


Heritage Inventory Sheet

Item Name	Merrylands Railway Station		
Recommended Name	Merrylands Railway Station Building		
Site Image			
Address	Military Road, Merrylands NSW 2160		
Lot/Section/DP	11	-	1200381
Current LEP ID	I212 (Cumberland LEP)		
Former LEP ID	I71 (Holroyd LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport – Rail	

Curtilage Map



Revised curtilage- refer below.

Statement of Significance

Merrylands Railway Station Building is of local significance for its early associations with the late nineteenth century expansion of the railway network throughout the Western Sydney area, initially serving the area's industry but eventually enabling the subdivision and development of land for residential suburbs. The station precinct has undergone continual modifications since its initial construction and the only remaining significant structure is the 1940s building on the Up platform (platform directing trains towards Sydney Central Station). The station building demonstrates the railway policy of the period for constructing substantial structures for suburban stations and is evidence of the upgrade of rail station facilities to accommodate growing suburban residential populations. The station building is a good representative example of a number of similar Inter War Stripped Functionalist style railway buildings in NSW and demonstrates the transition in railway architectural styles from the earlier standard Federation-style buildings.

Criteria Assessment

a) Historic

The station is historically significant as evidence of the late nineteenth century expansion of the railway network throughout the Western Sydney area. Initially the station served industry in the area but eventually enabled the subdivision and development of land for residential suburbs. The Platform 1 brick building is evidence of the period of development, refurbishment and upgrade of rail station facilities between 1929 and 1950 to improve stations for the growing suburban residential populations. It also reflects a significant time period in station design policy, which dictated the use of brick and construction of substantial buildings for outer suburban stations.

b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The Platform 1 building is aesthetically representative of the station buildings constructed between the wars. Its architectural Inter-War Stripped Functionalist style and use of materials, seen in the originally red face brick, gabled roof, cantilevered awning, soldier brick lintels, and horizontally proportioned windows are also representative of this phase of building, although the paintwork detracts from its original design intention.
d) Social	The item does not meet this criterion.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.
g) Representativeness	The Platform 1 building is a good and relatively intact representative example of the 'type 13' second island/side platform station buildings constructed between 1929 and 1950. The type is defined by its brick construction, cantilevered awning, the incorporation of all station building functions within the single structure and the use of elements and features of the popular architectural styles of the time. A large proportion of extant station buildings throughout the Sydney region belong to this class.

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage State Heritage Inventory listing sheet for 'Merrylands Railway Station Building', dated 2009. As the description features a comprehensive physical description of both external and internal station elements, only minor amendments were made with regards to recent station upgrades.

Note: Up Platform refers to the platform directing trains towards Sydney Central Station and Down Platform refers to the platform directing trains away from Sydney Central Station.

CONTEXT

The station group is located adjacent to the Merrylands town centre slightly north of the junction between Railway Parade and Military Road. The Military Road side of the station contains a modern transport interchange. The station is located on the South Line between Granville and Guildford stations. The rail line runs in a north-east to south-west direction. Platforms are located either side of the rail line with a footbridge over and a pedestrian subway tunnel at the southern end of the station. Recent upgrade works, including a commuter car park and a contemporary glazed canopy have been undertaken on the northwest side of the station.

PLATFORM 1 BUILDING (1940-44)

External: The brick building located on the Up Platform 1 includes awnings and a terracotta tile roof reflecting its Inter War Functionalist design origins. Originally face brick the existing building has recently been painted and the roof features gable ends on the side elevations covered in later FC sheet panels. The eaves are boxed on the south eastern elevation only. A flat roof extends over a portion of the newsagent at the south western end while at the opposite end a partially open flat roof canopy extends over the male bathroom foyer. A cantilevered awning is attached to the south eastern elevation. It extends to the approximate platform edge for the length of the building with a narrower awning extending the remainder of the platform. The section of awning attached to the building is constructed of steel girders, metal fascia and painted corrugated metal roof.

The building includes a portico at the southern end which features the newsagent and ticket window. The newsagent space is a later fitout and includes modern tiles on the ground, rendered and painted walls, and modern suspended ceiling and display units along the walls. The ceiling in the portico features fibro panels with a simple modern cornice and fluorescent lights. The ticket windows are modern steel and toughened glass types, although they have been damaged by fire

The main south east facing elevation, which fronts the platform features numerous window and door openings which are generally constructed of soldier course lintels, while corners of the building and piers feature rounded bricks. The doors have been replaced with plain solid timber types. The windows are mostly original and are timber double hung sash windows with two horizontal panes divided by a fine bar in each sash. Some windows have security grilles installed.

The northwest facing elevation features double hung timber sash windows. A row of smaller high level windows are located at the north eastern end and open to the bathrooms. At the basement level there are three small timber doors to the sub-floor area.

