

# Wentworth Falls Railway Station Easy Access Upgrade

Statement of Heritage Impact

Report to Transport for NSW  
December 2014



## EXECUTIVE SUMMARY

Transport for NSW (TfNSW) has proposed an easy access upgrade to the Wentworth Falls Railway Station as part of the Transport Access Program (TAP), an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most.

Artefact has been engaged by TfNSW to prepare a Statement of Heritage Impact (SoHI) for the proposed easy access upgrade to the Wentworth Falls Railway Station (the 'proposal'). The aim of the SoHI is to undertake the following:

- Identify the curtilage and significance of the Wentworth Falls Railway Station, and the location and heritage significance of any other heritage items and places in the immediate vicinity of the proposed works.
- Undertake a preliminary survey of the site to confirm the potential for impacts on heritage items.
- Identify the potential impacts on heritage items as a result of the proposed works and recommend feasible measures to minimise or mitigate potential impacts on the items.
- Identify the following:
  - heritage constraints relevant to the proposal
  - requirements for any approvals under the *Heritage Act 1977*
  - requirements for notification in accordance with the *Heritage Act 1977* and/or *State Environmental Planning Policy (Infrastructure) 2007*.

The Wentworth Falls Railway Station is located on the Blue Mountains Line at Wentworth Falls. The study area (Figure 1) encompasses the station, associated interchange facilities and passenger access between those facilities and the station. This includes the existing station platform, buildings, gates, pedestrian and cycle access paths, pedestrian access footbridge, pedestrian linkages to the adjacent streets and the commuter car parks, bus stops and shelters, taxi stand, and bicycle facilities.

The Wentworth Falls Railway Station Group is listed on the Blue Mountains Local Environmental Plan (LEP) 2005, Draft Blue Mountains LEP 2013 and the Sydney Trains Section 170 Register. Several other items within, and adjacent to, the study area are also listed on the Blue Mountains LEP 2005 and the Draft Blue Mountains LEP 2013.

This report identifies a number of potential heritage impacts as a result of the proposal. Overall, the key considerations are around the need to retain elements of original and early fabric if practicable, and to maintain the existing character of the station.

## Overview of findings

The proposal would include the following upgrades to the Wentworth Falls Railway Station:

- Addition of canopies to an existing footbridge and stairs, and installation of three new lifts (including landings and support structures) to the north side of the footbridge. Canopies would also be installed at the base of the stairs and at the lifts.
- Shortening of a footbridge at the western end including new or relocated existing stairs, to provide space for a new access path to the lift entrance.
- Impacts to the station buildings, including:
  - The demolition of an internal wall to provide an enlarged Waiting Room in the Station Building and partial demolition of two other walls in the Station Building to allow for DDA-compliant doors into the new Ticket Office and Office/Store, along with a new DDA-compliant ticket window between the new Waiting Room and Ticket Office.
  - The demolition of an external concrete slab, brick screen wall and curtain walls to the southern end of the Men's Bathroom.
  - The installation of a Communications/Equipment Room (CER). This is currently proposed to be accommodated within the Station Building. However, compliance with relevant policies, codes and standards may mean that this facility needs to be incorporated into either of the smaller existing buildings (Lamp Room/Out-of-Shed) located to the north/south of the Station Building.
- Adjustment to station building room fit outs, including painting, installation of required services, finishes required to provide accessible customer and staff areas and facilities. This would include accessible paths of travel, an accessible ticket window, accessible Waiting Room, accessible toilets and accessible station operational areas.
- External upgrades to the existing station (relocation/replacement of seats and addition of DDA-compliant access ramps at various doorways) and adjustment to the station platform to provide compliant crossfalls of maximum 1 in 40 (where required); and other modifications, including relocation of seating, provision of Tactile Ground Surface Indicators (TGSIs) along platform edges, for stairs, and other required locations
- Upgrades to station entrances at Station Street and Railway Parade, including the addition of bike racks, kiss and ride zones, accessible parking on both sides of the station and DDA-compliant seating at the existing Station Street shelter along with new or upgraded footpaths, paving and kerb ramps.
- Other works within the precinct including:
  - a station power supply upgrade, including a new padmount substation
  - additional CCTV associated with the new infrastructure
  - new Opal card readers
  - new wayfinding signage
  - adjustment to the rail corridor boundary fencing and vehicle access gates

- landscaping works for areas affected by the works.

Report findings are:

- The proposed works would take place on land within the curtilage of the Wentworth Falls Railway Station Group which is listed on the Sydney Trains Section 170 Register (Database no. 4801039) and the Blue Mountains LEP 2005 (No. WF022). In addition, the works would take place adjacent to the Blue Mountains LEP listed Station Street Precinct Conservation Area (LEP no. WF032) and War Memorial, Coronation Park (LEP no. WF097). The works would not physically impact the items, however there would be minor visual impact from the items to the station.
- The proposed works are being undertaken as part of the Transport Access Program (TAP), and are required to improve accessibility in accordance with the Commonwealth *Disability Discrimination Act 1992* (DDA) and Disability Standards for Accessible Public Transport (DSAPT).
- The addition of canopies to an existing 1994 footbridge and stairs, and three new lifts to the north side of the footbridge is anticipated that these works would have minor impacts to the heritage values of study area. These works would be confined to non-original fabric and an existing aspect of the visual landscape. Although the works would have visual impacts on the study area, if the mitigation measures including sympathetic forms and finishes to the final design are considered, these impacts would be minor.
- The proposal would involve a reconfiguration of the Station Building (1890). This would include the complete demolition of an internal wall between the current Station Master's Office and Ladies Waiting Room, the partial demolition of an internal wall between the current Station Master's Office and Booking Office to make way for a DDA-compliant ticket window and the partial demolition of walls between the Waiting Room and Booking Office to make way for DDA-compliant doors to create an accessible path through the Station Building. The proposal would also include modifications to existing fixtures, the addition of service connections and painting of walls. Such changes would have a moderate impact to the original layout and internal fabric of the buildings and would have a minor visual impact. However, their removal is considered to be a necessary upgrade to achieve compliance with the DDA and is therefore justified. In addition, these impacts would be contained to the interior of the building and would therefore retain the original exterior appearance of the station which is of heritage value. Therefore, the works are unlikely to have a negative impact on the overall heritage significance of the station and impact to the internal layout and fabric would be mitigated through an archival recording. Opportunities to minimise heritage impacts would also be a key objective for the detailed design of the station buildings.
- The proposal would involve the demolition of an external concrete slab, brick screen wall and curtain walls to the southern end of the Men's Bathroom of the Station Building. This is necessary to provide for a DDA-complaint access ramp. These walls are an early component of the station precinct however they are not considered to be an original addition to the building. Therefore, the walls are considered to have low heritage significance and their removal would not impact the overall heritage significance of the station.

- The proposal would involve the installation of a Communications/Equipment Room (CER). This is currently proposed to be accommodated within the Station Building. However, compliance with relevant policies, codes and standards may mean that this facility needs to be incorporated into either of the smaller existing building (Lamp Room/Out-of-Shed) located to the north/south of the Station Building. The establishment of the CER in the Lamp Room/Out-of-Shed would require minor internal modifications as well as the addition of ventilation/air-conditioning that would involve some modification to the external heritage fabric of the Lamp Room/Out of Shed. However, such changes are considered to be minor and would not impact the overall heritage significance of the station. In addition, the upgrades are considered beneficial to the station precinct as they would return the Lamp Room/Out of Shed to functional use.
- The proposal would involve external upgrades to the existing Station Building including platform regrading (if required), the relocation/replacement of seats and the addition of DDA-compliant access ramps. These works are not considered to impact the heritage significance of the station as they would take place on recently modified elements.
- The proposal would involve upgrades to entrances at Station Street and Railway Parade including the addition of bike racks; kiss and ride zones; accessible parking; DDA-compliant seating at the Station Street shelter; new footpaths, paving and kerb ramps. This would have a minor visual impact but it is not considered that these works would have an adverse impact on the overall heritage significance of the station.
- The proposed works would have moderate visual impacts to and from the study area (which includes the Station Street Precinct Conservation Area and War Memorial) during the period of construction of the proposed works. However, these impacts would be temporary.

Note. The SoHI has considered potential heritage impacts of a Reference Design for the proposal which is based on the concept design developed by GHD. If approved, the proposal would progress to detailed design and the findings and assumptions contained in this SoHI would need to be considered against the final design. Additional heritage assessment or documentation may be required.

### Mitigation measures and recommendations

- The design of new canopies to the existing footbridge and stairs and three new lifts, should aim to be as sympathetic as possible to the existing character of the study area in order to minimise visual impacts. For example, the use of unobtrusive, modern, light materials, such as glass panelling and slim frame elements, would reduce the bulk of the canopies and lifts, reducing the visual impact of the additional items.
- The design of new DDA-compliant accessible paths, parking and seating should be sympathetic to the existing character of the study area. For example, similar and/or sympathetic colour schemes to those existing within the study area should be incorporated into the final design.
- The design and materials used for proposed accessibility ramps around the Station Building and entrances to the station should be sympathetic to the historical characteristics of the study area.

For example, materials used in their construction should be consistent with the character of the station, and colour schemes should be as unobtrusive as possible.

