



2.3 The history of the Oatley Railway Station

2.3.1 The first station

Originally the railway line was located to the east of the present-day line, in the area now occupied by the Memorial Gardens. The original 'Oatley's Grant' station opened in 1885, and consisted of a single side platform on the down side of the track.

In 1889, the station became known as 'Oatley's Platform' and, between 1889 and 1891, the duplication of the railway line was carried out, resulting in a more frequent train service to the city. Oatley Platform was upgraded at this time, with the extension of the existing down platform, the construction of a station building on the platform, and the addition of a new up platform (Stacy and Broughton 1995:44).

The station building was clad in weatherboard and was built to the same design as a building erected in the same period at the neighbouring Penshurst station. The building contained gentlemen's toilets and waiting area, ladies' toilet and waiting area, a service passage adjoining the ladies' toilet, and a Station Master's Office adjoined by an open sided room that housed the signals. A post office and telephone office operated from the station from 1903 until the first Oatley Post Office was opened several years later (Stacy and Broughton 1995: 44).

Figure 9: Oatley Railway Station c1900. Oatley Heritage Group online.





2.3.2 The second station

In 1905, the alignment of the railway line through Oatley was altered, with the line and platform moved further to the west. The original line had followed a descending course through Mortdale and Oatley, with a steep gradient through a sandstone cutting south of Oatley Platform. It was decided to re-route the section of the line between Mortdale and the Como Bridge to make the line more trafficable for loaded coal cars.

At Oatley, an embankment was created for the new line, with a bridge over an underpass to allow uninterrupted road movement. The new line and platform were opened on 7 July 1905. The new island platform was located between the up and down lines, and the original weatherboard station building was relocated to the new platform.

A number of alterations were made to the building to suit its new location on the central island platform. The original skillion roof was converted to a gable roof, with overhanging eaves to provide covered waiting areas. The roof was clad in corrugated iron and featured decorative timber barge boards, with vertical timber panelling and finials on the gable end elevations. The original floor plan layout remained the same, but four external doors and windows were added to allow access into the existing rooms from both side elevations. The original train lever operations were relocated to serve the new line. The platform was extended in 1912 (Stacy and Broughton 1995:46).

The abandoned railway line cutting and platform remained extant for around 20 years, until the 1940s, when water pipes from Woronora Dam were laid underground within the abandoned railway land and the land was converted into the Memorial Gardens (Stacy and Broughton 1995:42). Local histories of the town report that the remains of the original railway line and platform were left intact and buried beneath the park (Cowell 1996).

2.3.3 1918 - 1990

Automatic signalling was in operation on the down line by the end of 1918, and on the up line by early 1926. The Illawarra Line was electrified in 1926.

During the 1920s, the open sided signal room was enclosed with horizontal lapped weatherboards that matched the existing cladding on the rest of the station building. In 1927, a free-standing timber booking and parcels office was built at the northern end of the platform, near the pedestrian access stair. This was a small, square building with a hipped roof.

In the mid-20th century, minor alterations were made to the station building, including changes to the layout of both men's and women's toilets, and the conversion of the service passage into a cleaner's store.



2.3.4 1991 – 1993 station upgrades

During 1991-1993, major upgrades were undertaken to the station. Works to the station building consisted of major alterations to the internal floor plan layout and location of door and window openings. The original interiors of all rooms except the signal room were gutted and a new floor plan layout was created within the original external walls. Most of the 1905 timber door and window joinery was removed and many of the openings were in-filled with weatherboard sheeting to match the original walls. New door and window openings were constructed in traditional timber joinery to correspond to the new floor plan layout.

The parcel and booking office structure was demolished and a covered walkway was built from the pedestrian access stairway to the station building.

Station signage, outdoor seating, rubbish bins, lighting and security were also upgraded (Stacy and Broughton 1995:52).

In 2005 some of the changes that had been made to the station building were reversed (Sydney Trains s170 register entry).

2.4 Historical Themes

The 'Assessing Heritage Significance' guidelines included in the *NSW Heritage Manual* (NSW Heritage Office 2001) highlight the importance of the relationship between a site and its historical context in the assessment process. The NSW Historical Themes were developed by the Heritage Council of NSW to connect local issues to the broader history of NSW and provide a context in which the heritage assessment criteria can be applied.

The following themes have been found to be relevant to the study area:

Table 2: Historical themes for the study area.

Australian Theme	NSW Theme
Developing local, regional and national economies	Transport
Developing local, regional and national economies	Technology
Building settlements, towns and cities	Towns, suburbs and villages
Governing	Government and administration



3.0 Description of the study area

3.1 Background

Several site inspections of the Oatley Railway Station have been undertaken by Artefact Heritage. These inspections took place on the 29th of October, 1st and 5th of November and the 18th of December, 2013.

3.2 Oatley Railway Station

The railway station group consists of the station platform (1905), the station building (originally built in 1890, and reconstructed in 1905), the signal room extension to the station building (1918), moveable heritage items within the signal room, the Mulga Road/River Road underpass and pedestrian subway (1905), and a concrete drop-slab location hut located to the south-east of the platform (1920s). Modern platform canopies (1992, 2006) and other modern fixtures and fittings such as lighting, rubbish bins, and bench seating, are also present on the platform. The SHR and RailCorp s.170 register listing for the group also includes the Douglas Cross Gardens to the east of the station entrance and Boongarra Reserve to the west.

Figure 10: Locations of heritage structures within the Oatley Railway Station Group (Base Map – Department of Lands).





3.2.1 The River Road underpass and station access

The existing entrance to the station is via a pedestrian subway stairway accessed from the southern footpath of River Road, below the River Road underpass. This underpass and stairway were constructed in 1905, at the same time as the second railway alignment through Oatley, in order to allow uninterrupted traffic movement from either side of the railway line. The underpass (Figure 13) is a single large span brick structure, with semi-circular arches 600 mm thick, and is unusual in incorporating the pedestrian subway entry to the station (Figure 11), with the subway roof in the middle of the bridge. The bridge and subway retain their original brick fabric, although some upgrades were made to the stairway in c. 1950. Some damage has occurred to the underside of the bridge through the roofs of tall vehicles scraping along it.

Figure 11: Pedestrian stair from Mulga Road, with brick walls and station canopy



Figure 12: View towards the northern end of the platform, with the canopy and pedestrian stair.



Figure 13: River Road underpass, eastern side.





3.2.2 The railway platform and buildings

The station platform is a curved island platform, with brick faces and a modern bitumen surface. A modern platform canopy connects the pedestrian subway entry to the station building, and another canopy extends to the south of the station building.

The station building (Figure 14 and Figure 15) is a weatherboard island platform building with a 1918 infill extension at the northern end to create the signal room. This building is a rare surviving example of a once common standard building design, known as the 'Initial Island Platform Design' (Stacy and Broughton 1995:10). The building has large awnings (referred to as verandahs in the 1995 CMP), supported by timber posts and brackets, with timber valences to the awning ends. The interior floor plan room layout today consists of the signal room at the northern end, the renovated booking office and staff toilet, the waiting room and public toilets, and a cleaner's store room. Various alterations have been made to the building, and a considerable portion of the building fabric is not original. However, most of the modern material is in keeping with the original fabric of the building, and from the exterior the building is still a mostly intact example of the 'Initial Island Platform Design', retaining much of its historical character. In 1918 the present signal box was incorporated within the then open north end awning area of the platform building. The electrification of the line from St James to Oatley was undertaken in the 1920s, and the first electric train ran on 16th August 1926. This was the first line to be electrified. The signal room retains the original 1918 levers (Figure 17).

The concrete drop-slab location hut to the south-east of the platform is a small prefabricated hut with a hipped corrugated steel roof, constructed during the 1920s (Figure 16).

Figure 14: Northern end of station building.



Figure 15: Southern end of station building.





Figure 16: Concrete drop-slab location hut, located to the south-east of the platform building. Artefact Heritage 2012



Figure 17: Signal room (facing north-east) including signalling levers and panel. Artefact Heritage 2012



3.2.3 Identification of original, early and later fabric at Oatley Railway Station

The following identification of original, early, and later fabric is based on the 1995 CMP for the station. The CMP classified different fabric ages as follows (Stacy and Broughton 1995:13):

O = Original (dates from the 1890s station building)

E = Early (generally dates from the 1905 relocation of the station building, and 1920s signal room infill)

A = Altered (substantially modified from its original appearance or function)

R = Replaced or removed (original item has been removed or upgraded with a more recent or new item)

Table 3 and Table 4 list the relative ages of each element of the station. To summarise, the original and early fabric at the site includes:

- The base of the platform.
- The River Road brick underpass and pedestrian stairway.
- The interior of the signal room, including movable heritage items.

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- The doors and windows of the signal room.
- The verandah framing, wall framing, roof framing, and some of the external wall cladding of the station building.
- The floor of the signal room, and part of the floor beneath the booking office and waiting room.
- The concrete drop-slab location hut.

Table 3: Original and early fabric at Oatley Railway Station (based on Stacy and Broughton 1995).

ORIGINAL and EARLY FABRIC				
Item	Location	Element	Age designation	Notes
Station building	External	Verandah framing	O	1892/1905 decorative timberwork.
		Wall framing	O	1892/1905 decorative timberwork.
		Roof framing	E	Appears to date from 1905.
		Wall cladding (some)	O/R	Part of the cladding is original/early in date, while part is recent but matches the original.
		Signal room windows	E	All original to the signal room 1920s infill construction.
		Signal room doors	E	Both original to the signal room 1920s infill construction.
	Signal room (internal)	Ceiling lining	O/E	Original/early ripple iron.
		Ceiling rose (Figure 11)	O/E	Original/early plasterwork.
		Cornice	O/E	Original/early timber cornice.
		Internal wall lining	E	Early timber boards.
		Internal door architrave	O/R	Architrave is original, while door has been replaced.
		Skirting	E	Early timber ogee skirting.
		Floor	O/E	Original/early timber board and structure.
		Windows	E	Early c. 1920s sliding windows, architraves and fittings.
		Signalling equipment	O/E	Original/early equipment including levers, signal board, keys, and wall mounted phones.
	Booking office (internal)	Floor	E/R	Part of early timber structure intact. Section under kitchenette and toilet has been replaced with a concrete slab.
	Waiting room and public toilets (internal)	Floor	E/R	Part of early timber structure intact. Section under toilets has been replaced with a concrete slab.
Platform	North end	Pedestrian access	E/R	Early part of the 1905 stairway, along with c. 1950 upgrades.

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ORIGINAL and EARLY FABRIC				
Item	Location	Element	Age designation	Notes
		Brick base	O/E	The base of most of the platform dates to 1905, with a 1920s extension.
River Road underpass			O	Original fabric dating to 1905.
Location hut			E	The hut dates from c. 1920s

Table 4: Altered, added, replaced or removed fabric at Oatley Railway Station (based on Stacy and Broughton 1995).

ALTERED and REPLACED FABRIC				
Item	Location	Element	Age designation	Notes
Station building	External	Gable end boards	O/A	Part original timber boarding, part fibreboard.
		Security screens	A	Recent additions
		External lighting	A	Recent additions
		Doors (apart from signal room doors)	A/R	Not original
		Windows (apart from signal room windows)	A/R	Recent reproduced joinery
		Roof cladding	R	Colorbond sheeting dating to c. 1991
		Roof guttering and downpipes	R	Replaced (probably c. 1991)
		Chimneys	R	Removed in 1991 upgrade
	Signal room (internal)	Floor covering	R	Recent vinyl covering
		Lighting	R	Recent replaced ceiling mounted fluorescent tube
		Electrical fittings	R	c. 1950 surface mounted electrical conduits and switches
	Booking office (internal)	Ceiling lining	R	Recent replacement fibrous plaster sheeting
		Internal wall lining	R	Recent replacement fibrous plaster sheeting
		Ticket window	R	Recent addition in internal wall to waiting room
		Skirting	R	Recent vinyl strip skirting
		Floor covering	R	Recent vinyl covering
		Floor	E/R	Part of early timber structure intact. Section under kitchenette and toilet has been replaced with a concrete slab.
		Booking office features	R	All date to c. 1991

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Item	Location	Element	Age designation	Notes
		Staff toilet	R	All features and fittings date to c. 1991
Station building	Booking office (internal)	Kitchenette	R	All new work c. 1991
		Lighting	R	Recent replaced ceiling mounted fluorescent tube
		Electrical fittings	R	Recent electrical wiring in wall cavity and new electrical GPOs
		Ducted air conditioning	R	Dates to c. 1991
		Plumbing and sewer	R	Replaced in c. 1991
	Waiting room and public toilets (internal)	Ceiling lining	R	Recent replacement fibrous plaster sheeting
		Internal wall lining	R	Recent replacement fibrous plaster sheeting
		Toilet partitions	R	Recent laminex covered lightweight partitions
		Internal toilet doors	R	Recent doors, architraves and fittings
		Skirting	R	Recent vinyl strip skirting
		Floor covering	R	Recent vinyl covering/tiling
		Floor	E/R	Part of early timber structure intact. Section under toilets has been replaced with a concrete slab.
		Seating benches	R	All date to c. 1991
		Public toilets	R	All features, fixtures and fittings date to c. 1991
		Lighting	R	Recent replaced ceiling mounted fluorescent tube
		Electrical fittings	R	Recent electrical wiring in wall cavity and new electrical GPOs
		Plumbing and sewer	R	Replaced in c. 1991
	Cleaners' store room	Ceiling lining	R	Recent replacement fibrous plaster sheeting
		Internal wall lining	R	Recent replacement fibrous plaster sheeting
		Wall shelving	R	New timber shelving, dates to c. 1991
		Floor	R	Concrete slab c. 1991
		Lighting	R	Recent replaced ceiling mounted fluorescent tube
		Electrical fittings	R	Recent electrical wiring in wall cavity and new electrical GPOs
Platform		Platform surface	R	Recent bitumen surface over the early loose gravel surface
		Pedestrian access	E/R	Early part of the 1905 stairway, along with c. 1950 upgrades.



Item	Location	Element	Age designation	Notes
		Covered walk-ways	R	Dating to c. 1991 and 2006
Platform		Platform lighting	R	Recent additions
		Bench seating	R	Dating to c. 1991
		Station signage	R	Dating to c. 1991
		Train indicator	R	Recent standard indicator
		Safety fencing	R	New anodised aluminium fencing dating to c. 1991

3.3 Nearby landscape elements

Two additional elements are included in the heritage curtilage of the RailCorp S170 register SHR listings for the Oatley Railway Station – Douglas Cross Gardens and Boongarra Reserve.

