
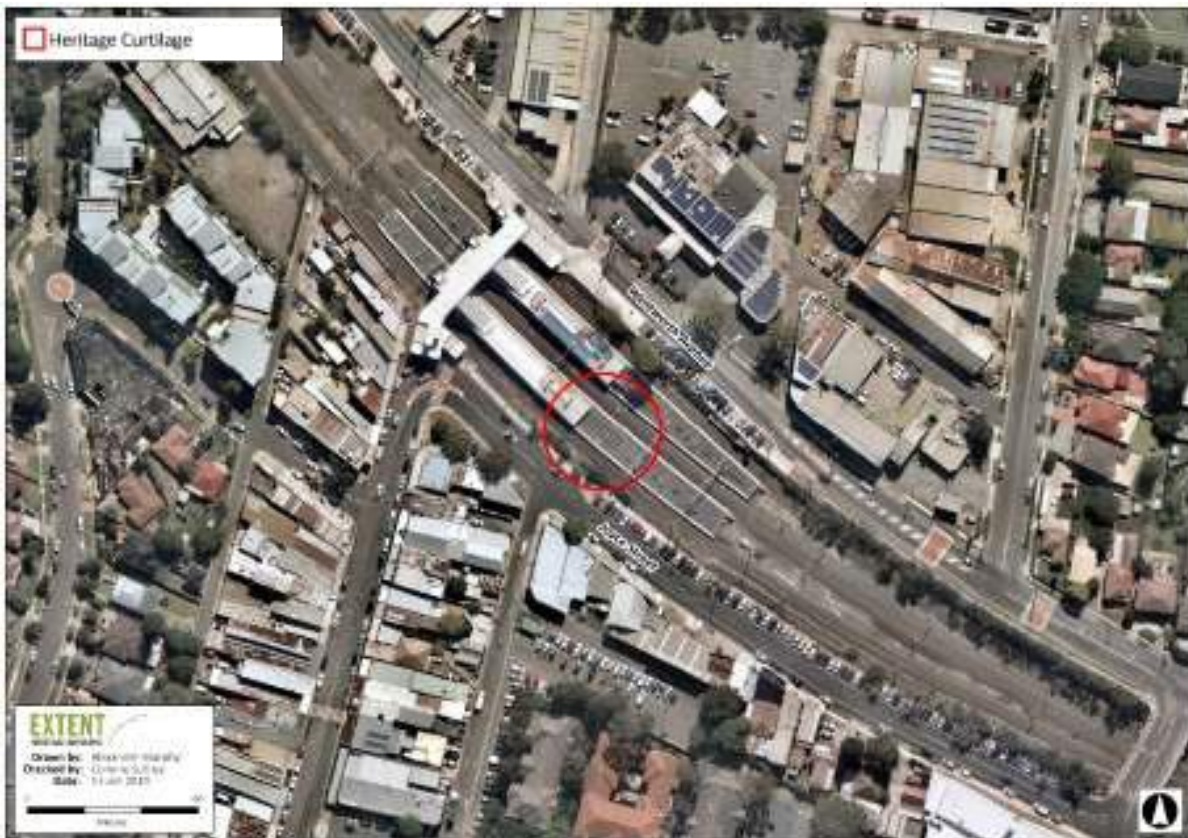


## Heritage Inventory Sheet

<b>Item Name</b>	Pendle Hill Railway Station		
<b>Recommended Name</b>	Pendle Hill Railway Station Group		
<b>Site Image</b>			
<b>Address</b>	Joyce Street, Pendle Hill NSW 2145		
<b>Lot/Section/DP</b>	1	-	100631
<b>Current LEP ID</b>	I231 (Cumberland LEP)		
<b>Former LEP ID</b>	I96 (Holroyd LEP)		
<b>Heritage Conservation Area</b>	Not included		
<b>Date Updated</b>	March 2020		
<b>Significance Level</b>	LOCAL		
<b>Site Type</b>	Level 1	Built	
	Level 2	Transport - Rail	
<b>Ownership</b>	Rail Corporation New South Wales		

## Curtilage Map



## Statement of Significance

Pendle Hill Railway Station is of local significance for its direct associations with mid-20th century development of the local area and as part of the railway station redevelopment that took place during the quadruplication of the Main Western Line between Lidcombe and St Marys in 1943. The station buildings are of aesthetic significance as good examples of mid-20th century railway construction in an urban context displaying distinctive elements of Inter War Stripped Functionalist style. They are competently executed and display many typical stylistic elements of similar station buildings throughout New South Wales and in the suburbs of western Sydney share similar construction techniques and design, such as the neighbouring stations of Wentworthville, Toongabbie, Westmead (now demolished) and Seven Hills. These group of station buildings show effects of war time financial constraints. The site has historical significance for its association with the iconic Australian company Bonds, and the company's founder George. A. Bond who was responsible for the naming of the station and the suburb and starting a business in the local area, which would continue to contribute to the local economy from the 1920s and into the twenty-first century.

