

Submission

No 39

INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS

Organisation: Ku-ring-gai Council
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Position: Mayor
Date Received: 29/02/2012

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Contact: Mayor

Reference: S06206 / 2012/052743
29 February 2012

The Committee Manager
Committee on Transport and Infrastructure
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Sir/Madam

The utilisation of rail corridors (Inquiry) – Ku-ring-gai Council submission

I refer to the call by the NSW legislative Assembly – Committee on Transport and Infrastructure for submissions into the Inquiry into the utilisation of rail corridors and provide Ku-ring-gai Council's submission as set out below.

The Ku-ring-gai local government area displays a wide variation in landscapes with significant areas of urban bushland and areas of significant built cultural heritage.

Of the residential area, 95 per cent is occupied by low-density housing, including considerable areas along the railway corridor. This residential area is bounded by Garigal National Park in the east, Lane Cove River Park in the west and Ku-ring-gai Chase National Park in the north. Only five per cent of land use in the Ku-ring-gai area is designated to business and other usage.

The North Shore Railway and Pacific Highway road corridor follows the prominent elevated central spine from Roseville to Wahroonga and has train eight stations - Roseville, Lindfield, Killara, Gordon, Pymble, Turramurra, Warrawee and Wahroonga.

Ku-ring-gai's significant built cultural heritage is also located along this elevated central corridor, with the early development aligned around the main railway stations. The central Corridor also contains areas of high environmental significance, including endangered plant communities. These include Blue Gum High Forest and Sydney Turpentine /Ironbark Forest.

The North Shore Railway Line is recognised as having heritage significance and worthy of protection, with a consistently high standard of the station buildings reflects the high level of importance that the railways placed on the North Shore Line.

The Ku-ring-gai group of station precincts are superb examples of railway architecture and design. As a group they provide a consistent style of high significance and many are in excellent condition, and display a unity of development rarely seen on the railway system. The station precincts are sited in garden settings which was typical of many stations throughout the State and which now have largely been removed. This gives the sites added significance.

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Therefore, consideration of any development utilising of airspace above, or the land adjacent to the rail corridor is not compatible with the built cultural heritage significance of Ku-ring-gai. This type of development should not be permitted as it would significantly compromise the heritage significance of the North Shore rail line, its stations and the surrounding heritage precincts.

Within the centres along the railway line its is acknowledged there has been some recent apartment development that has detracted from the heritage landscape setting of some part of the Ku-ring-gai Road/ rail corridor.

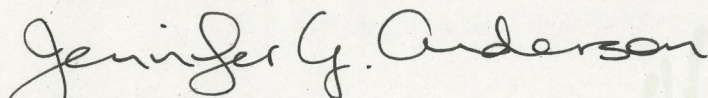
However, given the parameters for airspace development requiring excessive building heights, additional significant costs on infrastructure, along with the negative impact on the heritage setting of the North shore line and its cartilage , Ku-ring-gai LGA should be considered for exemption from any rail corridor development.

Only centres of a regional centre level should be considered for potential airspace development. Any buildings to be erected over rail corridors should be in keeping with the heights in the Centres themselves.

The positive use of rail corridors for cycle ways and pedestrian links are supported where they will not damage sensitive environmental areas.

Please see attached a copy of the heritage inventory sheets for the railways station that are listed within Ku-ring-gai and list of properties on the NSW Heritage Act -Section 170 State Agency Register.

Yours sincerely



Cr Jennifer Anderson
Mayor

- Encl.
1. *List of railway heritage identified in the heritage Act Section 170 State Agency register – Ku-ring-gai Council LGA*
 2. *Wahroonga Railway Station Group*
 3. *Gordon Railway Station Group*

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Ku-ring-gai Council LGA

List of railway heritage identified in the Heritage Act Section 170
State Agency register.

- **Gordon Railway Station Group**
- **Killara Railway Station Group**
- **Lindfield Railway Station Group**
- **Pymble Railway Station Group**
- **Roseville Railway Station Group**
- **Turrumurra Railway Station Group**
- **Wahroonga Railway Station Group**
- **Warrawee Railway Station Group**



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Gordon Railway Station group

Item

Name of Item: Gordon Railway Station group
Type of Item: Complex / Group
Group/Collection: Transport - Rail
Category: Railway Platform/ Station
Location: Lat:151.1536319 Long:-33.75496997
Primary Address: North Shore railway, Gordon, NSW 2072
Local Govt. Area: Ku-Ring-Gai

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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Boundary: North: 5m from end of platform; South: 5m from end of platform; East: property boundary along Werona Avenue (excludes the carpark); West: property boundary along Henry Street (excludes the carpark).