3.3.1 The Douglas Cross Gardens

The Douglas Cross Gardens are located on the eastern side of the station. There is currently no direct access to the station from the Gardens, although pedestrians use the Gardens as a through-way to reach the Mulga Road pedestrian subway. The landform in this area slopes sharply to the north and has been landscaped with a path, fountain, garden beds and ornamental plantings.

Figure 18: View of the Douglas Cross Gardens to the south, showing the sloping landform.



Figure 19: View of fountain to the west, with the station canopy in the background.



3.3.2 Boongarra Reserve

The Boongarra Reserve is located on the western side of the station. There is currently no direct access to the station from the reserve. The reserve consists of mature trees flanking the rail line. There is a visual connection from Mulga Road, through the reserve, towards the elevated western side of Oatley Railway Station.



Figure 20: Boongarra Reserve with a view to the south-east towards the railway station platform building.



Figure 21: View through the reserve looking north, with the River Road underpass in the background and mature trees adjacent the railway line.



3.4 Adjacent heritage items

Two heritage items listed on the Kogarah LEP 2012 are located to the immediate east of the railway station group.

3.4.1 The Oatley Memorial Gardens¹

The Oatley Memorial Gardens are listed on the Kogarah LEP 1998. The study area includes a small portion of the gardens – an approximately 10m wide strip along the western side of the park, between Mulga Road and Frederick Street.

The Oatley Memorial Gardens (Figure 22 and Figure 23) were established during the 1940s and occupy a long rectangular site bounded by Oatley Parade, Oatley Avenue, Frederick Street and Hurstville Road. The gardens are informally planted with mature trees which are concentrated around the perimeter, and a diagonal decorative painted concrete path crosses the gardens from the Frederick Street shops to Oatley Parade. The gardens have a historical association with the Oatley Railway Station, as it represents the pre-1905 alignment of the railway line.

The portion of the park that falls within the study area encompasses some mature trees, a public toilet block fronting Oatley Parade, hedge plantings, a set of concrete stairs, and bench seating.

¹ Information taken from the heritage inventory listing for the item, accessed online via the State Heritage Inventory (SHI).



3.4.2 The Memorial Clock

The memorial clock is a tall freestanding clock tower constructed in 1983 to commemorate James Oatley, the Colonial Clockmaker and original land grantee of the area. The clock is located on the median strip at the corner of Oatley Avenue and Frederick Streets.

The monument is constructed of red/brown face brick with sandstone lintels. The roof of the tower is gabled, has boxed eaves and is clad in sheet metal. The façade features an angular parapet, recessed panels, vertical brick detailing and flush clock faces with Roman numerals. The rear door is centrally located and has a security screen. There is an upper level opening, also covered with security mesh.

Figure 22: The Oatley Memorial Gardens, located to the east of the railway station.



Figure 23: The Memorial Clock. Image taken from the SHI listing.





4.0 Archaeological potential

4.1 Assessment of archaeological potential

Archaeological potential is defined as the potential of a site to contain archaeological relics, as classified under the *NSW Heritage Act 1977*. Archaeological potential is assessed by identifying former land uses and associated features through historical research, and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses.

4.2 Analysis of historic plans

Historical plans indicate that the study area was originally within a property called 'Oatley's Grant' (up to 1886) and then 'Oatley's Platform', before being changed to Oatley. Figure 24 shows the large grant, which was utilised for its timber. Figure 7 indicates that in the late 1880s Oatley was largely undeveloped, and it is likely that the site of the current Oatley Railway Station was still timbered at this time. Development in the area was slow, and in 1893 there were only nine houses in the vicinity of the railway station. In 1905 the railway line was regarded, which led to the station being moved 400 yards to the west of its original location. The original and proposed lines are shown in Figure 25.

None of the historical plans showing the current location of the railway station suggest that structures were present on the site before the realignment of the line in 1905.

Figure 24: Detail from a plan of the Parish of St George, County of Cumberland, showing Oatley's grant of 300 acres. NSW Lane & Property Information, SIX Viewer.

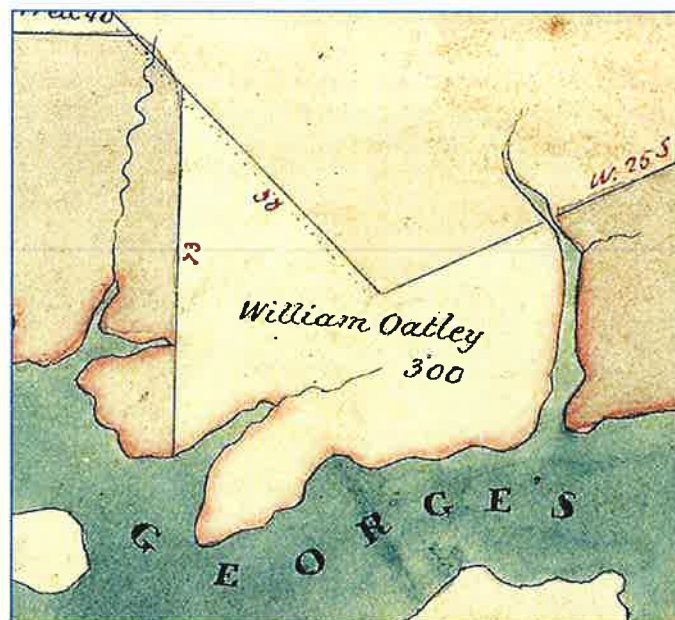
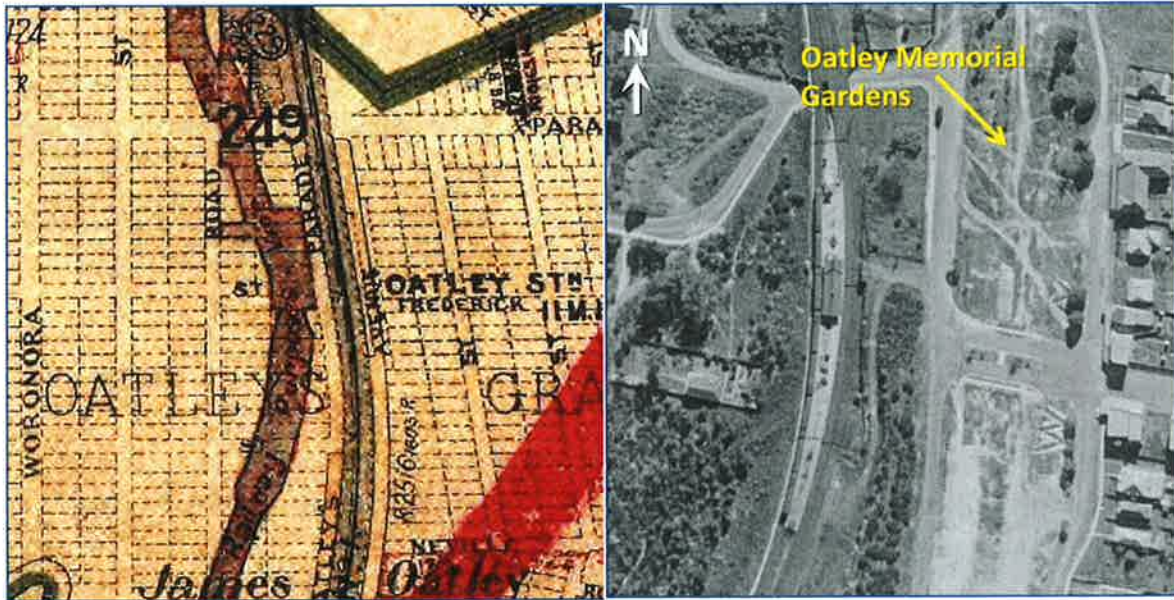




Figure 25: Detail from a pre-1905 plan of the Parish of St George, County of Cumberland, showing the original and proposed railway lines. NSW Lane & Property Information, SIX Viewer.

Figure 26: 1943 aerial photograph of the study area (Department of Lands)



A plan of works from 1991 indicates that the internal space of the station waiting room was reconfigured in 1992 (Figure 27). This would suggest that some of the early floor structure may still remain beneath the existing flooring. In addition, remnants of the chimney and fireplace footing may still exist beneath the floorboards.

The Oatley Memorial Gardens do possess archaeological potential, as it is likely that the former railway line and platform survive beneath the fill that was used to form the park in the 1940s. Historical plans show that the railway line ran through the middle of the park, while the platform was located on the eastern side of the rail corridor, fronting Oatley Avenue. This is outside the study area.

4.3 Known impacts in the study area

The study area was originally utilised for its timber, and was subdivided in the late 19th century. Prior to the relocation of the railway station building and railway line in 1905 it is unlikely the study area contained any structures. The following is an outline of known impacts that have occurred within the study area, and that therefore may have disturbed or removed any potential archaeological resource.

- The railway line appears to have been constructed mid-slope, and is lower in the landscape than land to the east, and higher than land to the west. Its construction in 1905 would have required a



substantial amount of excavation and infilling. The ground disturbance for this work is likely to have been substantial.

- Similarly, the construction of the River Road underpass would have required a substantial amount of excavation and infilling of the landscape.
- Modern modifications and alterations to the railway line, including the construction of signalling boxes and other railway infrastructure, may have resulted in impacts within and alongside the rail corridor.
- Station refurbishment works in the 1990s may have impacted on remains of the 1905 phase of the weatherboard station building, although there is potential that some remains are contained beneath the current flooring in the station room

4.4 Assessment of archaeological potential

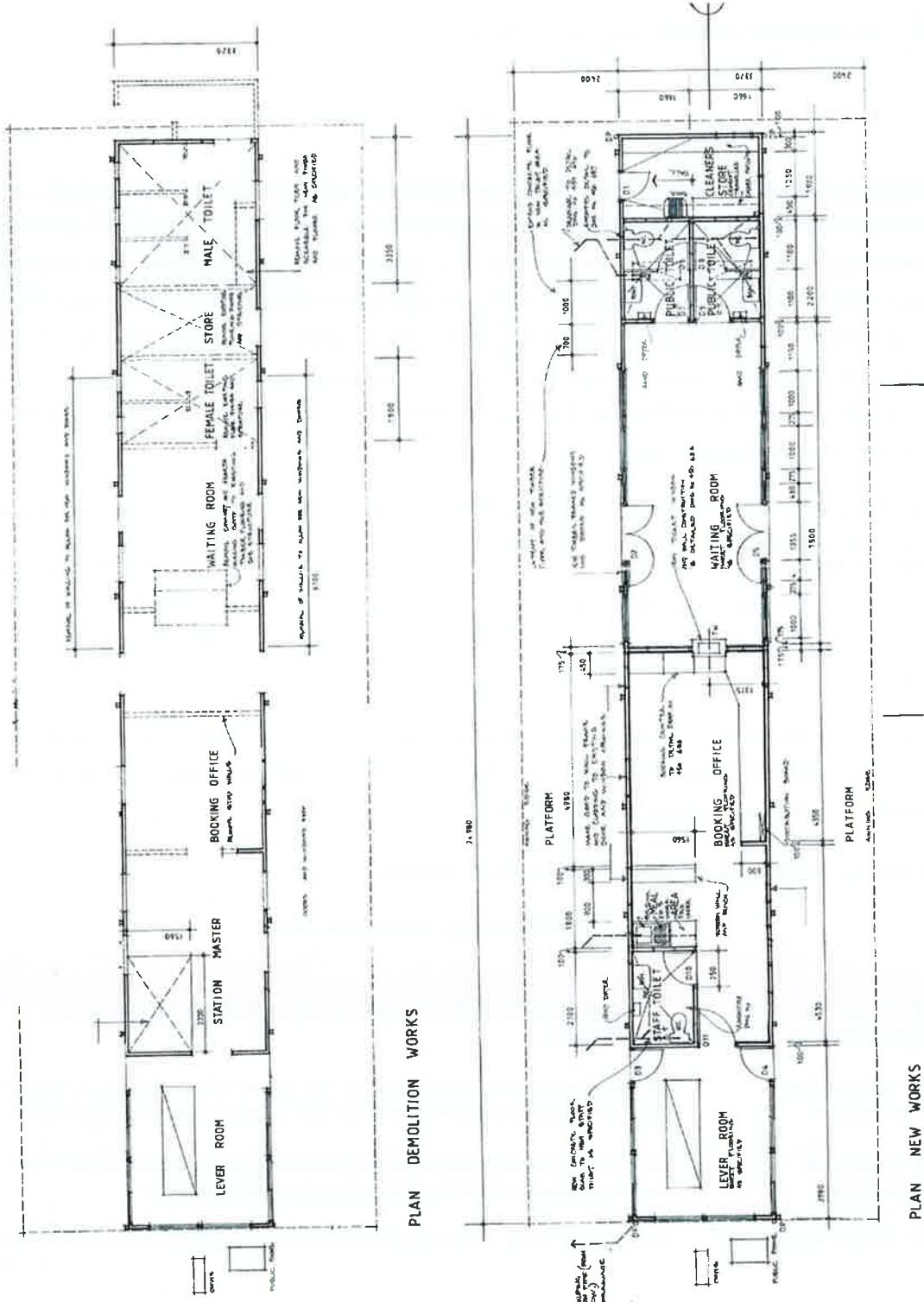
The following discussion of archaeological potential is not intended to be exhaustive. There is a very low possibility that archaeological remains may be located within the study area that are not known from historical records and are, therefore, not shown on plans.

Overall the railway station precinct, including the Boongarra Reserve and Douglas Cross Gardens, has low archaeological potential. It is highly unlikely that any 19th century features would have survived the ground disturbance caused through the construction of the railway line, underpass and station in 1905, and the area surrounding the rail corridor appears to have remained largely undeveloped until the mid 20th century.

The Oatley Memorial Gardens, to the east of the station precinct, do possess archaeological potential, as it is likely that the former railway line and platform survive beneath the fill that was used to form the park in the 1940s. Historical plans show that the railway line ran through the middle of the park, while the platform was located on the eastern side of the rail corridor, fronting Oatley Avenue. This area is outside the study area.



Figure 27: Detail from a plan dated to 1991 showing alterations to the waiting room, when walls, toilets and a chimney and fireplace were demolished (dashed lines, uppermost image). TNSW archives: Drawing No. 450 683 SH5 5/3/91





5.0 Assessment of significance

5.1 NSW heritage assessment guidelines

Determining the significance of heritage items is undertaken by utilising a system of assessment centred on the *Burra Charter* of Australia ICOMOS. The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of heritage significance is outlined through legislation in the *NSW Heritage Act 1977* and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines* (NSW Heritage Office 1996; 25-27). If an item meets one of the seven heritage criteria, and retains the integrity of its key attributed, it can be considered to have heritage significance. The significance of an item or potential archaeological site can then be assessed as being of Local or State significance.

If a potential relic is not considered to reach the local or State significance threshold then it is not a relic under the *NSW Heritage Act 1977*.

