


Heritage Inventory Sheet

Item Name	Berala Railway Station Group		
Site Image			
Address	Campbell Street, Berala NSW 2141		
Lot/Section/DP	Part of Lot 30	-	1176979
Current LEP ID	I331 (Cumberland LEP)		
Former LEP ID	A53 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Transport - Rail	

Curtilage Map



Statement of Significance

Berala Railway Station, a functioning railway station with an original 1920s station building, booking office and subway, has local historic, aesthetic, social, rarity and representative significance. It is historically representative of the reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta, replacing the earlier Berala Station to the south. The station building is a representative example of an extended rafter type of station building, of which there are relatively few remaining in Sydney. The station complex, with its elevated platform and street level subway, is a distinctive built feature that contributes to the historic character of the suburb. The station 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	Berala Railway Station is historically significant at a local level as the existing station with its 1920s station building, booking office and subway represents the significant reconstruction of the original Lidcombe-Regents Park line and its extension to Cabramatta, replacing the earlier Berala Station to the south.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	Berala Railway Station has local aesthetic significance as an example of a 1920s extended rafter railway station building with its steep gable roof and extended rafter awnings. The station complex, with its elevated platform, is visible from the platform buildings and the street level subway is a recognisable feature in the area.

d) Social	The place has the potential to contribute to the local community's sense of place and can provide a connection to this community's past.
e) Scientific	The item does not meet this criterion.
f) Rarity	The extended rafter platform building at Berala Railway Station is one of few buildings of this type in the Metropolitan network. Other examples are at Bullaburra, Cardiff, East Richmond and Hornsby.
g) Representativeness	The station building is representative of the style of railway station building, which is characterised by extended rafters.

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 'Berala Railway Station Group', dated 2009. The description is comprehensive and matches the condition visible during the site inspection.

BUILDINGS

Platform Building, Platform 1-2 (Type 18) (1924)

Booking Office, Platform 1-2 (c.1930s)

STRUCTURES

Platform 1-2, (1924)

Pedestrian Subway, (1924)

Canopy, (modern)

Brick culvert / stormwater canal - needs further heritage assessment

CONTEXT

Berala Railway Station is accessible from Woodburn Road and Campbell Street via the subway which runs underneath the tracks and has a set of stairs which lead up to the platform. The station is surrounded by a mix of residential and commercial development.

PLATFORM BUILDING (1924)

External: The building is of weatherboard construction. It has a steep gable roof which incorporates awnings within its pitch. The roof has extended timber rafters that support the spread of the awnings. The roof is made of corrugated steel and has timber bargeboards and fascia. The building has a mix of timber windows. There are large double hung windows with double paned upper and lower sashes, some of which have painted upper sashes and lower sashes fitted with safety glass and some of which have been boarded up. There are smaller fixed glass windows and double hung windows which are fitted with wire enforced glass. The doors used in the building include steel grill gates and flat panelled doors with aluminium kick plates. Based upon site inspection it appears that the building has original weatherboard walls and most of its window and door openings are original although some windows have been partially boarded up and some doors have been replaced with steel grill gates.

Internal: The original layout of the building included a storage area, a waiting area and toilets. The existing configuration has remained the same. The toilets have been refitted with new bathroom fittings, but it is possible cubicle partitions and doors are original. The toilets have recently installed plasterboard ceilings and ceramic tiled floors. The waiting room and store have original weatherboard ceilings and timber floorboards. Original cast iron ventilators have been retained in the store. An original internal window in the waiting room has been boarded up.

BOOKING OFFICE (c1930s)

External: The booking office is located to the east of the main platform building. It is a narrow, single room, weatherboard structure that has been encased with painted, corrugated steel sheets. The north-eastern corner of the building has an aluminium framed glass enclosure. The roof of the booking office is formed by the canopy over the platform. The structure has double hung timber windows with double paned upper and lower sashes fitted with safety grills, a flat panelled timber door and a new aluminium and glass ticket window.

Internal: The original weatherboard walls and ceilings have been painted and the floor is carpeted. The office has original cast iron ventilators. The room has a door that has been blocked up.

PLATFORM (1924)

Platform 1 (Up) and Platform 2 (Down) have in-situ concrete faces and asphalt surfaces and together they form an island platform arrangement. The platforms are raised as compared to the surrounding area and road level.

