Item Details

Name

Rooty Hill Railway Station Group

SHR/LEP/S170

s170

Address

 North Parade ROOTY HILL NSW 2766

Local Govt Area

Blacktown

Local Aboriginal Land Council

Unknown

Item Type	Group/Collection	Category
Built	Transport - Rail	Railway Platform/ Station

All Addresses

Addresses

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Beames Avenue	ROOTY HILL/NSW/2766	Blacktown	Unknown			Unknown	Alternate Address
	North Parade	ROOTY HILL/NSW/2766	Blacktown	Unknown	Rooty Hill	Cumberland	Unknown	Primary Address

Boundary Description

North: property boundary to North Parade and Station Street carpark (excluding footbridge beyond the boundary); South: property boundary to Beames Avenue including carpark and 10 metres wide strip of land to the east fronting 1-13 Rooty Hill Rd Sth; West: 20 metres from the Signal Box; East: 10 metres from the end of the platforms.

Significance

Statement Of Significance

Rooty Hill Station is of local significance as one of the stations built during the quadruplication of the line from St Marys to Lidcombe in 1944 to provide maximum track capacity for the transport of ammunition during World War II. The buildings are excellent examples of mid-sized Railway Stripped Functionalist style station buildings that represent the economic policies of the time. The collection of railway structures including the two platform buildings, signal box, footbridge and brick platform remain highly intact and form a cohesive group in an urban setting.

Criteria a)

Historical Significance

Rooty Hill Railway station is of local historical significance as one of several stations constructed as part of the quadruplication of the line from St Marys to Lidcombe in 1944 to provide maximum track capacity for the transport of ammunition during World War II.

Criteria c)

Aesthetic/Technical Significance

Rooty Hill Station platform buildings are of aesthetic significance as examples of mid-sized Inter-War railway Functionalist style station buildings in an urban setting. The buildings are noted for their use of finely detailed face brickwork, complex geometric massing, single pitch roofs, detailed fenestration and use of glass bricks. The station buildings form a cohesive group of Inter-War Functionalist station buildings and represent the economic policies of the time.

Criteria d)

Social/Cultural Significance

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 e)

Research Potential

Rooty Hill Railway Station has research and technical significance for its ability to demonstrate design and construction techniques of the mid-20th century railway structures and the use of Functionalist design elements in a railway setting.

Criteria f)

Rarity

The buildings incorporating the former signal box have some rarity value associated with their cohesiveness as a group that remain relatively intact.

Criteria g)

Representative

Rooty Hill Railway Station is a representative example of a mid-sized, mid-20th century railway station in an urban context featuring Inter-War Railway Functionalist style elements in the form of a group of buildings designed and constructed at the same time as a cohesive precinct. There are approximately 21 known examples of similar stations, including Granville, Seven Hills, Toongabbie, Cronulla and Sutherland.
The footbridge was identified as an item of moderate heritage significance in the comparative analysis from the 2016 'Railway Footbridges Heritage Conservation Strategy'.

Integrity/Intactness

The station buildings and the signal box / parcels office building have retained a high degree of integrity externally. Internal integrity of the station buildings is believed to be low but would need confirmation.The footbridge, although it appears to have original structural elements, it has lost its integrity due to recent refurbishment and additions.The station has high integrity as a group.

Owners

		Records Retrieved: 0
Organisation	**Stakeholder Category**	**Date Ownership Updated**
	No Results Found	

Description

Designer	Builder/Maker
NSW Department of Railways	NSW Department of Railways

Physical Description	Updated

BUILDINGS
Platform 1/2 Station Building - brick, type 13 (1943)
Platform 3/4 Station Building - brick, type 13 (1943)
Signal Box (including parcels and booking offices)- (type H) incorporated into station building (1943)

STRUCTURES
2 x Island Platforms - concrete faced (c1943)
Footbridge - steel, modern (1944, 2000s)

PLATFORM 1/2 PASSENGER BUILDING (1943)
External: Located on the centre of the platform, the building is of masonry construction with a single shallow pitched metal roof extending to an awning on the Platform 2 elevation. The building is asymmetrical in form with a curved bay to Up end and a squared wall to the opposite end. The building is simple in detail and design and is a good example of a small face brick Inter-War railway Functionalist style passenger building. The fenestration is regular and appears to remain unaltered with header brick course forming window and door lintels turning throughout all elevations. Security grills are installed to the windows.