- The addition of a Communications/Equipment Room (CER) to the interior of the Station Building should be reconsidered. It is recommended that the alternative option to incorporate this room to the Out-of-Shed or Lamp Room building -is considered, in order to mitigate potential adverse visual impacts to the interior of the Station Building.
- If the latter option for the CER is chosen, the buildings would need to meet ventilation and other codes and standards requirements. These would involve minor modifications to the existing buildings and have minor impacts on the heritage significance of the station.
- The installation of ventilation should be sympathetic to the historical characteristics of the study area and fabric of the building. For example, materials used in their construction should be congruent with the character of the station, and colour schemes should be as unobtrusive as possible.
- It is recommended that a program of archival recording is undertaken prior to the partial and complete demolition of existing walls associated with the Station Building. This recording should include a photographic record of the walls, their original context, layout, building materials and methods used during their construction. The recording should be undertaken in accordance with the NSW Heritage Office (1998) guidelines *How to Prepare Archival Records of Heritage Items*. As these elements have limited heritage significance, the recording need only meet the minimum requirements for archival recording, measured drawings of the structures would not be necessary.
- As the Wentworth Falls Railway Station Group is listed on the Sydney Trains Section 170 Register, internal approval for the proposal may be required from Sydney Trains.
- As the Wentworth Falls Railway Station Group, War Memorial and Station Street Precinct Conservation Area are listed on the Blue Mountains LEP 2005, the Blue Mountains City Council should be notified of the proposed upgrade works.
- It is unlikely that archaeological material would be encountered during the installation of lifts to the east and west of the station platform. However, if any unexpected archaeological deposits are revealed during works, a qualified archaeologist should be contacted to assess the significance of the material and provide advice regarding necessary actions.
- At the time this report was being prepared, detailed designs for the proposal including the canopies, lifts and station buildings had not been completed. It is recommended that an updated assessment or report be prepared once these finalised designs are available.

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## 1.0 INTRODUCTION

### 1.1 Introduction

Transport for NSW (TfNSW) has proposed an easy access upgrade to the Wentworth Falls Railway Station as part of the Transport Access Program (TAP), an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most.

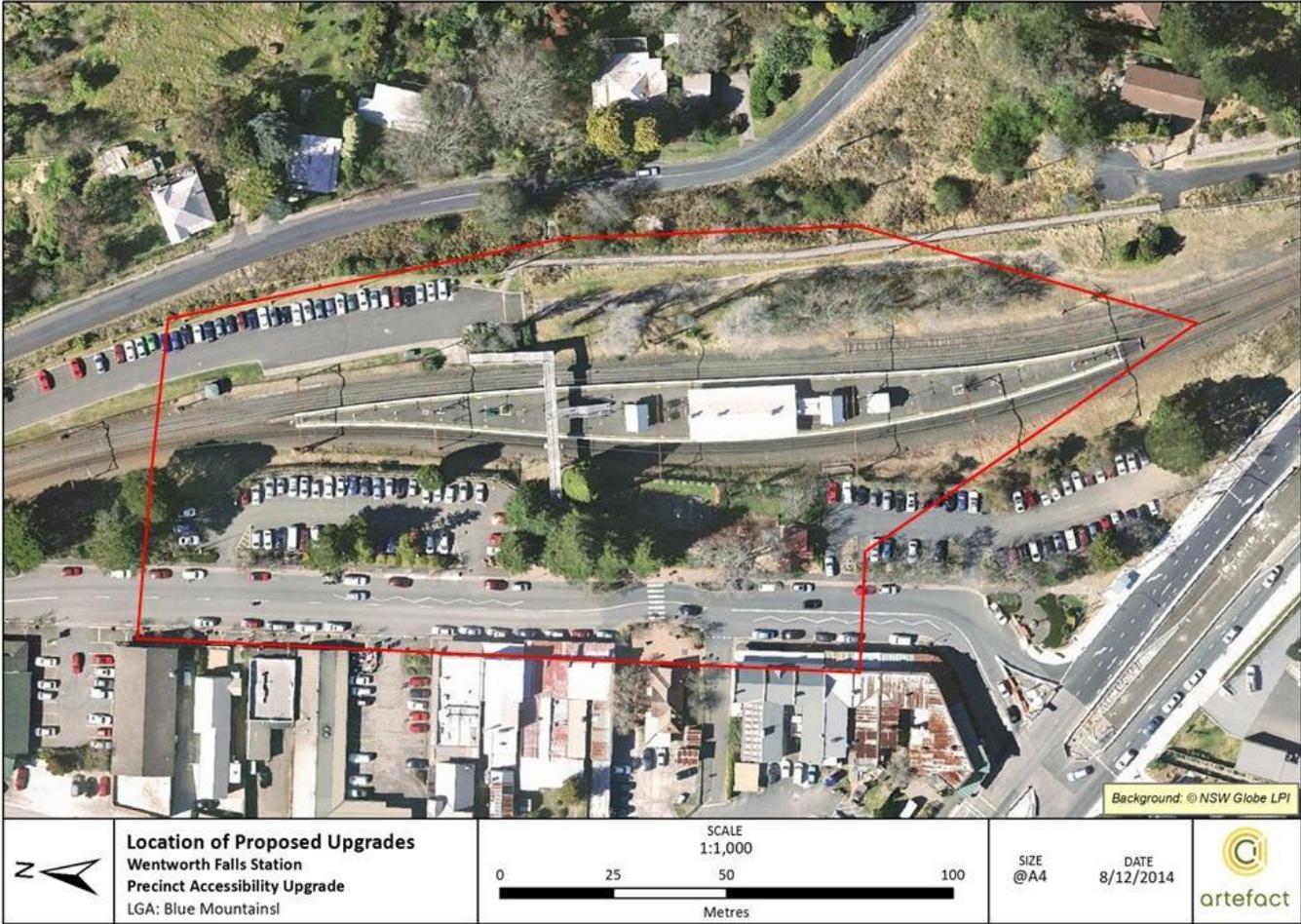
Artefact has been engaged by TfNSW to prepare a Statement of Heritage Impact (SoHI) for the proposed easy access upgrade to the Wentworth Falls Railway Station (the 'proposal'). The aim of the report is to assess the heritage value of items which may be impacted by the proposed works, determine the level of heritage significance of each item, identify acceptable levels of impacts to those items and recommend mitigation measures to reduce the level of impacts to these items and the study area in general.

### 1.2 The study area

The Wentworth Falls Railway Station is located on the Blue Mountains Line at Wentworth Falls. The study area (Figure 1) encompasses the station, associated interchange facilities and passenger access between those facilities and the station. This includes the existing station platform, buildings, gates, pedestrian and cycle access paths, pedestrian access footbridge, pedestrian linkages to the adjacent streets and the commuter car parks, bus stops and shelters, taxi stand, and bicycle facilities.

The Wentworth Falls Railway Station Group is listed on the Blue Mountains Local Environmental Plan (LEP) 2005, Draft Blue Mountains LEP 2013 and the Sydney Trains Section 170 Register. Several other items within, and adjacent to, the study area are also listed on the Blue Mountains LEP 2005 and the Draft Blue Mountains LEP 2013.

Figure 1 Study area outlined in red. Base map source. SixMaps, 2014.



### 1.3 The proposal

The Wentworth Falls Station Easy Access Upgrade would include upgrade works to three elements of the study area; an existing pedestrian footbridge, the existing station buildings and parking /footpath areas associated within the station precinct. The works to upgrade the station and interchange facilities are being undertaken under the Transport Access Program (TAP), in order to make the station accessible in accordance with the Commonwealth *Disability Discrimination Act 1992* (DDA) and Disability Standards for Accessible Public Transport (DSAPT).

Major upgrades associated with the proposed works would involve the installation of three new lifts to connect to the existing footbridge, the installation of canopies over the existing footbridge and stairs, and the shortening of the footbridge and new/relocated stairs on the western side.

Works would also include internal modifications and refurbishment of the station buildings. This would include the demolition of one interior wall within the Station Building to allow for a larger waiting room, the creation of an opening in two existing interior walls within the Station Building to allow for new DDA-compliant doors to create an accessible path through the building, the addition of a Communications/Equipment Room (CER) within Station Building (or potentially within the Out-of-Shed or Lamp Room); and the creation of new DDA-compliant ticket window along with internal fitouts that would include new fixtures, service connections and painting.