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
North Shore railway	Gordon	Ku-Ring-Gai			Primary
Werona Avenue	Gordon	Ku-Ring-Gai			Alternate
Wade Lane	Gordon	Ku-Ring-Gai			Alternate

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	29 Oct 98

Statement of Significance

Gordon Railway Station Group is significant at a state level as an excellent representative example of an early 20th century suburban station building group located on the North Shore line, which retains a high degree of integrity and quality in its architectural detail. The station group demonstrates the importance of the role of the railway in opening up the areas of the northern suburbs of Sydney for settlement at this time. It is able to evoke an earlier era of rail travel through its grouping of the original Platform 2/3 station building, platforms and booking office, along with sympathetic later additions.

The station contributes to the cohesive character of the North Shore line, characterised by its early 20th century railway architecture, generally in landscaped settings, which demonstrates the rapid construction of this section of the rail network. Gordon station stands out in the North Shore group of stations, due to its overhead booking office, which is an unusual feature in this region.

Date Significance Updated: 26 Oct 10

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

Description

Designer/Maker: New South Wales Department of Railways

Builder/Maker: New South Wales Department of Railways

Construction Years: 1909 - 1909

Physical Description: BUILDINGS
Station Building, including Signal Box, Platform 2/3 (c.1909)
Overhead Booking Office (1910)
Station Building, Platform 1 (1993)

STRUCTURES

Footbridge (1909)

Platforms (1909)

Modern Steel Shelters

CONTEXT

Gordon Railway Station is located east of the Pacific Highway at Gordon. The station includes three platforms; an early 20th century overhead walkway and booking office with modern lift towers on the northern side; an early 20th century station building on an island platform; a reconstructed late 19th century timber waiting room; and an easement approximately 10m wide on either side of the railway tracks, which has been landscaped. The station is accessed via modern stairs and disabled ramp from either side of the station. There is a commercial strip on the western side of the Pacific Highway immediately across the road from the station.

STATION BUILDING (c1909)

Exterior: Located on the island platform (Platform 2/3) the station building (c.1909) is a good representative example of the standard railway design A8-A10 station buildings along the Northern line. Walls are red face brick, tuck pointed with moulded rendered string course, architraves and window sills. The gabled roof is modern corrugated steel, and the ends are timber boarded. The lower pitched awnings over the platform are supported on cast iron awning brackets springing from moulded rendered corbels. One face brick chimney with rendered top is sited along the ridge line. At the northern end of the building is located a brick signal box with encircling sliding 6-paned windows on three sides under the main roof line. The exterior of the station is largely in original condition, with no additional openings or infilled elements.

Interior: The interior of the Platform 2/3 station building contains a high degree of original fabric and layout. Original internal details include mini-orb ceiling, ceiling roses, plastered wall finishes with moulded dado, and door and window joinery including 16-paned coloured glass sashes. The floor has been replaced with concrete, and modern fluorescent lighting installed. The interior of the signal box is painted brick to window sill height and timber boarded above the windows, with a mini orb ceiling and timber floor. Fittings include the 28 lever frame, key box, 1927 Indicator board, 1969 indicator board, original timber desk and bells.

OVERHEAD BOOKING OFFICE (1910)

Exterior: The timber framed and weatherboard clad booking office was constructed in 1910 and located on the overhead platform. It has a gabled roof of modern corrugated iron steel with finials. The roof overhang and projecting gable on the southern side provides a sheltered area for ticket purchasing, and features timber boarded ceiling and rose. Two modern ticket windows have been inserted into original openings with decorative timber architraves remaining. Other modern ticket machines have been recessed

into the building in new openings with profiled timber architraves. Two new steel and glass lifts are located on the north side of the building and overbridge. New access structures to these lifts have been constructed in a similar style and material to the original booking office, and feature coloured glass panels. The lift access structure on the eastern side includes two small commercial tenancies, only one of which is presently occupied.