Internal: Access to the interiors could not be obtained (2009), however; it appears that the building maintains its original layout consisting of a number of small spaces including men's toilet, ladies' toilet, ladies' waiting room and general waiting room. All of the original interior fitout is believed to have been removed.

PLATFORM 3/4 PASSENGER BUILDING (1943)
External: Passenger building on the island Platform 3/4 is also constructed of face brick with a single shallow pitched metal roof extending to an awning on both platform elevations and a canopy on the Penrith end supported on bullnosed brick piers. The building is simple in detail and design and is a good example of a small Inter-War railway Functionalist style passenger building. The fenestration is regular reflecting the layout and use of the internal spaces. The Sydney end of the building is defined by a curved bay featuring a single door opening. The building remains relatively intact similar to the main platform building. A modern canopy supported on steel beams and columns below the building awning provides continuous protection between the passenger building and the footbridge.

Internal: Internal access could not be obtained (2009), however, the building appears to have maintained its original layout comprising broom cupboard, men's toilet, ladies' toilet, ladies' waiting room, general waiting room and booking office. All of the original interior fitout is believed to have been removed.

SIGNAL BOX - PARCELS/BOOKING OFFICE (1943)
External: The former signal box building, incorporating the parcels and booking offices, is of face brick construction with a single shallow pitched metal roof extending to a narrow awning on all four sides of the building. The awning abuts the second section of the building comprising a two storey square structure, elongated tower and single storey elongated semi-circular bay. The building relies primarily on complex geometric massing for visual effect that is further heightened by the use of monochromatic face brick and panels of glass bricks on the stairwell. The curved bay is defined by a series of curved glass windows in steel frames. All of the roofs are single pitch and the varying roof heights of the different components add interest to the design. All ground floor openings have been fitted with security grills. The construction of modern platform canopies has reduced views of the building and compromises its visual impact. The signal box was closed in 1995 and the signal box interlocking machine has been removed.

Internal: The former signal box building comprises a parcels office, lamp store, booking office and signal box (ground floor) and signal relay room (1st floor). The tower contains a spiral stairway allowing access to the signal relay room. The condition of the interior fitout could not be ascertained (2009), but many of the original finishes presumably survive. Floors were painted concrete slabs and there is no evidence to suggest that they have been removed.

PLATFORMS (c1943)
Both island platforms have concrete faces with concrete decks and asphalt finishes. Coping is concrete with cantilever profile. Modern aluminium palisade fencing, timber bench seating, lighting and signage are located on both platforms.

FOOTBRIDGE AND STREET RAMPS (1944, 2000s)
The original 1944 steel beam supported on steel trestles over the platforms and the main lines with stairs to platforms footbridge has been refurbished recently. The main structural elements appear to be still original with some minor replacements.

MOVABLE
Heritage-style platform lamp posts
Community art murals in waiting room
Concrete and cast iron door thresholds
Large concrete / terracotta ? planter in waiting room
In storage: large timber desk with two drawers, timber luggage trolley, timber and canvas ambulance stretcher, timber-framed blackboard, Collection of printed materials (1974 Telegraph and Telephone Instructions and other printed materials, bundle of c1980s promotional stickers, canvas mail bag with "Return to Station Master Rooty Hill", two green cast iron date stamp presses, two timber-framed sets of early instructions, two yellow and black metal signs "3" and "4", small timber stool, high wall-mounted timber shelf in former booking office.

LANDSCAPE FEATURES
Small plantings along the open areas of the platforms exist however these are not considered to be significant landscape features.

POTENTIAL ARCHAEOLOGICAL FEATURES
The site is considered to have little archaeological potential with unlikely evidence of the original station buildings remaining.

