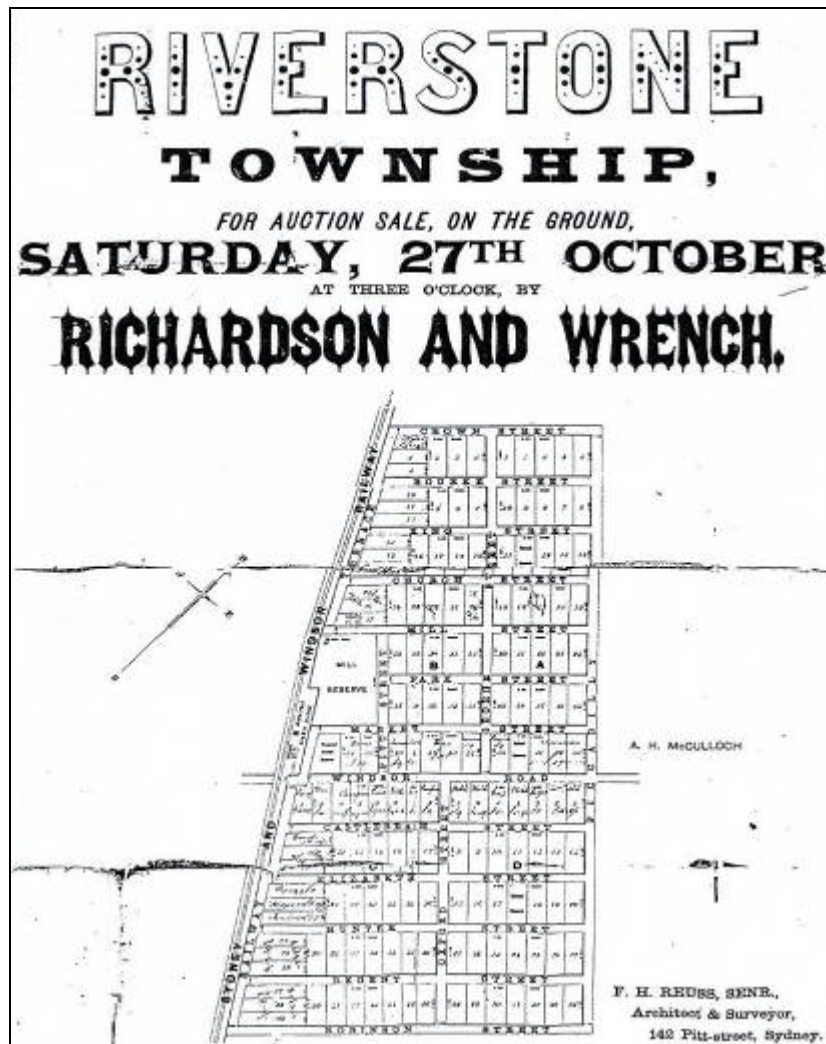


Figure 3- 4 Plan of the Riverstone Township subdivision (ML SP R9/42) (FH Reuss 1877)



Figure 3- 5 Plan of the Riverstone Estate subdivision (ML SP R9/43) (WH Binstead 1881)



In the 1880s another subdivision of the original Riverston Farm was known as the Grantham Estate. This Estate was located between the railway line and Windsor Road (see figures 3-6 and 3-7) (Proudfoot 1987). Additional subdivisions followed, with land originally owned by McCulloch released in lots of two to five acres over the next five to ten years.

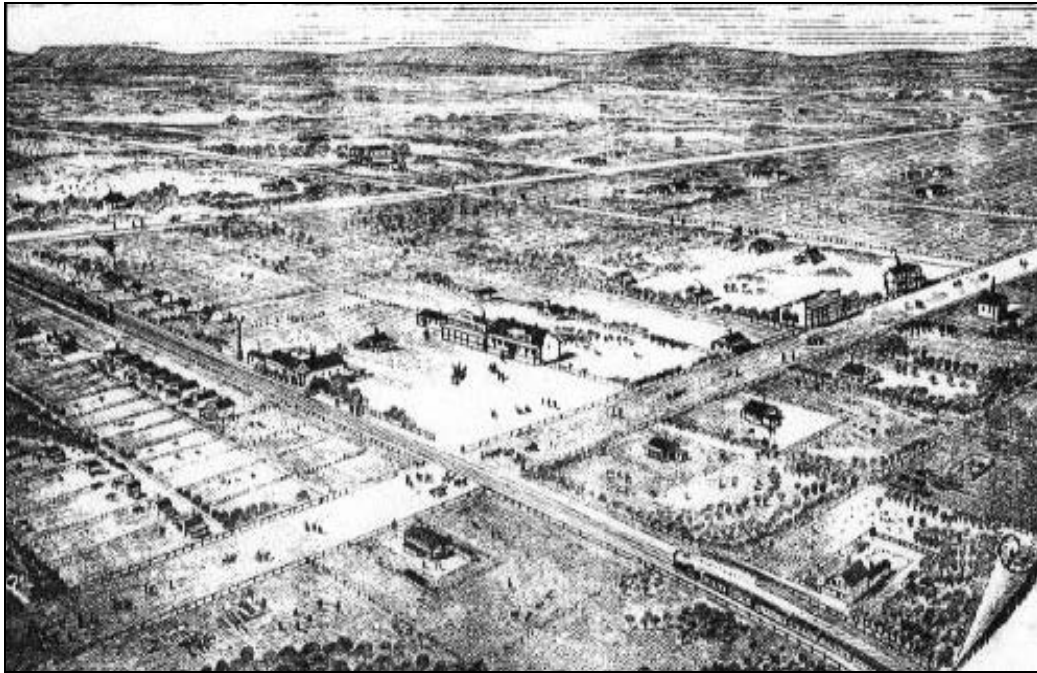


Figure 3- 6 View of Riverstone township 1880s (from cover of Grantham Estate Purchasers' Companion and Guide, Boyd & King (Mitchell Library))

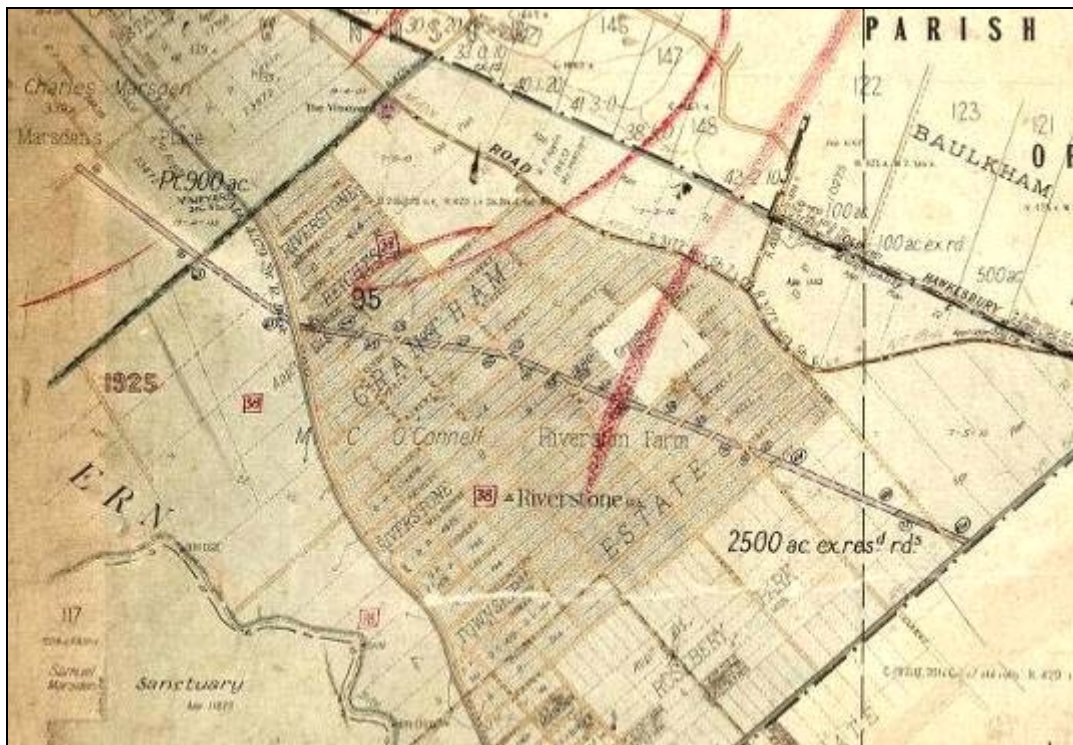


Figure 3- 7 Parish of St Matthew, mid 20<sup>th</sup> century showing the Grantham Estate (Department of Lands Parish Maps on CD#5 Map No. 14046304)

By 1881 a small village had developed at Riverstone near the Riverstone Meatworks and railway station. Six houses and a hotel had been built, and a brickworks and sawmill were located nearby. Following the 1881 'Riverstone Estate' subdivision, streets were pegged out and the next few years would see the completion of a new railway station building (1883), the building of the public schools in Riverstone and Schofields (1883), two churches opened — St Andrew's Presbyterian Church (1884) and St Paul's Anglican Church (1885) — and the opening of a telegraph office (1886). By the mid-1880s the village had the services of three estate agents, two timber merchants, four general stores, a wine merchant, a baker, a blacksmith, two boot makers, six builders, a carpenter, and two hotels (the Volunteer and the Riverstone), with a police officer posted at Riverstone (Kass 2001: 3-5, Lucas 1999: 27-28, Historical Committee Blacktown 1982, 4).