Interior: Internally the original layout of the building appears to have been largely altered. Timber panelled wall linings appear original, although the battened plaster ceiling is not. Air-conditioning ducts and fluorescent lights are modern. Doors are timber panelled and windows are 4 or 6-paned sash, which all appear to be original.

STATION BUILDING (1993)

A small timber framed structure reconstructed in 1993 based on the design of the original 1890 waiting room. The structure is clad externally with timber weatherboards and has a skillion roof of corrugated steel. The structure is open with exposed framing, concrete floor and timber bench.

FOOTBRIDGE (1909)

Dating from 1909 the footbridge has a steel haunched beam construction supported on steel trestles. The two bay structure spans two tracks on the eastern side and one track on the western side of the rail corridor. Markings of imported British steel manufacturers are visible, both Lanarkshire, and Dorman Long & Co., Middlesborough. The concourse has a concrete deck and modern steel balustrades. Modern concrete steps on steel supports provide access to the island platform. Similar steps and disabled ramp provide access to the streets on either side of the station.

PLATFORMS (1909)

The island platform (Platform 2/3) at Gordon was built in 1909 as part of the line duplication for the Northern line, and has brick faces and an asphalt platform surface. The overhead booking office and footbridge are located approximately at the half way point of the platform, with the station building located at the southern end. Platform 1 also has brick faces and an asphalt surface and is likely to date from the same period.

MODERN STEEL SHELTERS

As part of the upgrading of the station in which lifts were installed, steel framed shelters were installed at the northern end of both platforms.

LANDSCAPE

Both the eastern and western lengths of the rail corridor are landscaped with several mature trees and shrubs including poplars, jasmine, jacaranda, palms, agapanthus, camellias and lawned areas.

MOVEABLE

1914-1918 Honour Roll (Overhead Platform)
1927 and 1969 timber indicator boards still in use (Overhead Platform)
Cast iron drinking fountain (Platform 2/3)

Physical Condition and/or Archaeological Potential:

Overhead Booking Office - Good Condition Station Building (Platform 2/3) - Good Condition Station Building (Platform 1) - Good Condition Footbridge - Good Condition Platforms - Good Condition Landscape - Good Condition Modern Steel Shelters - Very Good Condition Archaeological Potential - Low
Date Condition Updated: 26 Oct 10

Modifications and Dates:

1927: Electrification of the North Shore line between Milson's Point and Hornsby was opened on 15 August 1927. 1928: Full electric services were provided 15 July 1928, and included services at Gordon. With electrification came automatic signalling and most signal boxes were closed. However, Gordon Signal Box remained in service until recent years (as with other North Shore signal boxes including North Sydney, Chatswood, Lindfield) due to the need for local control of terminating trains. When the principal signal control centres were opened at Sydney and Hornsby, these local signal boxes were closed, including Gordon. With electrification of the North Shore

line, a relatively small 1500V. D.C. substation was built adjacent to the down North Shore line at Gordon. 1990s: The former Gordon substation was replaced by a modern D.C. substation on the opposite side of the line and the original substation building (brick) was demolished. N.d: Some relatively modern additions such as shelters / awnings have been provided on the island platform.

Current Use: Railway Station

Former Use: Railway Station

History

Historical Notes:

In 1887, tenders were called for construction of a branch line extending south from Hornsby to the North Shore. The 16.8km section between Hornsby and St. Leonard's was opened on 1 January 1890. Stations provided at the opening of the line included Chatswood and St. Leonard's. A single line was constructed at the time. The line between St. Leonard's and Milson's Point (the terminus at the edge of the harbour) was completed 1 May 1893.

Gordon Railway Station was opened on 1 January 1890. In 1909 the single line was duplicated between Hornsby and St. Leonard's. At Gordon, during the duplication the original single platform and station building were replaced by a new island platform with a standard brick island-platform style station building. The island platform served the Up North Shore line and the Down North Shore line. A third platform was built at Gordon (the Local Platform) adjacent to the Up line. This platform allowed for termination of local trains at Gordon. At the time of duplication, an overhead footbridge and booking office was built which allowed local residents to cross from one side of Gordon to the other and allowed access to the platforms via sets of steps.