CANOPY (modern)

There is a modern canopy structure extending to the east of the platform building incorporating the roof of the booking office and the stairs leading up to the platform from the subway.

PEDESTRIAN SUBWAY (1924)

The subway which runs under the elevated tracks and platform connects the station to Woodburn Road in the north and Campbell Street in the south. The subway has brick walls, a brick barrel vault and ceramic tiled stairs leading up to the platform.

MOVABLE

Heritage-style platform lamp posts.

Ticket office: red and white "Emergency Response" box including contents and contents list, blue cast iron safe with two drawers, blue timber-framed noticeboard on interior wall, metal wall vents, series of framed staff safety awards and certificates of appreciation, click-clack credit card slider with "Berala CityRail" inscribed, collection of ticketing-related objects (ink stamps, coin wrappers, receipt books etc), timber booking office coin (BOC) tray, CityRail wide-brimmed hat, timber paper tray, key box built into door of current staff office.

Main platform building: wrought iron and timber platform bench and fitted timber bench in waiting room, fanlight over door to original staff room/booking office, timber-framed blackboard including printed notice for workers compensation, metal wall vents, boarded up original ticket window, fitted timber ticket desk in original ticket office, evidence of original and early paint colours schemes in ticket office, solid timber cubicles and doors in toilets.

Platform and subway: cast iron railing around subway stairs, large timber noticeboard on exterior wall of current ticket office building, "Fabulous Creatures" – 2010 public art mural joint initiative of RailCorp, Auburn City Council and Berala Public School, cast iron handrail ends on subway stairs.

LANDSCAPING

Plaque – brass mounted on a rustic sandstone plinth installed to commemorate 50th anniversary of the Berala Train Accident, 7 May 1952.

Mature trees in corridor including several jacarandas, Berala Memorial Garden near station entrance, including the Berala Trains Accident plaque.

ARCHAEOLOGICAL POTENTIAL

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

PLATFORM BUILDING

The building is in good condition externally. However, internally, it is in a moderate condition as the store room walls have problems of peeling paint, damp patches and some graffiti.

BOOKING OFFICE

The building is in good condition.

PLATFORM

The platforms are in good condition.

CANOPIES

The canopies are in good condition.

PEDESTRIAN SUBWAY

The subway is in moderate condition. There is organic growth and dampness to some of the walls surfaces.

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 'Berala Railway Station Group'.

1924: New station on line deviation.

1929: Railway electrified.

The building also has new paint scheme based on the ESB 010 Heritage Paint Schemes.

As the site retains its original 1920s station building, booking office and subway, the integrity of the place is considered to be high.

Integrity	High	Moderate	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 suburb of Berala is 17.7 kilometres west of Sydney city and is bounded by Auburn, Lidcombe and Regents Park. Berala originally formed the southern part of the suburb of Lidcombe (then known as Rookwood) and was known Hyde Park during this time. It is entirely in the catchment of the main arm of Haslams Creek. The name Berala is derived from an Aboriginal word meaning swamp duck, which refers to the birds that live in the swampy Haslams Creek.

Berala lies on the land that was originally part of the Hyde Park Estate, a grant of 1,110 acres given to HG Douglas in 1833. A large part of this estate was purchased by Joseph Hyde Potts in 1834 and 1835 who subdivided the area into farm lots and subsequently into residential lots. This area lies to the east of the railway. There were earlier, smaller land grants, including one of 60 acres (24 hectares) to Thomas O'Donald in 1823, which encompassed what is now the western side of the railway.

On 11 November 1912, a single line on the railway was opened at Regents Park which served residents at Berala until 1924, when Berala Station was opened. By this time, Berala had begun to develop as a suburb with an increase in residences and industry. These residences were predominately detached single-storey houses. It was not until the late 1960s that the first three- and four-storey apartment blocks, and later townhouses were built. The 1980s brought similar but higher density development, mainly on the western side of the railway.

Industry and commercial businesses also developed alongside the introduction of the railway. By 1920, there was a letter receiver, an authorised stamp seller and a public telephone. Mail was delivered from Lidcombe post office. In 1925, an unofficial post office was opened on the western side of the railway station in W. K. Andrews' general store. By 1935, there were 26 business and the population had increased to 2,000. The Commonwealth Bank of Australia opened a branch in 1947, followed by the Bank of New South Wales and a building society. The shopping centre developed along one side of Woodburn Road, facing vacant railway land and the station.

