


Heritage Inventory Sheet

Item Name	Regents Park Railway Station Group		
Recommended Name	Regents Park Railway Station Group		
Site Image			
Address	Park Road, Regents Park NSW 2143		
Lot/Section/DP	31	-	1221455
Current LEP ID	I233 (Cumberland LEP)		
Former LEP ID	I44 (Auburn 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 recommended – refer below

Statement of Significance

Regents Park Railway Station has local significance for its historic, aesthetic, social and representative values. The station represents the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta that occurred in 1924. The 1920s platform building has been altered but it retains the basic architectural features which characterise station buildings of this period. The overall station complex has, however, been impacted by modern developments which have reduced its ability to effectively demonstrate the era of travel between the 1920s and 1930s. The station has aesthetic significance with its 1920s 'initial island' platform building which exhibits characteristic features of this design of station building, namely the linear form, gable roof and integrated awnings. The extant platform building retains characteristic features of this type of standard railway design platform building and is therefore representative of this type. 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 past.

Criteria Assessment

a) Historic

Regents Park Railway Station is historically significant at the local level as a station which is part of the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta in 1924. The extant early 20th century platform building and the 1920s footbridge superstructure date from the opening of the station and demonstrate the 1920/1930s period of suburban railway travel. However, the highly altered former overhead booking and parcels office, the alterations to the footbridge and the addition of canopies to the platform and footbridge reduce the ability of the station to demonstrate this era comprehensively.

b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	Regents Park Railway Station has local aesthetic significance with its 1920s 'initial island' platform building which has retained characteristic features of this design of station building, namely the linear form, gable roof and integrated awnings. The 1920s footbridge with stairs leading down the platform and street has been altered considerably in terms of the replacement of the timber deck and stairs with in-situ concrete, modern steel handrails and modern awnings. However, the superstructure of the footbridge comprising of steel beams, columns and trestles is the original 1920s fabric and is typical of such footbridges within the suburban network. The form, fabric and detailing of the platform building and footbridge characterises the type of construction and architectural style employed in early 20th century railway station buildings in the Sydney region. The 1920s former overhead booking and parcels office has little significance as it has been altered extensively and it no longer retains any characteristic features of this type of building.
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 past.
e) Scientific	The item does not meet this criterion.
f) Rarity	The item does not meet this criterion.
g) Representativeness	<p>Regents Park Railway Station has a platform building which has been altered but retains characteristic features of this type of standard railway design platform building and is therefore representative of this type.</p> <p>Although the footbridge has been altered, it retains a characteristic superstructure and is representative of standard railway footbridge design. The footbridge was identified as an item of little heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. However, the strategy recommended detailed physical analysis prior to any change to confirm the significance of the structure.</p> <p>The former overhead booking office has been altered extensively and it does not retain any characteristics features of this type it is not a good representation of this type of railway structure. The Overhead Booking Office at Regents Park was identified as an item of little heritage significance in the 2014 'Railway OHBO Heritage Conservation Strategy'. The overhead booking office has been altered to such an extent that it no longer retains characteristic features of the type and has little or no aesthetic significance or representative value.</p>

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 'Regents Park Railway Station Group' (2009). The description is comprehensive and matches the condition visible during the site inspection.

BUILDINGS

Platform building, Platform 1/2 (Type 11) (1924)

Former Overhead Booking & Parcels Office, (c.1920)

STRUCTURES

Platform 1-2, (1924)

Canopies, (1999)

Footbridge, (1922, 1999)

CONTEXT

Regents Park Railway Station is accessed from the west from the junction of Rose Street, Carlingford Street and Park Road and from the east from Auburn Road and Amy Street. It has one island platform, a footbridge and a building on the platform which incorporates the booking office. There are commercial strips on either side of the station.

PLATFORM BUILDING (1924)

External: Rectangular building six bays long with stretcher bond brickwork. The bays are defined by engaged brick piers that have decorative concrete corbels and standard steel double bowed brackets which support cantilevered awnings. The awnings which have curtain board fascia are integrated with the gable roof of the building and the roofing material for both the awning and the roof is corrugated steel. The roof has original timber finials.

The external walls rise from a projecting brick plinth with a decorative two part cement dado moulding which is continuous between door and window openings. Cement window and door frames rise from the dado moulding. Most of the door and window openings are original and the windows feature a decorative moulded cement sill. The original timber windows were double hung with a double paned lower sash and a multi-paned upper sash. This detail continued through in the fanlights above the doors. The doors were timber panelled. The northern end brick gable wall feature a louvre within a round brick window framed in voussoir shaped bricks, with four cement keystones. Some of the original windows have been retained with aluminium framed safety wire meshes fitted to their outer side. Others have been altered, some windows have been removed and openings have been bricked in, whereas other windows have been boarded up and fitted with steel grills and some have been fixed with opaque, safety wire mesh incorporated glass. All the doors have all been replaced with flat panelled timber doors, and some have additional steel grill gates fitted to the outer edge of the door opening. One of the doors has an original fanlight whereas others have been refitted with opaque, safety wire mesh incorporated glass and one has an air-conditioning unit fitted within it. The original door opening to the northern end of the building has been removed and replaced by two flat panelled timber doors. The upper part of the original cement door frame has been retained and a new continuous cement door frame bridging the two new doors has been inserted below it.

Internal: The building comprises a booking office, a Station Manager's room, a general waiting area with a family accessible toilet and ladies toilet, a store, a unisex toilet and a staff toilet. The original internal configuration of the building is not known as there is no documentary evidence available. Original cast iron ventilators and pressed metal ceilings with square ceiling ventilators have been retained.