'*State heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

'*Local heritage significance*', in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.²

The heritage significance assessment criteria are as follows:

Table 5: NSW heritage assessment criteria.

Criteria	Description
A – Historical Significance	An item is important in the course or pattern of the local area's cultural or natural history.
B – Associative Significance	An item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area's cultural or natural history.
C – Aesthetic Significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area.
D – Social Significance	An item has strong or special association with a particular community or cultural

² This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.



Criteria	Description
	group in the local area for social, cultural or spiritual reasons.
E – Research Potential	An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.
F – Rarity	An item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history.
G – Representative	An item is important in demonstrating the principal characteristics of a class of NSW’s (or the local area’s): <ul style="list-style-type: none"> - cultural or natural places; or - cultural or natural environments.

5.2 The Oatley Railway Station

5.2.1 Fulfilment of NSW heritage assessment criteria

The assessment of the Oatley Railway Station against the NSW heritage assessment criteria is outlined in Table 6.

Table 6: Consideration against NSW heritage assessment criteria.

Criteria	Description
A – Historical Significance	<p>The Oatley Railway Station Group is of historic significance a part of the 19th century NSW government initiative to construct a rail network across the state. It was part of the Illawarra Line, which was constructed in the 19th century and was the first rail line linking the southern coastal region to Sydney, prompting suburban development through the region. The establishment of Oatley Station in 1885 stimulated the late 19th century residential subdivision and ongoing development of the town and suburb of Oatley.</p> <p>The extant station building was originally constructed in 1890, in response to increasing commuter demand at Oatley, and was a reflection of the both the expanding population of the town and the growing importance of rail travel. The building demonstrates the inclination of the 19th century NSW Government to provide economical standardised station building designs, and is a rare example of one such design, which was once common throughout the State. The building is also significant as one of the earliest buildings to have been constructed in Oatley.</p> <p>The relationship between the present-day Oatley Station and the Oatley Memorial Gardens, which occupy the location of the original rail alignment, illustrates the change in railway alignment that occurred in 1905, and the resulting impact on the landscape of the town.</p> <p>The extant platform, River Road underpass and pedestrian subway are of historical significance as part of the railway works undertaken to re-route the railway line. The 1905 modifications made to the station building illustrate the evolution of Oatley Station from the original 1885 side platform, to the 1905 curved island platform. The original signalling equipment located in the signal room is historically significant as an illustration of railway technology during the early 20th century. Changes made to the station after 1905 are evident in the fabric of the item (including the 1918 signal room extension, the construction of the 1920s location hut, and alterations to the station building), and illustrate the evolution of the station in response to changing technologies and needs.</p>

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Criteria	Description
	<p>Relevant NSW Historical Themes: Transport; Technology; Towns, suburbs and villages; Government and administration</p> <p>The station meets the State significance threshold for this criterion.</p>
B – Associative Significance	<p>The station was named after the original owner of the land on which it was built, colonial clock maker James Oatley, whose name was also adopted for the suburb of Oatley.</p> <p>Relevant NSW Historical Themes: Towns, suburbs and villages</p> <p>The station meets the Local significance threshold for this criterion.</p>
C – Aesthetic Significance	<p>As one of the earliest surviving structural complexes in the town of Oatley, located in a prominent, elevated position, the station makes a major contribution to the late 19th and early 20th century streetscape character of the town. The station building is, externally, a mostly intact and rare example of the standard station building designed by the Government Architect, known as the 'Initial Island Platform Design'. Despite the recent addition of platform canopies, the station has remained fairly uncluttered, with clear views along the elongated, curving platform and toward the station building. The River Road underpass is a good representative example of brick arch construction in railway underpasses. The curtilage of the station group also includes the Douglas Cross Gardens to the east of the station entrance and Boongarra Reserve to the west, which provide an attractive landscape setting for the station.</p> <p>Relevant NSW Historical Themes: Transport; Towns, suburbs and villages; Government and administration</p> <p>The station meets the State significance threshold for this criterion.</p>
D – Social Significance	<p>The station group is of local social significance as a central transport node within Oatley and the focus for a primary mode of commuter transport to Sydney. The station forms part of the local community identity and is a town centre focus for the suburb.</p> <p>Relevant NSW Historical Themes: Transport; Towns, suburbs and villages</p> <p>The station meets the Local significance threshold for this criterion.</p>
E – Research Potential	<p>While the station could potentially provide some information related to signalling technology of the early 19th century, such information is also available from other sources and sites. Research potential not does make a significant contribution to the heritage value of the station group.</p> <p>Relevant NSW Historical Themes: Transport; Technology</p> <p>The station does not meet the Local significance threshold for this criterion.</p>
F – Rarity	<p>The station building is rare example of the standard 'Initial Island Platform Design' (the only other example on the Illawarra line of a weatherboard platform building in a metropolitan context is at Penshurst), and it is one of only four extant weatherboard platform buildings of its type on the Illawarra line.</p> <p>Relevant NSW Historical Themes: Transport; Towns, suburbs and villages; Government and administration</p> <p>The station meets the State significance threshold for this criterion.</p>
G –	<p>The station building is an example of a standard side platform building converted to an</p>



Criteria	Description
Representative	<p>island platform building. It is one of four weatherboard standard island platform buildings on the Illawarra line with other examples at Austinmer, Penshurst and Thirroul.</p> <p>The River Road underpass is a good representative example of brick arch construction. The River Road underpass is thought to be the second largest brick arch underpass in the NSW railway system.</p> <p>The concrete location hut is a good representative example of an Inter War period pre-cast concrete railway structure, one of many examples in the NSW Railway network.</p> <p>Relevant NSW Historical Themes: Transport; Government and administration.</p> <p>The station meets the State significance threshold for this criterion.</p>

5.2.2 Statement of heritage significance

The Oatley Railway Station Group is of historic significance as part of the 19th century NSW government initiative to construct a State rail network, and as a component of the Illawarra Line, which was the first rail line linking the southern coastal region to Sydney and prompted suburban development throughout the region. The establishment of Oatley Station in 1885 led to the growth of the suburb of Oatley, and the station has continued to be of significance as a town centre focus for the suburb and a part of the local community identity.

The present-day station complex, its relationship to the Oatley Memorial Gardens (which occupy the location of the original rail alignment), and modifications made to the station building in 1905, illustrate the process of re-routing the railway line in 1905. As one of the earliest surviving structural complexes in the town of Oatley, located in a prominent, elevated position within a landscaped setting, the station makes a major contribution to the late 19th and early 20th century streetscape character of the town.

The station building is, externally, a mostly intact and rare example of the standard station building designed by the Government Architect, known as the 'Initial Island Platform Design'. It contains a rare intact signal room, complete with early 20th signalling equipment, which is historically significant as an illustration of early railway technology.

The station building, River Road underpass, and concrete location hut are all of heritage value as good representative examples of their respective structure types.

5.3 Significance of Individual Components with the railway precinct

In order to aid in future planning with regard to Oatley Station, this report includes an assessment of the relative contributions of individual components of the station to its heritage value. This assessment was based on the standard grades of significance set out in the NSW Heritage Office publication 'Assessing Heritage Significance' (2001) (see Table 7).



Table 7: Standard grades of significance.

Grading	Justification	Status
Exception (E)	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfils criteria for Local or State listing
High (H)	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for Local or State listing.
Moderate (M)	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for Local or State listing
Little (L)	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for Local or State listing.
Intrusive (I)	Damaging to the item's heritage significance.	Does not fulfil criteria for Local or State listing.

The following table lists the different components of the station group and provides a significance grading for each.

Table 8: Grades of significance for station components.

Station component	Grade of significance
Station building (including signal room)	Exceptional
Platform	High
River Road underpass and pedestrian subway	High
Moveable heritage items in signal room	High
Concrete drop-slab location hut	Moderate
Douglass Cross Gardens	Moderate
Boongarra Reserve	Little
Platform canopies	Intrusive



5.4 Oatley Memorial Gardens

The assessment of the Oatley Memorial Gardens against the NSW heritage assessment criteria is outlined in Table 9.

Table 9: Fulfilment of the NSW heritage assessment criteria.

Criteria	Description
A – Historical Significance	The gardens are of historic significance as a layering of development over the site of the original Oatley railway line and platform, and an illustration of the original alignment of the railway line. They are indicative of the progress of community development and town planning in Oatley. The garden meets the Local significance threshold for this criterion.
B – Associative Significance	The gardens have no known association with any historically significant individuals or groups. The garden does not meet the Local significance threshold for this criterion.
C – Aesthetic Significance	The gardens are of aesthetic significance for their major contribution to the character of the town and streetscapes. The garden meets the Local significance threshold for this criterion.
D – Social Significance	The Memorial Gardens are of social significance as a focus for community activity and recreation since the 1940s. The garden meets the Local significance threshold for this criterion.
E – Research Potential	The site of the gardens may be of research potential, as there is some potential for archaeological remains of the original railway line and platform to survive beneath the park. Although the section of the gardens within the study area is unlikely to contain significant archaeological remains. The garden meets the Local significance threshold for this criterion.
F – Rarity	The gardens are locally rare, within the town of Oatley. The garden meets the Local significance threshold for this criterion.
G – Representative	The gardens may be representative of some of the characteristics of 1940s era public parks, however, this is not a significant aspect of the item's heritage value. The garden does not meet the Local significance threshold for this criterion.

5.4.1 Statement of heritage significance

The Gardens are of historic significance as they demonstrate the development of the site of the original Oatley railway line and platform, and an illustration of the original alignment of the railway line. The Gardens are locally rare, are indicative of the progress of community development and town planning in Oatley, and have been a focus for community activity since the 1940s. The site of the Gardens may be of research potential, as they may contain archaeological remains of the original Illawarra railway line and Oatley platform.



5.5 Oatley Memorial Clock

The assessment of the Oatley Memorial Clock against the NSW heritage assessment criteria is outlined in Table 10.

Table 10: Fulfilment of the NSW heritage assessment criteria.

Criteria	Description
A – Historical Significance	The Memorial Clock was erected in 1983 by the Oatley community to commemorate James Oatley, the original land grantee. It is indicative of the progress of the district and the development of the community. The monument meets the Local significance threshold for this criterion.
B – Associative Significance	The memorial is dedicated to James Oatley, significant as an early landholder and the colonial clockmaker in the 19th century. The monument meets the Local significance threshold under this criterion.
C – Aesthetic Significance	The monument is of aesthetic significance for its contribution to the character of the civic centre of Oatley, and comprises an imposing architectural statement. The monument meets the Local significance threshold for this criterion.
D – Social Significance	Likely to be held in high esteem by a significant group within the local community as a symbol of the development of the Oatley community. The monument meets the Local significance threshold for this criterion.
E – Research Potential	The monument does not have research potential. The monument does not meet the Local significance threshold for this criterion.
F – Rarity	The Memorial Clock is not considered to be a particularly rare example of this type of monument. . The clock does not meet the Local significance threshold for this criterion.
G – Representative	The memorial clock may be representative of some of the characteristics of a monument constructed in the 1980s, however, this is not a significant aspect of the item's heritage value. The garden does not meet the Local significance threshold for this criterion

5.5.1 Statement of heritage significance

The Memorial Clock was erected in 1983 by the Oatley community to commemorate James Oatley, the original land grantee. It is indicative of the progress of the district and development of the community. The monument constitutes an imposing architectural statement that is likely held in high esteem by a significant group within the local community as a symbol of the development of the Oatley community. The exterior is largely intact except for security screens.



6.0 The proposal

6.1 Background to the proposal

Transport for New South Wales (TfNSW) proposes to undertake the proposed works in order to meet the requirement to improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT) and to upgrade the station and interchange facilities and equipment to current standards.

TfNSW seeks a design that would allow the works to be undertaken within short track possessions, in order to minimise inconvenience to commuters. The design is required to comply with the Building Code of Australia, Sydney Trains Engineering Standards, Australian Standards, and any other relevant statutory requirements.

The proposed works are part of a program of works required to ensure that the most appropriate solution has been taken— to be eligible for funding consideration as part of the NSW Government's Transport Access Program (TAP). Those objectives of the project relating to the changes to the station buildings are:

- Improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT).
- Improve customer experience (specifically weather protection, better interchange facilities and cosmetic appearance) and upgrade the station and interchange facilities and equipment to current standard.
- Improve amenity for Sydney Trains staff and customers and minimise construction impacts to customers and station operations.
- Review of facilities due for renewal.
- Minimise the cost of ownership and maintenance.
- Maintain and respect the qualities of the historic station buildings, landscape and associated structures of heritage significance.

6.1.1 Design selection process

In the preliminary design stage four access options for the railway station were considered. These design options have been summarised in Table 11 and Figure 28. Option 2 was the preferred option and was presented to the NSW Heritage Council Approvals Committee on 7 May 2014. The Committee deemed the potential heritage impacts of the option to be unacceptable, and the design has since been modified to address these concerns. The revised Option 2, 'Developed Option 2' is discussed in Table 11 and in section 6.1.2.



Table 11: Summary of the Oatley Railway Station preliminary design options and implications for the heritage significance of the station.³

Option Number	Description	Potential heritage impacts	Potential heritage enhancements	Discussion
Option 1	<p>This option would involve the construction of an underpass at the northern end of the platform, slightly extending the platform north, and the construction of a single lift and flight of stairs. This option would also require the construction of a new accessible path through the Douglas Cross Gardens to allow access to the new underpass.</p> <p>Works would also be required on the platform and include extensions to the south of the platform building, and internal modifications.</p>	<ul style="list-style-type: none"> This option would require the demolition of the existing River Road underpass pedestrian stairs. It would remove the majority of the lower section of the Douglas Cross Gardens to incorporate the pathway/forecourt. Require the addition of buildings to the platform to house utilities and services, having a major visual impact on the platform building The signal room would be relocated. The 1991 canopies would be retained; these are visually intrusive elements of the station. 	<ul style="list-style-type: none"> This option requires only one lift and one set of stairs and therefore is a less visually intrusive option than a footbridge. 	<p>Although an underpass would be a less visually intrusive option than an over-bridge, Option 1 met with resistance from the local community and Council who felt that it would promote anti-social behaviour.</p> <p>From a heritage perspective the loss of the original connecting stair from the underpass to the platform and impacts on the landscape setting, particularly the Douglas Cross Gardens, were also considered unacceptable. There would also be impacts to the platform building.</p>

³ The design options have been summarised by Tonkin Zulaikha Greer (TZG) Architects in the Options Assessment for the Oatley Station Precinct – Accessibility Upgrade, July 2014.