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 Berala on 11 November 1912. The line reconstruction in 1924 involved a deviation and embankment through Berala and, accordingly, a new station was opened on the deviated line on 6 December 1924. The old station was demolished. In 1962, there was a major crash at the station involving two suburban trains.

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).	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.	X	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.			

Previous Studies

Type	Author	Year	Title
Heritage Study	Extent Heritage Pty Ltd	2019	Cumberland Council 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, *State Heritage Inventory S170 listing sheet for Berala Railway Station Group*.
- Gordon, L 2008, *Berala*, retrieved 16 April 2019, <https://dictionaryofsydney.org/entry/berala>
- Unknown authors 1993. *City of Parramatta Heritage Study Part Two: History and Heritage*, City of Parramatta, Sydney.

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



Entrance tunnel to Berala Railway Station.



Tunnel under Berala Railway Station.



View to Platform.




View to Platform 1 and 2.



Landscape surrounding Berala Railway Station.

Heritage Inventory Sheet

Item Name	Berala Public School		
Recommended Name	Berala Public School		
Site Image			
Address	Corner of Clarke Street, Harrow and Auburn Roads, Berala NSW 2141		
Lot/Section/DP	495	-	729392
	15 to 27	2	6776
	37 to 54	2	6776
Draft Cumberland LEP ID	I25		
Former LEP ID	I23 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Education	

Curtilage Map



Statement of Significance

The Berala Public School buildings are locally significant for their historic, aesthetic and representative values. The School has served as an educational institution for the community since 1924. Through this, the buildings also provide evidence of the nature of suburban development of local social and cultural institutions which accompanied the residential growth of the suburb during the early twentieth century. The School buildings are aesthetically significant as representative examples of well detailed, late Federation, suburban school buildings. The siting and integrity of the Schools aesthetic qualities also make it a notable and attractive landmark in the local area. Externally, the buildings retain much of their original character and fabric.

Criteria Assessment

a) Historic	The School is historically significant for its role as an educational institution for the community since 1924. The buildings provide evidence of the nature of suburban development of local social and cultural institutions which accompanied the residential growth of the suburb during the early twentieth century.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The School buildings are aesthetically significant as representative examples of well detailed, Late Federation, suburban school buildings. The siting and the integrity of the Schools aesthetic qualities also make it a notable and attractive landmark in its local area. Externally, the buildings retain much of their original character and fabric.
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 buildings are representative of late Federation, suburban school buildings.

Physical Description

The Berala Public School complex comprises of several one and two storey buildings, mostly constructed in brick with hip and gable roofs. They are situated around large outdoor play areas and yards.

The earliest of the buildings is a two-storey structure, with partially rendered face brick side walls. The building features decorative dark brick string courses. A hipped verandah projects over the main entrance of the building at ground level. It is partially enclosed and supported by timber posts with steel balustrade. The gable end of the main roof features small, painted timber brackets under the eaves and a high set of timber roof vents. Single and paired double hung timber framed sash windows have been replaced with multi-paned aluminium framed windows.

Most of the other buildings in the complex are face brick or weatherboard, with tiled or corrugated iron hip and gable roofs. Due to site access constraints, it is unclear which of these buildings have heritage value. The outdoor areas of the school have been laid down with asphalt. The entire complex is surrounded by a metal palisade style fence. Within the Schools curtilage and along the perimeter is a number of mature trees.

As viewed from the street, the buildings appear to be in good condition.

Condition	Good	Fair	Poor
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Alterations and Additions

- New six-pane and single pane windows with aluminium frames added to main building*
- Asphalt and turfing surrounding primary building
- Modern school buildings on site

As viewed from the street, the historic buildings appear to have high integrity. Though, as is the nature of school buildings, they are subject to change overtime and it is likely that the interiors and some elevations are of moderate integrity.

Integrity	High	Moderate	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 suburb of Berala is 17.7 kilometres west of Sydney city and is bounded by Auburn, Lidcombe and Regents Park. Berala originally formed the southern part of the suburb of Lidcombe (then known as Rookwood) and was known Hyde Park during this time. It is entirely in the catchment of the main arm of Haslams Creek. The name Berala is derived from an Aboriginal word meaning swamp duck, which refers to the birds that live in the swampy Haslams Creek.