Internal: Internally the building is divided into various spaces which are accessed from the south eastern elevation. Generally the interior of the building features modern plasterboard ceilings with simple modern cornices and fluorescent lights, painted and rendered walls, simple timber skirtings and simple timber architraves. Internal doors are also plain timber types and appear to be later elements. At the south western end of the building is the Station manager's room with the ticket windows opening to the portico. This area, which is also the location of the timber ticket windows, was burned out in 2008 and is yet to be refurbished in 2009.

Adjacent to the Station Manager's room is the passenger waiting room which features a painted concrete floor, modern plasterboard ceiling and rendered and painted walls. The female bathrooms are adjacent to the waiting room. The walls are rendered and painted, the ceiling is modern, internal joinery to the stalls including the doors appear to be original, the floor in the foyer is stencilled and painted concrete, there is a timber seat along one wall, the floor of the cubicles area is tiled in small mosaic tiles, larger modern tiles have been applied to the skirting and splashbacks and signage is attached to the walls. At the north eastern end of the building is the male bathroom. It features a later low flat metal roof over the foyer. Walls in this section are not full height but have been enclosed above with later steel frame wire mesh panels. This section is constructed of brick walls with a painted concrete floor. There is a high level window above the urinal on the south eastern wall. The interior features the same materials as the female bathrooms.

PLATFORM 2 PASSENGER SHELTER (2007-08)

A steel framed corrugated metal canopy covers the entire length of Platform 2 connecting the platform with the stairs leading to the overhead walkway. It is a new structure and replaced the original deteriorated timber platform building in 2007-08.

PLATFORMS (c1940)

Both straight side platforms are precast concrete units and are topped with asphalt. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on the platforms.

FOOTBRIDGE/OVERHEAD WALKWAY (c.1913, modified 2007)

At the south western end of the station is the steel footbridge, which connects Platforms 1 and 2 over the rail line. It is a simple, plain steel structure consisting of a tower on each side of the platform, stairs and a bridge between. It features painted steel balustrade with steel posts supporting the corrugated metal awning. This structure matches that of the later awning and fence structures throughout the station. Clear windows are located on the outward facing elevations of the towers and along portions of the walkway. The walkway and steps are concrete. More recent lift towers have been located behind the structure to allow accessibility to the street and platforms. The footbridge may contain remnants of the 1913 taper haunched girder footbridge.

The station elements appear to be in a good condition.

Condition	Good	Fair	Poor
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Alterations and Additions

- 1880 - Porter's residence built
- 1881 - Goods shed erected
- 31 Dec 1890 - Old platform demolished and replaced by two side platforms with waiting sheds
- 17 Mar 1891 - Station interlocked and a signal box erected
- 22 Jun 1901 - Provision made in the station buildings for postal business
- 1914 - Platforms extended and station buildings relocated
- 1929 - Signal box renewed
- 23 Mar 1937 - Third signal box built at 23.546km
- 1940 - Platform 1 Building constructed
- 1942 - New booking and parcels office added to the down platform building
- 9 Dec 1959 - Merrylands Road level crossing equipped with half-boom gates and 'F' lights
- 24 Mar 1969 - Merrylands Road level crossing closed and new over bridge opened at 22.972km
- 4 Jun 1972 - Signal box removed*
- c.1990 - Concrete decking was installed on the footbridge
- 2003 - The Liverpool end of the Sydney-bound platform building was modified with the removal of a column in the concession
- 2005 - 1890 Platform 2 building on the Liverpool-bound platform was removed.* With its timber construction and skillion roof design it was one of less than 20 such examples remaining from a total of 450 examples built between 1890 and 1960. It was one of three examples in Sydney
- Post 2006 - lifts installed on footbridge*
- 2007 - The face bricks on the Platform 1 building were painted
- Platform 1 Building modifications with no date include:
 - Provision of newsagent at south western end
 - Fitout of newsagent space
 - Painting of ticket window wall
 - Replacement of internal ceilings throughout*
 - Replacement of doors throughout*
 - Security bars to windows*
 - Security mesh and door and metal roof to male bathroom foyer*
 - Lightweight partitions forming bathroom and storerooms in station manager's room
 - Kitchenette in station manager's room
 - Air conditioning units attached to north western elevation*
- Fencing, balustrade, awning and concrete floor of the walkway on the footbridge added
- 2017 - Bird Proofing, Landscaping improvements, Toilet refurbishments, Lighting LED replacements – All Vandalux and Pole top lights fittings replaced to LED fittings, and seating and bins replaced

Merrylands Railway Station has been heavily altered over time. The original platforms and structures as well as those from the late nineteenth century have been lost during improvements to the station. This has had a significant impact on the potential for the station complex to demonstrate various phases of development.