Riverstone, a post town, telegraph and railway station. 28 miles NW of Sydney. Fares 3s.3d and 2s. It is situated on the Eastern Creek; in the electorate of the Hawkesbury, and police district of Windsor. There is one Hotel here, a public school, Roman Catholic Church, several small stores and saw mills, with a population of about 320.

Australian Handbook 1884

From the 1830s John Schofield leased 600 acres of Fopp's land located west of the present day railway station and known as Gillingham Farm (see Figure 3-8). Schofield purchased the 600 acres in 1845.

During initial planning for the construction of the Blacktown to Windsor railway line John Schofield voiced concerns over the proposed route, which he considered to be flood prone. He had local Member of the Legislative Council Robert Fitzgerald organize for the surveyors to tour his property, pointing out to them flood debris in fences and trees. Schofield concluded the tour along a route he proposed would remain above the water level. The surveyors took Schofield's advice and the line was constructed as he proposed (Schofield 1985:60-61). Land resumptions were called on 25 November 1862 and Schofield transferred 5 acres, 3 roods and 30 and three quarters perches (approximately 6 acres in total) to the Commissioner of Railways for £100.

Family legend has it that during a visit to Windsor Henry Parkes commented on a cow skeleton in a tree, which led to a recounting of how the railway line was decided on and Schofield's part in it. Parkes allegedly congratulated Schofield on having saved the government time and trouble and asked if any small service could be given as a token of appreciation. Schofield asked that he be allowed to flag the train. This request was granted and Schofield created a simple siding on his property. The siding was officially recognized in 1872 and Schofield sold an area of 4.5 chains (90.5 metres) by half a chain (10 metres) to the Commissioner of Railways for the Siding (Schofield 1985: 60).

The traffic on the line increased to such an extent that upgrades were required during which Schofield's Siding, as it was known, was condemned. On the 13 September 1881 the Commissioner of Railways purchased an area of 3 roods and 1 perch (0.76 acre) for a new siding. The new siding was located to the north of the original siding (towards Blacktown) and remains the site of the Schofields station to this day (Schofield 1985:62).

In 1882, John Schofield subdivided his property Gillingham Farm, creating a new estate of 140 acres that he called Kensington Green. The sale was unsuccessful and in 1882 the new subdivision along with an additional 290 acres was sold to a Mr Edward Hogben, who in turn sold it in 1885 to the Australian Mutual Investment and Building Company. After Schofield's death, John Schofield junior decided to subdivide the remaining portion of Gillingham Farm into 89 lots. These were offered for sale in 1883. Once again the sale seems to have largely failed. In 1909, 92 acres was seized by the Bank of NSW in default of a mortgage taken out by Schofield in 1889 (Lucas 1999: 13, 25-26).



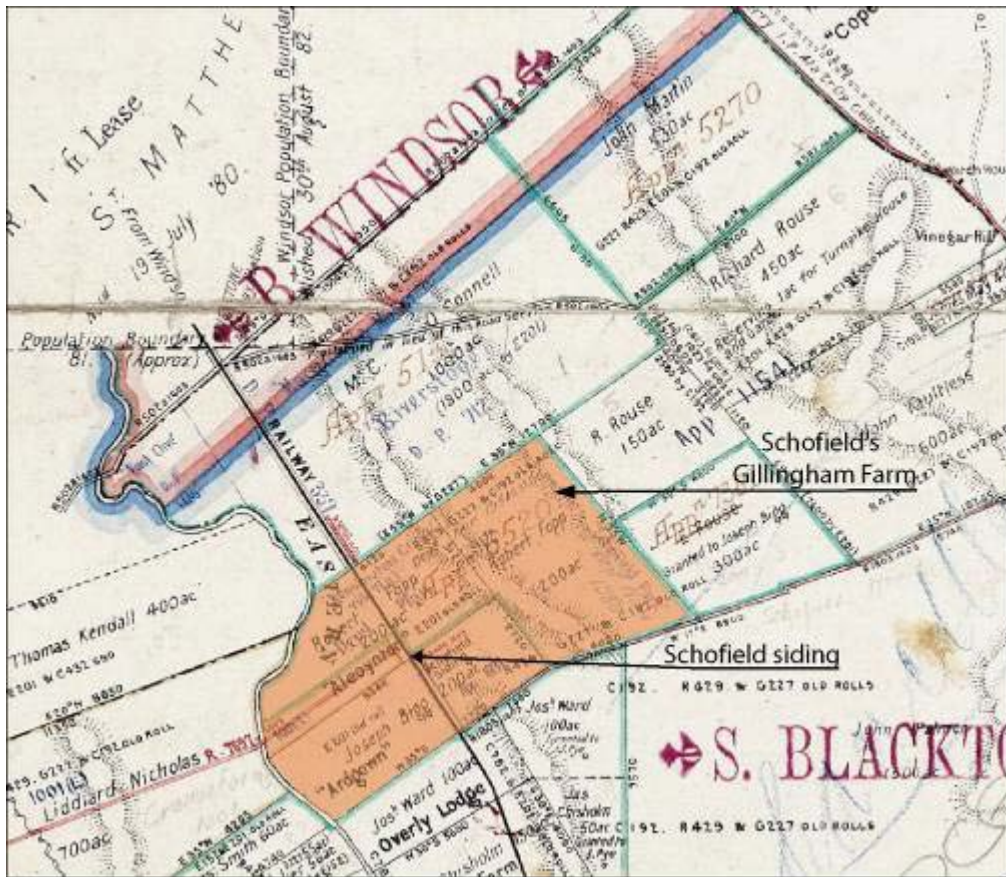


Figure 3- 8 Parish of Gidley Map 1884, indicating the Schofield Gillingham Farm (Department of Lands Parish Maps on CD#3 Map No. 14068601)

The suburb of Quakers Hill is located across four land grants of the early 1800s. These consisted of 400 acres granted to William H Allcock's in 1815, 695 acres granted to Joseph Pye in 1816, part of the Robert Campbell 1,500 acre estate located within the Parish of Gidley (see Figure 3-9) and 700 acres granted to Major West in 1814, located within the Parish of Prospect (see Figure 3-10). Quakers Hill Station was established in 1905 on the site of the former 'Douglas Siding'. The 'Douglas Siding' had allowed for timber from the Douglas family sawmill to be transported out of the area ([www.blacktown.nsw.gov.au](http://www.blacktown.nsw.gov.au) accessed 08 May 2007).



Figure 3- 9 Parish of Gidley Map u.d, showing the land grants of Allcock, Pye and Campbell with the Richmond railway line (Department of Lands Parish Maps on CD#3 Map No. 14068701)

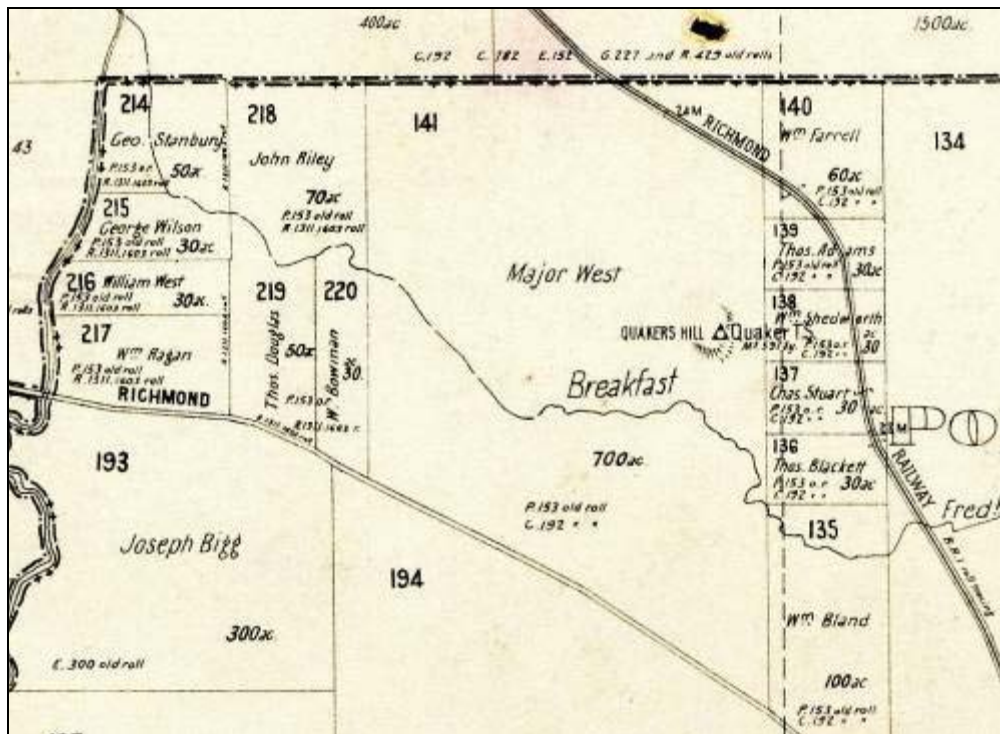


Figure 3- 10 Parish of Prospect Map 1894 showing the land grant of Major West and the Richmond Railway line (Department of Lands Parish Maps on CD#4 Map No. 14019601)