Berala lies on the land that was originally part of the Hyde Park Estate, a grant of 1,110 acres given to HG Douglas in 1833. A large part of this estate was purchased by Joseph Hyde Potts, in 1834 and 1835, who subdivided the area into farm lots and subsequently into residential lots. This area lies to the east of the railway. There were earlier, smaller land grants, including one of 60 acres (24 hectares) to Thomas O'Donald in 1823, which encompassed what is now the western side of the railway.

On 11 November 1912, a single line on the railway was opened at Regents Park which served residents at Berala until 1924 when Berala Station was opened. By this time, Berala had begun to develop as a

suburb with an increase in residences and industry. These residences were predominately detached single-storey houses. It was not until the late 1960s that the first three- and four-storey apartment blocks, and later townhouses were built. The 1980s brought similar but higher density development, mainly on the western side of the railway.

Industry and commercial businesses also developed alongside the introduction of the railway. By 1920, there was a letter receiver, an authorised stamp seller and a public telephone. Mail was delivered from Lidcombe post office. In 1925, an unofficial post office was opened on the western side of the railway station in W. K. Andrews' general store. By 1935, there were 26 business and the population had increased to 2,000. The Commonwealth Bank of Australia opened a branch in 1947, followed by the Bank of New South Wales and a building society. The shopping centre developed along one side of Woodburn Road, facing vacant railway land and the station.

In February 1922, the first Public School in Berala was opened in the Presbyterian Church located on Tilba Street. In March of the same year, Council resumed the Clarke Street site for educational purposes. The original school building was completed in 1924. Over the years, several buildings have been constructed on the site to accommodate the growing population.

Today, the site remains in use as a public school.

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.	X	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.		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.		
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Other recommendations and/or comments:

- Should new development be proposed for the site, the Development Application should be accompanied by a detailed heritage assessment and fabric analysis to understand which buildings are significant and how to manage change.
- Should any new buildings be proposed for the site, the architecture of the new buildings should not detract or adversely impact upon the heritage items and respect the heritage character.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Berala Public School	I25
Heritage Study	Berala Public School	I25
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	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study
Heritage Review	DPC	2007	Auburn Town Centre Heritage Review

Other References

- Gordon, L 2008. *Berala*, retrieved 16 April 2019, <https://dictionaryofsydney.org/entry/berala>
- unknown authors 1993. *City of Parramatta Heritage Study Part Two: History and Heritage*, City of Paramatta, Sydney.

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



Berala Public School (Source: NSW Office of Environment and Heritage, State Heritage Inventory listing sheet for Berala Public School)

Heritage Inventory Sheet

Item Name	Brush Box Street Trees		
Recommended Name	Brush Box Street Trees		
Site Image			
Address	Lidbury Street, Berala NSW 2141		
Lot/Section/DP	-	-	-
Draft Cumberland LEP ID	I26		
Former LEP ID	I24 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	March 2020		
Significance Level	LOCAL		
Site Type	Level 1	Landscape	
	Level 2	Parks/Garden/Tree	

Curtilage Map



Statement of Significance

The Brush Box Street Trees are significant for their historic, aesthetic and representative values. The brush box tree (*Lophostemum conferta*) was widely planted in the area throughout the early 20th century, with the initial plantings occurring in the early 1920s. The trees along Lidbury Street are historically significant as a demonstration of the c.1920s practice of street plantings that was widespread locally and throughout other Sydney suburbs during this time. They remain a defining element of the streetscape.

Criteria Assessment

a) Historic	The trees are historically significant as part of the brush box tree planting (<i>Lophostemum conferta</i>) that was widespread locally and throughout other Sydney suburbs in the early 20 th century, with the initial plantings occurring in the early 1920s.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The trees are aesthetically significant as a defining element to the streetscape of Lidbury Street.
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. They are a typical planting in the area.
g) Representativeness	The brush box trees are representative of early street tree plantings that were widespread locally and throughout other Sydney suburbs during this time.

Physical Description

The Brush Box Tree is an evergreen tree which is native to Australia. Dome-like in shape, it has a denser foliage with dark green, leathery leaves and hence provides more shade than the native eucalyptus tree. The typical height of the trees is approximately eight metres. It is also considered to be safer than a eucalyptus as it rarely sheds limbs.