Physical Condition   **Updated** 12/02/2008

Station Buildings: Both of the platform buildings are in good condition with no visible structural issues.
Signal Box / Parcels Office Building: The building is in good condition with some graffiti on the walls.
Platforms: Both of the platforms are in good condition.
Footbridge: In good condition owing to its recent refurbishment.

Modifications And Dates

1943 - Level crossing boom gate type installed.
5 Sep 1980 - Level crossing converted for pedestrian use only.
26 Jul 1981 - Level crossing removed.
c1990 - Construction of platform canopies.
c2000 - Footbridge Refurbishment
2001 - Awnings were placed on all platforms.
N.d - Modifications to the interiors of the buildings.
(Forsyth, 2009)

Further Comments

Current Use

Railway Station

Former Use

Railway Station, signal box

Listings

Listings

				Records Retrieved: 1	
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register					

Procedures/Exemptions

				Records Retrieved: 0	
Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History

Historical Notes or Provenance   **Updated**

The single line opened through Rooty Hill in 1863 and the first station opened in that year. The line was duplicated in 1886 and quadrupled in 1891. The present platform buildings date from 1943, replacing the original buildings.

The 1944 works were part of a much larger scheme to increase the tracks to four main lines between Lidcombe and St. Marys during World War II in order to provide maximum track capacity to the American ammunition and general store built at Ropes Creek. It took over 32 years until all aspects of the quadruplication were completed between Westmead and Blacktown. Quadruplication reached St. Marys in 1978, while the Granville to Westmead section was finally completed in 1986.

The pedestrian bridge dates from 1944 though it was upgraded in c.2000 and is formed by steel beams. The use of ramps instead of footways was a common feature of footbridges between 1930 and 1960.

The platform canopies were constructed c.1990.

The signal box was closed in 1995.

The platform buildings have undergone substantial internal alterations. The awnings were placed on all platforms in 2001.

Historic Themes

Records Retrieved: 4

National Theme	State Theme	Local Theme
8. Culture	Creative endeavour	Evolution of design in railway engineering and architecture
7. Governing	Defence	Transporting troops
3. Economy	Transport	Building the railway network
3. Economy	Communication	Signalling and safe working

Recommended Management

Management Summary

1. Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the 'Australia ICOMOS Charter for Places of Cultural Significance'.

2. Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.

3. Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.

4. Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the 'Minimum Standards of Maintenance & Repair'.

5. Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.

6. Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.

7. Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.

8. Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.

Management

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
Railway Footbridges Heritage Conservation Strategy			2016		NSW Government Architect's Office Heritage Group
Heritage Platforms Conservation Management Strategy			2015		Australian Museum Business Services
Heritage Platforms Conservation Management Strategy			2015		Australian Museum Consulting
S170 Heritage & Conservation Register Update			2009		Office of Rail Heritage (ORH) - Australian Rail Track Corporation (ARTC)
S170 Heritage & Conservation Register Update			2009		City Plan Heritage
S170 Heritage & Conservation Register Update			2009		Godden Mackay Logan
S170 Heritage & Conservation Register Update			2009		Hughes Trueman
S170 Heritage & Conservation Register Update			2009		NSW Department of Commerce
S170 Heritage & Conservation Register Update			2009		OCP Architects
S170 Heritage & Conservation Register Update			2009		Office of Rail Heritage - Australian Rail Track Corporation
S170 Heritage & Conservation Register Update			2009		ORH
S170 Heritage & Conservation Register Update			2009		Paul Davies Pty Ltd
State Rail Authority Heritage Register Study			1999		State Rail
State Rail Authority Heritage Register Study			1999		SRA
State Rail Authority Heritage Register Study			1999		State Rail Authority
Heritage and Conservation Register State Rail Authority of NSW			1993		Paul Davies for SRA

Reference & Internet Links

References

Records Retrieved: 3

Type	Author	Year	Title	Link
Written	Andrea Humphreys and Donald Ellsmore	2001	Inter-War Station Buildings	
Written	Fraser, D	1996	Survey of Railway Footbridges	
Written	Sharp, S.A	1982	The Railway Stations of NSW 1855-1980	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
State Government	TAHE - Sydney Trains	4801932

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to **STheritage@transport.nsw.gov.au**