### 3.1.4 Development of Blacktown Shire (1900s- 1950s)

The Shire of Blacktown was created in 1906. At this time the district was predominately rural in character. The face of the district would, however, be drastically changed following the end of the Second World War. The post-war boom years saw the Blacktown district's population rise from 14,500 in 1936 to 17,750 in 1947, 31,748 in 1954 and over 100,000 in 1966. In the 1960s Blacktown Shire became a municipality.

Riverstone, Schofields and a section of Vineyard were incorporated into the boundaries of Blacktown Shire in c.1927. Previously the area had been split between Blacktown and Windsor councils; however, residents petitioned for the area to fall entirely within the jurisdiction of Blacktown Council in order to be connected to reticulated mains water. Reticulated mains water was supplied to certain portions of Blacktown Shire in 1919, and in 1920 the Metropolitan Water Sewerage and Drainage Board proposed a reticulation scheme that drew water from the Prospect Elevated Reservoir to service a major portion of Blacktown Shire and the whole of the then St Mary's municipality. The scheme commenced in 1929, but was halted for a period due to the financial depression of the early 1930s. The connection to the Riverstone district was completed in 1934, however, the scheme was entirely completed until late 1937.

During the same year, a regular supply of electricity was provided to the Hawkesbury municipalities of Windsor, Richmond and Penrith with the completion of the overhead 33/11 kilovolt high-voltage transmission system (the Western Wing). A substation was constructed at Riverstone in 1934 as part of this transmission system, which on its completion supplied the local areas of Schofields and Riverstone. An electricity transmission line running south-east from the substation towards Schofields was planned and gazetted, with lands resumed in the early 1950s (see Figure 3-7).

The Riverstone-Schofields district has continued to grow over the last 50 years, with significant urban and residential growth, and development of the town centre and public facilities.



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## 4. Site inspection

### 4.1 Introduction

A site visit was conducted on Wednesday 20th June 2007 by Charles Parkinson in conjunction with Sally Crowther of PB. A further site visit was then completed on Thursday 1st November 2007 by Charles Parkinson and Lori Sciusco of Heritage Concepts Pty Ltd. The intention of the site visits was to view the setting of the existing railway corridor and to determine what historic sites and/or resources would likely be affected by the Project.

### 4.2 Quakers Hill Station complex

The station complex at Quakers Hill comprises two platforms servicing dual rail lines. Access to the platforms is via an overhead pedestrian bridge including a ticket office. The bridge and ticket office was built in 1975 and is considered to be a representative example of the post 1970 type of pedestrian bridge design. The platforms, access bridge and ticket office appear to be in sound condition.



**Plate 4- 1** Quakers Hill Station with the pedestrian footbridge in the foreground.



**Plate 4- 2** Quakers Hill Station viewed from the pedestrian crossing showing dual track arrangement.

### 4.3 Schofields Station complex

The current station complex at Schofields, comprising the station building, platform and an ancilliary building fronting Railway Parade; is a relatively recent construction and contains no significant heritage components.

The Station is located on land sold to the Commissioner of Railways by John Schofield in 1881. At this time a short brick platform the length of one carriage was constructed on one side and a loading bank on the other. The Siding remained in use until it became inadequate for the needs of the community and the platform was lengthened in 1939 (Schofield 1985:237). Based on the results of platform excavations at other sites in NSW it is not expected that any remnants of the original platform remain.



**Plate 4- 3** View towards the Schofields Station complex, note the single track arrangement in the foreground.



**Plate 4.4** View towards Riverstone from Schofields section showing single track arrangement.

#### 4.4 Riverstone Station complex

The Riverstone Station complex comprises two platforms serving dual rail lines. The main line through Riverstone is a single track, with dual lines extending only a short distance either side of the station precinct. The main building complex is located adjacent to Platform 1 and comprises the brick station building, parcels office and Station Masters residence.



**Plate 4- 5** Looking towards Riverstone Station.



**Plate 4- 6** View of Riverstone Station complex from the pedestrian crossing showing current dual track layout at platforms.



**Plate 4- 7** Looking towards Riverstone Station manager's residence.



**Plate 4- 8** Riverstone Station showing modern additions between manager's residence and station building.

#### 4.5 Vineyard Station complex

The current station complex at Vineyard is a relatively recent construction and contains no significant heritage components.

#### 4.6 Culverts and cuttings

The section of track from Quakers Hill to Vineyard travels through gently undulating country across a number of natural watercourses. To accommodate the railway line various cuttings, culverts and embankments were required. The aim of these was to facilitate water movements from one side of the railway line to the other and to maintain an acceptable gradient along the length of the railway. There appears to be two phases of culvert construction. Initially a number of arched brick culverts were built, followed by a number of concrete culverts. It is not known whether the concrete culverts replaced earlier brick structures in poor repair or whether they were built in order to provide additional drainage capacity.



**Plate 4- 9** General view of small brick culvert on Quakers Hill to Schofields section.



**Plate 4- 10** General view of large brick culvert on Quakers Hill to Schofields section.



**Plate 4- 11** Cutting located north of Schofields Station.



**Plate 4- 12** Section of embankment with concrete culvert.



## 5.0 Assessment of cultural significance

### 5.1 Introduction to the assessment process

The presence of archaeological remains does not necessarily equate to research potential or archaeological significance. The nature of the archaeological evidence and the information that it may provide must also be considered when making decisions about the management of the archaeological sites.

An assessment of significance seeks to understand and establish the importance or value of a place, site, or item to the wider community. The concept of cultural significance is intrinsically connected to the physical fabric of an item or place, and its location, setting and relationship with other items in its surrounds.

The assessment of cultural significance is ideally a holistic exercise that draws upon the response these factors evoke from the community. The criteria for evaluating cultural heritage value are generally applied to sites, places or items that have tangible historic structures or visible relics, or where there is general understanding of the extent of the historic resources.

Archaeological sites require a different method of evaluation because of the nature of the heritage resource and because the degree to which the resource can contribute to our understanding of history cannot be fully comprehended at the outset. Therefore, the evaluation of an archaeological site considers the significance of the 'potential' of the site to reveal information about the past.

Archaeological deposits can offer different types of information that is not always available through other sources. The contribution that archaeological deposits can make to our understanding of a place or of past human activities may also be of cultural heritage significance. Despite these differences, the same general set of criteria is used to assess the cultural heritage value of different types of heritage resources.

The Australia ICOMOS Charter for the conservation of places of cultural significance (the Burra Charter) was formulated in 1979 and most recently revised in 1999. The Charter is the standard adopted by most heritage practitioners in Australia. The Burra Charter defines a number of categories for the assessment of significance of a place, item or site. These categories include:

- historical
- aesthetic
- social
- scientific/technical
- other (rare or representative).

These categories provide the basis for many of the State and Territory criteria for assessment of significance of a heritage place, item or site.

### 5.2 Criteria for the assessment of historic cultural heritage

The SHR, which was established by amendments to the Heritage Act in 1999, has a separate set of significance assessment criteria broadly based on those of the Burra Charter. To be assessed for listing on the SHR an item will need to meet one or more of the criteria outlined in Table 5-1.

Table 5-1 Criteria used for the assessment of historic cultural heritage

Criterion	Description
A Historic	Is important in the course, or pattern, of NSW's cultural or natural history.
B Associative	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.
C Technical/aesthetic	Is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW.

D Social	Has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons.
E Scientific/technical	Has the potential to yield information that will contribute to an understanding of NSW's cultural and natural history.
F Rare	Possesses uncommon, rare or endangered aspects of NSW's cultural or natural history.
G Representative	Is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments.

A central feature of the amendments to the Heritage Act is the clarification and strengthening of responsibility for the management of heritage items at local and State levels. Subsequently, items can be assessed as having local or State significance. In addition, items can also be assigned a grading, in order to better define the place of the item within the cultural landscape. The criteria for grading an item or place are discussed in Section 5.3.