A goods siding (adjacent to the Down line), crossovers and a signal box on the platform (part of the station building) completed the track arrangement.

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 a)

[Historical Significance]

Gordon Railway Station is historically significant at a state level. Opened in 1890, Gordon Station was one of the first stations along the North Shore line, and demonstrates the role of the railway in facilitating the rapid subdivision and development of the northern suburbs of Sydney. The elements that contribute to this significance include the 1909-1910 station building, booking office, overhead walkway, and platforms.

SHR Criteria c)

[Aesthetic Significance]

As a complex, Gordon Railway Station is of state aesthetic significance as a fine example of an early 20th Century railway station along the North Shore line, which retains a high degree of integrity and quality of detail. The elaborate nature of its architectural detail is perhaps indicative of the importance of Gordon Railway Station as an early intermediate terminus along the North Shore line. This station building contributes to the cohesive group of 20th century railway architecture which is characteristic of the northern section of the rail network, and demonstrates the rapid historical construction of the North Shore line. The reconstructed waiting room contributes to the general early 20th century character of the Gordon Railway Station, and is a physical record of one of the earliest structures at the station, although in itself it has little heritage value.

SHR Criteria d)
[Social Significance]

Gordon Railway Station has social significance as evidenced by the community involvement during the design and construction of the new lifts and access arrangements. Local historical societies are also known to include the station complex in historical tours of the local area, thereby demonstrating the high esteem held by particular members of the community for the Gordon Railway Station.


SHR Criteria f)
[Rarity]

The location of the booking office on the overbridge is rare along the North Shore line, which is perhaps indicative of the importance of Gordon Railway Station as an early terminus along this line.

SHR Criteria g)
[Representativeness]

Gordon Railway Station is of representative significance at a state level as an early 20th century railway station complex. Elements that contribute to this significance include the 1909 station building, overbridge and platforms. The footbridge is a good representative example of such structures, of which 28 were constructed in Metropolitan Sydney, with a number still remain within the metro network. The brick station building on the island platform is a good and intact representative example of early 20th century station building constructed along the North Shore line.

Integrity/Intactness: The station group retains a high level of integrity, with sympathetic modern additions.

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 Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 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 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p> <p>FRANK SARTOR Minister for Planning Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	Sep 5 2008

 **Standard Exemptions** for Works Requiring Heritage Council Approval

Listings

Listing	Listing	Gazette	Gazette	Gazette
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Heritage Listing	Title	Number	Date	Number	Page
<i>Heritage Act - State Heritage Register</i>		01150	02 Apr 99	27	1546
<i>Heritage Act - s.170 NSW State agency heritage register</i>					

References, Internet links & Images

Type	Author	Year	Title	Internet Links
Tourism	Attraction Homepage	2007	Gordon Railway Station group	Click here
Written	Sheedy, David	2002	Conservation Management Plan - Gordon Railway Station	

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



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Wahroonga Railway Station Group

Item

Name of Item: Wahroonga Railway Station Group
Other Name/s: Noonan's Platform; Pearce's Corner
Type of Item: Built
Group/Collection: Transport - Rail
Category: Railway Platform/ Station
Primary Address: Redleaf Avenue, Wahroonga, NSW 2076
Local Govt. Area: Ku-Ring-Gai

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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Boundary: North: 20m from end of platform (includes footbridge); South: Southern side of Redleaf Avenue overbridge (includes bridge); East: Property boundary fronting Millewa Ave; West: Property boundary fronting Warwilla Ave and Redleaf Ave. Note: The alignment of this station is almost NW-SE, so the use of the terms N, S, E and W is based on an assumption that the Down end of the station is nominally north.

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
Redleaf Avenue	Wahroonga	Ku-Ring-Gai			Primary

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	
RailCorp	State Government	
RailCorp	State Government	

Statement of Significance

Wahroonga Railway Station has heritage significance at a state level because it is one of the best preserved and most attractive island platform and station buildings in Metropolitan Sydney. The station and its surroundings are a superb example of standard early 1900s Sydney suburban railway station architecture and design, set among expansive gardens. Both the station building and its setting make a substantial contribution to the character of the North Shore line, with its homogenous, early twentieth century railway architecture and landscaped settings. Wahroonga Station Group is perhaps the best example on the line due to its integrity and intactness. The station itself retains a high degree of its original spatial integrity, with the relationships between the station building, platform, stairs and footbridge remaining intact.