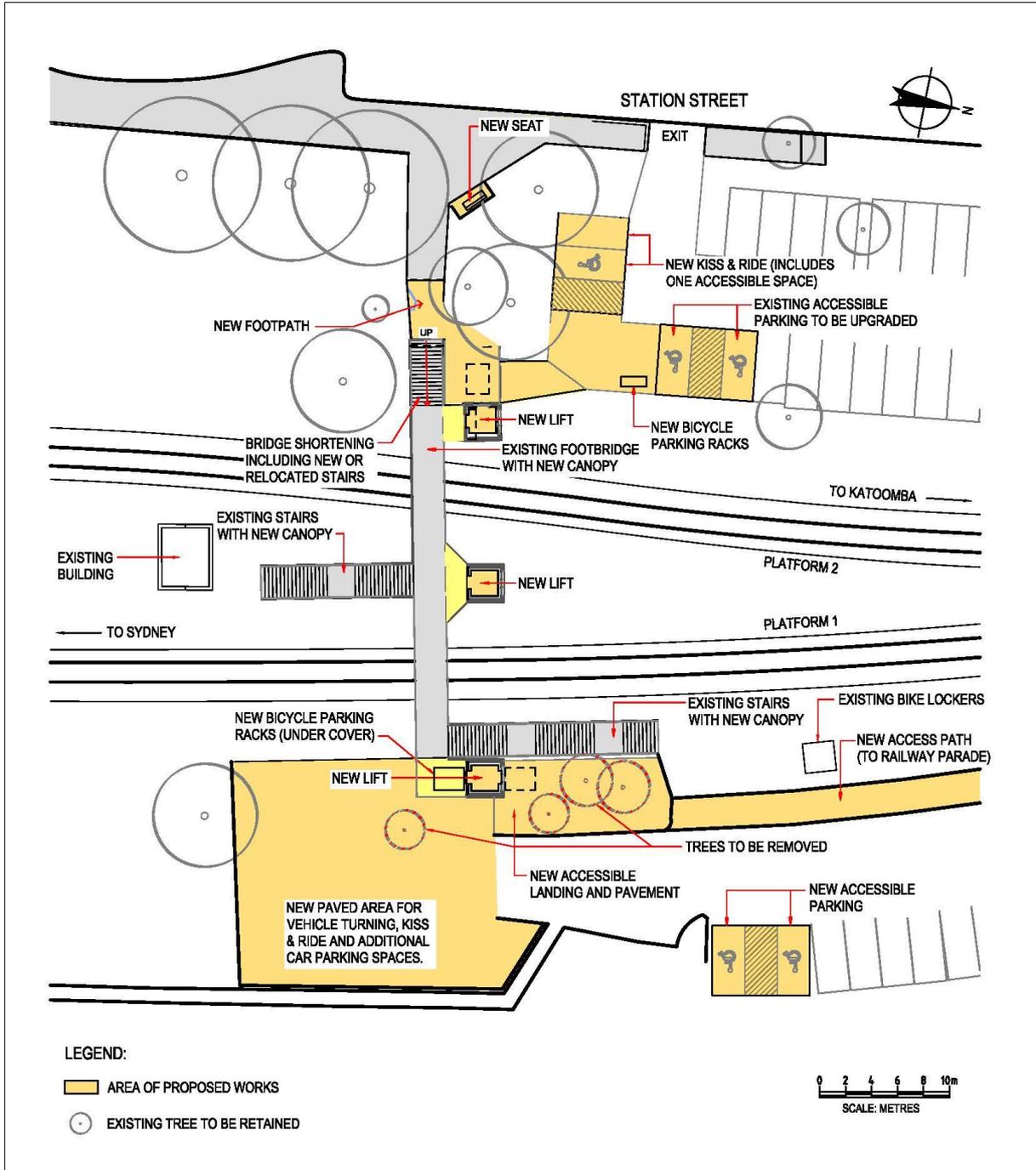
Externally, the slab, screen wall and curtain walls to the Men's Bathroom at the southern end of the Station Building would be demolished to provide for a DDA-complaint access ramp.

In addition, the proposed works would involve the relocation/replacement of existing seats on Platforms One and Two, platform regrading (if required) to achieve compliance with the necessary 1 in 40 crossfall (i.e. transverse slope) and new DDA-compliant ramps at various entry and exit points around the station buildings, .

The interchange area (car park and surrounds) would include works to upgrade and provide new footpaths associated with the station; new accessible parking spaces, kiss and rides areas and bicycle lockers established on both sides of the station; as well as the extension of the Railway Parade car park to allow for new vehicle turning area and to offset any parking spaces. New DDA-compliant seating would be provided at the Station Street Shelter.

Preliminary drawings for the proposed works are shown in Figure 2 and Figure 3.

Figure 2. Plan view of key elements of the proposal. Source. TfNSW. Note image is indicative only and subject to detailed design





## 1.4 Previous reports

Artefact Heritage prepared a Non Indigenous Heritage Constraints Assessment for the Wentworth Falls Station Easy Access Upgrade in November 2013. The majority of historical background within this SoHI has been taken from the 2013 report.

## 1.5 Limitations and constraints

Additional scope for the proposal was provided after the initial Wentworth Falls Railway Station site visit took place. Therefore, some items associated with the proposal were not inspected. These included the interior of the Lamp Room, the interior of the Out-of-Shed and three items of movable heritage that are including on the heritage listing. If certain aspects of the proposal, such as the incorporation of the CER into the Lamp Room or Out-of-Shed, are progressed as part of the final design, an additional site visit and assessment may need to be undertaken.

## 1.6 Report authorship

This report was prepared by Heritage Consultant Adele Zubrzycka with management input from Senior Heritage Consultant Jenny Winnett and Dr Sandra Wallace. The site inspection was undertaken by Adele Zubrzycka and Alex Timms.

## 1.7 Methodology

Previously identified heritage items associated with the study area were located through a search of heritage registers, including:

- National Heritage List.
- Commonwealth Heritage List.
- State Heritage Register.
- State Heritage Inventory.
- Section 170 Registers.
- Blue Mountains LEP 2005.
- Blue Mountains Draft LEP 2013
- National Trust Register.
- Register of the National Estate.

A site visit was undertaken by Heritage Consultants Adele Zubrzycka and Alex Timms (Artefact) on 21 October, 2014.

The survey was necessary to ground truth the desktop assessment and to investigate any heritage items or visible archaeological remains in the study area. A photographic record was kept, with photographs taken of all heritage items and potential heritage or archaeological sites. The results of the survey have been incorporated throughout the body of the report rather than being presented in a separate section.

The heritage significance of each site has been assessed in accordance with the '*Assessing Heritage Significance*' (2001) guidelines from the NSW Heritage Manual.

## 2.0 LEGISLATIVE CONTEXT

There are several items of State legislation that form the basis for managing non-Aboriginal heritage in NSW. This section provides a summary of these items of legislation and associated statutory registers.

### 2.1 The Heritage Act 1977

The NSW *Heritage Act 1977* (the Heritage Act) is the primary item of State legislation affording protection to items of environmental heritage (natural and cultural) in NSW. Under the Heritage Act, 'items of environmental heritage' include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act also protects 'relics', which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines 'relic' as follows:

A 'relic' means any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) is of State or local heritage significance.

Sections 139-145 of the Heritage Act prevent the excavation or disturbance of land known or likely to contain relics, unless in accordance with an excavation permit. Excavation permits are issued under Section 140 of the Heritage Act, or Section 60 for sites listed on the SHR. Excavation Permit Applications must be supported by an Archaeological Research Design.

If the proposed works are minor and would have minimal impact on the heritage significance of the place or site, they may be granted an exception or exemption under Section 139 (4) of the Heritage Act.

#### 2.1.1 The State Heritage Register

The SHR was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The SHR is administered by the Heritage Division of the Office of Environment and Heritage (OEH) and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

There are no items listed on the SHR within the study area or in close proximity to it.

### 2.1.2 Section 170 Registers

The Heritage Act requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government instrumentalities must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. All government agencies must also ensure that all items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of identified sites, items and objects and are based on relevant NSW heritage legislation and statutory guidelines.

The Wentworth Falls Railway Station Group is listed on the Sydney Trains Section 170 Register. The heritage curtilage for the station is shown in Figure 4.

**Figure 4: Wentworth Falls Railway Station Group Section 170 Register heritage curtilage. Source. TfNSW.**



## 2.2 The Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments LEPs and Development Control Plans (DCPs) in accordance with the Act to provide guidance on the level of environmental assessment required. The study area falls within the boundaries of the Blue Mountains LGA, and is covered by the Blue Mountains LEP 2005.

### 2.2.1 Blue Mountains LEP 2005

The aims of the LEP in relation to heritage are to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views. The LEP lists items of heritage significance within the LGA and specifies conditions of development consent within heritage listed areas.

The Wentworth Falls Railway Station and a number of other heritage items within and around the study area are included in the Blue Mountains LEP 2005 heritage schedule (Tables 1 and 2 and Figure 5 and Figure 6).

**Table 1 Heritage items listed on Blue Mountains LEP 2005 within the vicinity of the study area.**

Heritage item	Address	Number	Included in study area
Wentworth Falls Railway Station	Station Street	WF022	Yes
War Memorial, Coronation Park	13a Station Street	WF097	Yes
Wentworth Falls School of Arts	217-219 Great Western Highway	WF001	No
Falls Timber and Hardware Store	1 Falls Road	WF078	No