FORMER OVERHEAD BOOKING & PARCELS OFFICE (c.1920)

External: The former overhead booking and parcels office is located on the footbridge north-east of the stairs that lead down to the platforms. It currently accommodates a newsagent's kiosk. Originally constructed of timber the existing building (which was refurbished in 1945) comprises of a timber framed structure with fibre cement sheet walls and a flat corrugated metal roof with wide metal fascia. The position of the original window openings has been retained but original door openings have been blocked up and a new opening has been made at the centre of the western face of the building. The windows are small, aluminium horizontal sliding windows with steel safety grills fitted to the outside.

Internal: The kiosk has been altered completely internally and has no original fabric.

Extensively remodelled prior to installation of lift access to platforms; Booking office function removed from building and space converted to concession; Dutch gable roof replaced with flat roof, siding replaced; Ticket windows removed; Doors and windows removed; new windows unsympathetic to original style and character of building.

PLATFORM (1924)

Platform 1 (Up) and Platform 2 (Down) have in-situ concrete faces and form an island platform arrangement. Both the platforms have asphalt surfaces and steeped brick coping.

CANOPIES (1999)

There is a modern canopy at the edge of the stairs that leads down from the footbridge onto the platform and it provides shelter to the space between the stairs and the booking office ticket window located on the south face of the original building. The canopy has three roof sections, with two skillion roofs on either sides of a curved roof and all the roofs are made of Colorbond steel resting on steel I beam and columns. A smaller version of this three section canopy covers the area between the footbridge and the lift.

FOOTBRIDGE (1922, 1999)

The footbridge comprises of a bridge connecting either sides of the station, a set of stairs that lead down to the platform, entrance canopies and a disabled access ramp from Carlingford Street. The entire structure rests on the original 1920s superstructure of steel columns, beams and trestles. The stairs and the deck are constructed of in-situ concrete and have painted steel handrails. There are a series of gable roof awnings made of Colorbond steel that cover the footbridge, the stairs, the entrances to the station and the ramp.

ARCHAEOLOGICAL POTENTIAL

Based on the surviving documentation and the evidence on site it is unlikely there would be any potential archaeological remains at Regents Park Railway Station.

All elements were noted to be in good condition during the site visit.

Condition	Good	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 'Regents Park Railway Station Group' (2009).

- 1922: station footbridge constructed.
- 1924: new station on line deviation.
- 1929: railway electrified.
- 1945: overhead parcels office constructed.
- 1995: footbridge constructed.
- 2000: access upgrade, including footbridge modifications.

The overall station complex has been impacted by modern developments which have reduced its ability to effectively demonstrate the era of travel between the 1920s and 1930s. The site has moderate integrity overall.

Integrity	High	Moderate	Low
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* element detracts from the overall cultural significance of the place

Historical Notes

Construction years	1912; reconstructed in 1924
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The following history has been quoted from the NSW Office of Environment and Heritage, Section 170 Heritage and Conservation Register listing sheet for 'Regents Park Railway Station Group'.

The Lidcombe to Regents Park line was originally built by the Public Works Department as a tramway to service construction of the second Potts Hill reservoir. The line was opened as such in 1912 and was part-funded by the Metropolitan Water Sewerage and Drainage Board. Industrial and suburban development along the line caused it to transform into a general freight and passenger line. By the 1920s a decision had been made to extend the railway from Regents Park to Cabramatta as a relief to

the Main West and Main South via Granville and this was completed in 1924. The work involved major reconstruction of the original Lidcombe-Regents Park section of the line.

A station was opened at Regents Park on 11 November 1912. The line reconstruction in 1924 involved a deviation and, accordingly, a new station was opened on the deviated line on 8 October 1924. The old station was demolished. The new station featured an island platform and brick platform building. A footbridge was constructed in 1922, being a steel beam structure with stairs down to an island platform.

The station was once the junction for a branch line to Potts Hill reservoir and for a series of sidings that served an adjacent large factory complex belonging to the Commonwealth Government.

A new overhead parcels office (now a kiosk) was constructed in 1945 and the platform building modified. The station was upgraded c.2000 with a new lift and platform canopies.

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 should be revised to match the RailCorp Section 170 Heritage and Conservation Register curtilage for the station; see item #4802060 and plan below. 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	Regents Park Railway Station Group	I233
Heritage Study	Regents Park Railway Station Group	I233
National Trust Australia Register	N/A	-

Previous Studies			
Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland LGA Heritage Study
Heritage Review	DPC	2007	Auburn Town Centre Heritage Review
Heritage Study	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study

Other References

- NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for Regents Park Railway Station Group, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4802060>
- 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.
- Australian Museum Consulting. 2014. *Railway Overhead Booking Offices Heritage Conservation 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



Platform footbridge and modern lift.



Platform footbridge.



Platform building (Source: NSW Office of Environment and Heritage, Railcorp S170 Listing Sheet for Regents Park Railway Station Group).



Underside of platform canopy (Source: NSW Office of Environment and Heritage, Railcorp S170 Listing Sheet for Regents Park Railway Station Group).



Platform canopy leading down to platform from footbridge (Source: NSW Office of Environment and Heritage, Railcorp S170 Listing Sheet for Regents Park Railway Station Group).



Footbridge (Source: NSW Office of Environment and Heritage, Railcorp S170 Listing Sheet for Regents Park Railway Station Group).