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Option Number	Description	Potential heritage impacts	Potential heritage enhancements	Discussion
Option 2	This option consists of an elevated footbridge with three lifts and three sets of stairs, and entrances from the east and west sides of the station.	<ul style="list-style-type: none"> The proposed design would have impacts on the landscape setting and views into and out from the heritage item. Minor internal impacts to the platform building. The pedestrian stairs from the River Road underpass are retained, but closed off, in this option. 	<ul style="list-style-type: none"> Visual and landscape impacts arising from the proposal could be mitigated through careful design. Impacts to the Douglas Cross Gardens are less than in Options 1 and 3. No major changes to the platform building. The existing pedestrian bridge would be retained as an emergency exit, although not in everyday use. 	<p>This option was presented to the NSW Heritage Council Approvals Committee on 7 May 2014.</p> <p>This option has undergone numerous design modifications in consultation with the Heritage Division of OEH and Artefact Heritage.</p> <p>The heritage impact of this proposal was considered unacceptable by the NSW Heritage Council Approvals Committee, and the design has since been developed to address these concerns. The revised option is 'Developed Option 2'. It is discussed below.</p>
Option 3	This option would consist of a half footbridge, angled behind the existing buildings.	<ul style="list-style-type: none"> This option would result in a major ramp in the Douglas Cross Gardens that would impact on the landscape setting of the railway station. This option would have impact on views into and out from the railway station. Works to the station platform building. 	<ul style="list-style-type: none"> A half footbridge may be considered to be a less visually intrusive option than Option 2, but the visual impact of the footbridge would still exist. 	<p>This option was discounted because it did not meet DDA requirements and because it would require the installation of a substantial and intrusive DDA ramp/path through the Douglas Cross Gardens.</p>



Option Number	Description	Potential heritage impacts	Potential heritage enhancements	Discussion
Option 4	<p>This option would consist of a footbridge located to the south of the station, featuring three elevators and three sets of stairs: the Country End Overhead Footbridge. The entrance would be located in the Sydney Trains commuter car park.</p>	<ul style="list-style-type: none"> This option would visually impact on the curve of the railway track to the south. Would have the same visual issues of Option 2. Works to the platform building. 	<ul style="list-style-type: none"> The original stairs from the River Road underpass are retained, but not in use, in this option. This option is not as visually prominent as Options 2 and 3. 	<p>This option was discounted because it was not DDA compliant and involved land that did not belong to TfNSW.</p>
Developed Option 2	<p>This option, three sculpted lift and stair towers support an elevated steel framed footbridge with entrances to Oatley Station from both sides of the rail line. The eastern forecourt is located on Oatley Parade and the southern boundary of the Douglas Cross Gardens, and the Mulga Road entrance is located in the Boongarra Reserve.</p>	<ul style="list-style-type: none"> The footbridge, stairs and elevators would have some visual impact, more so than Option 1, which is being mitigated through careful design. 	<ul style="list-style-type: none"> The intrusive 1991 canopy would be replaced. The pedestrian stairs from the River Road underpass would remain open in this option. The platform building would remain unchanged externally, and internal modifications would not impact on original fabric. 	<p>Option 2 has been developed in response to criticisms by the NSW Heritage Council Approvals Committee.</p> <p>It aims to reduce the size and bulk of the required infrastructure and to make it appear light and more transparent, so that it is sympathetic and does not overwhelm the existing station and its landscape.</p>



Figure 28: Overview figure showing the four design options. TZG Architects, July 2014.



6.1.2 Background to Developed Option 2 (the proposal)

Following community feedback from the public exhibition period and presentation of the design to the NSW Heritage Council Approvals Committee on the 7 May 2014, the size and bulk of option 2 was considered unacceptable. In response to these submissions from the community, significant changes have been made to the appearance of the pedestrian footbridge, stairs, canopies and general architecture.

Approval of the proposal was then deferred—subject to redesign—with the aim being to achieve a lighter, more transparent design solution, sympathetic to the station and its landscape setting. Modification of the existing 1990s canopies north and south of the original platform building was encouraged to ensure that there was a consistent approach to the additions. Retention of the existing stairway access to the platform was also considered important. In addition, the Approvals Committee requested reports on options considered to date, including information on land accessibility and traffic requirements.

GHD (on behalf of TfNSW) engaged the architects Tonkin Zulaikha Greer (TZG) and Spackman Mossop Michaels (landscape architects) to provide a design for suitable station access in order to be eligible to meet the funding requirements of the TAP program, whilst also addressing the community and the Heritage Council's concerns.

Re-design was constrained by the fact that design of rail stations and platforms is highly controlled by policies and standards, with a high emphasis on safety. In addition, due to engineering constraints, the footprint of the Reference Design for the pedestrian footbridge and forecourts was not able to deviate substantially from the existing design.

It is considered that the new design does, however, address the specific context of Oatley Station:

- The elements of the design now comprise a steel-framed overhead pedestrian footbridge structure with a light perforated aluminium interior, and visually open ends to create a pleasing rhythm layered with light and shade. The steel frame has infill concrete flooring and a translucent roof. The use of steel as the primary structural material reduces the physical height of the footbridge by 13% when compared to the previous scheme.
- The Oatley Parade entrance stairs have been sculpted at the base to retain a visual connection to Douglas Cross Gardens. The scale and height of the stairs is in keeping with the desired future height of the neighbouring commercial site. The form of the stairs is open to retain views through to Douglas Cross Gardens (from the main pedestrian route to the south), maintaining pedestrian desire lines and historical continuity through the fabric. Note the cycle racks have been incorporated beneath these stairs and the bus shelter is incorporated within the form of the stairs



to reduce and/or hide the number of new structures within the forecourt, and thus reduce its visual impact.

- The Mulga Road lift tower is set back from the road to create a forecourt, but the base of the stair is anchored to the ground plane by building it into the landscape. The stair then curves around the lift shaft and becomes a lighter steel-framed element beyond. The masonry retaining wall of the underpass and associated landscaping are extended to conceal the first run of stairs. The previous scheme had a group of structures (bike racks, bus shelter and lockers) within the forecourt, which could have been visually intrusive. The revised design incorporates the bike racks and locker structures within the forecourts behind the retaining walls to hide the visual clutter and reduces the paved forecourt area by 31%. On completion of the works, specimen trees and landscaping will screen the structure and assist in restoring the garden suburb setting of the area.
- A simple palette of contemporary natural materials is proposed for the new works – with brick paving to the forecourts and an extended retaining wall to Mulga Road. The new palette comprises concrete, steel and aluminium with minimal colour, to recede the proposal into the landscape setting.
- A revised platform canopy design (to the north of the platform building only) – this opens up the vista to the platform building from the northern end of the platform. Note there is a proposed one metre aperture between the canopies and the building to maintain differentiation between the old and new structures. The revised canopy design would result in the entire removal of the unsympathetic, intrusive canopies (installed in 1991) from the northern end of the platform. The proposed canopy will create a light, open and inviting entrance via the existing River Road stairs which are being retained as part of the revised design.
- The proposal will also involve the relocation of vending machines and telephone to another location in the station precinct. This will provide the opportunity to provide enhanced views into the heritage lever room (signal box) and creates the opportunity for heritage interpretation signage. There is also the opportunity to incorporate heritage signage in the Douglas Cross Gardens forecourt.

The new design:

- Includes a platform structure that respects the existing station building and underpass stair.
- Minimises impact on Douglas Cross Gardens.
- Introduces a bridge typology that relates to the Sydney rail network e.g. Como rail bridge.
- Increases trees in Boongarra Reserve (six extra trees, an increase by 35%).
- Creates a curved steel-framed bridge relating to the curve of the platform and rail line which can be clearly seen to the south.

Oatley Station Accessibility Upgrade, Oatley

• • •

- Provides lift tower elements designed ground the pedestrian footbridge to the unique landscape conditions on each side of the rail corridor.
- Reduces Mulga Road forecourt by around 90m².
- Lowers the overhead pedestrian footbridge by around 560mm.
- Lowers the lift cores by 300mm.

The proposal consists of two major components:

- Alterations to the station building and platform
- The overhead pedestrian footbridge and lift construction.

As the components will require substantially different mitigation strategies, they have been discussed individually in the following sections.

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Figure 29: Site plan for developed option 2 (the proposal), with a curved footbridge and reduced forecourts.



JOB NUMBER 14039

OATLEY STATION PRECINCT ACCESSIBILITY UPGRADE | HERITAGE PRESENTATION SUBMISSION

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SITE PLAN

LC 102

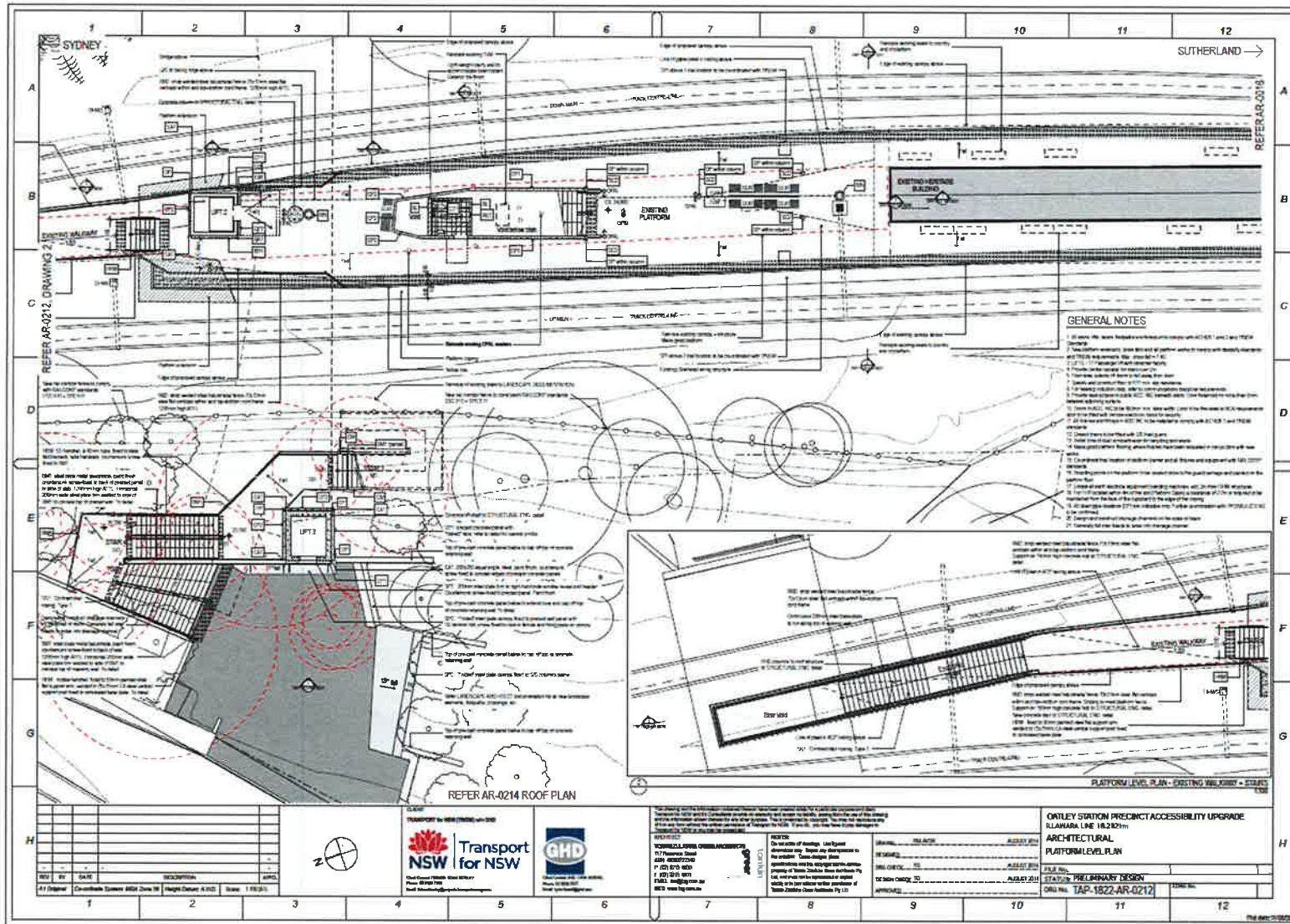
SPACKMAN
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MICHAELS



Oatley Station Accessibility Upgrade, Oatley



Figure 30: Proposed design at platform level.





6.2 Alterations to the station building and platform

The main aim of the proposal is to develop an integrated solution for disabled access to Oatley Station and the wider precinct; the station platform, interchange facilities and passenger access between those facilities.

The proposed works to the station building are largely confined to internal reconfigurations to non-original partitions (Figure 31). The works are outlined as follows;

- Conversion of the existing public toilets into a communications (comms) room.
- Relocation of bins and seating from external perimeter of the building to the northern end of the platform
- Removal of vending machines and telephone from the northern elevation of the building..

6.2.1 Conversion of interiors: comms room and the installation of condensers

The existing public toilets will be converted into a comms. room. This will involve the installation of conduits, removal of existing internal walls and fittings and the installation of condensers.

6.2.1.1 Potential impacts of the works on heritage fabric

Conversion of the existing public toilets into a comms. room is not expected to impact on the heritage fabric of the station building as the proposal is based on the internal reconfiguration of non-original fabric (Figure 31). The existing toilets were constructed in 1991 and retain no heritage significance, with the exception of the fabric of the east and west external walls. It is understood that the conversion to a comms. room would not involve alterations to the external fabric of the structure. The proposal involves fire rating the room internally, with no impact on external cladding. The BCA compliant insulation would be provided by an internal skin, with a 50mm cavity with fire proofing applied (2x skins of plasterboard). The internal walls are not significant fabric as they were added after 1991. The comms. room will require the relocation of the existing northern wall of the toilets approximately one metre to the north. This is very close to the original location of the waiting room wall but within the footprint of the older toilet. The floor of the early toilet was removed during the station upgrade in the 1990s and replaced with new concrete. The change is noted on the proposal plans dated to 1991 (Figure 32).

The comms. room will require the installation of 4 x 50mm conduits (including insulation) for refrigerant pipework. Conduits will enter / exit the room through the non-original fabric of the ceiling. There is not expected to be any heritage impact from this alteration.

Two condensers and two 600mm x 600mm ventilation grilles will be required to be installed in the cleaner's room or in the ceiling cavity above. The vents will be visible from outside the structure and may



impact on original cladding on the south wall of the station building. Cladding has been altered and replaced in various locations on the station building throughout the twentieth century. It is not possible to determine if original or early cladding still exists in these locations.

6.2.1.2 Potential impact of the works on views and vistas

As the proposed works will be internal to the station building it is not anticipated that these works will have an impacts on views towards or from the platform building, with the exception of the installation of the condenser grilles. The visual impact of the ventilation grilles will be reduced if the condensers are located in the ceiling cavity. This is the preferred option and is considered to have the least impact. The grilles will be powder coated to match the existing building finish.