It is important to note that an item cannot be excluded from the Register on the grounds that items with similar characteristics have already been listed. Also, these criteria are applicable to items that do not qualify for a State significance ranking, that is, items of local significance.

These categories are useful in considering a wide range of heritage items, and can be applied to sites with items of standing heritage as well as areas with the potential to contain archaeological deposits.

### 5.3 Grading of historic heritage significance

Table 5-2 outlines the grading of significance applicable for evaluating an item or place as prescribed by the Department of Planning (Heritage Branch) (NSW Heritage Office 2001). Table 5-2 is intended as a guide and is designed to be modified to suit the characteristics of the heritage or archaeological resource.

**Table 5-2 Criteria used for grading of significance**

Grading	Justification	Status
Exceptional/high	Rare or outstanding element directly contributing to an item's local and/or State significance. There is a high degree of original fabric that helps to demonstrate a key element of the item's significance. The alterations evident do not detract from the significance of the item or place.	Fulfil criteria for local or State listing
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfil criteria for local or State listing
Low	Alterations may detract from the overall significance, but its role, function, design or fabric can still be interpreted.	Fulfil criteria for local or State listing
Intrusive/nil	Damaging to the item's heritage significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.



## 5.4 Historic cultural heritage values of the study area

### 5.4.1 Quakers Hill Footbridge

The following assessment and statement of significance is derived from the SHI Listing Database No .4440754.

G Representative	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments.
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The Quakers Hill Footbridge and Ticket Office is representative of many similar railway structures built in the revised style that began in the early seventies and continued through to the late nineties.

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#### Statement of significance

The Footbridge and Ticket Office is a good example of the technological and stylistic change that occurred in the early 1970s. Prior to this time, pedestrian bridges were supported on trestles and used a variety of decking materials. From 1970 onwards, as shown by the Quakers Hill Footbridge this changed to the use of a concrete deck with simple metal hand rails supported on concrete columns.

**Level of significance:** Moderate local.

### 5.4.2 Quakers Hill to Vineyard Rail Corridor

E Scientific/technical	An item has the potential to yield information that will contribute to an understanding of NSW's cultural and natural history.
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The structural remains, including the track alignment, cuttings and culverts associated with the Richmond Line between Quakers Hill and Vineyard, have the potential to provide information on late nineteenth century building practices and materials, as they relate to the construction of rail lines, railway station platforms, loading banks, sidings and associated buildings.

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#### Statement of significance

The structural items, such as cuttings, culverts and embankments associated with the Richmond Line have limited potential to further our understanding of the changes in the building practices and materials used in the construction and upgrade of nineteenth century railway lines.

**Level of significance:** Moderate local.

### 5.4.3 Riverstone Railway Station and Yard Group

The following assessment and statement of significance is derived from the SHR Listing Database No 5012209.

F Rare	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history.
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Riverstone Station is historically rare as it is a surviving example of a late nineteenth century station building and part of an important phase in the development of railway transport throughout NSW.

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#### Statement of significance

The Riverstone Station and Yard Group is an excellent composite group of station and service buildings with several unusual buildings located in the metropolitan area. The station retains its single line operation and consequently original track arrangements. Although the site has been added to over its history, it retains the form of an early station complex. The station building is one of three similar dating from 1889, the others at Milthorpe, St Peters and Spring Hill (demolished). It retains much of its original detailing and is intact. The goods buildings appear to date from the opening of the line and are of unusual and interesting design, being very simple unpretentious structures. The station has been in continuous use since its construction in 1864.



**Level of significance:** Moderate state.

#### 5.4.4 Schofield's Station Complex

D Social	Has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons.
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The Schofield's Station Complex is of local significance to the community for its associations with early pioneer of the area John Schofield. Schofield proposed the line of the railway to lessen the impact of flooding. Schofield's Siding was created on land sold to the Commissioner of Railways by John Schofield and takes its name from him. The Siding was initially further south on the line near Schofield's first saw mill. Family legend has it that the initial siding was granted to Schofield by Henry Parkes.

Level of Significance: Low local.

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## 6.0 Statement of heritage impact

### 6.1 Requirements of a statement of heritage impact

The objective of a SoHI is to evaluate and explain how a proposed development, rehabilitation or land use change will affect the value of the heritage item and/or place. A SoHI should also address how the heritage value of the item/place can be conserved, maintained, or (preferably) enhanced by the proposed works.

### 6.2 Proposed works

The proposed works would entail construction of one new track adjacent to the existing single track (north of Quakers Hill Station) and twin track (to the northern end of the proposed new Vineyard Station). The Project also includes all associated civil and rail systems works, station upgrade works at Riverstone Station, and new stations at both Schofields and Vineyard.

The proposed works at Riverstone Station include:

- widening of the existing Down platform
- conversion of both the Up and Down platforms to level access
- a new footbridge with two lifts, ramps and stairs to provide access to the street and platforms
- communications, security, and associated infrastructure works.

Two options were considered for the location of the proposed new footbridge at Riverstone Station. The first option positions the proposed footbridge to the north of the station precinct adjacent to the existing commuter and staff car park. The second option would locate the proposed footbridge to the south of the station between the station building and the Stationmaster's Cottage.

The preferred option is located at the southern end of the station, to the rear of the Stationmaster's Cottage, where more recent development has created a separation of the cottage from the main group of heritage-listed buildings. As such, this location would not compromise the integrity of existing heritage listed building structures.

The full design statement from Caldis Cook architects is provided in Appendix C.

### 6.3 Predicted impact

Based on the document *Statements of Heritage Impact* (NSW Heritage Office, 2002), the SoHI must address a number of questions relevant to the impact of the proposed works on an item of cultural significance.

#### 6.3.1 Quakers Hill Station Pedestrian Footbridge

**Is the proposed work essential at this time or can it be postponed in case future circumstances change?**

The Quakers Hill to Vineyard Duplication project is one of a series of projects that form the Rail Clearways Program, a NSW Government initiative in response to issues of reliability and passenger growth on the Sydney metropolitan rail network. Specifically the project responds to major urban growth planned within Sydney's North West Growth Centre. Projected growth in the network is set to exceed capacity, which, if not catered for, will result in limited public transport use due to inconvenience.

**Will the proposed works have a direct impact upon the heritage item?**

No. The proposed works would commence some 30 metres north of the Quakers Hill Station Pedestrian Footbridge and would have no physical impact on the heritage significance of the structure.

**Will the additions tend to visually dominate the heritage item?**

No. The current track arrangement would be maintained in the vicinity of the Quakers Hill Station Pedestrian Footbridge (see Figure 6-1) and would have no visual impact on the heritage significance of the structure.

#### 6.3.2 The Quakers Hill to Vineyard Rail Corridor

**Is the proposed work essential at this time or can it be postponed in case future circumstances change?**

The Quakers Hill to Vineyard Duplication project is one of a series of projects that form the Rail Clearways Program, a NSW Government initiative in response to issues of reliability and passenger growth on the Sydney metropolitan rail network. Specifically the project responds to major urban growth planned within Sydney's North West Growth Centre. Projected growth in the network is set to exceed capacity, which, if not catered for, will result in limited public transport use due to inconvenience.

**Will the proposed works have a direct impact upon the heritage item?**

Yes. The proposed works would involve duplication of the current single rail line from the northern end of Quakers Hill Station to Vineyard Station. This would require the addition of a new single track adjacent to the existing track. There are already some short sections of dual line in place to facilitate operations, therefore, construction of the new track would not be a complete alteration to the scope of the rail line. Construction of the new track sections would occur within the existing rail corridor and would require substantial earthworks that would remove existing cuttings and culverts associated with the Quakers Hill to Vineyard Rail Line.

It is proposed to remove the existing stations at Vineyard and Quakers Hill. There are no significant heritage structures at either location. Construction of the new station complexes will not require a significant deviation to the original route and will have little impact upon the overall significance of the Quakers Hill to Vineyard section of the original Windsor railway line.

**Is it possible to carry out the upgrade works without removing the existing cuttings and culverts?**

No. The additional rail line cannot be built without widening existing cuttings. The concrete and brick culverts that currently provide drainage under the single rail line are not suitable for use beneath a dual line. The structural integrity of the existing culverts is unknown and their volume is considered insufficient to adequately deal with drainage of the upgraded rail corridor and increased urbanisation of the surrounding area.

**Are the upgrade works sympathetic to the heritage item? In what way (e.g. form, proportions)**

Yes. The required demolition works and subsequent upgrading of the rail corridor would allow the Quakers Hill to Vineyard Rail Line to continue in its intended function as an operational piece of railway infrastructure. When the line was originally built, it was considered to be a modern, 'state of the art' transport route. The upgrade works continue in this vein and would retain the relevance of the line in the twenty-first century.