## Criteria Assessment

a) Historic

Pendle Hill Railway Station has historical significance as being established following a request to the railways by the local cotton mill owner and Bonds company founder George. A. Bond for a railway platform to service the mill employees. The station is also of historical significance as one of several stations constructed as part of the quadruplication of the line from St Marys to Lidcombe in the 1940s reflecting the need to upgrade the buildings in response to the development of the locality.

b) Associative	Pendle Hill Railway Station has strong historical associations with George. A. Bond founder of the Bonds manufacturing empire and the person responsible for the inspiration in naming Pendle Hill.
c) Aesthetic/Technical	Pendle Hill Railway Station is of aesthetic significance as an example of mid-sized Inter-War Stripped Functionalist station buildings in an urban setting. The buildings are noted for their use of bonded brickwork, Art Deco influenced parapet detailing, strong horizontal planes and steel awnings, and their simple style reflecting the simplicity of the nearby Joyce Street shops.
d) Social	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.
e) Scientific	Pendle Hill Railway Station is of technical significance for its ability to demonstrate design and construction techniques of the mid-20th century railway structures and for its ability to provide evidence of the use of Inter War Stripped Functionalist elements in a railway setting. The station buildings provide opportunities together with Toongabbie, Wentworthville and Seven Hills stations to study and understand mid-20th century building techniques, though these can be observed at many other locations.
f) Rarity	The item does not meet this criterion.
g) Representativeness	Pendle Hill Railway Station is a representative example of a small, mid-20th Century railway station that is designed in the Inter War Stripped Functionalist style in an urban context, similar to Toongabbie, Wentworthville and Seven Hills.

## Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Pendle Hill Railway Station Group', dated 2017. The description is comprehensive and matches the condition visible during the site inspection.

### **BUILDINGS**

*Station Building Platform 1/2, brick, type 13 (1943-44)*

*Station Building Platform 3/4, brick, type 13 (1943-44)*

### **STRUCTURES**

*2x island platforms, brick faced (1943)*

*Footbridge, steel beam with RSJ steel supports (1944)*

*Kiosk, (c1954)*

### **STATION BUILDING PLATFORM 1/2 (1943-44)**

*External: The station building on Platform 1/2 is larger than the Platform 3/4 building and is an Inter War Stripped Functionalist style railway building. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. The western end of the building is defined by a curved masonry bay with a single door. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond, which extends as an awning on all four sides of the building. The awning on the eastern end, which provides shelter to passengers purchasing tickets from the ticket window and the machine, is supported by two rectangular brick columns with curved corners. On Platform 1/2, one ticket window remains in use while the other is bricked up. Steel framed windows with three horizontal hopper panels are vertically proportioned and placed regularly on both platform elevations. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.*

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*Internal: Internally the building has a linear floor layout with a series of rooms in various sizes including from east to west combined former booking/parcels office (now booking office and staff area), general waiting room, ladies room and toilets, men's toilets with a store room in the curved bay. The doors are secured by metal grill gates while the windows covered with security mesh. The entire original interior fit-out has been removed.*

#### **STATION BUILDING PLATFORM 3/4 (1943-44)**

*External: The station building on Platform 3/4 is approximately half the size of the Platform 1/2 building featuring the same detailing and architectural style with the exception of the curved bay at one end. It is of face brick construction with low pitched gabled roof and brick parapets at each end with courses of recessed heeler bricks capped by a course of bullnosed bricks. Centrally located on each parapet is an Art Deco style projecting vertical masonry fin constructed of heeler bricks in a contrasting colour. The parapets step down on each side from the fin. The roof is clad with Colorbond which extends as an awning on all four sides of the building. The awning on the eastern end, which provides shelter to passengers purchasing tickets from the ticket machine, is supported by two rectangular brick columns with curved corners. The building had two ticket windows, which are now blocked. The central pane is fixed. Early timber doors are extant. The standard steel framed windows with three horizontal hopper panels are vertically proportioned and placed regularly on both platform elevations between the solid metal doors. A contemporary canopy connects the building from the underside of the original awning to the stairs and footbridge.*

*Internal: Internally the building has a linear floor layout consisting of a booking office and general waiting room. The doors are secured by metal grill gates while the windows are covered by security mesh. The building is currently used for storage purposes. The internal finishes are the same as the other platform building with plasterboard panelled ceilings, hardboard flooring (booking office) and tile flooring (waiting room). The waiting room interior has been upgraded.*

#### **PLATFORMS (1943)**

*Both island platforms have brick faces with concrete deck. The top surfaces are covered with concrete with concrete coping. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on both of the platforms.*

#### **FOOTBRIDGE (1944)**

*The footbridge is a steel beam structure with concrete deck and RSJ steel supports over the platforms and main lines with stairs to each of the platforms, and a ramp to street level on each side. It is a simple structure with no ornamentation representing economic policies of the time. The footbridge and associated stairs and ramps are covered with Colorbond awnings.*