It is not anticipated that these works would have temporary visual impacts during construction. There may be some temporary impact on pedestrian flow paths as it is possible access to the waiting room, and the public toilets, may be disrupted during the construction phase.

6.2.1.3 Potential impacts on the archaeological resource

As the proposed works will not impact on the existing floor of the waiting room, where the potential remains of the earlier chimney, fireplace and original flooring may be located, it is not anticipated that the works would have any impact on potential archaeological remains/original fabric of the platform building.

6.2.1.4 Justification and mitigation

The original design Option 2 concept for the upgrade of the station building involved a complete reconfiguration of the internal layout, impacting considerably on several heritage items. TfNSW in consultation with Artefact Heritage and the Heritage Division of OEH have made several changes to the original design. The changes have resulted in a dramatic reduction in proposed impacts to the station building. In order to preserve as much of the heritage value of the building as possible, TfNSW have revised their original concept design in several key areas: removal of the requirement to: relocate the booking office and ticket window; extend the cleaners room, comms room and rainwater pump; convert of the booking office and waiting room into a mechanical room, staff toilet and accessible toilets; and widen the existing staff doorway resulting in the reconfiguration of the 1920s lever room.

As a result of these design revisions, there are currently only minor heritage impacts to the interior of the building. As most of the elements to be removed or reconfigured were added after 1991 (with the possible exception of cladding on the sections of the southern wall required for ventilation grilles), the reconfiguration of the internal space will not negatively affect the heritage significance of the railway station.

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Figure 31: Overlay showing the proposed internal changes relative to original and replaced fabric.

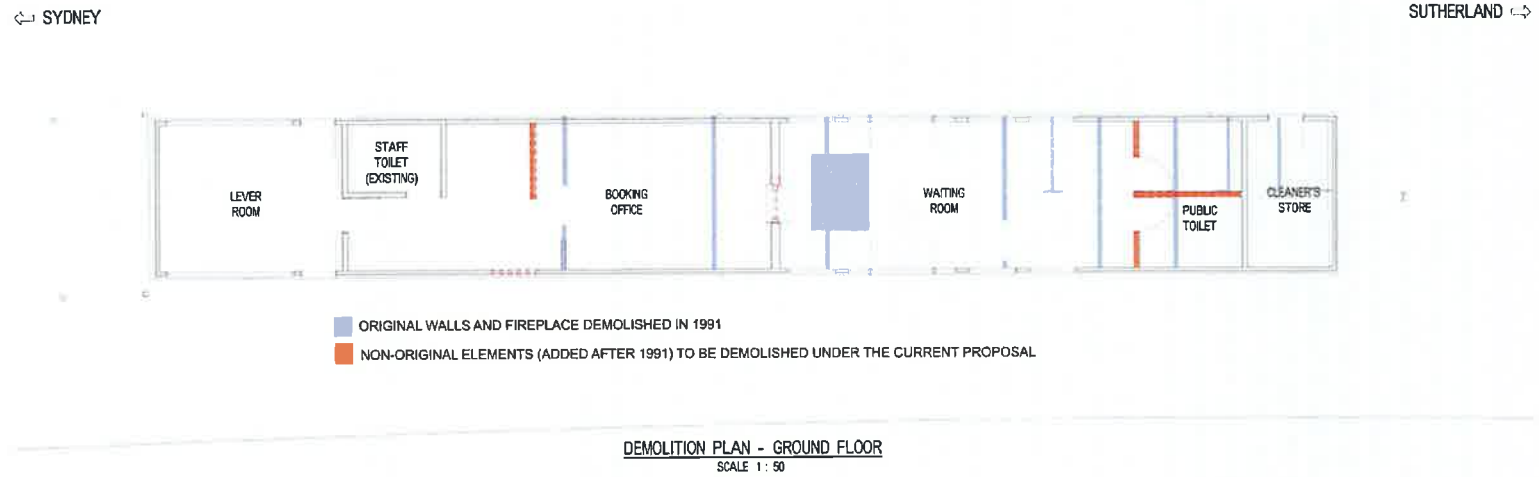




Table 12: Discussion of original internal design revisions.

Original concept design	Discussion of revisions
<p>Proposed relocation of the booking office</p>	<p>In order to provide better access to the booking office, TfNSW proposed moving the ticketing facilities and booking office to the northern end of the station, in the location of the existing lever room. The lever room is of considerable heritage value for its intactness and rarity. TfNSW have since agreed to retain the lever room and all of its fittings <i>in situ</i> in order to preserve the heritage value of the item. Access issues around the existing booking office will instead be solved through some minor changes that do not have heritage impacts. In addition, TfNSW have agreed to relocate the vending machines and public phone from their current location in front of the lever room in order to further enhance the heritage value of the northern end of the platform building.</p>
<p>Construction of an extension for a Cleaner's Room, Comms Room and Rainwater Pump</p>	<p>A proposed extension to the southern end of the station building for communications and rainwater harvesting equipment has been reconsidered. In order to avoid an addition to the heritage-listed building, TfNSW have agreed to incorporate the facilities into the proposed structure on the eastern forecourt. The new elements are to be located less conveniently at some distance from the station building, and hidden within the structure of the lift and footbridge. This has been done to avoid visual and physical impacts to the station building.</p>
<p>Conversion of the booking office and waiting room into Mechanical room, lever room, Staff toilet and Accessible Toilets</p>	<p>These changes involved a complete internal reconfiguration of the central and southern end of the station building. Despite some changes, the existing waiting room occupies the same location as it did in the original configuration of the building. TfNSW have agreed to retain the waiting room and make only minor changes to modern additions (conversion of two existing toilets into a comms. room).</p>
<p>Lowering of the waiting room floor to provide DDA compliant access to public toilets</p>	<p>This change involved potential removal of original fabric from the waiting room floor. TfNSW have redesigned to accommodate the accessible toilet within the new footbridge structure and locate the comms. room within the existing public toilets.</p>



Figure 32: Proposed changes relating to the comms. room, showing the new room (shaded red) relative to the 1992 reconfiguration (bottom) and the original configuration (top). The green and purple shaded areas show the options for location of condensers (internal) and vents.

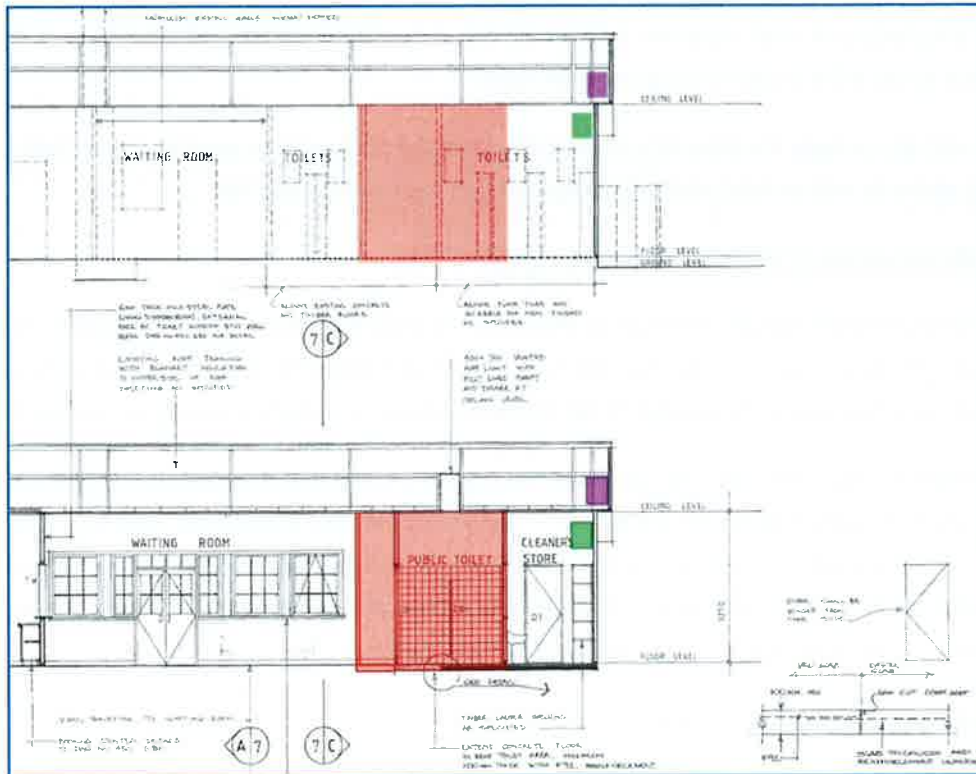


Figure 33: Existing toilet access.





6.2.3 Grading work to the platform

The platform at Oatley railway station is currently not DDA compliant. There would need to be localised grading of the platform in three locations: adjacent to the entry of the proposed lift, at the toe of the stairs and adjacent to the entry to the family accessible toilet.

The works will also include the extension of the platform at the north end, to provide a clear path to/from the existing stairs as well as compliant clearances around the platform lift shaft.

6.2.3.1 Potential impact of the works to heritage fabric

Although these proposals would constitute an impact to the original platform, it has undergone numerous modifications. These include re-surfacing, and construction of substantial structural supports for overhead electrical wiring in the 1920s. Re-grading of the platform surface is unlikely to impact on original fabric.

If new concrete coping at the platform edge was required as a result of the regrading, the new coping would be clearly distinguishable from the old fabric, but would maintain a utilitarian aesthetic. It is understood that the fabric of the station building would not be in direct contact with the new concrete surface and that adequate measures would be taken to protect existing steps, posts, door jambs and weatherboard panels from direct contact with new surface materials.

6.2.3.2 Potential impact of the works on views and vistas

Whilst the level of the existing platform may be altered, the works to the platform will be in keeping with the railway context in terms of elevation and finish. The proposed works to the platform will not have a negative visual impact on the station, or affect the heritage significance of the precinct.

6.2.3.3 Potential impacts on the archaeological resource

It is not anticipated that the works would have any impact on potential archaeological remains/original fabric of the platform building, as outlined in section 6.2.3.1.



6.3 The overhead pedestrian footbridge

The proposal involves the construction of a footbridge connecting the island platform at Oatley Railway Station with Mulga Road and Oatley Parade. The overhead pedestrian footbridge would consist of three sets of stairs, three lift towers and an overhead footbridge (Figure 34 - Figure 36). The design would provide two points of access to Oatley Station, one on the east side and one on the west. Each access will feature stairs and a lift and will be located at a connection point with other transport services.

The landscape slopes from east to west. On the higher ground in the east, the lift tower and stairs will be required to rise approximately 6.0 metres from current ground levels. The minimum height of the footbridge is dictated by safe clearance distances from the overhead wiring system. The highest point of the structure on the eastern side (the top of the lift tower) will be 10.80 metres from the ground. At the northern end of the platform the stairs and lift tower will rise 5.6 metres to meet the footbridge. The highest point of the structure at this location will be 10.8 metres higher than the platform surface.

At the western entrance, the ground levels are considerably lower due to the slope of the landscape. In this location, the lift tower and stairs would rise 13.00 metres to meet the level of the footbridge. The stairs in this location would utilise the slope of the embankment to reduce the visibility of the structure. The highest point of the structure in this location (the top of the lift tower) would be 17.80 metres above ground level.

The current footbridge design has attempted to minimise impact to the heritage value of the Oatley Station Group through the use of forms that are sympathetic to the surrounding built environment and that are clearly distinguishable from the heritage fabric of the station building and original components of the platform and surrounds. Despite the impacts to the surrounding landscape, the station will retain its parkland setting on the eastern and western sides. The currently under-utilised grassy reserve immediately west of the embankment will become the western entrance to the station. The introduction of garden beds and new trees will both re-invigorate the space and serve to break up the vertical form of the lift tower on the western side.

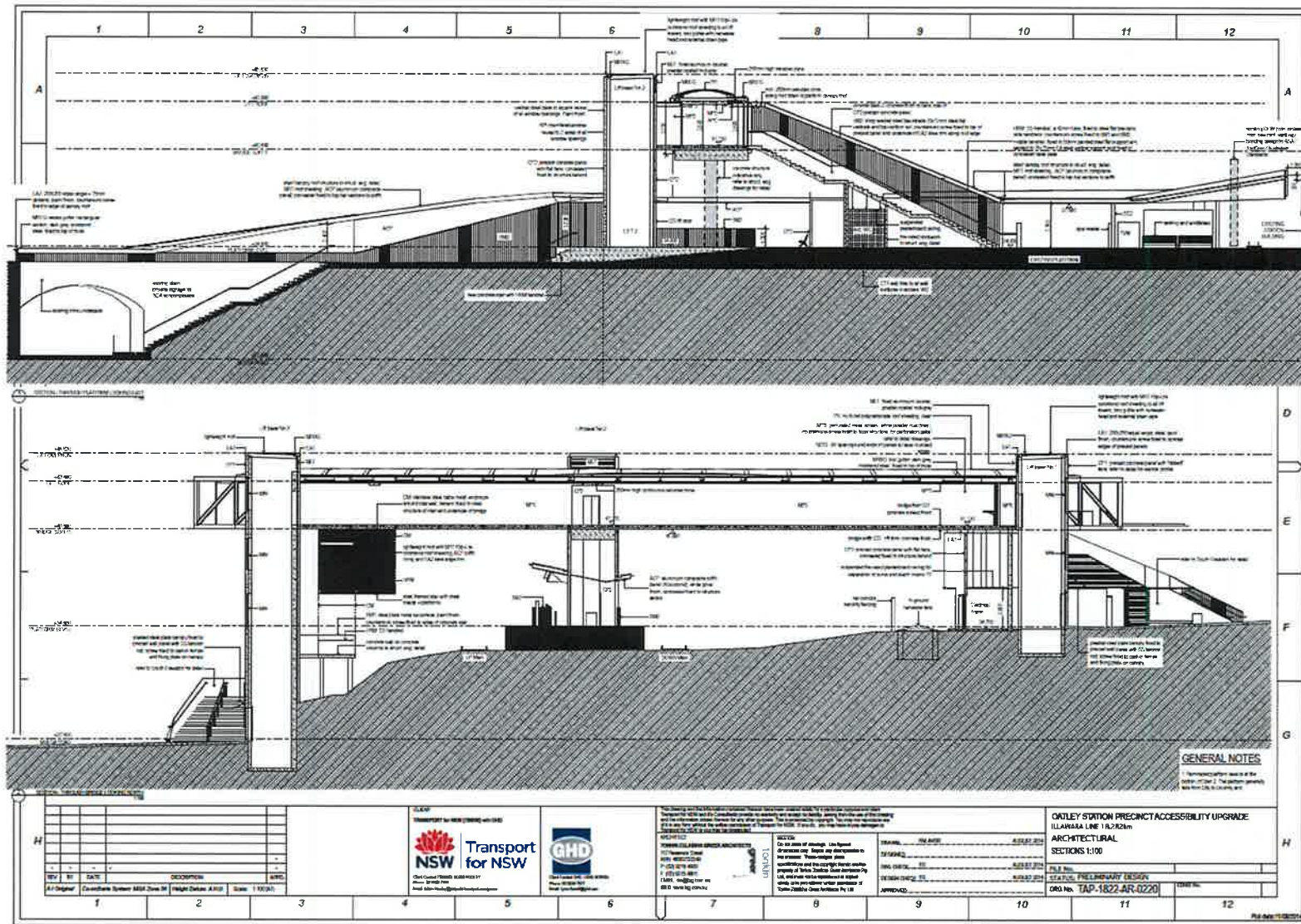
It should be noted that the current design plans have been revised in line with Heritage Division advice with regard to the following elements:

- Use of the existing stair from River Road has been retained.
- Additional trees and landscaping have been introduced in Boongarra Reserve to maintain the garden suburb aesthetic.
- The height of the footbridge and lift towers has been reduced by 565mm and 300mm respectively.
- The forecourt sizes have been reduced in the Douglas Cross Gardens and Boongarra Reserve.