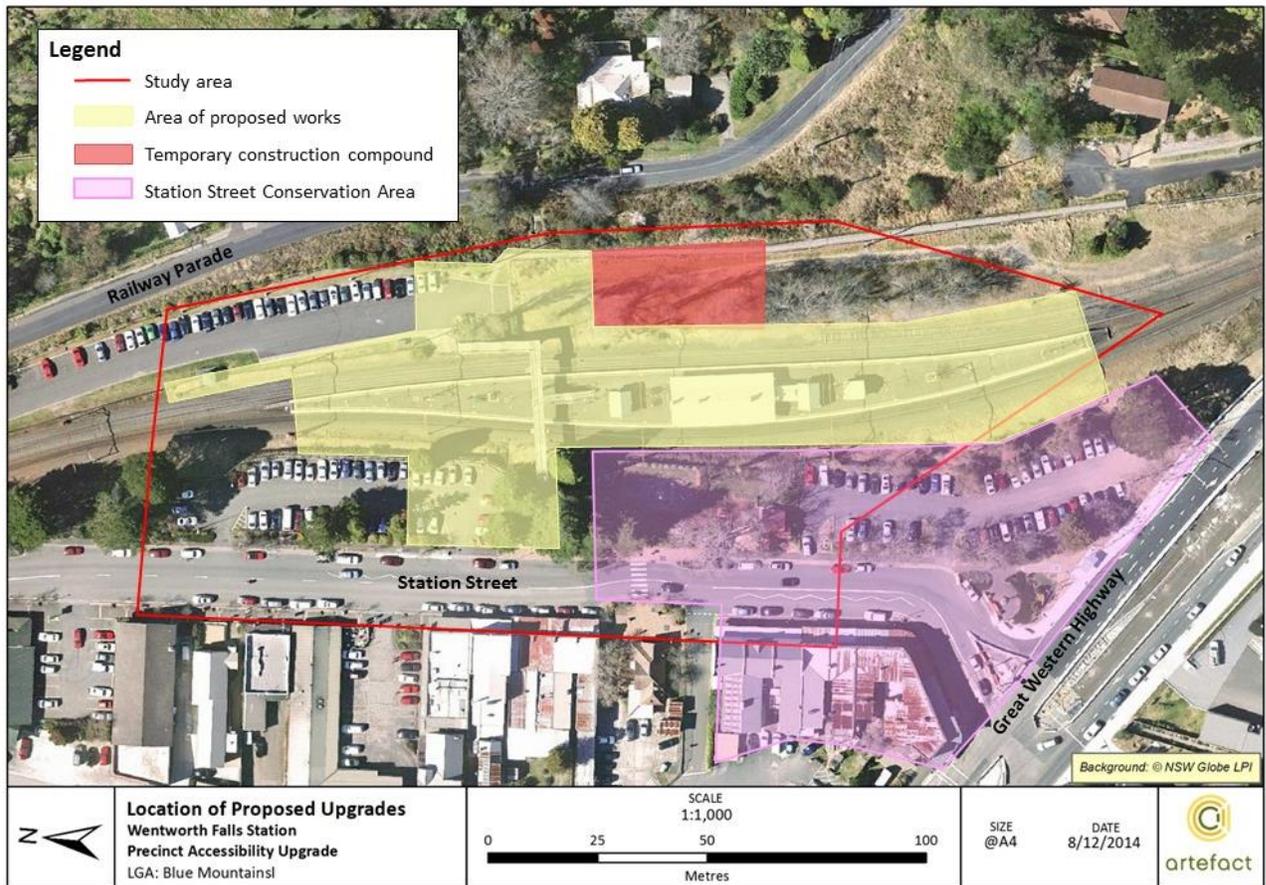
Heritage item	Address	Number	Included in study area
Wilson Park	8-30 Falls Road	WF070	No
Saville Motors	204 Great Western Highway	WF099	No
Grand View Hotel and garages	174 Great Western Highway	WF018	No
House	188 Great Western Highway	WF098	No
Anderson Buildings	1 – 9 Station Street	WF110	No
Federation Shops and Residences	10 – 11 Station Street	WF111	No
Il Postino	13 Station Street	WF112	No
Federation Shops and Residences	22 Station Street	WF113	No

**Table 2. Heritage conservation areas listed on Blue Mountains LEP 2005**

Conservation Area	Address	Number	Included in study area
Station Street Precinct Conservation Area	Station Street	WF032	Yes
Great Western Highway Residential Precinct Conservation Area	156, 160, 162, 164, 166, 168 and 170 Great Western Highway	WF044	No



Figure 6. Location of Station Street Conservation Area in regards to the study area and area of proposed works. Base map source. SixMaps, 2014.



### 2.2.1 Draft Blue Mountains LEP 2013

The Draft Blue Mountains LEP 2013 was prepared in response to the State Government's requirement for all NSW Councils to conform to the Standard Instrument (LEP plans) Order 2006 (also known as the 'Standard Instrument Local Environmental Plan'). The Draft LEP includes a list of items/sites of heritage significance within the Blue Mountains LGA and was put up for public exhibition from 4 December 2013 to 5 March 2014 and is yet to be gazetted.

The Wentworth Falls Railway Station and a number of other heritage items within and around the study area are included in the Draft Blue Mountains LEP 2013 heritage schedule. These items are identical to those found on the Blue Mountains LEP 2005.

## 2.3 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places. These are defined in the EPBC Act 1999 as matters of national environmental significance. Under the EPBC Act 1999, nationally significant heritage items are protected through listing on the Commonwealth Heritage List or the National Heritage List.

No items within or near the study area are included on the Commonwealth Heritage List or National Heritage List.

## 2.4 Non-statutory listings

Listing on non-statutory registers does not provide any legal protection to heritage items or sites, but recognises the heritage value of items.

### 2.4.1 National Trust Register

The National Trust Register was established in 1949 and is maintained by the National Trust of Australia.

No items within the study area are included on the National Trust Register.

### 2.4.2 Register of the National Estate

The Register of the National Estate (RNE) is a list of natural, Indigenous and historic heritage places throughout Australia. It was originally established under the *Australian Heritage Commission Act 1975*. Under that Act, the Australian Heritage Commission entered more than 13,000 places in the register. Following amendments to the *Australian Heritage Council Act 2003*, the RNE was frozen on 19 February 2007, and ceased to be a statutory register in February 2012. The RNE is now maintained on a non-statutory basis as a publicly available archive and educational resource.

No items within the study area are included on the Register of the National Estate.

## 3.0 HISTORICAL CONTEXT

### 3.1 Historical themes

The NSW significance assessment guidelines highlight the importance of the relationship between a site and its historical context (NSW Heritage Office 2001). The NSW Heritage Council has developed a series of historical themes to connect local histories with NSW's broader past. These themes also provide a context in which the significance assessment criteria can be applied. Table 3 identifies the themes relevant to the study area.

**Table 3. Historical themes relevant to the study area**

Australian theme	NSW theme
Developing local, regional and national economies	Exploration
Developing local, regional and national economies	Transport
Developing local, regional and national economies	Technology
Governing	Government and administration
Building settlements, towns and cities	Towns, suburbs and villages
Developing Australia's cultural life	Leisure

### 3.2 Historical context

#### 3.2.1 Early exploration of the Blue Mountains

In May 1813 Gregory Blaxland, William Charles Wentworth and William Lawson, assisted by an Aboriginal guide and three convicts, set out in search of grazing land at the Great Dividing Range. The party was the first to cross the Blue Mountains, although others had attempted the trip before them. In 1793 William Paterson, a soldier, explorer and amateur botanist followed the Grose River for some distance before stopping, content with his discovery of several new plant species. In 1796 George Bass ventured into the Lower Burratorang Valley, crossed the Wollondilly River and headed west to the Kanangra Plateau before turning back. John Wilson, a former convict and skilled bushman later led a party to the southwest. Most turned back at the Nepean River, but Wilson and two others continued to about 30 kilometres west of Mittagong. Francis Barrallier was sent by Governor Philip King to find a route through the mountains in 1802. He started at Picton and almost reached the Kanangra Plateau, coming within 25 kilometres of the Jenolan Caves. In 1804 George Caley, a botanical collector for Joseph Banks made his way through the gorges west of Kurrajong and climbed Mount Tomah and Mount Banks after

which he concluded that the walls of the Grose River gorge were impassable and noted that it seemed that the mountains were a never ending sandstone labyrinth (OEH online content).

In 1813 the Colony had expanded across the Cumberland Plain to the Nepean and Hawkesbury Rivers at the foot of the Blue Mountains yet there was still a shortage of good grasslands. Sydney had also suffered a severe drought and an army worm invasion between 1812 and 1813. The search for grazing land had become a priority.

Blaxland, Wentworth, Lawson and their party followed a ridge in between the Grose and Cox Rivers to Mount York. They then trekked into the Kanimbla and Hartley Valleys where they found “forests all around them, sufficient to feed the stock of the colony” for the next thirty years (RTA Environment Branch 2008). On their return to Sydney, the men were each granted 400 hectares of land.

### 3.2.2 The Great Western Highway

Assistant surveyor George Evans was sent to map their route and “confirm and extend” the boundaries of the forest that they had recorded (RTA Environmental Branch 2008: 5). In July 1814 William Cox was appointed Superintendent of Works for the construction of a road that followed the “track laid down on Mr. Evans map” (RTA Environmental Branch 2008: 5). The road was to be “at least 12 feet wide so as to admit 2 carts or other wheeled carriages to pass each other” (Karskens 1988: 18; RTA Environmental Branch 2008: 5-6). The difficult terrain limited the size of the crew and their equipment. Despite this the road was completed in six months (RTA Environmental Branch 2008: 6). For their work the convict crew, which consisted of 28 men, were granted their freedom.

Governor Lachlan Macquarie was the first official traveller on the Great Western Road on his trip to the Bathurst Plains in 1815. His journey took nine days. The road has since been improved a number of times. Surveyor General Thomas Mitchell re-surveyed and re-aligned the route as the original descent from Mount York down the western escarpment was dangerous. Mitchell devised a route that descended from a ridge he named Mount Victoria, with the road across the Pass of Victoria opening in 1832.

At Wentworth Falls the original line of the road follows the present Blaxland Road. The road followed the ridgeline from near the present railway bridge and looped around the head of Jamison Creek. The loop was excised by Mitchell in the 1830s (CRM 2012: 16). As new construction materials and methods have been introduced throughout the 19th and 20th centuries, the road has continued to be upgraded.

### 3.2.3 Weatherboard

Cox established several depots along the Great Western Road. The second depot was built at what is now the intersection of Sinclair Crescent and Blaxland Road at Wentworth Falls. The depot comprised of a weatherboard hut, described by Cox on 1 October 1814:

*The building for the store is 17ft x 12 with 3ft. sides, gable ended all weatherboards and a door on the east end. Cost me eight men, six days. It is just 28 miles from Emu Ford (Memoirs of William Cox: 69; CRM 2012: 21).*

The hut was later used as a staging post for westward travellers. For example, Macquarie used the weatherboard hut on his trip to Bathurst in 1815. During his time at Weatherboard Macquarie named Jamison's Valley in honour of Sir John Jamison, one of the men who accompanied him on his westward trip and the prominent local figure of Regentville near Penrith (CRM 2012: 22).