Key elements within the precinct that remain relatively intact and representative of the core heritage values of the site include the Platform 1 station building. The Platform 1 building is relatively intact except for some minor additions to the southern end and alterations to the Station Master's room. However, a fire within the ticket office and painting of the exterior has reduced its integrity. The integrity of the site is considered to be moderate.

Integrity	High	Moderate	Low

* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1878
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The following history has been quoted from the NSW Office of Environment and Heritage State Heritage Inventory listing sheet for 'Merrylands Railway Station Building', dated 2009.

Merrylands Station was opened in 1878. It was the fifth station to open along the Parramatta (Granville) to Liverpool section of railway, following Fairfield (1856), Cabramatta (1870), Guildford (1876) and Canley Vale (1878). This section of railway, which would eventually stretch to Goulburn as the Main Southern Line, is a spur from the original Sydney to Parramatta line which eventually opened in 1855 after the private company constructing the line ran into financial problems.

In 1890, one year before the duplication of the rail line, the original platform was demolished and replaced with two platforms, one either side of the line and new waiting sheds were constructed. The timber waiting shed, which was extant on the 'down' platform until 2006, was one of these buildings. It was one of the last locations where timber was used for station buildings before the policy in 1912 to erect brick structures in Sydney. The next major addition to the station was the footbridge and extension of the platform in 1913. Some of the station buildings are recorded as being removed and repaired at this time.

In 1940, the Department approved a brick Inter War Stripped Functionalist style building on the Sydney bound platform with construction completed by 1944. Its robust construction reflects the Department of Railways' policy of building substantial structures for the suburban area in the 1930s. This structure was built using State funding and contrasts with the mostly superior quality and larger buildings between Westmead and Seven Hills, which were funded by the Commonwealth during World War II.

In 1970 the level crossing at the southern end of the station was replaced with the existing concrete subway tunnel. In 1996-1997 major upgrade works were undertaken on the platforms including the addition of steel canopies along the length of the platform.

In 2003, the Liverpool end of the Sydney-bound platform building was modified with the removal of a column in the concession and in 2007 the face bricks on the building were painted. The 1912 steel beam footbridge has been severely modified with a canopy and lifts.

There was a signal box situated at the southern end of the up platform, directly adjacent to the Merrylands Road level crossing, though this has been removed.

Recommendations

Heritage Management		Existing Built and Landscape Elements		Future Development and Planning	
1. Maintain this item's heritage listing on the LEP.	X	6. Original fabric is highly significant and should be maintained.	X	12. Alterations and additions should respond to the existing pattern of development, with careful consideration of the setting (form, scale, bulk, setback and height).	X
2. Maintain this item's listing as part of the Heritage Conservation Area.		7. Unsympathetic alterations that detract from the cultural significance of the item should be removed.		13. New alterations and additions should respect the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X

3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.		14. Future uses for this item should be compatible with its historical functions/ associations.	X
4. Consider additional research to nominate this item for the State Heritage Register.		9. Maintain the existing setting of the heritage item, informed by the historic pattern of neighbouring development (form, scale, bulk, setback and height).	X		
5. The heritage curtilage for this item should be revised/reduced.	X	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	X		
		11. The condition of this item is poor. Condition and maintenance should be monitored.			

Other recommendations and/or comments:

- The heritage curtilage for the Cumberland LEP should be revised to match the RailCorp Section 170 Heritage and Conservation Register curtilage for the station; item #4801921. Refer to the plan below, showing the orange curtilage. Should the revised curtilage be adopted, this listing sheet does not reflect the current Lot/DP which will need to be altered.



Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Merrylands Railway Station	I204
Heritage Study	Merrylands Railway Station	I204
National Trust Australia Register	N/A	-

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Study	Graham Brooks & Associates	1998	Heritage Inventory Review
Heritage Study	Neustein & Associates	1992	Holroyd Heritage Study

Other References

- Karskens, G. 1991. *Holroyd - A Social History of Western Sydney*. Sydney: University NSW Press
- Australian Museum Consulting. 2015. *Heritage Platforms Conservation Management Strategy*, prepared for Sydney Trains.
- Australian Museum Consulting. 2016. *Railway Footbridges Conservation Management Strategy*, prepared for Sydney Trains.
- City Plan Heritage. 2016. *Merrylands Railway Station Conservation Management Strategy*, prepared for Sydney Trains.

Limitations

1. Access to all heritage items was limited to a visual inspection from the public domain. The interiors of buildings and inaccessible areas such as rear gardens were not assessed as part of this heritage study.
2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.
3. Unless additional research was required, historical research for all heritage items was based on an assessment of previous LGA heritage studies, the Thematic History (prepared by Extent Heritage, 2019) and existing information in former heritage listing sheets.

Additional Images



View to Station Building.



Overview of Merrylands Railway Station.