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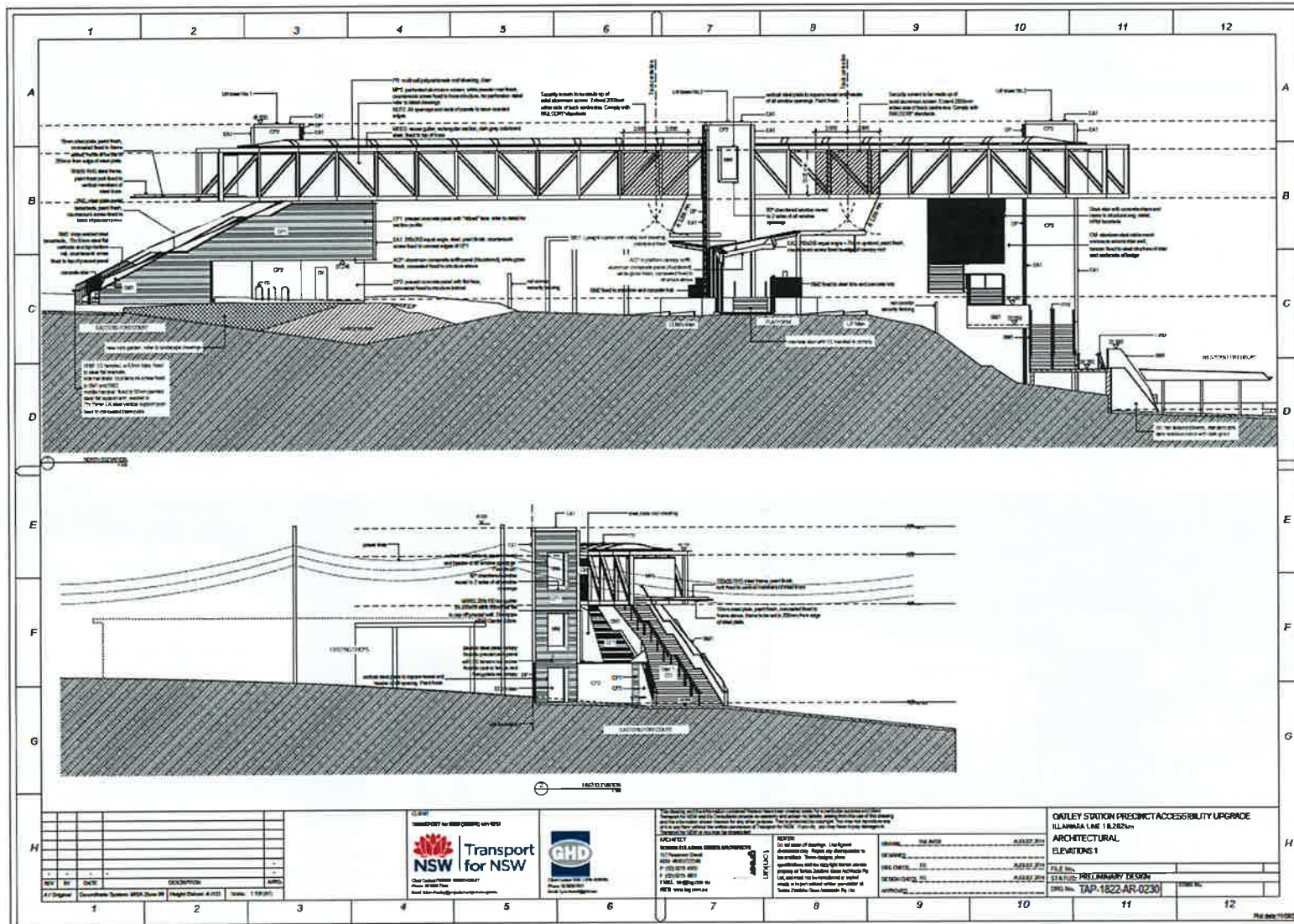
Figure 34: Proposed elevations of Oatley Station, looking through the platform to the east and north, showing existing and proposed elements.



Oatley Station Accessibility Upgrade, Oatley



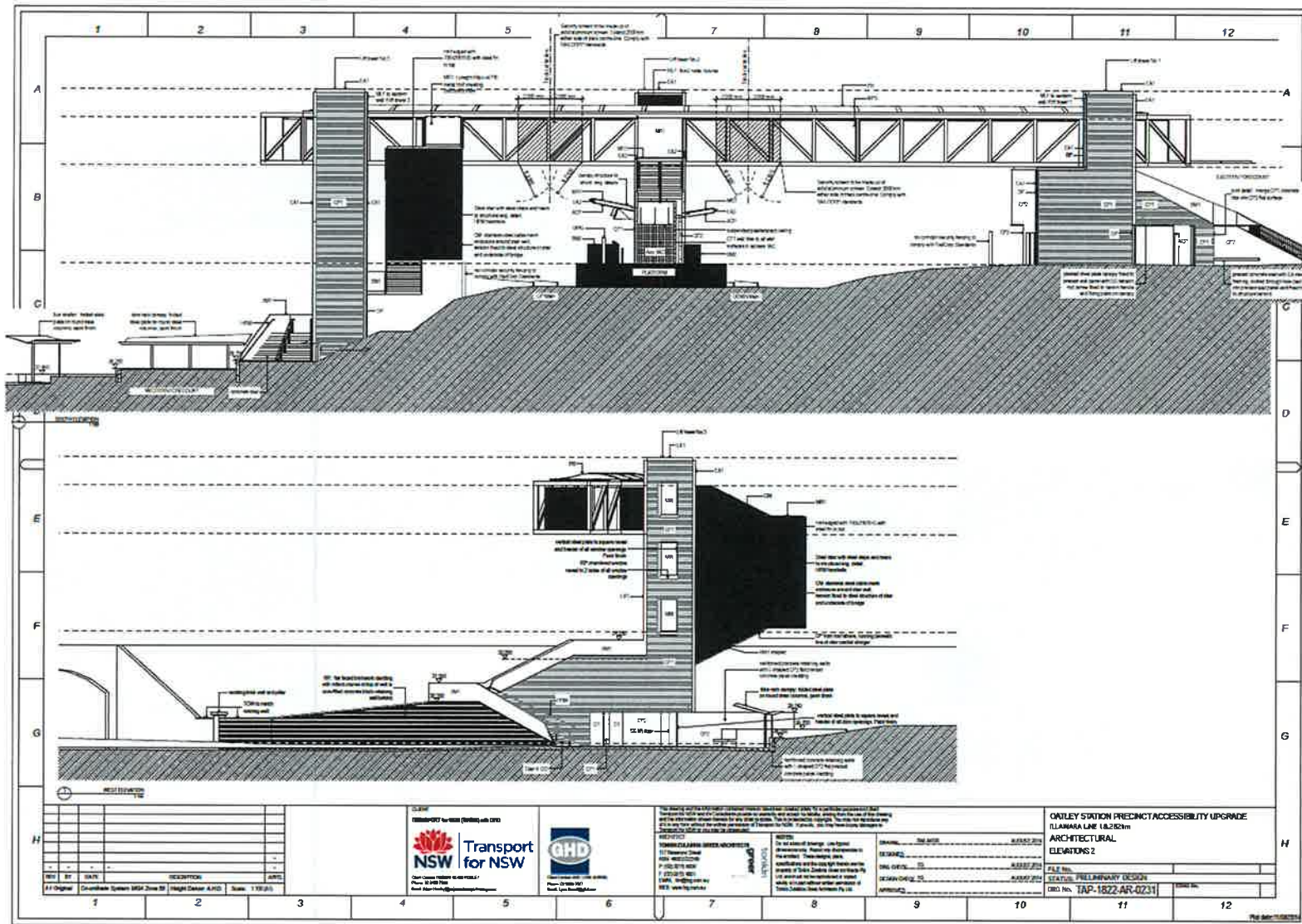
Figure 35: Proposed north and east elevations of Oatley Station, showing existing and proposed elements.



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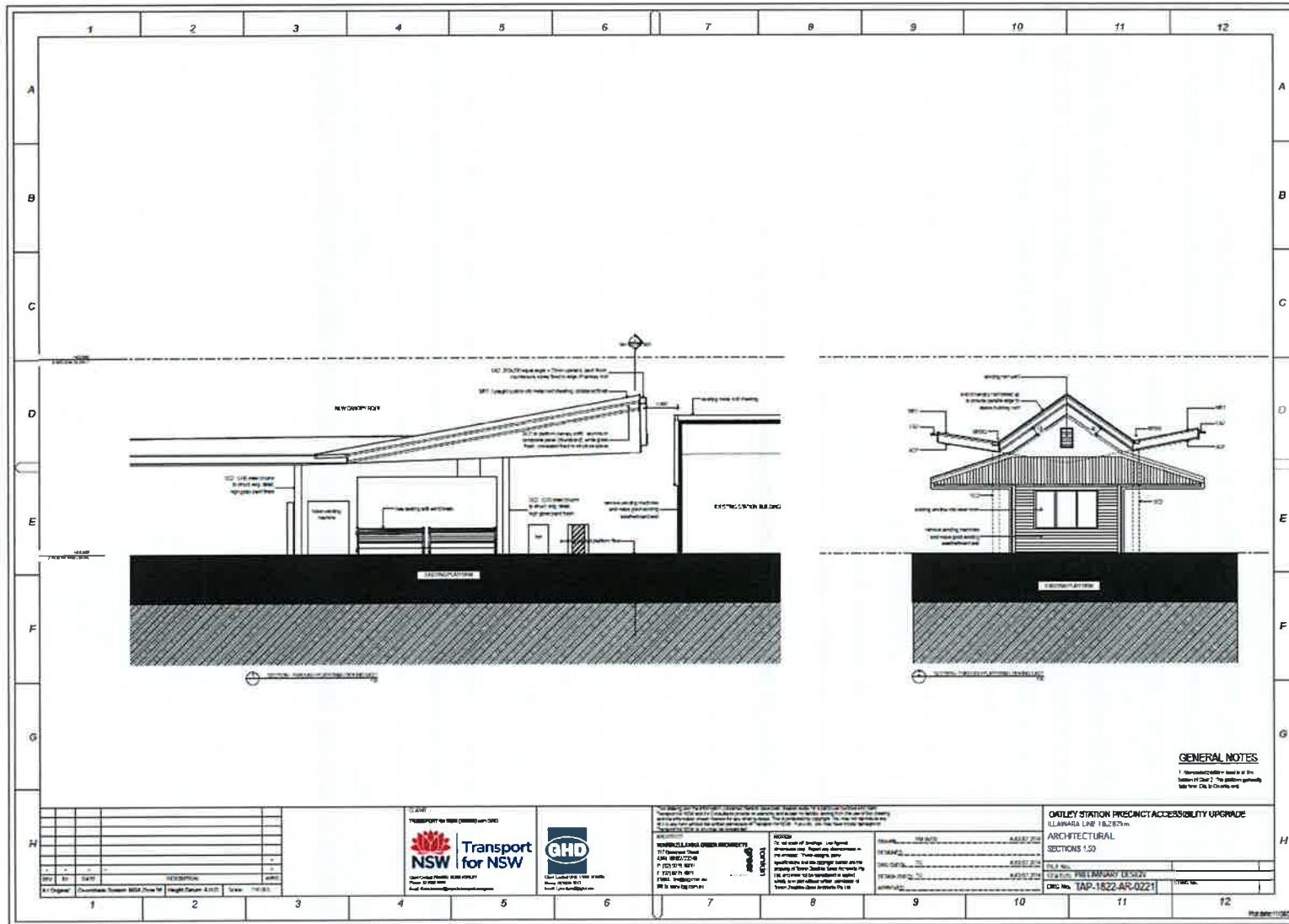
Figure 36: Proposed south and west elevations of Oatley Station showing existing and proposed elements.



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Figure 37: Section through the platform looking east and showing the proposed canopy profile.





6.3.1 The pedestrian footbridge and associated platform and canopy works

The proposal would involve the construction of a footbridge, three lift towers and three staircases to allow DDA access to the Oatley Railway Station, which is currently only accessible via a narrow underpass and staircase on River Road. Whilst both of these items are essential to understanding the historic evolution of the station precinct, they do not provide a compliant access.

The proposal would comprise a steel-framed overhead pedestrian footbridge structure with a light perforated aluminium interior, and visually open ends to create a pleasing rhythm layered with light and shade. The use of steel as the primary structural material reduces the physical height of the footbridge by 13% when compared to the previous Option 2 scheme.

The physical impact of the proposal to the fabric of the platform would be minimal. The footbridge has been designed to be located to the north of the main platform building, in order to minimise its visual impact on the heritage railway station. A palette of natural materials has been proposed for the new structures, including brick, concrete, steel and aluminium with minimal colour.