An inn was built close to the weatherboard hut, on the western bank of Jamison's Creek in 1826. With the opening of the railway line traffic was diverted from the Great Western Road and the inn became no longer viable.

### 3.2.4 The Main Western Railway Line

During the mid-19th century, it was seen that it was necessary to establish railway links to the growing rural districts that supported pastoral and mining industries. The extension of the railway westward to Bathurst was a priority in order to capitalise on the rich natural resources of the Bathurst Plains. By 1863, the Main Western Railway Line had reached Penrith, which was the terminus of the line for the next four years, while railway engineers developed a solution to the obstacle posed by the Blue Mountains (Croft & Associates 1985:40).

An extension of the Main Western Railway Line was opened from Penrith to Wentworth Falls on July 11 1867, with a further extension to Bowenfels completed in 1869 (NBRS&P 2004:5; Croft & Associates 1985:42). The railway was constructed to utilise natural grades, which meant that it often ran parallel to the existing road (now the Great Western Highway) which had been built to follow the natural ridgelines (Biosis Research 2004:12).

The Main Western Railway Line made the Blue Mountains accessible. In the 19th century parts of Sydney were poverty stricken and overcrowded and epidemics of cholera, typhoid and smallpox were a constant threat. The opening of the Great Western Railway line prompted the wealthy to move to the fresh air of the Blue Mountains. The elite built country estates and summer residences in the mountains.

The Blue Mountains was promoted as a place where people could enjoy a healthy lifestyle. The 'ozone laden' mountain air was promoted as a health tonic and a treatment for a number of ailments such as tuberculosis, asthma, bronchitis, malaria, stress and anaemia (OEH online content). At Wentworth Falls there were a number of establishments including in what is now Pitt Park, The Queen Victoria Sanatorium (from 1903) and Boddington (from 1908). The first hotel constructed for the tourist trade was behind the existing Grand View Hotel and was followed by the establishment of several other boarding houses and hotels (CRM 2012: 2).

### 3.2.5 Weatherboard/Wentworth Falls Railway Station

Land was reserved for the Weatherboard railway station in 1886 and a temporary platform opened the following year. A waiting shed for passengers was opened in 1870, which was replaced in 1880 with a ticket office and telegraph station (CRM 2012: 29).

In the early 1890's the railway line was diverted at Wentworth Falls and a station was established in its current form. In 1902 the railway line was duplicated at the existing roadside platform converted into an island platform (Figure 7 and Figure 8). A railway reserve remained around the new station until 1906, delaying commercial development around the station until after this time.

Water storage and reticulation facilities were spaced at regular intervals on the Main Western Line with steam engines operating on the line until well into the 20th century. A small dam existed at Wentworth Falls west of the railway station from the 1860s. The dam was formed in Jamison Creek and comprised a brick and cement wall 50 feet long and three feet wide, flood gates, a retaining wall and pump engine. A second dam was created on Jamison Creek in 1878 (now Wentworth Falls Lake) (CRM 2012: 30).

### 3.2.6 Wentworth Falls

In the 1870s the village name was changed from Weatherboard to Wentworth Falls. Throughout the second half of the 19th and early to mid-20th centuries the village of Wentworth Falls was divided into residential precincts and community services such as churches and schools established. The main residential precincts included the Brasfort North Estate established in the late 1880s or early 1890s, the Tower Almond Estate in 1898 and the Railway Station Estate in 1913.

A government school was built in 1887 and dedicated the following year on the southern side of the Great Western Road. Several churches were built including Holy Trinity Church of England in 1889 and St Andrews Presbyterian in 1904 and a cemetery was dedicated on the southern side of the Great Western Road in 1889. The School of Arts was dedicated in 1914.

Accommodation for travellers was also established. Charles Wilson erected a hotel and shop opposite the railway station in the early 1880s, behind the existing Grand View Hotel and set back off Bathurst Road some distance. The Wentworth Hotel provided accommodation for 20 guests. The hotel name was changed in 1902 to the Grand View Hotel.

At the time of the release of the railway reserve in 1906 a commercial strip slowly developed fronting Station Street. It is unclear as to why the development of commercial enterprise within the village was slow with most shopfronts and associated residences built in or after 1910.

**Figure 7: Wentworth Falls Railway Station 1900, view northeast towards Out-of-Shed. Source. State Records NSW.**



**Figure 8: Wentworth Falls Railway Station 1900, view south towards Lamp Shed. Source. National Archives of Australia.**



## 4.0 HERITAGE LISTED ITEMS

This section will discuss each listed item within the study area. The heritage significance of each item will be assessed based on the State Heritage Inventory listing information and the results of the site survey. For items which are outside the study area a full assessment of significance has not been conducted with a summary statement of significance provided.

### 4.1 Assessing heritage significance

The significance of the Wentworth Falls Railway Station and nearby heritage items has been assessed in accordance with the criteria outlined in the NSW Heritage Office (2001) significance assessment guidelines. These guidelines aim to minimise ambiguity and maintain consistency in the significance assessment process.

The criteria encompass the four values identified in the Australia ICOMOS Burra Charter: historical significance, aesthetic significance, scientific significance and social significance and also consider representativeness and rarity values (Table 4).

The heritage assessment guidelines also include two thresholds (state or local) for assessing the relative level of significance of heritage items.

**Table 4. Significance assessment criteria**

Criterion	Explanation
<b>A Historical significance</b>	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area)
<b>B Associative significance</b>	An item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area)
<b>C Aesthetic significance</b>	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or in the local area)
<b>D Social significance</b>	An item has a strong or special association with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons

Criterion	Explanation
<b>F Research potential</b>	An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or cultural or natural history of the local area)
<b>G Rarity</b>	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)

## 4.2 Wentworth Falls Railway Station Group (S170 no. 4801039 and LEP no. 022)

### 4.2.1 Description

The Wentworth Falls Railway Station was constructed between 1890 and 1891 in its current form. In 1902 the railway line was duplicated at the existing roadside platform converted into an island platform. The station group listing comprises the island platform, Station Building, Lamp Room, Out-of-Shed, Moveable Heritage and footbridge which are summarised in the sections below.

#### Island platform

The island platform is an elliptical shape that curves with the deviation of the railway line. The platform was originally built as a roadside platform but was converted in 1902 to an island platform when the railway line was duplicated. The platform is brick faced with a concrete and bitumen platform.

#### Station Building

The Wentworth Falls Railway Station was built in 1890 as a 'type 4' roadside Station Building but was converted to an island Station Building ('type 12') in 1902 when the railway line was duplicated (Figure 9). The Station Building comprises a main building and a brick wing, the latter located to the south. The two buildings are linked by a lower pavilion (refer Figure 10 and Figure 11 for pictures of Station Building).

The Station Building features polychromatic face brickwork and a corrugated metal gabled roof, extending as an awning to platforms on the east and west. The Station Building also features timber framed windows and doors with contrasting decorative rendered trims and sills (Figure 12), standard iron brackets over corbels supporting platform awnings, fretted timber work to both ends of awnings, flying gable with double ventilation windows and timber finial, three tall corbelled chimneys, timber framed sash

windows with obscure glazing and timber door openings with fanlights (SHI Wentworth Falls Railway Station Group).

There is an external slab, screen wall and curtain wall located to the south of the Station Building (Figure 13). The wall screens the entrance to the Men's Bathroom. The brick screen wall and associated curtain walls sit on a concrete slab, unlike the remainder of the Station Building structures, indicating it was incorporated into the precinct at a later date. The wall is visible in a 1900 photograph taken of the station (Figure 7), suggesting that it is still an early component of the group.

**Figure 9. Wentworth Falls Railway Station plan, c.1890. Source. TfNSW**

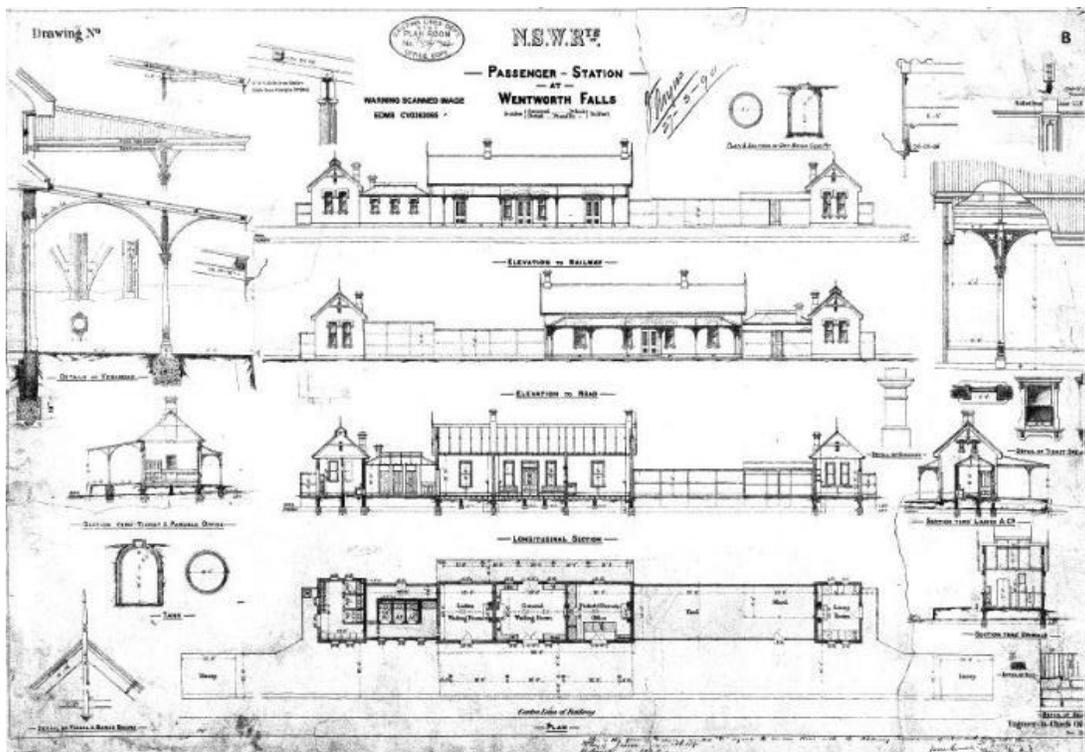


Figure 10: Station Building, view south



Figure 11: Station Building with west wing and Out-of-Shed in background, view south.