### **6.3.3 Riverstone Railway Station and Yard Group**

**Is the proposed work essential at this time or can it be postponed in case future circumstances change?**

The Quakers Hill to Vineyard Duplication project is one of a series of projects that form the Rail Clearways Program, a NSW Government initiative in response to issues of reliability and passenger growth on the Sydney metropolitan rail network. Specifically the project responds to major urban growth planned within Sydney's North West Growth Centre. Projected growth in the network is set to exceed capacity, which, if not catered for, will result in limited public transport use due to inconvenience.

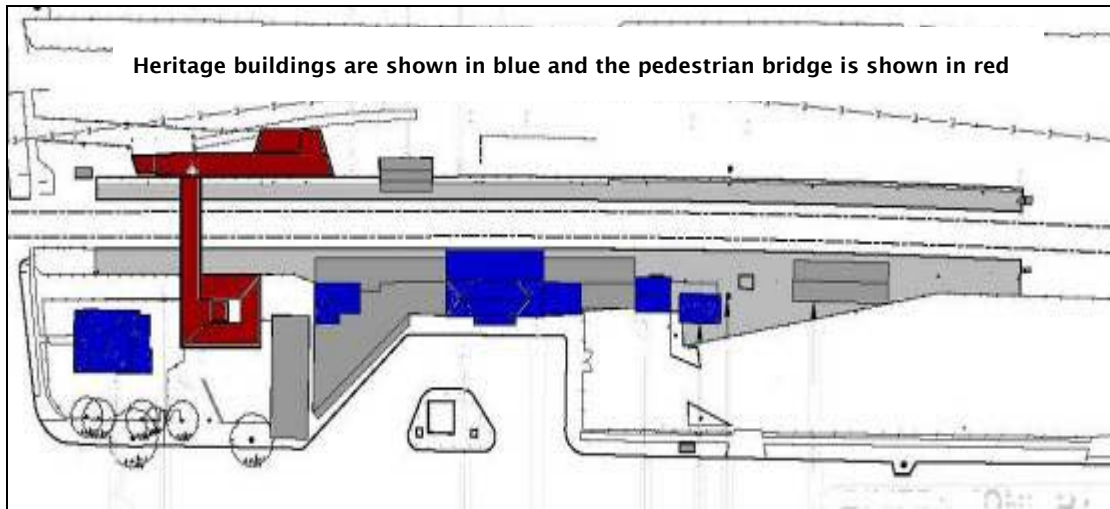
**Will the proposed works have a direct, physical impact upon the heritage item?**

Yes. The proposed upgrade works at Riverstone Station would have a physical affect on some components of the station precinct.

The pedestrian bridge and its associated lifts, access ramps and stairs would be the largest new structure added to the station precinct; however, it has been carefully designed to avoid any direct impact on the significant heritage fabric of the station precinct. Figures 6-2 and 6-3 show the physical separation of the pedestrian bridge from the adjacent heritage structures. The layout is also designed to limit blind corners and recesses to increase passive security measures enabling better natural surveillance with the position of the footbridge closer to passing traffic along Garfield Road.

Widening of the existing down platform and upgrading it to level access will have no impact on Riverstone Station's significant heritage fabric as this item (Platform 2) is a modern addition to the complex.

The existing up platform will be subject to the addition of tactiles to aid vision impaired rail patrons, general resurfacing and re profiling to a grade not exceeding 1:20. These works will all have a physical impact on the Platform 1 fabric which is an original component of the complex. The impact of these works will involve minor modification of the Platform 1 structure and will not significantly alter its component fabric or function. The Platform 1 modifications should be viewed as sympathetic ongoing maintenance as they are required to keep the Station complex functioning in its original role and context.



**Figure 6-2 Separation of the pedestrian bridge from the historic structures within the Riverstone Station precinct**

#### **Will the additions tend to visually dominate the heritage item?**

The proposed upgrade works at Riverstone Station would form a new, visually strong element within the existing precinct. The largest addition, the pedestrian bridge would be located to the rear of the Stationmaster's Cottage. This location has been chosen as this area is where development works during the 1970s and 1980s have already created a separation of the Stationmaster's Cottage from the main group of heritage buildings. As a result, the use of this location would not compromise the integrity of the existing heritage listed building precinct.

When viewed as part of the overall streetscape the proposed upgrade works would have a minimal impact on the Riverstone Station precinct as the design of the footbridge is set back behind the existing building line. The addition of a forecourt to Riverstone Parade would reduce the apparent bulk and over-shadowing associated with the new structure. The design has been undertaken to retain several mature trees along Riverstone Parade, which will assist in screening the structure from the street and create a positive gateway to the station precinct.

#### **Are the additions in keeping with the heritage item?**

The proposed upgrade works at Riverstone Station are required to keep the heritage item as a functioning component of the rail network. By their nature the proposed works would add a new element to the precinct that, in order to comply with contemporary safety requirements, would be different in form and scale to the heritage buildings.

Additional works to the platforms associated with the widening of Platform 2, providing level access, installation of tactiles and resurfacing works are all subtle changes that are required as part of the maintenance process. It is not possible to maintain any functional item in perpetuity without making changes to that item and these changes are in keeping with the items role as a functioning component of the public transport system.

Best practice heritage management and design philosophies do not advocate the mimicking of past architectural styles when adding new components into existing heritage precincts. Creation of faux heritage structures creates a 'theme park' effect that effectively devalues the significance of the genuine heritage fabric. The proposed upgrade works at Riverstone Station would see contemporary aesthetics successfully placed beside the existing heritage items resulting in the individual elements associated with the relevant eras of the buildings being more distinct.

The outcome will be a functioning station precinct with a mix of state-of-the-art nineteenth and twenty-first century railway infrastructure working in concert to provide safe and efficient public transport to one of greater Sydney's major growth centres.



**Figure 6- 3** Artists impression of the interaction between the rear of Stationmasters Cottage and the proposed pedestrian bridge, as seen from Riverstone Parade (Note: Indicative only, based on preliminary concept design.)

**Is the proposed work considered to be a major impact to the existing Riverstone station complex?**

The proposed works are extensive in nature, but are not considered to represent a major impact to the extant fabric of the Riverstone Station Precinct. None of the proposed works would have a direct physical impact on the heritage buildings that comprise the station complex. In addition, as all new structures would be free standing, it is possible that they may be removed in the future with no discernible effect on the original station grouping. Given the indirect impact associated with the proposed works, it is not considered necessary to prepare a conservation management plan for the Riverstone Station Complex at this time.





VIEW 1 – EXISTING  
FROM RIVERSTONE PARADE



VIEW 1 - PROPOSED



VIEW 2 – EXISTING  
FROM RIVERSTONE PARADE



VIEW 2 - PROPOSED



VIEW 3 – EXISTING  
FROM RIVERSTONE PARADE



VIEW 3 - PROPOSED



VIEW 4 – EXISTING  
FROM RIVERSTONE PARADE



VIEW 4 - PROPOSED

**Figure 6- 4** 3D visualisations of the interaction between the existing station components and the proposed pedestrian bridge, as seen from Riverstone Parade (Note: Indicative only, based on preliminary concept design.)





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## 7.0 Management recommendations

### 7.1 Discussion

The following section outlines the recommended measures for the management of identified heritage items, and the recommended mitigation measures in relation to potential future development of the rail corridor, where appropriate.

### 7.2 Key impacts

Line duplication and construction of a pedestrian access bridge at the Riverstone Railway Station complex, which is listed on the SHR as an item of State significance.

### 7.3 Recommendations

The proposed Quakers Hill to Vineyard upgrade works should be approved subject to the following recommendations:

- Recommendation 1: archival recording.

It is recommended that prior to any works commencing an archival recording of the Riverstone Station Complex, the rail line between Quakers Hill and Vineyard, including all structural and landscape components is undertaken. Photography should be undertaken in compliance with the NSW Heritage Office's *Photographic Recording of Heritage Items Using Film or Digital Capture 2006*. Upon completion of the archival record, one copy to be lodged with the State library of NSW, the Department of Planning (Heritage Branch) and TIDC respectively.

- Recommendation 2: interpretive signage.

It is recommended that interpretive signage is erected at Riverstone Station, including a history of the Station Complex and details of the significance of the Richmond Line.

- Recommendation 3: heritage induction.

All workers and contractors should be required to participate in a heritage induction detailing the significance of the Richmond Line, including the various stations, together with a brief history. This induction should take place prior to the commencement of any site establishment and/or construction works.

- Recommendation 4: stop work provision — historic heritage.

As required under the Heritage Act (as amended), in the event that unanticipated historic structural fabric or cultural deposits are encountered, work must cease immediately to allow an archaeologist to make an assessment of the finds. The archaeologist may need to consult with the Department of Planning (Heritage Branch) concerning the significance of any historic cultural material identified.