The impressive gardens associated with the station are historically important as they have been maintained for over 100 years by both local residents and council and represent a continuity of gardening activity at a railway station that is extremely rare in the Sydney Metropolitan network. The gardens represent a sense of corporate pride in the expansion of the railway and the modernisation of passenger transport it afforded in the late nineteenth century and community pride as the winner of numerous garden competitions. The gardens help to maintain the historic setting of the station and evoke a former era of rail travel.

Date Significance Updated: 25 Jun 09

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

Description

Designer/Maker: New South Wales Department of Railways

Builder/Maker: New South Wales Department of Railways

Physical Description: BUILDINGS
Station Building, type 11 (standard A8-10) (1906)

STRUCTURES

Platform Faces, (1906)

Brick Arch Overbridge (1909)

Footbridge on Coonanbarra Road (1909)

Small Modern Shop/Footbridge (1927)

Steel Stairs (c.1910) and ticket booths (c1930)

CONTEXT

Wahroonga Railway Station is located west of Millewa Avenue and is immediately south of Wahroonga Park. The station is comprised of an island platform and station building set amongst well landscaped ornamental gardens. The platform is accessed from the southern end by means of a steel framed stair leading from the Redleaf Avenue brick overbridge, while a footbridge with no station access linking Millewa Ave and Warwilla Ave is located at the northern end of the platform. A small shopping precinct exists on the western side of the line.

STATION BUILDING (1906)

Exterior: Wahroonga Station is a good example of a standard 'type A8-A10' station building, typical of the early 20th century station design for Sydney's Northern line. Walls are tuckpointed red face brick with rendered architraves, sills and string course. A cantilevered awning on either side of the building is supported by curved cast iron brackets springing from moulded concrete brackets. The gabled roof is of corrugated iron and features two chimneys with rendered cornice. The roofline extends beyond the southern end of the building to form a sheltered area over the ticket window and this is decorated by a timber valance and finial.

Interior: Wahroonga station building has been modified somewhat to cater for modern operational needs yet still retains a majority of its original fabric and configuration. The station consists of a ticket office, manager's office, waiting room, storeroom and toilets. Walls are of rendered brick, often with timber dado moulding. Air vents are of standard design. The mini-orb ceiling features pressed metal roses and a number of bakelite sockets from former light fittings. Original four-panelled doors feature new hardware, while windows are all double hung sash. The majority of upper windows and fanlights over doors feature original coloured glass panes. The floor is of timber. Fireplaces have been infilled, with the fireplace in the manager's office being almost completely removed to facilitate the construction of a cupboard.

PLATFORM (1906)

Wahroonga platform is a typical island platform with brick faces and is accessed only at the southern end. Five mature Hill Figs were a prominent feature of the platform but due to significant uplifting of the platform asphalt surface were removed and replaced with other plantings. Traditional style green benches with the station name inscribed were installed in 1994 and add greatly to the setting.

BRICK ARCH OVERBRIDGE (1909)

At the southern end of the station is a double arched brick overbridge, providing an extension of Redleaf Avenue over the line to join with Illoura Avenue. It originally provided access to stairs leading to the platform. The bridge abuts a steel framed walkway and cantilevered shop.

FOOTBRIDGE (1909)

Crossing the track at the northern end of the platform (but with no connection to it) is a footbridge which links Millewa Ave and Warwilla Ave. The footbridge is a steel framed, Warren truss structure with concrete deck and stair treads. Steel framed stairs with star type newel posts lead to the deck. A c.2003 safety fence with arching steel supports has been added to the deck, a necessary addition but detracting somewhat from the original lightness of the structure. The footbridge was also raised 300mm in 2003, which involved replacement of some steel members and a new central trestle. The footbridge has also had typical freestanding light poles installed.

SMALL SHOP/FOOTBRIDGE (1927)

The brick arch overbridge features a steel framed walkway on the north side for pedestrian use and the station entry is marked by a small steel structure with a hipped gable roof. This structure is located at the top of the steel stairs on the western side and contains a space for a small shop (currently vacant).

