


Heritage Inventory Sheet

Item Name	Wentworthville Railway Station		
Recommended Name	Wentworthville Railway Station Group		
Site Image			
Address	The Kingsway, Wentworthville, NSW 2145		
Lot/Section/DP	100	-	1042344
Current LEP ID	I282 (Cumberland LEP)		
Former LEP ID	I140 (Holroyd LEP)		
Heritage Conservation Area	Not included		
Date Updated	February 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Rail	
Ownership	Rail Corporation New South Wales		

Curtilage Map



Revised curtilage recommended – refer below

Statement of Significance

Wentworthville Railway Station is of local significance for its historic, aesthetic, social, scientific and representative values. The site of Wentworthville Railway Station is of historical significance through its relationship to the development of the suburb of Wentworthville following the Wentworth Estate Subdivision and the original station's funding by land speculators. The present railway station redevelopment took place during the quadruplication of the Main Western Line between Parramatta and Blacktown in 1946. This group of buildings also shows the effects of war time financial constraints. The station buildings are of aesthetic significance as good examples of mid-twentieth century railway construction in an urban context, displaying distinctive elements of Inter-War Stripped Functionalist style including the use of bonded brickwork, Art Deco influenced parapet detailing, strong horizontal planes and steel awnings. The style is competently executed, displaying many typical stylistic elements of similar station buildings throughout the Western suburbs generally. 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. The station is of the same construction as those of the neighbouring stations Pendle Hill and Toongabbie. The station buildings provide opportunities together with Toongabbie, Pendle Hill and Seven Hills stations to study and understand mid-20th century building techniques.

Criteria Assessment

a) Historic	The site of Wentworthville Railway Station is of historical significance through its relationship to the development of the suburb of Wentworthville following the Wentworth Estate Subdivision and the original station's funding by land speculators. The present railway station redevelopment took place during the quadruplication of the Main Western Line between Parramatta and Blacktown in 1946. This
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	group of buildings also shows the effects of war time financial constraints.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The station buildings are of aesthetic significance as good examples of mid-twentieth century railway construction in an urban context, displaying distinctive elements of Inter-War Stripped Functionalist style including the use of bonded brickwork, Art Deco influenced parapet detailing, strong horizontal planes and steel awnings. The style is competently executed, displaying many typical stylistic elements of similar station buildings throughout the Western suburbs generally
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	Wentworthville Railway Station is of technical significance for its ability to demonstrate design and construction techniques of the mid-20th century railway structures. The station buildings provide opportunities together with Toongabbie, Pendle Hill and Seven Hills stations to study and understand mid-20th century building techniques.
f) Rarity	The item does not meet this criterion.
g) Representativeness	Wentworthville 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 and Pendle Hill Railway Stations. The footbridge was identified as an item of moderate heritage significance in the comparative analysis from the 2016 'Railway Footbridges Heritage Conservation Strategy'.

Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage State Heritage Inventory listing sheet for 'Wentworthville Railway Station', last updated in 6 April 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 stations upgrade.

Wentworthville Railway Station was upgraded as part of Transport for NSW's Transport Access Program (TAP) between 2016-2017. The station precinct features a contemporary overhead concourse providing improved station accessibility and safety. The concourse is accessed via lift and stairs, and features platform canopies that extend from the concourse and along the platform entries. Other contemporary additions to the station precinct include lighting, signage, seating, opal machines, and bins.

STATION BUILDING PLATFORM 1/2 (1943)

External: The station buildings are identical to those at Toongabbie and Pendle Hill Railway Stations. The building on Platform 1/2 is larger than Platform 3/4 building and is a post war 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 eastern 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 western 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 (central panel fixed) 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.

Note. The existing stairs from the footbridge were removed as part of the 2017-2017 TAP Upgrades.

Internal: Internally the building has a linear floor layout with series of rooms in various sizes including combined former booking/parcels office (now booking office and staff area) with storeroom, 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)

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 on 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 western 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. Early timber doors are extant. The standard steel framed windows with three horizontal hopper panels (central panel fixed) are vertically proportioned and placed regularly on both platform elevations between the solid timber 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, waiting room and out of 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 out-of-room has a metal sliding loading door and concrete floor.

PLATFORMS (1943)

Both island platforms have brick faces with concrete deck and asphalt surfaces. Platforms 1/2 also have sections of steel rail post and brick panel. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on both of the platforms.

FOOTBRIDGE (1941)

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 of a simple structure with no ornamentation representing economic policies of the time. The footbridge and associated stairs and ramps are covered with corrugated metal awnings.