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## Riverstone Railway Station and yard group

### Item

**Name of Item:** Riverstone Railway Station and yard group

**Type of Item:** Complex / Group

**Group/Collection:** Transport - Rail

**Category:** Railway Platform/ Station

**Primary Address:** Blacktown-Richmond railway, Riverstone, NSW 2765

**Local Govt. Area:** Blacktown

**Property Description:**

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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**Boundary:** The listing boundary is the property boundary on both sides running parallel with the tracks, crossing the tracks at the Sydney end at the level crossing and at the Windsor end 20 metres beyond the staff residence.

**All Addresses**

Street Address	Suburb/Town	LGA	Parish	County	Type
Blacktown-Richmond railway	Riverstone	Blacktown			Primary
Riverstone Parade	Riverstone	Blacktown			Alternate

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	16 Nov 98

### Statement of Significance

Riverstone station and yard group is an excellent composite group of station and service buildings with several unusual buildings located in the metropolitan area and retaining its single line operation and consequently original track arrangements. Although the site has been added to over its history it retains the form of an early station complex. The station building is one of 3 similar dating from 1889. The others being at Millthorpe, St Peters and Apring hill (demolished). It retains much of its original detailing and is intact. The goods buildings appear to date from the opening of the line and are of unusual and interesting design, being very simple unpretentious structures.

**Date Significance Updated:** 27 Nov 00

Note: There are incomplete details for a number of items listed in NSW. The Heritage Office intends to develop or upgrade statements of significance and other information for these items as resources become available.

### Description



**Physical  
Description:**

**BUILDINGS**  
station building - type 3, 2nd class wayside platform, 1889, RNE, S130  
signal box - fibro and timber on platform box, 1939, RNE, S130  
residence - station masters, type 5, brick, c 1889, HS  
parcels office - brick and corrugated iron, c. 1889, RNE, S130  
per way shed - corrugated iron  
goods shed - corrugated iron, c 1889, RNE S130  
**STRUCTURES**  
platform face - brick  
**ARTEFACTS**  
signs - timber station signs, RNE, S130

## Historic Themes

Australian Theme (abbrev)	New South Wales Theme	Local Theme
3. Economy - Developing local, regional and national economies	Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none) -

## Assessment of Significance

**SHR Criteria f)  
[Rarity]**

This item is assessed as historically rare. This item is assessed as scientifically rare. This item is assessed as arch. rare. This item is assessed as socially rare.

**Assessment Criteria**

Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Procedures /Exemptions

Section of Act	Description	Title	Comments	Action Date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS HERITAGE ACT, 1977 Order Under Section 57(2) of the Heritage Act, 1977</p> <p>I, the Minister for Planning, pursuant to section 57 (2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57 (2) and published in the Government Gazette on 7 March 2003, 18 June 2004 and 8 July 2005; and</p> <p>2. grant standard exemptions from section 57(1) of the Heritage Act 1977, described in the Schedule below.</p> <p>FRANK SARTOR Minister for Planning Sydney, 25 March 2006</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	Mar 25 2006



## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Heritage Act - State Heritage Register</i>		01237	02 Apr 99	27	1546
<i>Heritage Act - s.170 NSW State agency heritage register</i>					

## Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
State Rail Authority Section 170 Register	1997	SRA9	State Rail Authority		No

## References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.

## Data Source

The information for this entry comes from the following source:

**Name:** Heritage Office

**Database Number:** 5012209

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to the [Database Manager](#).

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## Quakers Hill Footbridge

Note: There are incomplete details for a number of items listed in NSW. The Heritage Office intends to develop or upgrade statements of significance and other information for these items as resources become available.

### Item

**Name of Item:** Quakers Hill Footbridge

**Type of Item:** Built

**Group/Collection:** Transport - Rail

**Category:** Railway Bridge/ Viaduct

**Primary Address:** At Station, Quakers Hill, NSW 2763

**Local Govt. Area:** Blacktown

#### Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
-----------------	-------------------	----------------	-----------------	-------------------

#### All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
At Station	Quakers Hill	Blacktown			Primary

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	

### Description

**Construction Years:** 1975 -

**Physical Description:** A steel beam structure over platform and Richmond line.  
Completely new Footbridge with Booking office (45 sites).  
Drawings 154 - 631 to 640

**Physical Condition and/or Archaeological Potential:** Good

### History

**Historical Notes:** This structure is part of the change, begun in 1970, from the previous



Footbridge designs. Although structurally similar these new designs have a cleaner appearance with columns rather than trestles plus concrete decks and metal bar balustrades. Railway designers produced many similar designs through to the late 1990's.

## Historic Themes

Australian Theme (abbrev)	New South Wales Theme	Local Theme
3. Economy - Developing local, regional and national economies	Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none) -

**Assessment Criteria** Items are assessed against the  **State Heritage Register (SHR) Criteria** to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Heritage Act - s.170 NSW State agency heritage register</i>	SRA s.170 Register				

## Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
State Rail Authority Heritage Register Study	1999	SRA754	State Rail Authority		No
Footbridge Survey		SRA754	Don Fraser		No

## References, Internet links & Images

None

Note: Internet links may be to web pages, documents or images.

## Data Source

The information for this entry comes from the following source:

**Name:** State Government Agency

**Database Number:** 4440754

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to the **Database Manager**.

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**Appendix C      Design Statement for Riverstone Station  
Footbridge (prepared by Caldis Cook Architects)**

## Design Statement for Riverstone Station Footbridge

### *Introduction*

The Quakers Hill to Vineyard Duplication project is one of a series of projects that form the 2010 Rail Clearways Program, part of RailCorp's overall response to issues of reliability and passenger growth on the Sydney metropolitan rail network.

The scope of work within this project includes providing one new track adjacent to the existing single track north of Quakers Hill Station and the existing twin track arrangement through to the northern end of the proposed new Vineyard Station (and south of Bandon Road level crossing). This project also includes all associated civil and rail systems works, station upgrade works at Riverstone Station, and new stations at both Schofields and Vineyard.

Works at Riverstone Station include:

- widening of the existing Down platform
- conversion of both the Up and Down platforms to level access
- a new footbridge with two lifts, ramps and stairs to provide access to the street and platforms
- communications, security, and associated infrastructure works.

Other associated works adjacent to Riverstone Station include:

- new track for refurbishment of the maintenance siding at Riverstone
- eleven kilovolt backup supply from Integral Energy
- closure of existing pedestrian level crossings at Garfield Road
- removal of existing 'Meatworks' vehicle level crossing at Riverstone by RailCorp
- removal and replacement of the existing Garfield Road level crossing with a grade separated vehicle crossing (by RTA)
- property acquisition at Riverstone for the new footbridge.

### *Riverstone Station*

The Riverstone station complex is listed on the State Heritage Register, (Database No. 5012209). This listing includes all of the land between the rail corridor boundaries, from the level crossing at the Sydney (or City) end to 20 metres beyond the staff residence at the Country end.

The station is located close to the Riverstone central business district and is associated with commuter parking and a bus interchange in the station forecourt.

Riverstone Station consists of two side platforms adjacent to two tracks. North and south of Riverstone Station the two tracks merge into one. The main entrance point to the station is through a brick and metal roofed heritage listed station building. This station building also houses the ticket office. The two station platforms are accessed by uncovered ramps at the southern end (via the Garfield Road level crossing); these ramps do not meet disability accessibility standards.

The eastern platform (Platform 1) is also accessed through the existing main station building. The eastern platform is partly covered by canopies from a range of eras and design styles, including weatherboard clad structures.

The former Stationmaster's Cottage is located on the south-eastern corner of the site facing Garfield Road (East). The western platform (Platform 2) is a narrow platform, which features a modern, glazed shelter structure.

### *Design requirements/constraints*

The Quakers Hill to Vineyard Duplication Project would provide capacity to enable more frequent and reliable services to access the northern line (Richmond Arm). Due to the increased risk of conflicts between the rail, road and pedestrian traffic from more frequent train services, both the road and pedestrian level crossings would be closed as part of the Project. The Quakers Hill to Vineyard Duplication Project will provide new pedestrian access across the rail line and to both platforms. This would include a new footbridge with stairs and lifts to each platform and across the rail corridor, for both paid and unpaid pedestrians.

The RTA is currently assessing options for the replacement of the vehicle level crossing with a grade separated crossing at Garfield Road. The works associated with the removal of the level

crossing at Garfield Road are not part of the scope of works for the Quakers Hill to Vineyard Duplication Project.

#### *Analysis parameters*

In studying the station precinct the following main parameters are considered important to the overall functionality of the Project at Riverstone Station:

- integrating with the street
- considering the desire lines of pedestrians and commuters using Riverstone Station and the precinct
- providing access to the station and across the rail line that is compliant with disability accessibility standards
- considering visual impacts upon the existing station group and surrounding environment
- crime prevention through environmental design (CPTED)
- cost.

#### *Riverstone Station Footbridge— location options*

Two options were considered for the location of the proposed new footbridge at Riverstone Station. The first option positions the proposed footbridge to the north of the station precinct adjacent to the existing commuter and staff car park. The second option would locate the proposed footbridge to the south of the station between the station building and the Stationmaster's Cottage. An overview of the two options considered is provided below.

