


## Heritage Inventory Sheet

<b>Item Name</b>	Yennora Railway Station		
<b>Recommended Name</b>	Yennora Railway Station Group		
<b>Site Image</b>			
<b>Address</b>	Railway Street, Yennora NSW 2161		
<b>Lot/Section/DP</b>	4	-	1185428
<b>Draft Cumberland LEP ID</b>	I294		
<b>Former LEP ID</b>	I167 (Holroyd LEP)		
<b>Heritage Conservation Area</b>	Not included		
<b>Date Updated</b>	February 2020		
<b>Significance Level</b>	LOCAL		
<b>Site Type</b>	Level 1	Built	
	Level 2	Transport - Rail	

## Curtilage Map



**Revised curtilage recommended – refer below**

## Statement of Significance

The Yennora Railway Station is locally significant for its historic, associative and representative heritage values. The site is historically significant for its association with the McCredie family who financed the construction of the station, which opened in 1927. The station is later historically associated with the industrial development of Yennora that slowly developed in the late 1960s and 1970s, notably the Yennora Wool Centre that was built on the site of the old railway storage workshops at Yennora. While the two extant timber platform buildings situated on Platform 1 have been modified, and are not of high aesthetic value, they do retain qualities that are representative of the simple timber platform structures built by NSW Railways during the Inter-War period.

### Criteria Assessment

a) Historic	The site is historically significant for its association with the McCredie family who financed the construction of the station, which opened in 1927. The station is later historically associated with the industrial development of Yennora that slowly developed in the late 1960s and 1970s, notably the Yennora Wool Centre that was built on the site of the old railway storage workshops.
b) Associative	Yennora Railway Station has an association with the local McCredie family who financed the construction of the station.
c) Aesthetic/Technical	The two small timber structures dating from the 1930s on Platform 1 are not regarded as having a sufficient degree of aesthetic or technical quality to be considered as having local significance in this criterion.
d) Social	The item does not meet this criterion.

e) Scientific	There is the potential for some archaeological remains, though it is unlikely to have significant research potential.
f) Rarity	The item does not meet this criterion.
g) Representativeness	<p>The timber waiting shed and booking office on Platform 1, although both later sheeted with steel cladding, are representative of this simple type of structure built by NSW Railways between 1930 and the 1950s.</p> <p>The haunched steel footbridge is also representative of the type of footbridge structures built during this period. 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>

## Physical Description

The following physical description has been quoted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Yennora Railway Station Group', last updated 2013. As the description features a comprehensive physical description which matches the condition visible during the site inspection, no amendment has been made to the physical description.

### **BUILDINGS**

*Platform building, Platform 2 (c.2007)*

*Platform building, Platform 1- (Type 15) (1970s)*

*Platform building, Platform 1- (Type 7) (1934)*

*Booking Office, Platform 1 (c.1934)*

### **STRUCTURES**

*Platforms 1 and 2 (2009, nd)*

*Footbridge, (c.1995)*

*Canopies, (c.2007)*

### **CONTEXT**

*Yennora Station is accessed via a ramp from Railway Street on the south and via steps from Nelson Road to the north. The station consists of two wayside platforms connected via a steel framed footbridge. The station is characterised by having no commercial or retail strip in the immediate vicinity, but is predominately industrial to the north and a mix of industrial and residential to the south.*

#### **PLATFORM BUILDING- Platform 2 (c.2007)**

*The waiting shelter is a simple three bayed steel SHS framed structure which supports a gabled corrugated steel clad roof. The side to the platform is open while the rear and sides are enclosed by clear glass. There are three aluminium slatted seats within the shelter.*

#### **PLATFORM BUILDING- Platform 1 (1970s)**

*External: A simple rectangular face brick building with male and female toilets at either end, separated by a central store room. The roof is a flat steel ribbed roof surrounded by a steel fascia/gutter. The eaves are open with exposed rafters. The floor consists of a suspended concrete slab supported on a steel frame on circular concrete piers.*

*Internal: The toilet partitions are rendered brick and there is a concrete floor. Windows are aluminium framed, the ceilings are hardboard.*

#### **PLATFORM BUILDING- Platform 1 (1934)**

*External: The waiting shed is a small rectangular building with a skillion roof clad in corrugated steel sloping toward the platform. It consists of an open waiting room on the right with an enclosed space on the left accessed by a single door facing the platform. The wall finish consists of a metal cladding with*

ribs at about 200mm centres, (probably a Kliplok profile) which has replaced the original timber weatherboard siding. The skillion roof cantilevers over the platform with rafters and battens which are exposed. The building is windowless. The building is supported on a traditional bearer and joist framing system supported on brick piers.