Figure 12. Example of timber framed windows and doors on Station Building



Figure 13. Slab, screen wall and curtain walls to the south of the Men's Bathroom to be removed under the proposal, view south east.



The internal floor layout of the Station Building has been retained with a Ticket Office, Station Master's Office, General Waiting Room, Ladies Waiting Room with toilets for ladies in the pavilion and a Men's Bathroom in the western wing (Figure 14). A wall between the Station Master's Office and Ladies Waiting Room (Figure 15 and Figure 16) and part of a wall between the new Waiting Room and Ticket Office and between the new Ticket Office and Office/Store room is proposed to be removed as part of the upgrades to allow for DDA-compliant doors to provide an accessible path through the Station Building.

The internal finishes in the Station Building include plaster ceilings with moulded plaster cornices and ceiling roses (Figure 16), plaster board ceiling panels with beading, and timber board ceilings with simple moulded cornices, enclosed or adapted fireplaces, later floor tiling or carpets, and timber skirtings (SHI Wentworth Falls Railway Station Group). The floor is currently covered in linoleum, and it is unclear whether original flooring exists below underneath.

During the site inspection it was noted that a number of contemporary upgrades had been made to the building. These included the addition of modern sitting room furniture, station lighting, garbage bins, seating and signage. Although not original, these additions are not considered intrusive. Intrusive elements include the ticket and vending machines, CCTV cameras, and loudspeakers. The Ladies Waiting Room and Ladies Toilet have undergone recent renovations and do not contain original elements of the building (such as those seen in the Station Masters Office)-Figure 17 and Figure 18. In addition, it was noted that the building had recently had its exterior paint removed, revealing the original brickwork.

Figure 14. Current internal layout of Station Building. Source. TfNSW.



Figure 15. South wall within current Station Master's Office proposed to be removed.



Figure 16. Example of original ceiling rose in Station Master's Office.



Figure 17. North wall in Ladies Waiting Room proposed to be removed.



**Figure 18. Ladies Bathrooms.**



### **Out-of-Shed**

The Out-of-Shed building is a small square-shaped polychromatic brick shed located on the south side of the Station Building (Figure 11). The shed features a gabled corrugated metal roof with timber bargeboard and narrow eaves, a single door on the south elevation, decorative rendered sills, and rendered plinth course (SHI Wentworth Falls Railway Station Group). The interior of the Out-of-Shed could not be accessed during the site visit. However, images provided by TfNSW indicate the interior of the building has painted brick walls, timber framed windows, a timber board ceiling and decorative ventilation grilles. The corrugated iron roof appears to have been recently replaced and is clearly visible from the inside of the building.

**Figure 19: Out of shed, view south.**



### **Lamp Room**

The former Lamp Room was originally associated with an enclosed yard when the station was first opened. The Lamp Room is a small square-shaped polychromatic brick shed located on the north side of the Station Building (Figure 21). The building has a corrugated metal gabled roof. The original enclosure is no longer extant, and the Lamp Room is separated from the Station Building. The building also includes double hung windows with contrasting rendered trims and sills. This is also the case for the timber panelled doors. Windows are secured by grills.

According to the Section 170 Register listing for the station, the interior of the building has painted brick walls and a timber board ceiling. The lower sashes of the double hung windows have been blocked at one side while the other windows are fitted with toughened mesh glazing (SHI Wentworth Falls Railway Station Group). The interior of the Lamp Room could not be accessed during the site visit.

Figure 20. Former Lamp Room



## Footbridge

The footbridge was built in 1994 and is a steel beam structure with concrete deck and stairs supported by steel columns (Figure 21). The footbridge is located at the northern end of the platform and provides access to the eastern and western platforms (SHI Wentworth Falls Railway Station Group). In addition, the footbridge is associated with a number of mature plantings at both the eastern and western access points (Figure 22).

**Figure 21. Footbridge, view north.**



**Figure 22. View south east of footbridge at Railway Parade. Trees to be removed for the proposal are located to the east of the footbridge.**



## Moveable heritage

Moveable heritage noted at the station included an old safe on concrete plinth with no brand in the staff meal room, timber corner bench seats in the Waiting Room and an old timber ticket window desk in the former Lamp Room (SHI Wentworth Falls Railway Station Group). In addition, the existing Waiting Room contains a number of 'Next Train' indicator boards which may contain heritage significance.

### 4.2.2 Statement of significance

The Wentworth Falls Railway Station is of local heritage significance demonstrating two major building construction phases on the upper Blue Mountains including the technological and engineering achievements in railway construction at the end of the 19th and early 20th centuries. The station was the terminus of the Blue Mountains railway line from July 1867 until the Mount Victoria section of the line opened in May 1868. The Wentworth Falls Railway Station is an example of a Federation free classical railway station combining architectural features of two distinct standard railway designs in order to adapt a roadside building into an island station building. It is a focal point within the Wentworth Falls village contributing to the urban character and setting of the town (SHI Wentworth Falls Railway Station Group).

## 4.3 War Memorial, Coronation Park (LEP no. 097)

### 4.3.1 Description

The War Memorial in Coronation Park sits to the west of the Wentworth Falls Railway Station comprises a free standing column placed atop a stepped base (Figure 24). The base is mounted on a low square plinth with plaques on each of its sides. The plinth is raised above ground level on a steeped platform. The column supports a sphere over which a carved wreath has been placed. The memorial is of sandstone construction.

**Figure 23: War Memorial, Coronation Park, view east**

#### 4.3.2 Statement of significance

The Wentworth Falls War Memorial is of local heritage significance as a representative and finely proportioned example of an Interwar free classical monument and is characteristic of many interwar era war memorials across the state. The memorial is also of significance as it was designed by the prominent architect John Burcham Clamp. It recalls those from the village that died in the wars throughout the 20th century and has provided a focus of community feeling since its unveiling in 1921 (SHI War Memorial, Coronation Park).

### 4.4 Station Street Precinct Conservation Area (LEP no. 032)

#### 4.4.1 History and description

The easternmost portion of the Station Street Precinct Conservation Area is located within the study area but would not be physically impacted by the proposed works (Figure 5 and Figure 24). The Station Street Precinct Conservation Area encompasses Station Street from the Great Western Highway to the end of Coronation Park. The Blue Mountains LEP 2005 heritage map shows the conservation area as an irregular block that includes 22 Station Street, Federation Shops and Residences. 22 Station Street is included on the Blue Mountains LEP 2005 heritage schedule and contributes to the character of the Station Street Precinct. It is located partly within the study area to the west of the station. Mature trees and brick paving at the Station Street entrance of the Wentworth Falls Railway Station.

The Station Street Precinct Conservation Area includes several heritage items listed on the Blue Mountains 2005 LEP:

- Anderson Buildings (1 – 9 Station Street)-c.1914c
- Federation Shops and Residences (10 – 11 Station Street)
- Il Postino (13 Station Street)-Former Post Office (Figure 25)
- Federation Shops and Residences (22 Station Street)

**Figure 24. View towards Wentworth Falls Railway Station precinct from Station Street precinct, view north east.**



**Figure 25. Former Post Office, now Il Postino.**



#### 4.4.2 Statement of significance

The group of shops, residences and restaurants associated with the Station Street Precinct Conservation Area has local historical and social significance as a representative group of early 20th century buildings associated with the railway and the development of the village. The group consists of a selection of federation period buildings including a number designed in the Arts and Crafts style.

## 5.0 ARCHAEOLOGICAL POTENTIAL

Archaeological potential is defined as the potential of a site to contain archaeological relics, as classified under the Heritage Act. Archaeological potential is assessed by identifying former land uses and associated features through historical research, and evaluating whether subsequent activity may have impacted on evidence for these former land uses.

Prior to the railway reserve, the study area appears to have been vacant. The Wentworth Falls Railway Station was built first as a roadside platform and converted in 1902 to an island platform with the duplication of the railway line. The duplication of the railway line, the establishment of Station Street and of Coronation Park, as well as the later addition of the footbridge and creation of a car park on both the eastern and western sides of the railway station have led to high levels of disturbance within the study area.

Substantial modifications have been made to the natural landform on the western side of the station (Figure 26). The land has been levelled to create a car park on the northern side and Coronation Park on the southern side, while a channel has been cut alongside the tracks (Figure 27).

A car park exists on the north eastern side of the station (Figure 28). A line of mature plantings are extant on the south eastern side of the station. In the past this line of plantings likely extended to the northern end of the platform; and four trees on the eastern side of the station would be removed for the new lift and extension of car park for the turning area.

### Summary

As a result of the high levels of disturbance within the study area it is unlikely archaeological remains of former tracks or points, signalling or communication systems or other rail or station infrastructure is present within the study area. The archaeological potential of the study area has therefore, been assessed as low.

**Figure 26: Car park in north western portion of study area (Station Street side), view east.**



Figure 27: Coronation Park in south western portion of study area, view south west.