#### ***Option 1: Footbridge at northern end (adjacent to the existing commuter and staff car park)***

##### Integration with the street and pedestrian desire lines

Option 1 is located away from Garfield Road, which is presently the main pedestrian thoroughfare and location of the existing vehicle and pedestrian level crossings. As such, this option would reduce the potential to address and integrate the station upgrade with the main thoroughfare and retail street in Riverstone. It is also considered that this location would disadvantage pedestrian traffic by diverting them away from the main path of travel and existing pedestrian desire lines.

##### Visual impact

Option 1 is located close to the majority of heritage listed buildings and items at the northern end of the station. Locating the footbridge near these buildings would affect their standalone quality.

##### CPTED

On the western side of the station precinct, access to the footbridge would be located away from Garfield Road (East/West), where the majority of existing vehicle and pedestrian traffic is located, and along the rear of surrounding properties. This may reduce the perception of safety and increase the potential for vandalism and other criminal activity.

##### Cost

Option 1 would include reclaiming a large part of the existing commuter and staff car park, which may result in further land acquisition to replace lost parking spaces.

This option would also clash with the existing rail maintenance siding running along the western side of the station, which is proposed to be refurbished as part of the Project. This would increase the overall cost of the development.

Refer below for sketch plans of Option 1.

#### ***Option 2: Footbridge location at southern end (between the station building and Stationmaster's Cottage)***

##### Integration with the street and pedestrian desire lines

Option 2 is the preferred option as it successfully addresses the existing main thoroughfare in Riverstone, with accessible paths directly off Garfield Road (East/West), and an accessible path and forecourt area off Riverstone Parade. This location allows the station precinct to address all three streets. The proposal is in proximity to the existing level crossing, which allows this option to maintain existing pedestrian path/desire lines.

##### Visual impact

Option 2 is located at the southern end of the station, to the rear of the Stationmaster's Cottage, where more recent development has created a separation of the cottage from the main group of heritage-listed buildings. As such, this location would not compromise the integrity of existing heritage listed building structures.

Option 2 would have a minimal impact on the streetscape of the surrounding Riverstone Station precinct, as the design of the footbridge is compact and set back behind the existing building line. The addition of a forecourt to Riverstone Parade reduces the apparent bulk and over-shadowing associated with the new structure. The design of this option also maintains several mature trees along Riverstone Parade, which will assist in screening the structure from the street and create a positive gateway to the station precinct.

Option 2 provides an opportunity for a positive contribution to the streetscape by the introduction of a 'pocket park' as part of the entry forecourt to Riverstone Station. Refer below for 3D visualisation modelling, Views 1-8.

The architectural style and finish of the stairs and lifts structures would be consistent with the architectural language of stairs and lift shafts currently proposed as part of the Quakers Hill to Vineyard Duplication Project. The proposed design comprises contemporary steel and concrete structures incorporating mesh screens and pre-finished metal and zinc cladding to produce contemporary aesthetics, which are easily maintained and vandal proof.

Under this option, contemporary aesthetics are successfully placed beside the heritage items (mainly the Stationmaster's Cottage) resulting in the individual elements associated with the relevant eras of the buildings being more distinct. Refer to Appendix 1 – 3D Visualisation Modelling, Aerial Views 1-4.

#### CPTED

The Option 2 layout is designed to limit blind corners and recesses to comply with CPTED principles. The location of Option 2 also enables better natural surveillance with the position of the footbridge closer to passing traffic along Garfield Road (West).

#### Cost

The Option 2 footbridge lifts and stairs can be located on existing rail property and therefore would not require additional land acquisition.

See below for plans, perspective, and 3D visualisation models of Option 2.

#### *Heritage considerations*

Option 2 achieves a transparent aesthetic that does not compete with the existing Riverstone Station heritage building group.

Mimicking existing heritage features and materials in providing new structures that are not of the scale and function of those in proximity, is rarely successful. As such an apparent floating structure is proposed, incorporating lightweight screens to achieve an overall transparency to the footbridge. Option 2 is recessed behind the existing building line, is setback from the street and is adequately screened by existing trees reducing its presence in relation to the Stationmaster's Cottage on the streetscape.

The proposed location of Option 2 and the transparency and lightweight nature of proposed materials allows the footbridge to become recessive and non-dominating in relation to the Station Group and Stationmaster's Cottage as shown in the artist impression below.

The key focus in the design and location of the proposed footbridge is to allow the station group to maintain its integrity; Option 2 allows this as it does not require any relocation or modification to the existing heritage buildings or structures.

There will, however, be a requirement to relocate items listed on the SHR (Database no.5012209) as follows:

#### **Artefacts**

signs - timber station signs, RNE, S130.

The timber station sign would be relocated close to its current location on Platform 1, its relocation would have no overall negative effect on the heritage value of the artefact itself nor on the integrity of the heritage value of the station group.

#### *Conclusion*

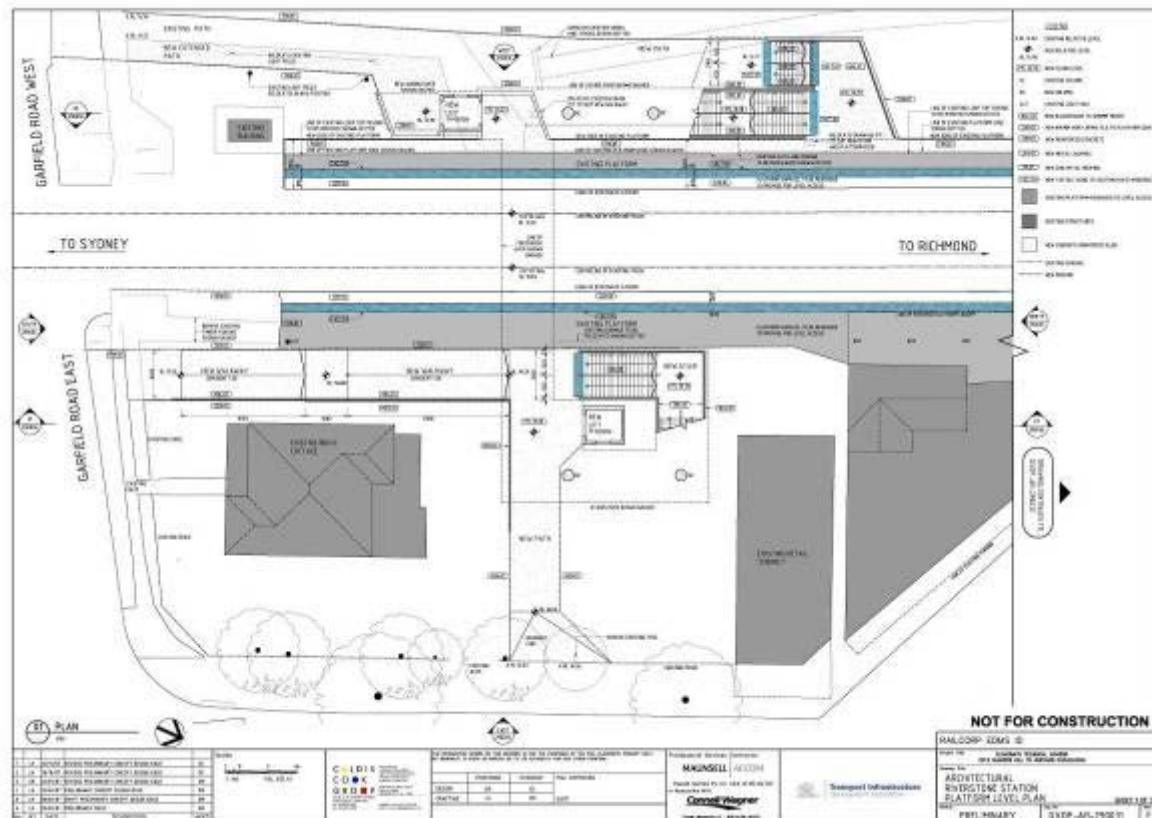
Option 2 is considered the preferred option as it:

- successfully addresses pedestrian access to the main thoroughfare in Riverstone with accessible paths directly off Garfield Road (East/West), and an accessible path and forecourt area off Riverstone Parade
- promotes the station by addressing access to all of the surrounding streets
- is located in proximity to the existing level crossings, which allows maintenance of existing pedestrian path/desire lines
- does not affect the existing maintenance siding or its proposed refurbishment
- will require less land acquisition than Option 1
- is considered to cost less than Option 1