*Internal: While there is no ceiling lining in the waiting area, the enclosed room has a ceiling lining of T&G boarding. Walls in both spaces have been over clad with a low profile steel cladding (similar to Panelrib). The floor in the waiting area is the original timber boarding, while in the adjacent room it has been replaced with plywood. The original bench seat remains in the waiting area.*

**PLATFORM BUILDING- Platform 1 (c.1934)**

*External: This booking office building has been clad externally in the same manner as the waiting shed. The building is small, square in plan, and topped with a hipped roof with a projecting awning supported on brackets on the platform side where the ticket window is located. The roofing material is corrugated steel with the underside of the awning lined in timber boarding and with exposed rafter ends at the other eaves. There is a single timber double hung window on the external elevation and a single entry door faces the access stairs on the east.*

*Internal: This structure retains much of its original internal linings including the timber wall boarding, the hardboard ceiling, wall ventilators and timber floor (covered in carpet). The fixtures and fittings including a stainless steel basin are not original.*

**FOOTBRIDGE (1928)**

*The footbridge employs haunched beam construction, a common method of tapered cantilevers supported off platform trestles, with a shallow beam over the railway tracks. Both the concrete access stairs and the balustrades are later. On the northern side the steel platform trestles and access stairs are supported on concrete piers where the land slopes steeply down to Nelson Road.*

**PLATFORMS**

*Platform 1 (nd) has an asphalt surface, with a concrete edge supported on a flush concrete face retaining wall. Platform 2 (2009) has an asphalt surface with a concrete edge supported on a retaining wall consisting of precast horizontal planks spanning between concrete posts.*

**CANOPIES (c.2007)**

*A modern gabled corrugated roofed open canopy supported on four steel posts is located to provide shelter at the booking office on Platform 1.*

**ARCHAEOLOGICAL POTENTIAL**

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

All the built elements appear to be in good condition and well-maintained.

Condition	Good	Fair	Poor
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**Alterations and Additions**

- 1934: Waiting room and ladies toilet added to Platform 1
- 1955: Booking office on Platform 2 (now demolished)
- Early 1970s: Male and female toilet block on Platform 1\*
- c.1995: Upgrading to footbridge\*
- c.2007: Waiting shelter on Platform 2 and extensions to platforms
- 2009: Platform 2 reconstructed
- 2013: Station building repairs

Both the 1930s buildings on Platform 1 retain their external forms although they have been reclad in metal siding. The waiting shed has new internal wall finishes, but the timber floor remains, and the

closed room adjacent retains the original timber boarded ceiling. The booking office, other than being reclad externally, retains most of its internal finishes. The footbridge has a new concrete floor and balustrades and the original stairs have been replaced with new steel and concrete with new balustrades.

The station appears to have a moderate degree of integrity.

<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	1927
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The following history has been adapted from the NSW Office of Environment and Heritage, RailCorp Section 170 Heritage and Conservation Register listing sheet for 'Yennora Railway Station Group'.

After completion of the initial rail line from Sydney to Parramatta, work soon proceeded on the Main South line from Granville Junction to Goulburn. The first section from Granville to Liverpool was constructed quickly over easy terrain and was opened on 26 September 1856. Campbelltown was reached in 1858, and was officially opened on 17 May 1858. The line was duplicated in 1891. This line was constructed as a rural railway and had no suburban purpose until well into the twentieth century. Its stations served what were then rural settlements and only later were adapted as commuter stations.

It was reported in the Sydney Morning Herald in October 1927, that the new Yennora station, located between Guildford and Fairfield, had opened. Its original cost was 6,102 pounds. The construction of Yennora Station was the result of an agreement between local property owners, namely the McCredie family, and the Railway Commissioners. It was common practise for wealthy landowners to influence the location of railway stations either on their land or nearby as it facilitated land subdivisions and development. Subdividers and the industrialists benefited the most by the station at Yennora.

The railway line was financed by Mrs S. McCredie with the hope the station would 'open up' the area. Yennora remained semi-rural into the 1960s, however, this slowly changed as the evolved to comprise of a more industrial landscape. The establishment of industries in these areas constituted a major step in the decentralisation of Sydney. In 1969 at Yennora Station, the Yennora Wool Centre was built on the site of the old railway storage workshops.

A number of changes have been made to the station since its construction, however a number of timber station buildings some remain.

### 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.	<b>X</b>
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.	<b>X</b>	10. Maintain the historic aesthetic/character of the item and area (e.g. paint scheme, materiality, style, landscape elements).	<b>X</b>		
		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 for the Cumberland LEP to match the RailCorp Section 170 Heritage and Conservation Register curtilage for the station; see item #4800282. 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	Yennora Railway Station	I294
Heritage Study	Yennora Railway Station	I294
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

- NSW Office of Environment and Heritage, State Heritage Inventory S170 listing sheet for Yennora Railway Station Group, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4800282>
- 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.

### Limitations

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

Additional Images



View to Platform 1 station elements



View southeast from footbridge to Platform 1.



View northeast from Footbridge



View northeast from Footbridge to Platform 1.



View from Platform 2 southeast to Platform 1.



View of footbridge from Platform 2.