The trees on this site are situated under electrical lines and are therefore modified due to constant trimming to allow for access to and safety of the power lines.

Condition	Good	Fair	Poor
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Alterations and Additions

- Trimming*

As this is a natural heritage item, an integrity rating has not been applied.

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

Historical Notes

Planting years	1913-1939
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The general planting of street trees became fairly widespread in Australia after the end of World War I. Among the typical species used were the Brush Box, which were widely planted throughout the local region including the adjoining suburbs of Concord and Strathfield.

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.		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).	
3. Consider delisting as an individual item from the LEP.		8. Maintain heritage landscape elements and schemes.	X	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.		10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).		
		11. The condition of this item is poor. Condition and maintenance should be monitored.		

Other recommendations and/or comments:

- Avoid over trimming trees.

Listings

Heritage Listing	Listing Title	Listing Number
Heritage Act – State Heritage Register	N/A	-
Local Environmental Plan	Brush Box Street Trees	I26
Heritage Study	Brush Box Street Trees	I26
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	Neustein & Associates	1996	Auburn Heritage Study
Heritage Study	Terry Kass	1995	Draft Historical Context Report: Auburn Heritage Study
Heritage Review	DPC	2007	Auburn Town Centre Heritage Review

Other References

None.

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




Overview of Brush Box Street Trees.



Brush Box Street Trees on Lidbury Street.

Heritage Inventory Sheet

Item Name	St Peter Chanel School Hall, Church and Presbytery		
Site Image			
Address	60–64 Kingsland Road, Berala NSW 2141		
Lot/Section/DP	Part of Lots A and B	-	323658
	Part of Lot 1	-	589907
Current LEP ID	I23 (Cumberland LEP)		
Former LEP ID	I25 (Auburn LEP)		
Heritage Conservation Area	Not included		
Date Updated	August 2024		
Significance Level	LOCAL		
Site Type	Level 1	Built	
	Level 2	Religion	

Curtilage Map



Statement of Significance

The St. Peter Chanel Church and School buildings are locally significant for their historic and aesthetic values. The site has been used as a religious and educational resource by the local community since 1959 and provides evidence of the nature of suburban development in the Post-War Period. In particular, the extant buildings provide evidence of the development of local social and cultural institutions during the residential growth of the period. The Church building is aesthetically significant as a representative example of a suburban Post-War Ecclesiastical Church and, externally, it appears to retain much of its original character and fabric.

Criteria Assessment

a) Historic	The St. Peter Chanel Church and School buildings have local historic significance, having been used as a religious and educational resource by the local community since 1959. The buildings provide evidence of the development of local social and cultural institutions during the residential growth of the period. The buildings are also significant for the evidence they provide of the nature of suburban development in the Post-War Period.
b) Associative	The item does not meet this criterion.
c) Aesthetic/Technical	The Church building is aesthetically significant as a suburban Post-War Ecclesiastical Church which retains much of its original character and fabric.
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 item does not meet this criterion.

Physical Description

Church

This Post-War Ecclesiastical style Church has a simple rectangular massing with a large entrance portico. Both the portico and the main Church have low pitched gable roofs. The building appears to be constructed around a reinforced concrete or steel frame, with large areas of infill brickwork and glazing between the structural bays. The street facade of the entrance portico is defined by a prominent gable and side wall verge. The facade is clad with sandstone panels and features a sculpture of Christ's Crucifixion. The portico also features a simple colonnade, behind which two large timber doors form the entrance to the building. Two large glazed areas are situated either side of the main entrance. The colour of the brickwork indicates that a covered roof has been added to the entrance which is supported by several simple brick columns and a single storey building to the left side used as the 'Church Shop'.

Hall

The 'Berala Jubilee Hall' is situated to the south of the main Church. It is a small, one storey steel framed building with a flat roof. The street facade is clad in sandstone panels and features two pairs of off-centre double doors. A face brick structure has been added to the left side of the façade. This partially covers what would have been sandstone cladding. It has a covered walkway leading from the southern elevation of the Church to the main entrance on the eastern (street facing) elevation.