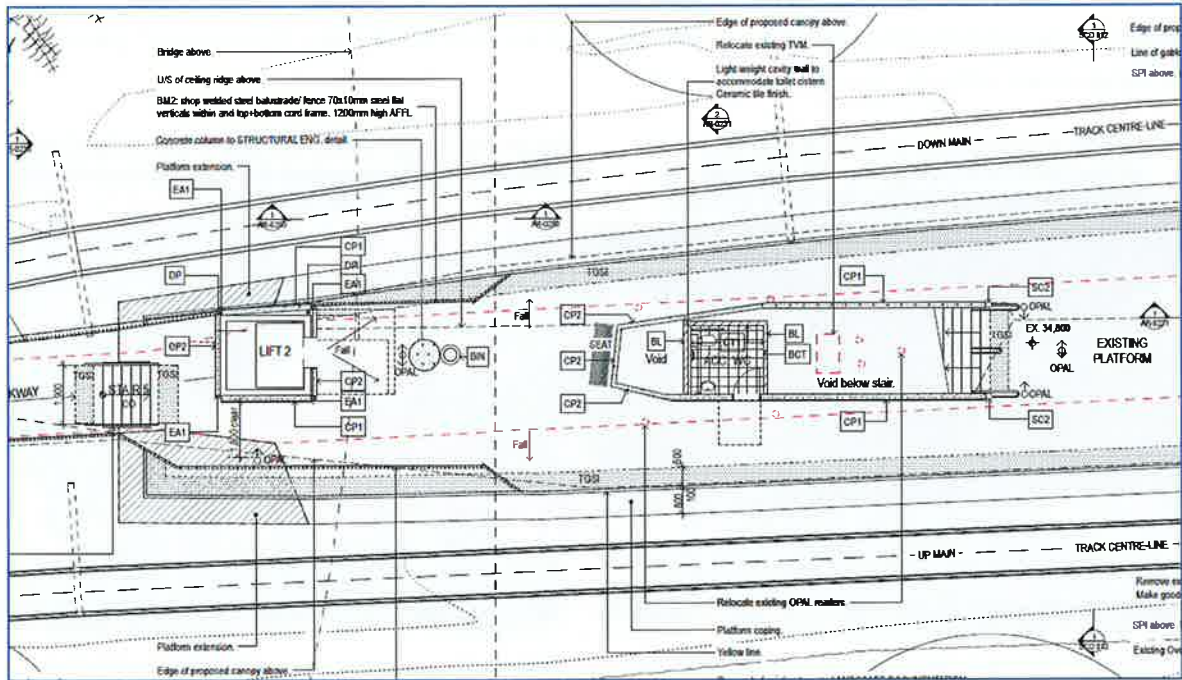
6.3.1.1 Potential impacts of the works on heritage fabric

It is presumed that some excavation of the platform would be required for the installation of the lift tower and staircase (with toilet incorporated) at the northern end of the platform (Figure 38). These works have some potential to impact on original fabric of the 1905 island platform, described in the CMP as being early with some alterations. The platform surface consists of recent bitumen over an early loose gravel surface, which has been significantly modified by 20th century upgrades including the introduction of electrical wiring in the 1920s.

The proposed works would also involve the removal of steel canopy to the north of the platform building installed in 1992, and its replacement with a revised platform canopy design. The existing canopy is not original fabric, and has been assessed in the CMP as being visually intrusive. The proposed canopy design would include a one metre aperture between the canopy and the platform building to differentiate between the old and new structures, and would not impact on the fabric of the platform building (Figure 40).



Figure 38: Detail of proposal concourse level plan showing the proposed lift shaft and staircase on the island platform.



6.3.1.2 Potential impact of the works on views and vistas

The pedestrian footbridge is unlikely to have a major visual impact from within the station precinct. The proposed canopy above the platform and stairs, required to protect commuters from the weather, would effectively screen the majority of the view corridors from the platform towards the proposed footbridge. This suggests that any visual impacts of the proposal would be located at platform level, where the contrast between the modern and historic elements will be most evident.

The visual impacts of the installation of the lift tower and stairs at platform level would be the most intrusive element of the proposal. Although they are being installed at the northern end of the platform, they have the potential to visually dominate the small weatherboard building. The proposed canopy, however, would go some way towards reducing this impression. The lightening and ‘opening up’ of the canopy as it extends to the south, as shown in Figure 40, would make a feature of the heritage building, emphasising its roofline and encouraging views to the south. This is in contrast to the existing view of the platform building, where much of the historic fabric is obscured by the 1992 canopy structure (Figure 39). The vending machines and telephone would also be re-located during the proposed works.

The proposed canopy structure would also enhance the heritage significance of the platform building and underpass, by allowing more light to enter the River Road staircase, enhancing the visual relationship between the staircase and the platform. Although space and engineering constraints require the central



lift tower to be located close to the River Road staircase, the design has moved the lift tower to the east as far as possible to avoid major visual or pedestrian flow issues. Although there is likely to be a visual connection between the proposed lift tower and the top of the River Road stairs, the design mitigates this by using neutral materials and colours (Table 13).

Figure 39: Existing view towards the northern end of the platform building. View is obscured by vending machines and the intrusive canopy.



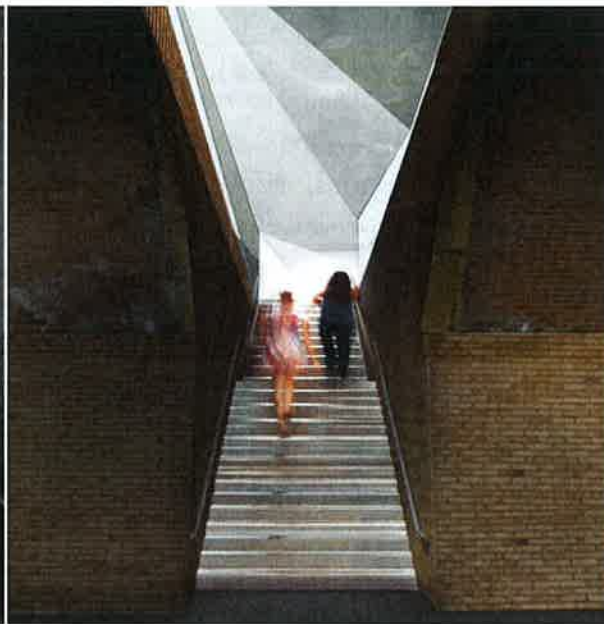
Figure 40: The proposed canopy is a visually light structure, visually separated from the heritage fabric of the building.



Figure 41: Existing view towards the platform form the Mulga Road underpass.



Figure 42: Proposed view, with a light reflecting canopy.





6.3.1.3 Potential impacts on the archaeological resource

It is not anticipated that the proposed works on the platform would impact on archaeological resources.

Table 13: Proposed finishes to the overbridge and lifts.

Elements	Materials	Finishes
Footbridge structures	Precast concrete	Flat and ribbed
Footbridge floor finish	Precast concrete	Slip resistant
Footbridge and lift tower roof	Colorbond roof	
Footbridge safety screens	Stainless steel mesh	Perforated metal screens, white powder coat finish
Enclosure around stairwell	Stainless steel mesh	White powder coat finish
Lift shafts	Precast	Natural in light silver
Canopy underside	Aluminium composite panel	White gloss finish
Canopy support columns	Steel	Micaceous iron oxide high gloss paint finish
Forecourt finish	Brick pavers	Slip resistant
Handrail and balustrades	Steel	Micaceous iron oxide paint finish
Lift door frame/door	Stainless steel	
Lift glazing frame	Aluminium	Anodised light bronze
Lift glazing	Glass	Laminated - clear
Lift louvres	Aluminium	Anodised light bronze
Stairs	Concrete	
Stairs treads finish	Concrete	Slip resistant
Gutters, eaves downpipes	Metal	Powder coat finish
Bus and bike shelter	Steel	Micaceous iron oxide paint finish
Lift tower windows	Aluminium framed	Grey anodized finish
Safety screens	Galvanised steel	White powder coat finish



6.3.2 River Road underpass and existing stairs

The original design would have resulted in the original stairs accessed by the River Road underpass being closed to the public. The re-designed proposal would allow the stairs to remain open, and continue to function as historically intended.

Whilst the proposal will not directly impact on the heritage fabric of the underpass, the proposal may impact on the historical link between the underpass, the stairs and the platform. By providing alternative entrances to the station, the proposal will alter the experience of entering the station. While there would be no physical damage to the connecting stairs, this access remains conceptually important to the identity of the station and its connection to the surrounding built environment.

6.3.2.1 Potential impacts of the works on heritage fabric

The proposal will not impact on the fabric of the underpass or on the stairs.

6.3.2.2 Potential impact of the works on views and vistas

The visual relationship between the underpass, the stairs and the proposal will be reinforced by the proposal. The current platform canopy does not allow natural light to pass into the stairwell. The proposal will involve the removal of this canopy, and the construction of a lighter structure will reflect natural light, with the aim of enhancing the stairwell and creating a pleasing and open environment for pedestrians (Figure 42).

6.3.2.3 Potential impacts on the archaeological resource

Archaeological resources will not be affected by this aspect of the proposal.

6.3.3 Works within the Douglas Cross Gardens

The proposal in this location will involve the installation of stairs and a lift shaft and a new integrated bus shelter. The existing concrete bus shelter will be demolished prior to construction works. The area will also be partially paved to create a forecourt area. It is also proposed that a heritage storyboard be located in this area.

The design of the Oatley Parade entrance stairs has been sculpted at the base to retain a visual connection to Douglas Cross Gardens. The scale of the stairs is in keeping with the desired future height of the neighbouring site. The form of the stairs is eroded to retain views through to Douglas Cross Gardens (from the main pedestrian route to the south), maintaining pedestrian desire lines and historical continuity.



6.3.3.1 Potential impacts of the works on heritage fabric

The removal of the existing bus shelter does not affect the heritage significance of the gardens, or affect the overall significance of the railway station precinct. The current bus shelter was built in the mid to late 20th century and was largely unsympathetic with the surrounding streetscape. The Gardens are utilised predominantly as a through-way between Oatley Parade and the River Road underpass.

Whilst the fountain will not be impacted by the proposed works, an area will be paved to create a forecourt incorporating the base of the proposed stairs and utilise storage areas (Figure 43).

6.3.3.2 Potential impact of the works on views and vistas

The installation of the lift shaft and stair way will have some visual impact on the Douglas Cross Garden, particularly as it is predominantly viewed by pedestrians crossing Oatley Parade from the Oatley Memorial Gardens and civic centre of Oatley. However, the proposal would be located in an area that currently contains the bus shelter, which already compromises views towards the railway station in this area (Figure 44). The impact of the proposal in this location is therefore likely to be moderate.

The bulk of the stairs in this location is necessary to provide for utilities that will be located under them. These utilities would include areas for bike racks, gardener's storage, the pump room for the existing fountain and the base of the lift tower (Figure 43). By incorporating these areas into the new structure, potential impacts on the platform itself will be substantially reduced, as is the overall number of structures required within the Gardens.

The incorporation of a space underneath the stairs allows the gardens to be viewed from the south, and makes the structure in this location appear to be visually lightweight.

6.3.3.3 Potential impacts on the archaeological resource

No structures are known in this location prior to the 1905 re-configuration of the railway line. In addition the location of the gardens in between the current railway line, and the pre-1905 alignment within the memorial gardens, is likely to have been subject to substantial disturbance through the railway construction process. The construction of the 20th century shops, and the bus shelter, further lower the potential for archaeological remains in this location. It is therefore not anticipated that non-Indigenous archaeological remains will be encountered within the Douglas Cross garden.

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Figure 43: Proposed works within the Douglas Cross Gardens to the proposed eastern entrance.



JOB NUMBER 14039

OATLEY STATION PRECINCT ACCESSIBILITY UPGRADE | HERITAGE PRESENTATION SUBMISSION

OATLEY PARADE FORECOURT PLAN

LC 103

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Scale 1:250 @ A3
date printed 11/18/14



Figure 44: Current view of the Douglas Cross Gardens and intrusive bus shelter from the Oatley Memorial Gardens.



Figure 45: Photomontage of the proposed view from Oatley Parade to the eastern entrance of the station within the Douglas Cross Gardens.





6.3.4 Works within Boongarra Reserve

The proposal will involve the removal of vegetation alongside the railway line, and the installation of stairs and a lift tower. The works will also involve the removal of grass, establishment of a paved forecourt, creation of a brick retaining wall and the installation of additional facilities including bike racks (Figure 46). On completion of works landscaping and new trees will be introduced.

The design of the Mulga Road lift tower is set back from the road to create a forecourt, but the base of the stair is anchored to the ground plane by building it into the landscape. The stair then doglegs around the lift shaft and becomes a lighter steel-framed element beyond. The masonry retaining wall of the underpass and associated landscaping is extended to conceal the first run of stairs. The previous scheme had a group of structures (bike racks, bus shelter and lockers) within the forecourt, which could have been visually intrusive. The revised design incorporates and hides the structures within and behind the forecourts and retaining walls.

6.3.4.1 Potential impacts of the works on heritage fabric

Boongarra Reserve does not contain heritage listed fabric. It does, however, visually contribute to the significance of the heritage listed railway station by maintaining the sense of a semi-rural landscape. The proposal will require substantial vegetation clearance and the removal of some of the mature trees in order to allow access for construction of the forecourt and western stairs. It is proposed, however, that following construction up to 35% of these trees will be replaced, and the area landscaped to mitigate this impact.

6.3.4.2 Potential impact of the works on views and vistas

The views into the reserve from the west and the north-west will be impacted by this proposal. The prominence of the proposed infrastructure will be moderate to high, due to the elevation of the structures required. Although the partial removal of existing screening vegetation will further emphasise the visual intrusion of the lift tower and stairs, much of this will be replaced and landscaped to minimise the impact. This will assist in absorbing and balancing the bulk of the structure.

The brick facing of the Mulga Road underpass will be extended north using modern, but similar, brick to create a retaining wall (Figure 48). The purpose of this wall, in conjunction with landscaping, is to bed the proposed western forecourt and stairs further down into the terraced landscape, and also act as a visual barrier for the bike racks which will be installed behind. The retaining wall does visually minimise the impact of the stairs and forecourt, however, the use of red brick, replicating the heritage fabric of the Mulga Road underpass, is not considered ideal as it may act to visually detract from the heritage significance of the underpass itself. The NSW Heritage Office recommends that new major additions to



heritage buildings or sites do not attempt to replicate existing materials, and that different but compatible materials are preferred to emphasise the separateness of heritage and modern structures.⁴

6.3.4.3 Potential impacts on the archaeological resource

No structures are known in this location prior to the 1905 re-configuration of the railway line. In addition the location of the reserve in close proximity to the current railway line suggests it has been subject to substantial disturbance through the railway construction process. It is therefore not anticipated that non-Indigenous archaeological remains will be encountered within the Boongarra reserve.

⁴ NSW Heritage Office Heritage Information Series, *How to carry out work on heritage buildings & sites*, 2002.



Figure 46: The proposed works within Boongarra Reserve.





6.3.4.4 Justification and mitigation

It is proposed that the removal of trees and vegetation in the Boongarra Reserve be mitigated through the replacement of vegetation and landscaping after construction works have been completed.