STEEL STAIRS (c.1910) and TICKET BOOTHS (c1930)

Access to the station platform is by a set of stairs descending from the footbridge adjoining the Illoura Ave overbridge to the southern end of the platform. The stairs are steel framed and are in original condition, with knob pattern type newel posts. Treads are of precast concrete. At the point where the stairs meet the platform there are two small ticket collecting booths, dating from 1938. These booths are of red brick construction, with a concrete slab roof and are joined by an overhead wooden framework. The only other known pair of ticket collecting booths identified and still extant on the North Shore line are at Waitara Station.

LANDSCAPING

One of the most prominent features of Wahroonga Station is its extensive areas of well-maintained landscaping, carried out in a typically English fashion and forming part of a larger landscape precinct within Wahroonga. The platform itself features a number of smaller bushes, including clipped murraya and photinia bushes. Both sides of the rail corridor feature extensive plantings amongst well maintained lawns, with some low sandstone terraces, large mature trees along the property boundary and smaller shrubs and perennials closer to the track. These gardens feature a very wide range of plantings, with mature trees including Japanese maple, willow, bottlebrush, camphor laurel, paperbark, banksia, grevillia, magnolia, prunus, pittosporum, jacaranda, golden elm and sheoak. Other plantings include tibouchina, rosemary, agapanthus, camellia, bird of paradise, aspidistra and roses. The Fig trees formerly on the platform have been replaced with six Blueberry Ash trees.

MOVEABLE

The former Waiting Room contains an original red painted timber and steel station bench.

Physical Condition and/or Archaeological

Station Building (1906) - Good condition The station building is generally in good condition. The interiors of the station building are in good condition.
Platform Faces (1906) - Moderate/poor condition The five mature Hill Figs on

Potential:	the platform surface have resulted in significant damage to the platform surface and it is feared that their root systems will soon lead to damage to the platform faces which are at present in good condition. The planned removal of the fig trees, replacement with another less damaging type of tree, and resurfacing of the platform will alleviate these problems. Landscaping - Very good condition The landscaping is well maintained by both Ku-ring-gai Council and members of the local community. Brick Arch Overbridge (1909) - Good condition Footbridge (1909) - Very good condition Small Shop/Footbridge - Good Condition Steel Steps (c.1910) - Very good condition Date Condition Updated: 10 Sep 08
Modifications and Dates:	c.1940: The goods siding was removed and a community / Girl Guide hall was built on the site. 2008: Station Passenger Information boards installed. 2009: Girl Guide Hall burnt down 2010: Five Fig trees on platform replaced with six Blueberry Ash trees due to platform damage caused by figs.
Current Use:	Railway Station
Former Use:	Nil

History

Historical Notes:	<p>Present day Wahroonga Railway Station is located on the North Shore line, between Waitara and Warrawee railway stations.</p> <p>In 1887, tenders were called for construction of a branch line extending south from Hornsby to the North Shore. The 16.8km section between Hornsby and St. Leonard's was opened on 1 January 1890. Stations provided at the opening of the line included Chatswood and St. Leonard's. A single line was constructed at the time. The line between St. Leonard's and Milson's Point (the terminus at the edge of the harbour) was completed 1 May 1893.</p> <p>Wahroonga Railway Station was opened on 1 January 1890. At the time of the opening, Wahroonga was named 'Pearce's Corner'. On 30 August 1890, the station was re-named 'Wahroonga'. The construction name was 'Noonan's Platform'.</p> <p>A single platform was built on the-then single line on the down, or western-side of the line.</p> <p>A standard brick, island platform style station building was built on this platform in 1906 in anticipation of the future duplication. Duplication came to this section of the North Shore line in 1909 and the new Down main line was taken behind the platform and station building, thereby forming an island platform.</p> <p>A new road overbridge and footbridge was built at the Milson's Point end of the station with a set of steps for access to the platform.</p> <p>By 1909, an additional footbridge had been provided at the Hornsby-end of the station, spanning both up and down main line. No access to the station was provided. Also at the Hornsby-end of the platform, a goods siding and goods shed were laid in on the down (western) side of the line.</p> <p>Electrification of the North Shore line was opened in 1927, with full electric services in 1928. Automatic signalling of the line soon followed.</p>
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Assessment of Significance

SHR Criteria a) [Historical Significance]	Wahroonga Railway Station has historical significance at a state level. The impressive gardens associated with the station are historically important as they have been maintained for over 100 years by both local residents and council, and represent a continuity of gardening activity at a railway station that is extremely rare in the Sydney Metropolitan network. The gardens represent a sense of corporate pride in the expansion of the railway and the
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modernisation of passenger transport it afforded in the late nineteenth century.