The TAP Upgrades substantially altered the existing footbridge with the incorporation of anti-throw screens within canopies to the full length of the footbridge, the widening of the concourse area with lift landing areas, and on the live rail side of the stairs to both The Kingsway and Wentworth Ave and the removal of stairs and associated structures to platform and incorporation of new roof canopies along the platform.

MOVABLE ITEMS

Plaque – brass, Centenary of the opening of the railway to Wentworthville 1 August 1885

Cast iron Ajax safe fixed to a concrete base in the booking office and a hidden floor safe which may, or may not be an early variety.

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

Small timber coin tray / box

Platform 3-4: SRA decal / sticker on platform ticket window, two pairs of metal door protectors / guards attached to doorways to parcels office, the booking office on Platform 3-4 has an original built in timber counter.

POTENTIAL ARCHAEOLOGICAL FEATURES

Wentworthville Railway Station has low archaeological potential with no evidence of the 1920s station buildings remaining.

Wentworthville Railway Station is a highly active station and presents a well maintained and operational site. The condition of the built elements is considered good.

Condition	Good	Fair	Poor
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Alterations and Additions

- The internal fitout of the station building
- Replaced roof sheeting to station building
- The Kiosk (built in c1954) was demolished in 2016
- Major station TAP upgrade completed between c.2016-2017*

While the TAP upgrade has substantially remodelled the site, key elements within the precinct remain relatively intact and representative of the core heritage values of the site. The integrity is considered to be moderate.

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

Historical Notes

Construction years	1943-1946
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In 1819, after European settlement, the Wentworthville area came under the tenure of D'Arcy Wentworth. Wentworth was a substantial land holder in the early colony. He appears to have obtained his first grant of about 147 acres at Parramatta from Governor Hunter in 1799; by 1821, he had been awarded a total of 17,000 acres, 2200 acres of which were located in the Wentworthville area. When he passed away in 1827, his will disposed of approximately 22,000 acres of land which was eventually subdivided into the existing allotments of Wentworthville today.

The railway line was opened in 1860 and duplicated in 1886, with Wentworthville opening in 1883 as T R Smiths' Platform. The name Wentworthville was adopted in 1885 after Darcy Wentworth, whose grant was located on both sides of the railway. The station serviced a subdivision of this estate and was paid for by the speculators. The establishment of the railway station attracted residents to the area, Wentworth's holdings were subdivided into 600 lots. Wentworthville was proclaimed a town in 1890.

The first station buildings on the site were built in 1924, though they were removed for the construction of the present brick station buildings, dating from the time of the quadruplication of the line in 1946. The existing buildings follow the Inter-War Stripped Functionalist style and were part of the line quadruplication project between Lidcombe and St. Marys.

The pedestrian bridge dates from 1944 and is formed by steel beams. The use of ramps instead of footways was a common feature of footbridges between 1930 and 1960.

The station precinct was substantially altered in 2016-2017 with the Transport for NSW's TAP Upgrade program which saw the footbridge widened and enclosed with a new concourse area atop the station. Other new features included the reroofing of canopies extending from the concourse area to the station buildings and the introduction of lifts from the street elevation to concourse and from the concourse to the platform.

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.
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 include the entire station precinct and align with the curtilage supported by RailCorp and Sydney Trains on their Section 170 Heritage and Conservation Register. The heritage curtilage shown below should be considered as a revised curtilage for the Cumberland LEP. The revised curtilage recommended forms part of the current Lot/DP.



Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Wentworthville Railway Station	I268
Heritage Study	Wentworthville Railway Station	I268
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 and Associates Pty Ltd	1998	Holroyd Heritage Inventory Review
Heritage Study	Neustein & Associates	1992	Holroyd Heritage Study

Other References

- Auchmuty, JJ 1967, 'Wentworth, D'Arcy (1762-1827)', Australian Dictionary of Biography.
- Elias, J and Coppins, S 2013, Pictorial History Holroyd: Girraween, Guildford, Mays Hill, Merrylands, Pemulwuy, Pendle Hill, Prospect, Smithfield, Toongabbie, Wentworthville, Westmead, Woodpark, Yennora, Kingsclear Books, Alexandria.
- Karskens, G. 1991. Holroyd - A Social History of Western Sydney. Sydney: University NSW Press.
- NSW Office of Environment and Heritage, State Heritage Inventory listing sheet for 'Wentworthville Railway Station'.
- NSW Government Architect's Office Heritage Group. 2016. 'Railway Footbridges: 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



View of railway station from Wentworth Avenue.



View of platform building from bottom of footbridge stairs.



Overview of footbridge.



Detail of platform end ramp.