Presbytery

The Presbytery is situated directly north of the main Church. It is a single storey red brick and tile building, constructed in a simple mid-20th century style. The roof is hipped with rounded ridge capping. The windows are timber double hung and the front entry door is covered by an enclosed brick portal. Above the doorway is a cross. The building has a long straight footpath laid in red and cream tile with a concrete edge. The building also contains a side entry stair in brick leading to an aluminium door. A detached brick and tile roof garage, in matching to style to the dwelling, is located at the rear of the dwelling. This garage is entered via a concrete driveway.

Landscaping

The site contains a large open carpark laid in concrete. The carpark contains a single tree surrounded by a small square of grass. It is unlikely that any mature vegetation was present here earlier as the carpark site once comprised of a dwelling.

The buildings on site appear to be in good condition overall.

Condition	Good	Fair	Poor
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Alterations and Additions

Church

- Face brick church shop to the front façade, connected to the portico awning
- Brick columns to portico awning
- Concrete carpark
- Modern signage

Hall

- Face brick building to the front elevation*

The church retains much of its original character and fabric and is therefore considered to have high integrity.

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

Historical Notes

Construction years	1959-1963
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The suburb of Berala is 17.7 kilometres west of Sydney city and is bounded by Auburn, Lidcombe and Regents Park. Berala originally formed the southern part of the suburb of Lidcombe (then known as Rookwood) and was known Hyde Park during this time. It is entirely in the catchment of the main arm of Haslams Creek. The name Berala is derived from an Aboriginal word meaning swamp duck, which refers to the birds that live in the swampy Haslams Creek.

Berala lies on the land that was originally part of the Hyde Park Estate, a grant of 1,110 acres given to HG Douglas in 1833. A large part of this estate was purchased by Joseph Hyde Potts, in 1834 and 1835, who subdivided the area into farm lots and subsequently into residential lots. This area lies to the east of the railway. There were earlier, smaller land grants, including one of 60 acres (24 hectares) to Thomas O'Donald in 1823, which encompassed what is now the western side of the railway.

On 11 November 1912, a single line on the railway was opened at Regents Park which served residents at Berala until 1924, when Berala Station was opened. By this time Berala had begun to develop as a suburb with an increase in residences and industry. These residences were predominately detached single-storey houses. It was not until the late 1960s that the first three- and four-storey apartment blocks, and later townhouses were built. The 1980s brought similar but higher density development, mainly on the western side of the railway.

Industry and commercial businesses also developed alongside the introduction of the railway. By 1920, there was a letter receiver, an authorised stamp seller and a public telephone. Mail was delivered from Lidcombe post office. In 1925, an unofficial post office was opened on the western side of the railway station in W. K. Andrews' general store. By 1935, there were 26 business and the population had increased to 2,000. The Commonwealth Bank of Australia opened a branch in 1947, followed by the Bank of New South Wales and a building society. The shopping centre developed along one side of Woodburn Road, facing vacant railway land and the station.

Until 1919, Berala parishioners travelled to Lidcombe to worship at St. Joachims. A hall in Third Avenue was purchased in 1920 for the Church. The hall was blessed and dedicated in 1923 and was the subject of a number of alterations until its removal in 1928 to land in Kingsland Road when further alterations were conducted.

Two Catholic Parochial Schools were established in 1933 by the sisters of St. Joseph. One operated in Mary Street, Lidcombe and the other in Kingsland Road, Berala. These schools were distribution points for local benevolent societies in the 1930's. The Kingsland School became St. Peter Chanel.

The hall located on Third Avenue ceased to be used in 1940, with the construction of the Church / School in Regents Street in 1959. Since this time a number of alterations have taken place. This included the demolition of the Church on Regents Street in 1964, and the erection of the new parish hall in 1962-63 on Kingsland Road, called the Berala Jubilee Hall.

Today, the site remains in use for religious activities.

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.	X	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:

- Should the opportunity arise, remove the face brick addition to the front of the hall.

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
Heritage Review	DPC	2007	Auburn Town Centre Heritage Review

Other References

- Gordon, L 2008, *Berala*, retrieved 16 April 2019, <https://dictionaryofsydney.org/entry/berala>
- Unknown authors 1993. *City of Parramatta Heritage Study Part Two: History and Heritage*, City of Parramatta, Sydney.

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



St Peter Chanel Church.



St Peter Chanel Presbytery.



St Peter Chanel Presbytery.



Berala Jubilee Hall.