Like many stations, Wahroonga Station is significant at a local level for the role it played in the settlement of the local area, encouraging rapid subdivision and urban growth.

SHR Criteria c)
[Aesthetic Significance]

Wahroonga Railway Station has aesthetic significance at a State level, as a highly intact example of an early twentieth century station in a landscaped setting. The station and its surroundings is a superb example of early twentieth century Sydney suburban railway station architecture and design, set amongst gardens of a high standard. The gardens help to maintain the historic setting of the station and evoke a former era of rail travel.

Five large fig trees (*Ficus microcarpa* var. "Hillii") dating from c.1910 are located on the centre line of the island platform and have landmark qualities. Their presence is unique on this line and unusual in a railway setting due to the difficulty of maintenance (the trees are scheduled for removal, 2009). The established gardens either side of the station provide an attractive setting for this station and have become a local landmark. The aesthetic significance of the station has not been compromised by the addition of modern shelter structures and lifts, as has often been the case at other North Shore line stations from a similar period.

Both the station building and its setting make a substantial contribution to the character of the North Shore line, with its homogenous, early twentieth century railway architecture and landscaped settings. Wahroonga Station is perhaps the best example on the line due to its integrity and intactness.

The station does not have technical significance as the station buildings and infrastructure are examples of well-documented types from this period with no significant, unusual or innovative design variations or subsequential modifications.

SHR Criteria d)
[Social Significance]

Wahroonga Railway Station has social significance at a local level due to the continual involvement of both council and residents in the maintenance of its extensively landscaped setting. The gardens are recorded in 1900 as being developed by railway staff and volunteers from the local community (NSW Railway Budget, 20 Nov. 1899, p.59) and this association has continued to the present day. The Wahroonga station gardens have for over 100 years been an important contributor to the local community's sense of place and have been a source of constant community pride as the winner of numerous garden competitions.

SHR Criteria f)
[Rarity]

Wahroonga Railway Station is considered to be rare at a State level as the only example of railway station landscaping that has been maintained to a high standard, with such a high degree of intactness, for over 100 years in the Metropolitan network. The station retains a high degree of its original spatial integrity, with the relationships between the station building, platform, stairs and footbridge remaining intact.

The footbridge at the northern end of the platform is one of approximately 24 steel riveted warren truss footbridges remaining in the NSW railway network, but is the only structure of its type known to be supported on a skew trestle. The footbridge is also unusual in that it does not permit access to the platform. The former ticket collecting booths at the southern end of the platform are considered to be rare as the best preserved of only two examples on the Northern line (the others being at Waitara).

SHR Criteria g)
[Representativeness]

The station building is representative of a high quality of railway station building which can be found elsewhere on the North Shore railway line.

Integrity/Intactness: Wahroonga Station and its garden setting are highly intact and have a high degree of integrity, with relatively few changes occurring on the site since the station was first constructed. The station remains almost entirely in its original configuration and has been little changed over the past 100 years.

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>	Wahroonga Railway Station group	SRA940			

Study Details

Title	Year Number		Author	Inspected by	Guidelines Used
State Rail Authority Heritage Register Study	1999	SRA2	State Rail Authority		No
Heritage and Conservation Register State Rail Authority of NSW	1993	30	Paul Davies for SRA		No
S170 Heritage & Conservation Register Update	2009		NSW Department of Commerce		Yes

References, Internet links & Images

Type	Author	Year	Title	Internet Links
Written	Ray Love	2009	Historical Research for RailCorp s170 Update	
Written	State Rail Authority of New South Wales	1995	How and Why of Station Names. Fourth Edition	
Written	Singleton, CC,	1965	The Short North - The Sydney-Newcastle Link Railway, New South Wales Railways	
Written	John Forsyth		Line Histories	

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





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