Figure 28: Car park in north eastern portion of study area, view north east.



Figure 29: Line of mature plantings in south eastern portion of study area, view south east.



## 6.0 HERITAGE IMPACT ASSESSMENT

### 6.1 The proposal <sup>1</sup>

The Wentworth Falls Station Easy Access Upgrade would include upgrade works to three elements of the study area; an existing pedestrian footbridge, the existing station buildings and parking /footpath areas associated within the station precinct.

### 6.2 Aims of the proposal

The proposed works are required to improve accessibility in accordance with the DDA and DSAPT and as part of the TAP program, a Government initiative designed to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed most.

Objectives of the program include the following:

- Modern interchanges that support an integrated network and allow seamless transfers between all modes for all customers.
- Modern buildings and facilities for all modes that meet the needs of a growing population.
- Stations that are DDA compliant and accessible to those with a disability, ageing and parents with prams.
- Safety improvements including extra lighting, help points, fences and security measures for car parks and interchanges, including stations, bus stops and wharves.
- Signage improvements so customers can more easily use public transport and transfer between modes at interchanges.
- Other improvements and maintenance such as painting, new fencing and roof replacements.

### 6.3 Proposed works

The following works are likely to impact the heritage significance of the Wentworth Falls Railway Station and surrounding heritage listed items:

- Addition of canopies to the existing footbridge and stairs, and installation of three new lifts (including landings and support structures) to the north side of the footbridge. Canopies would also be installed at the base of the stairs and at the lifts.
- Shortening of the footbridge at the western end including new or relocated existing stairs, to provide space for a new access path to the lift entrance.
- Impacts to the station buildings, including:

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<sup>1</sup> Based on the proposal description produced by Kidd, J. 2014. Project Manager at Transport Access Program, at Transport for NSW.

- The demolition of an internal wall to provide an enlarged Waiting Room in the Station Building and partial demolition of two other walls in the Station Building to allow for DDA-compliant doors into the new Ticket Office and Office/Store, along with a new DDA-compliant ticket window between the new Waiting Room and Ticket Office.
- The demolition of an external concrete slab, brick screen wall and curtain walls to the southern end of the Men's Bathroom.
- The installation of a Communications/Equipment Room (CER). This is currently proposed to be accommodated within the Station Building. However, compliance with relevant policies, codes and standards may mean that this facility needs to be incorporated into either of the smaller existing buildings (Lamp Room/Out-of-Shed) located to the north/south of the Station Building.
- Adjustment to station building room fit outs, including painting, installation of required services, finishes required to provide accessible customer and staff areas and facilities. This would include accessible paths of travel, an accessible ticket window, accessible Waiting Room, accessible toilets and accessible station operational areas.
- External upgrades to the existing station (relocation/replacement of seats and addition of DDA-compliant access ramps at various doorways) and adjustment to the station platform to provide compliant crossfalls of maximum 1 in 40 (where required); and other modifications, including relocation of seating, provision of Tactile Ground Surface Indicators (TGSIs) along platform edges, for stairs, and other required locations
- Upgrades to station entrances at Station Street and Railway Parade, including the addition of bike racks, kiss and ride zones, accessible parking on both sides of the station and DDA-compliant seating at the existing Station Street shelter along with new or upgraded footpaths, paving and kerb ramps.
- Other works within the precinct including:
  - a station power supply upgrade, including a new padmount substation
  - additional CCTV associated with the new infrastructure
  - new Opal card readers
  - new wayfinding signage
  - adjustment to the rail corridor boundary fencing and vehicle access gates
  - landscaping works for areas affected by the works.

## 6.4 Justification for proposed impacts to the study area

The following discussion outlines the justifications for proposed impacts to items of heritage significance within the study area.

### 6.4.1 Demolition of external slab, screen wall and curtain to the south of the Men's Bathrooms

DDA-compliant access to Men's Bathrooms is required. Under the DDA, it is against the law for public toilets to be inaccessible to people with a disability. Access to these bathrooms is only available via the entry point to the south. The existing concrete slab, freestanding brick screen wall and curtain walls would need to be demolished to provide for DDA-compliant access via a ramp. There are no other practical alternatives that allow for DDA-compliant access.

### 6.4.2 Complete and partial demolition of two interior walls within the Station Building.

The complete demolition of one wall and partial demolition of two walls within the Station Building would allow for the current Waiting Room to be expanded into a larger space currently occupied by the Station Master's Office and Ladies Waiting Room (Figure 30).

The proposed Waiting Room is required to be wheelchair accessible - under regulations set out by the DDA-via two double doorways from Platform One and Platform Two. Currently, wheelchair access into the existing Booking Office and Waiting Room is not possible as entry can only be made via two narrow, single doorways.

### 6.4.3 Internal refurbishment within the Station Building

The internal refurbishment within the Station Building would take place in conjunction with the above mentioned reconfiguration of the Station Building. In addition, these works are considered necessary to comply with objectives set out by the TAP.

### 6.4.4 Addition of three lifts and canopies over existing footbridge

The addition of canopies and three lifts over the existing footbridge (Figure 29) is a necessary addition to the site as it would allow for DDA compliant access to the station and permit for seamless and safe commuter transfers to and from the station.

### 6.4.5 Addition of ventilation and DDA compliant access to new CER if located in Lamp Room or Out-of-Shed

The addition of ventilation and DDA compliant access to the new CER room would be a necessary addition to the building to meet requirements of standards and codes. These changes would require some minor modification to the internal and external building fabric.

## 6.5 Potential impact of proposal on heritage listed items

There are three heritage listed items within the study area: the Sydney Trains Section 170 Register and LEP-listed Wentworth Falls Railway Station Group (database no. 4801039 and LEP no. 022) and the LEP-listed War Memorial in Coronation Park (LEP no. 097) and Station Street Precinct Heritage Conservation Area (LEP no. 032).

### 6.5.1 Wentworth Falls Railway Station Group

The addition of new canopies and three lifts to the existing footbridge is likely to have minor visual impacts to and from the item. The proposed shortening of the footbridge is likely to have minor visual impacts to the item. The footbridge was constructed in 1994 is not considered to be an original component of the station precinct. Therefore the proposed upgrades would not impact fabric of heritage significance.

The installation of one lift at the eastern side and one lift at the western side of the footbridge is unlikely to impact on any existing subsurface archaeological remains. As discussed in Section 5.0, there is low potential for archaeological deposits to exist within the study area.

The proposal involves the addition of a CER in either the current Ladies Waiting Room (as part of the new extended Waiting Room), or Out-of-Shed or Lamp Room. These works would have a moderate physical impact on the original fabric of the building and minor visual impacts to and from the buildings.

The proposal involves the creation of an opening in an existing wall separating the new Ticket Office and Waiting Room and the creation of an opening for a new door between the new Ticket Office and new Office/Store. This would allow for two new doors and one new ticket window. Externally, the demolition of a slab, brick screen wall and curtain walls to the south of the Men's Bathroom (Figure 13) would also be required. These works would have a moderate physical impact on the original fabric of the building and minor visual impacts to and from the buildings.

The proposal involves associated modifications relating to the proposed internal configurations such as repainting, new fixtures and service connections. These internal modifications may impact original fabric such as cornices, adapted fire places, window and door fittings, skirting boards and ceiling roses. A detailed design of the proposed works is not yet finalised, however, these impacts are considered as having minor physical impacts to original fabric of the building and minor visual impacts to and from the building.

The addition of accessible ramps around the Station Building (Figure 30) have the potential to visually impact the study area, however these impacts are considered to be minor in nature.

The proposal would involve the relocation/replacement of seats on Platforms One and Two, and the removal of an existing pay station between the existing Booking Office and Waiting Room. These

works would replace non-original elements of the station and are unlikely to have a visual impact on the study area.

The proposal would involve regrading to the island platform and the provision of Tactile Ground Surface Indicators (TGSIs) along platform edges, for stairs, and other required locations. The proposed works would take place on already altered elements of the station and would not have a negative impact on the heritage significance of the item.

The proposal would involve the removal of original timber corner bench seats and 'Next Train' indicator boards located in the current Waiting Room, a safe located in the current Station Master's Office and the potential removal of former timber ticket window and desk currently being stored in the Lamp Room. The removal and relocation of these items is considered to have minor impacts to the original fabric and minor visual impacts, provided the appropriate mitigation measures are followed.

Proposed works to the Station Street and Railway Parade car parks and entrances would not directly impact on items included in the heritage listing (outside the station heritage curtilage) and would have a negligible visual impact. The site visit indicated that the present station entrances have been recently modified and do not contain items of heritage significance.

### 6.5.2 War Memorial, Coronation Park

The proposed works would not have a direct physical impact on the War Memorial in Coronation Park. However, they are likely to have a minor impact on views and vistas from the item. These visual impacts are directly associated with the addition of three lifts and canopies to the existing footbridge; the relocation of public seating near the station building; the removal of an external slab, screen wall and curtain wall to the south of the Men's Bathroom, and upgrades to existing pedestrian footpaths and seat at the Station Street entrance to the Wentworth Falls Railway Station.

With the exception of the external slab, screen wall and curtain walls the south of the Men's Bathroom, the majority of the proposed works would impact items that have either been altered or incorporated into the precinct in the recent past and are therefore not considered to be significant elements of the study area. The site visit indicated that views of the Station Building from item are currently shielded by a buffer of mature hedges and decorative plants (Figure 30). However, views towards the footbridge from Coronation Park were only partially shielded by mature trees (Figure 31).