#### **KIOSK (c1954)**

*The small originally timber clad (now metal) and gable roofed kiosk is located on a cantilevered concrete slab supported by steel trestles opposite the stairs to Platform 1/2.*

#### **MOVABLE**

*Heritage-style platform lamp posts*

*Blue and yellow station entrance sign – Mode ID*

*Green cast iron Milner safe*

*Booking office machine (BOM) including dispenser, computer, monitor, keyboard and associated equipment such as plastic coin trays etc*

*Small timber coin tray / box*

*Timber-framed historical print of Pendle station in c1924*

*Tall, two-door timber cupboard, polished, with interior shelving*

*Tall, two-door timber cupboard, painted green, with interior shelving and including SRA list of telegraphic codes attached to inside door*

*Timber desk stationery organiser*

*Metal sign – “Attention – Valid ticket etc”*

*Red and white "Emergency Response" box including contents and contents list*

*Two timber-framed mirrors in women's toilets*

*Fitted timber ticket desk in former booking office on Platform 3-4*

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### POTENTIAL ARCHAEOLOGICAL FEATURES

*Pendle Hill Station has low archaeological potential with no evidence of the 1920s station buildings remaining.*

The station buildings are in good condition externally.

<b>Condition</b>	<b>Good</b>	Fair	Poor
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### Alterations and Additions

The following modifications have been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Pendle Hill Railway Station Group'.

- 1942 – Construction of new station buildings replaced the original 1920s structures.
- c1997 – An internal fitout and some small cosmetic changes made to the facade such as the roof sheeting.
- 2010 – Platform resurfacing
- 2018 – TAP upgrade including four new lifts, a new station concourse and footbridge, new stairs and platform canopies and a commuter carpark.
- No date – The kiosk appears to have been changed from a skillion roof to a gabled roof and reclad.

The station has a moderate degree of integrity and intactness.

<b>Integrity</b>	High	<b>Moderate</b>	Low
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*\* element detracts from the overall cultural significance of the place*

### Historical Notes

Construction years	1924
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The western railway line was opened in 1860 and duplicated in 1886. Pendle Hill Station opened in 1924, mainly servicing the Bonds cotton mill employees. The suburb was originally part of the acreage owned by D'Arcy Wentworth. Mr George A. Bond purchased a large part of the farm, bounded by Pendle Way, Dunmore Street and Jones Street and lived in what is now Dunmore House.

Bond was a young American who established a company in 1915 to import ladies hosiery and gloves to Sydney. Two years later he began manufacturing hosiery in Redfern and a year after that, underwear in Camperdown. The business quickly developed into the well-known Bonds business, aided in part by the iconic 'Chesty Bond' men's athletic singlet.

In 1923, he established a cotton spinning mill on his property at Pendle Hill and persuaded the railway authorities to build a platform so his employees would have easy walking from the railway station. Bonds continues to operate in the locality. He is believed to have requested that the area be named after Pendleton in Lancashire, the centre of England's cotton industry, and the name Pendle Hill was the result. In March 1927 the over bridge near the station opened.

The "Inter War Stripped Functionalist" brick station buildings were designed in 1942 as part of the quadruplication of the line between Lidcombe and St Marys. It was constructed c1943-4, replacing the 1920s structures. The steel beam pedestrian footbridge dates from c1944. The bookstall (now kiosk) was designed in 1954 and presumably added soon after.

Today, the site remains in use as an active railway station.

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).
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).		
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 of the Pendle Hill Railway Station Group should be revised to match the RailCorp Section 170 Heritage and Conservation Register curtilage for the station; see item #4800257 and below.



Listings			
Heritage Listing	Listing Title		Listing Number
Heritage Act – State Heritage Register	N/A		-
Local Environmental Plan	Pendle Station	Hill Railway	I231
Heritage Study	Pendle Station	Hill Railway	I231
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	Holroyd Heritage Study
Heritage Study	Nuestein & Associates	1992	Holroyd Heritage Study

### Other References

- Karskens, G. 1991. *Holroyd - A Social History of Western Sydney*. Sydney: University NSW Press

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- NSW Office of Environment and Heritage, State Heritage Inventory S170 listing sheet for Pendle Hill Railway Station Group,  
<https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800257>

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- Humphreys, A. and Ellsmore, D. 2001. *Inter-War Station Buildings*.

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- Sharpe, S.A. 1982. *The Railway Stations of NSW 1855-1980*.

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### 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.

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2. Condition and site modification assessment was limited to a visual inspection undertaken from the public domain.

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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.

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### Additional Images



View to station from Joyce Street.



Concourse.



Footbridge concourse and station building from platform.



Station building as view from the opposite platform.





Station building as view from the opposite platform.



View south east along both platforms.