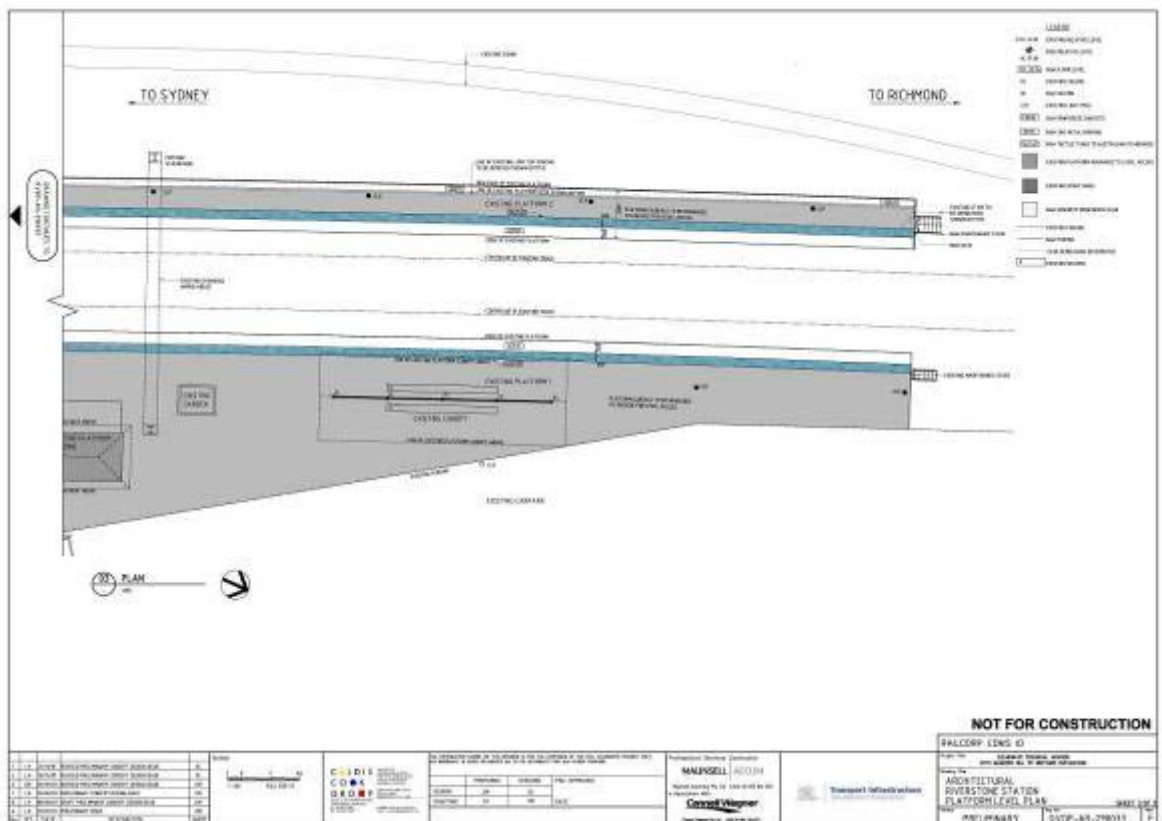
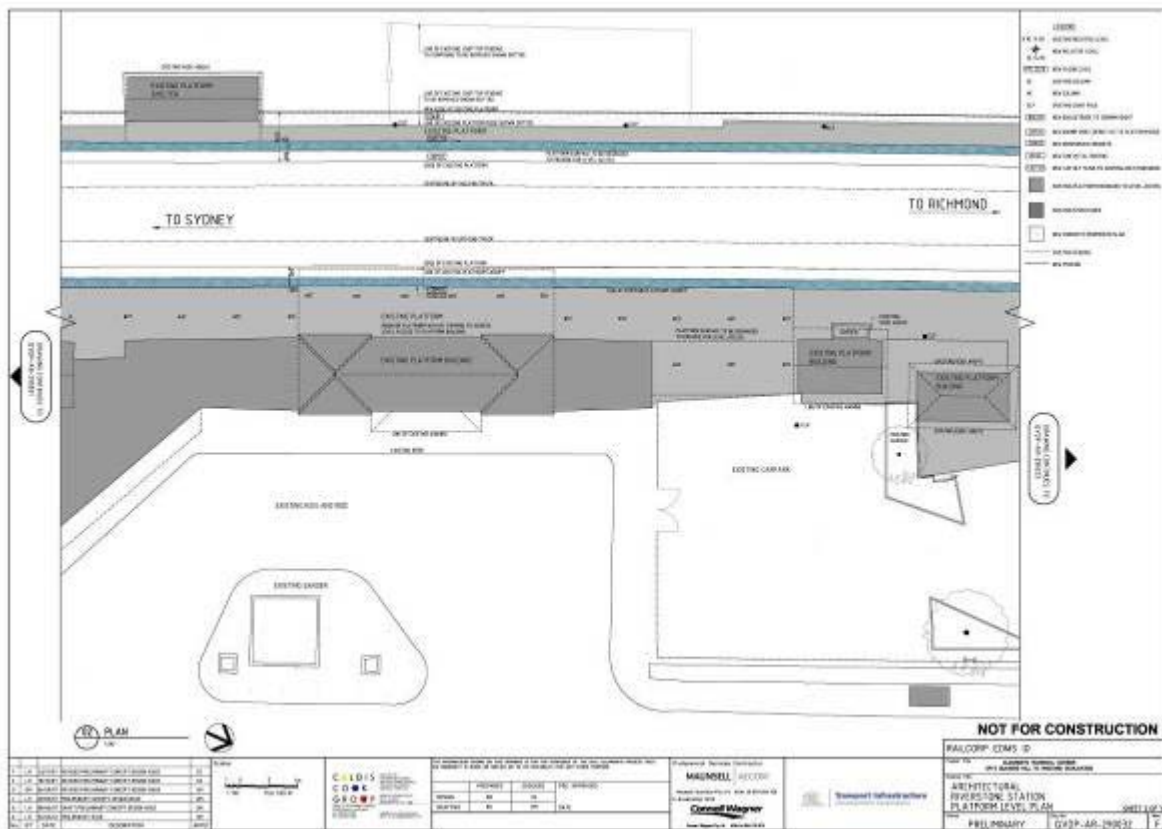
In studying the station precinct and assessing the two proposed options as outlined above against the main parameters, Option 2 is identified as the most feasible in relation to overall functionality for town planning. This option is also likely to have the least visual impact to the fabric of the existing station buildings and overall station group.

#### Architectural sketch plans - Option 1

##### Riverstone Station concourse level plans







### 3D visualisation models



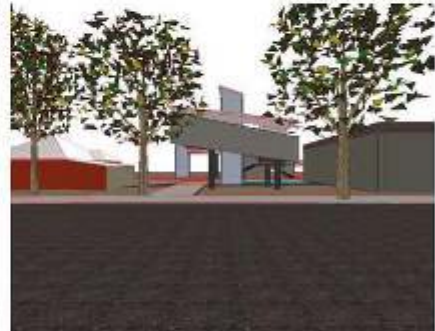
VIEW 1 – EXISTING  
FROM RIVERSTONE PARADE



VIEW 1 - PROPOSED



VIEW 2 – EXISTING  
FROM RIVERSTONE PARADE



VIEW 2 – PROPOSED



VIEW 3 - EXISTING  
FROM RIVERSTONE PARADE



VIEW 3 - PROPOSED



VIEW 4 – EXISTING  
FROM RIVERSTONE PARADE



VIEW 4 - PROPOSED



VIEW 5 – EXISTING  
FROM WESTERN SIDE OF THE RAIL CORRIDOR



VIEW 5 – PROPOSED



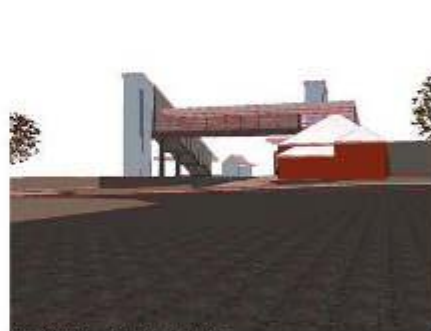
VIEW 6 – EXISTING  
FROM GARFIELD ST WEST



VIEW 6 – PROPOSED



VIEW 7 – EXISTING  
FROM CORNER OF RIVERSTONE PARADE AND  
GARFIELD ST EAST



VIEW 7 – PROPOSED



VIEW 8 – EXISTING  
FROM CORNER OF RIVERSTONE PARADE AND  
GARFIELD ST EAST



VIEW 8 - PROPOSED





AERIAL VIEW 1 – PROPOSED DESIGN



AERIAL VIEW 1 – SIMPLIFIED DESIGN



AERIAL VIEW 2 – PROPOSED DESIGN



AERIAL VIEW 2 – SIMPLIFIED DESIGN



AERIAL VIEW 3 – PROPOSED DESIGN



AERIAL VIEW 3 – SIMPLIFIED DESIGN



AERIAL VIEW 4 – PROPOSED DESIGN



AERIAL VIEW 4 – SIMPLIFIED DESIGN

Architectural perspective

Preferred Option 2