**Figure 30. View east towards Wentworth Falls Railway Station from Coronation Park. War Memorial in the foreground. Note line of mature hedges and trees buffering view of the station.**



**Figure 31. View south east towards footbridge from Coronation Park.**



### 6.5.3 Station Street Conservation Area

There are likely to be minor indirect impacts to the Station Street Precinct Heritage Conservation Area particularly related to views and vistas along Station Street into the Wentworth Falls Railway Station. These impacts include the proposed addition of DDA-compliant accessible paths, seating and the addition of three lifts and canopies to the pedestrian footbridge. These works are associated with recently modified or incorporated items and are considered to be minor in nature. Therefore, the proposed works are likely to have a minor visual impact to the Station Street Conservation Area. The proposed works would not physically impact the Station Street Conservation Area.

## 6.6 Summary of heritage impacts

Table 5 provides a summary of the proposed works and their assessed impacts on the heritage significance of study area.

**Table 5. Summary of heritage impacts**

Proposed work	Visual impact	Impact to fabric	Listing
Addition of new canopies for the existing footbridge and platform staircase	Minor	Minor	Blue Mountains LEP 2005 Sydney Trains s170
Installation of three new lifts providing access to the existing footbridge	Minor	Minor	Blue Mountains LEP 2005 Sydney Trains s170
Subsurface excavations to a maximum of two metres where proposed lifts are to be located	No	No	Blue Mountains LEP 2005 Sydney Trains s170
Provision of additional accessible parking at Station Street and Railway Parade	No	No	Blue Mountains LEP 2005
Upgrade to existing footpaths and provision of new DDA-compliant accessible footpaths	No	No	Blue Mountains LEP 2005
Incorporation of kiss and ride zone to Station Street car park and Railway Parade car park	No	No	Blue Mountains LEP 2005
Addition of bike racks near station entrances on both sides	No	No	Blue Mountains LEP 2005
Replacement of existing seating with DDA-compliant seating at Station Street entrance	No	No	Blue Mountains LEP 2005
Addition of new DDA-compliant accessible landing, pavement and ramp at Railway Parade entrance	No	No	Blue Mountains LEP 2005
Improvements to the existing platform Station Building to provide increased accessibility including demolition of one interior wall between an existing Ladies Waiting Room and Station Master's Office, and demolition of a portion of two internal walls to allow for new doors (between existing Waiting Room and Booking Office, and existing Booking Office and Station Master's Office)	Minor	Moderate	Blue Mountains LEP 2005 Sydney Trains s170
Regrading of existing island platform and provision of Tactile Ground Surface Indicators (TGSIs) along platform edges, for stairs, and other required locations	Minor	Minor	Blue Mountains LEP 2005 Sydney Trains s170
Internal refurbishment of the Station Building including painting, new fixtures and service connections	Minor	Minor	Blue Mountains LEP 2005 Sydney Trains s170

Proposed work	Visual impact	Impact to fabric	Listing
Relocation of moveable heritage items (safe, timber bench seats, indicator boards and ticket window and desk)	Minor	Minor	Blue Mountains LEP 2005 Sydney Trains s170
Demolition of the external slab, screen wall and curtain walls to the Men's Bathroom at the southern end of the Station Building to provide for a DDA-complaint access ramp	Minor	Moderate	Blue Mountains LEP 2005 Sydney Trains s170
Relocation/replacement of existing public seating on Platforms One and Two	No	No	Blue Mountains LEP 2005 Sydney Trains s170
Installation of new DDA-compliant ticketing window within the current Booking Office	Minor	Minor	Blue Mountains LEP 2005 Sydney Trains s170
Removal of an existing pay tray between the Booking Office and Waiting Room	No	No	Blue Mountains LEP 2005 Sydney Trains s170
Installation of a CER within the current Ladies Waiting Room	Minor	Moderate	Blue Mountains LEP 2005 Sydney Trains s170
Addition of DDA-compliant ramps outside entrances to Platform One, Two and Men's Bathrooms	No	No	Blue Mountains LEP 2005 Sydney Trains s170
Alternate location for CER which may be located in the existing Lamp Room or Out-of-Shed buildings	Minor	Minor	Blue Mountains LEP 2005 Sydney Trains s170

## 6.7 Statement of heritage impact

Development	Discussion
<p><b>What aspects of the proposal respect or enhance the heritage significance of the study area?</b></p>	<p>By making the Wentworth Falls Railway Station compliant with DDA and DSAPT requirements, the proposal would allow the station to continue in its historical use as well as allowing for increased public access to the station and its amenities.</p> <p>The majority of the proposed works would be limited to already modified items (such as new lifts and canopies attached to the existing footbridge which is of low heritage value) and therefore have a negligible to minor impact on the overall heritage significance of the study area.</p>

Development	Discussion
<p><b>What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?</b></p>	<p>The partial demolition of two internal walls and complete demolition of an internal wall within the Station Building would impact the original layout of the Station Building. The demolition of an external slab and concrete walls within the station precinct would also impact the historical layout of the station precinct.</p> <p>The addition of a CER within the Station Building would impact the original layout of the interior of the Station Building and may impact original fabric associated with the item.</p> <p>If the CER is incorporated into the Out-of-Shed or Lamp Room, ventilation and DDA compliant access would have minor visual and physical impacts to the study area as it has the potential to impact original fabric associated with interior elements of the structures.</p> <p>The addition of canopies and three lifts to an existing pedestrian footbridge would have a minor visual impact within the Wentworth Falls Railway Station group, as well as to and from the study area from the War Memorial and the Station Street Precinct Conservation Area.</p>
<p><b>Have more sympathetic options been considered and discounted?</b></p>	<p>The removal of an external slab, brick screen wall and curtain wall to the south of the Men's Bathroom is considered to be the most sympathetic option in order to comply with the DDA. Under the DDA it is against the law for public toilets to be inaccessible to people with a disability.<sup>2</sup> Access to the bathrooms is only available via this entry point. Therefore, there are no other practical alternatives to allow for DDA compliant access.</p> <p>The reconfiguration to the interior the Station Building is considered to be the most sympathetic option to allow for DDA-compliant accessibility to the station building. Currently, wheelchair access into the existing Booking Office and Waiting Room is not possible as entry can only be made via two narrow, single doorways.</p>

<sup>2</sup> Australian Human Rights Commission, 2014. D.D.A guide: The inns and outs of access. Site accessed on: 27/10/2014 at: <https://www.humanrights.gov.au/dda-guide-ins-and-outs-access>.

## 7.0 MITIGATION MEASURES AND RECOMMENDATIONS

The following mitigation measures are suggested to minimise the impact of the proposed works:

- The design of new canopies to the existing footbridge and stairs and three new lifts, should aim to be as sympathetic as possible to the existing character of the study area in order to minimise visual impacts. For example, the use of unobtrusive, modern, light materials, such as glass panelling and slim frame elements, would reduce the bulk of the canopies and lifts, reducing the visual impact of the additional items.
- The design of new DDA-compliant accessible paths, parking and seating should be sympathetic to the existing character of the study area. For example, similar and/or sympathetic colour schemes to those existing within the study area should be incorporated into the final design.
- The design and materials used for proposed accessibility ramps around the Station Building and entrances to the station should be sympathetic to the historical characteristics of the study area. For example, materials used in their construction should be consistent with the character of the station, and colour schemes should be as unobtrusive as possible.
- The addition of a Communications/Equipment Room (CER) to the interior of the Station Building should be reconsidered. It is recommended that the alternative option to incorporate this room to the Out-of-Shed or Lamp Room building -is considered, in order to mitigate potential adverse visual impacts to the interior of the Station Building.
- If the latter option for the CER is chosen, the buildings would need to meet ventilation and other codes and standards requirements. These would involve minor modifications to the existing buildings and have minor impacts on the heritage significance of the station.
- The installation of ventilation should be sympathetic to the historical characteristics of the study area and fabric of the building. For example, materials used in their construction should be congruent with the character of the station, and colour schemes should be as unobtrusive as possible.
- The proposal involves associated modifications relating to the proposed internal configurations such as repainting, new fixtures and service connections to the Station Building. These internal modifications may impact original fabric such as cornices, adapted fire places, window and door fittings, skirting boards and ceiling roses. Modifications should be sympathetic to the historical characteristics of the study area and fabric of the building. For example, it is recommended that original fabric be retained where possible, materials used during modifications should be congruent with the character of the station, and colour schemes should be as unobtrusive as possible.
- It is recommended that a program of archival recording is undertaken prior to the partial and complete demolition of existing walls associated with the Station Building. This recording should include a photographic record of the walls, their original context, layout, building materials and methods used during their construction. The recording should be undertaken in accordance with the NSW Heritage Office (1998) guidelines *How to Prepare Archival Records of Heritage Items*.

As these elements have limited heritage significance, the recording need only meet the minimum requirements for archival recording, measured drawings of the structures would not be necessary.

- As the Wentworth Falls Railway Station Group is listed on the Sydney Trains Section 170 Register, internal approval for the proposal may be required from Sydney Trains.
- As the Wentworth Falls Railway Station Group, War Memorial and Station Street Precinct Conservation Area are listed on the Blue Mountains LEP 2005, the Blue Mountains City Council should be notified of the proposed upgrade works.
- It is unlikely that archaeological material would be encountered during the installation of lifts to the east and west of the station platform. However, if any unexpected archaeological deposits are revealed during works, a qualified archaeologist should be contacted to assess the significance of the material and provide advice regarding necessary actions.
- At the time this report was being prepared, detailed designs for the proposal including the canopies, lifts and station buildings had not been completed. It is recommended that an updated assessment or report be prepared once these finalised designs are available.

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