The design of the brick retaining wall, a continuation from the Mulga Road underpass, has been inspired by Judd's Brickworks. The brickworks were originally located to the north of the study area, and were once influential employers in the Oatley area. However, as stated in the previous section, the replication of heritage materials is generally not the preferred option when adding to heritage structures so that the readability of modern fabric is easy. To address this issue, it is recommended that a different coloured mortar, or visibly different brick bond be used, in order to visually separate the modern brickwork addition from the heritage brickwork, whilst still achieving an overall continuity in the visual aesthetic of the retaining wall.

Figure 47: Current view of Boongarra Reserve. View to the south-east.





Figure 48: Proposed view of the westernmost lift tower and stairs.



6.4 Impact of the proposal on surrounding heritage items

The following sections will discuss potential impacts of the proposal on surrounding listed heritage items. As the proposal would be contained within RailCorp land, its construction would not directly impact on any surrounding heritage items. Any impacts would therefore be indirect and visual.

6.4.1 The Oatley Memorial Gardens

There is no visual connection between the Memorial Gardens and the station building due to existing buildings, vegetation and the sloping landform. Therefore the proposed alterations to the station building, and works on the platform, will not impact on the heritage significance of the Memorial Gardens.

There is a direct visual connection between the proposed eastern forecourt and stairs, and the western boundary of the Oatley Memorial Gardens. In some locations these views would be intermittent, and screened by mature trees, vegetation, landscaping and recreational structures.

Visual impacts on the Gardens have been mitigated through careful design of the proposed structure, and the selection of sympathetic finishes and colours. Ancillary structures have been incorporated into the stair case, and the entrance to the lift has been set back and out of view. The proposed forecourt space has been substantially reduced from earlier designs and will not impact on the Douglas Cross Gardens. Therefore, much of the vegetation that makes this area a garden suburb will be retained. The removal of the visually intrusive bus shelter during works would also be a positive outcome, opening up the visual relationship between the Douglas Cross Gardens and the Oatley Memorial Gardens.

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Overall, when mitigation measures are considered, the overall visual impact of the proposal on the heritage significance of the Oatley Memorial Gardens is likely to be minor.

Figure 49: View from the Memorial Gardens looking west towards the station. Note the concrete bus shelter in the middle ground.



Figure 50: Proposed view from the Oatley Memorial Gardens (trees made transparent to reveal the bridge behind).





6.4.2 The Oatley Memorial Clock

The Oatley Memorial Gardens are heavily vegetated with mature trees which screen view corridors towards the station. The proposed works to the station buildings and platform will therefore have no visual impact on the heritage significance of this heritage item. Due to the amount of screening vegetation in the Oatley Memorial Gardens there are likely to be only intermittent and glimpsed views of the proposed stairs and footbridge from this heritage. The proposal will therefore not impact on the heritage significance of the Memorial Clock.

6.5 Compliance with CMP policies

The CMP (Stacy and Broughton 1995) put forward a number of conservation policies and associated guidelines that can assist in the management of Oatley Railway Station. Table 14 will discuss the compliance of the proposal with those policies.

Table 14: Oatley Railway Station CMP conservation policies (Stacy and Broughton 1995) and proposal compliance.

Policy No.	Policy	Compliance of the proposal
5.1	The heritage significance of the Oatley Railway Station building and platform should be retained and conserved.	The proposal retains and conserves the heritage significance of the Oatley Railway Station through careful consideration of design, materials and colours. The design has been refined to reduce its impact on the heritage character of the station.
5.3	All remaining original and early external and internal building fabric should be retained and conserved. All recent building fabric may be altered, removed, or replaced.	The proposal is unlikely to impact on intact original or early external or internal building fabric. Works to the station building have been located within areas of previous disturbance.
5.4	The prominence of the original free standing Oatley Railway Station building and its setting on the elevated island platform within the Oatley township should be retained and conserved.	The proposal has been designed to be separate from original fabric. The proposal will remove the existing intrusive canopy (north of the platform building), which is attached the weatherboard platform building, and replace it with a new, light, freestanding structure. The lifts, stairs and footbridge have been placed to the north of the station building, and have been designed to emphasise their modernity, whilst being sympathetic to the surrounding landscape and heritage structures.
5.5	It is essential that the design and construction of any future station buildings or structures relate to and reinforce the character and imagery of the free standing	As outlined in response to policy 5.4, the proposed pedestrian footbridge reinforces the historic character of the station building, through the use of modern materials and



Policy No.	Policy	Compliance of the proposal
	station building and the prominent island platform location and elevated setting within the Oatley township.	forms, that do not compete and are sympathetic to the heritage values of the station building.
5.6	All intact technological equipment presently located in the signal room associated with the lever operations should be retained and conserved in its current location.	The proposal will retain the signal room intact.
5.8	Any changes to or disturbance of the original and early building fabric for non-conservation purposes should generally be minimised or avoided where possible.	The proposal will avoid disturbance to original and early building fabric by locating all minor works to the station building within areas of previous disturbance.

6.6 Overview of potential heritage impacts

The potential heritage impacts discussed in the previous sections have been summarised below in Table 15.



Table 15: Summary of potential heritage impacts.

Proposal	Potential impacts			Mitigation	Recommendations	Overall potential heritage impact of the proposal
	Fabric	Views and vistas	Archaeology			
Conversion of existing toilets into a comms room	<p>Minor – installation of condensers in the cleaner’s room may impact on original cladding on south wall of the station, although it is impossible to determine which parts of the cladding are original after the overhaul of the station in 1992.</p> <p>Possible temporary minor vibration impacts during construction.</p>	<p>Minor – the installation of ventilation grilles may have a minor visual impact.</p> <p>Possible temporary minor impacts during construction – pedestrian flow and visual.</p>	None	<p>Ventilation grilles will be powder coated to have less visual impact.</p>	<p>It is recommended that the grilles be installed on the interior of the ceiling cavity if possible.</p> <p>Archival recording of any fabric to be impacted by the works should be undertaken prior to works commencing.</p>	<p>There is some potential for original cladding to be impacted by the installation of the condensers in the cleaner’s room.</p> <p>Providing the recommendations outlined in this document are taken into consideration, this minor impact is considered to be acceptable.</p> <p>This aspect of the proposal will not impact on the heritage significance of the Oatley Railway Station.</p>

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Proposal	Potential impacts			Mitigation	Recommendations	Overall potential heritage impact of the proposal
	Fabric	Views and vistas	Archaeology			
Grading work to the platform	<p>Minor – As the platform has been heavily modified throughout the 20th century, these works are unlikely to impact on 1905 fabric.</p> <p>Possible temporary minor vibration impacts during construction.</p>	<p>None</p> <p>Possible temporary minor impacts during construction – pedestrian flow and visual.</p>	None		<p>It is recommended that the regrading not impact on any existing vents, etc that may be associated with the platform building and located at platform level.</p> <p>It is recommended that in any areas where the re-graded platform may come into contact with the platform building, that steps be taken to protect fabric.</p> <p>Archival recording of any fabric to be impacted by the works should be undertaken prior to works commencing.</p>	<p>There is some potential for these works to impact on fabric associated with the 1905 platform, although this fabric is unlikely to be substantially intact.</p> <p>Providing the recommendations outlined in this document are taken into consideration, this minor impact is considered to be acceptable.</p> <p>This aspect of the proposal will not impact on the heritage significance of the Oatley Railway Station.</p>
Installation of the pedestrian footbridge, central lift tower and stairs on the platform	<p>Minor – the grading of the platform in for locations may impact on earlier fabric of the platform, although this is unlikely due to the large amount of modification that has taken place.</p> <p>Possible temporary minor vibration impacts during</p>	<p>Moderate – The pedestrian footbridge is unlikely to have a major visual impact on the station precinct. The proposed canopy above the platform and stairs, required to protect commuters from the weather, would screen the majority of the view corridors from the platform towards the proposed footbridge. This</p>	None	<p>The proposal has gone through numerous design stages to reduce the heritage impacts of the proposal. The material to be utilised in the construction of the footbridge have been chosen to</p>	<p>Archival recording of any fabric to be impacted by the works should be undertaken prior to works commencing.</p>	<p>Providing the recommendations outlined in this document are taken into consideration, this impact is considered to be the most appropriate design response to allow for DDA access, and an ongoing, efficient use of the railway station..</p>

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Proposal	Potential impacts			Mitigation	Recommendations	Overall potential heritage impact of the proposal
	Fabric	Views and vistas	Archaeology			
	construction.	<p>suggests that any visual impacts of the proposal would be located at platform level, where the contrast between the modern and historic elements will be most evident.</p> <p>Possible temporary minor impacts during construction – pedestrian flow and visual.</p>		<p>create a visually light-weight structure.</p> <p>The canopy will further mitigate visual impacts on the building.</p>		
Replacement of the canopy	<p>None – the canopy is a modern element.</p> <p>Possible temporary minor vibration impacts during construction.</p>	<p>None – the removal of the visually intrusive canopy would improve views within the heritage listed station and Mulga Road staircase.</p> <p>Possible temporary minor impacts during construction – pedestrian flow and visual.</p>	None	None	None	<p>This aspect of the proposal will enhance the heritage significance of the railway station.</p> <p>Providing the recommendations outlined in this document are taken into consideration, the minor heritage impact is considered to be acceptable.</p> <p>This aspect of the proposal will not impact on the heritage significance of the Oatley Railway Station.</p>
Extension of the brick retaining of the Mulga Road underpass into River Road	Minor – The construction of the proposed retaining wall into the Boongarra Reserve may involve contact with the fabric of the	Moderate – the installation of the retaining wall in the same red brick may visually detract from the significant fabric of the underpass.	None	None	It is recommended that the brick retaining wall use a different colour brick, distinctly different bond, or use a different coloured mortar to distinguish it from the	<p>The retaining wall is visually effective in bedding the staircase down into the landscape.</p> <p>This aspect of the proposal will not impact on the heritage</p>

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Proposal	Potential impacts			Mitigation	Recommendations	Overall potential heritage impact of the proposal
	Fabric	Views and vistas	Archaeology			
	underpass. Possible temporary minor vibration impacts during construction.	Possible temporary minor impacts during construction – pedestrian flow and visual.			heritage fabric of the underpass.	significance of the Oatley Railway Station.
Installation of lift tower and forecourt in the Douglas Cross Gardens	Minor – The design retains all significant elements within the gardens, including the fountain and plantings. The forecourt will require the removal of grass and minor vegetation. Possible temporary minor vibration impacts during construction.	Moderate – The proposal will change the character of the gardens, by introducing an access-way and structures where previously none existed. Possible temporary minor impacts during construction – pedestrian flow and visual.	None	The removal of the current bus shelter will remove a visually intrusive element, and open up the visual connection between the Douglas Cross and Oatley Memorial Gardens. Heritage interpretation signage will be included in this location.		Whilst the works in this area will have some significance on the gardens, the overall heritage impact is considered to be acceptable. The stairs, retaining wall and lift tower have been designed to be visually lightweight. The lift tower will be back from the street, and the removal of the existing concrete bus shelter will open up visual connections between the Douglas Cross and Oatley Memorial Gardens. Providing the recommendations outlined in this document are taken into consideration, the minor heritage impact is considered to be acceptable. This aspect of the proposal will not impact on the heritage significance of the Oatley Railway Station.
Installation of lift tower, stairs and forecourt in the Boongarra Reserve	Minor – Removal of trees and vegetation will impact on views towards the railway station.	Moderate– The proposal will change the character of the reserve, by introducing an access	None	Trees and vegetation to be removed will be replaced, and the number of	Vegetation to be maintained where possible.	Whilst the works in this area will have some significance on the reserve, the overall heritage impact is considered to be acceptable in order to ensure that DDA access can be

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Proposal	Potential impacts			Mitigation	Recommendations	Overall potential heritage impact of the proposal
	Fabric	Views and vistas	Archaeology			
	Possible temporary minor vibration impacts during construction.	<p>and modern infrastructure where previously none existed.</p> <p>Removal of trees and vegetation will impact on views towards the railway station.</p> <p>The replication of heritage brick fabric in the retaining wall may detract from the River Road underpass.</p> <p>Possible temporary minor impacts during construction – pedestrian flow and visual.</p>		<p>overall trees within the reserve, on the completion of the works, will be 35% higher.</p> <p>It is recommended that the brick retaining wall use a different colour brick, distinctly different bond, or use a different coloured mortar to distinguish it from the heritage fabric of the underpass.</p>		<p>provided. The stairs, retaining wall and lift tower have been designed to bed down into the landscape, disguise elements where necessary (bike racks, etc), and careful landscaping will retain the garden suburb aesthetic of the reserve.</p> <p>Providing the recommendations outlined in this document are taken into consideration, the minor heritage impact is considered to be acceptable.</p> <p>This aspect of the proposal will not impact on the heritage significance of the Oatley Railway Station.</p>
Surrounding heritage items						
Impact on the Oatley Memorial Gardens	None	Minor – the proposed stairs and forecourt would be visible from the easternmost side of the heritage item.	None	The proposal in this location has gone through numerous design changes to be visually lightweight and sympathetic to the	n/a	<p>The overall potential heritage impact of the proposal on the gardens is considered to be minor.</p> <p>This aspect of the proposal will not impact on the heritage significance of the Gardens.</p>

Oatley Station Accessibility Upgrade, Oatley



Proposal	Potential impacts			Mitigation	Recommendations	Overall potential heritage impact of the proposal
	Fabric	Views and vistas	Archaeology			
				surrounding street and landscape.		
The Oatley Memorial Clock	None	None	None	n/a	n/a	This aspect of the proposal will not impact on the heritage significance of the Memorial Clock.



6.7 Overall statement of heritage impact

Table 16 provides a Statement of Heritage Impact (SoHI) for the proposed works.

Table 16: SoHI

Development	Discussion
<p>What aspects of the proposal respect or enhance the heritage significance of the study area?</p>	<p>As the proposed work to the platform building are largely internal, or involve non-original fabric or modified fabric, this aspect of the proposal respects the heritage significance of the station group. The reconfiguration of internal partitions to create a comms. room will not have a negative impact on the heritage listed building.</p> <p>The proposal allows the River Road access stairs to continue to be used. The stairs are a visible and physical historical link to the station precinct, and reinforce the concept of a single island platform, and their retention respects the heritage significance of the station.</p> <p>The removal of the intrusive canopy to the north of the platform building, and its replacement with a carefully designed, light weight canopy, would enhance the heritage significance of the railway station. This would be achieved through the separation of the proposed canopy from the platform building whilst mirroring of the shape of its roofline, visually emphasising the prominence of the historic fabric.</p> <p>Additional aspects of the proposal, such as the installation of interpretative signage, the removal of visually intrusive vending machines and modern additions to the platform building, and adoption of sympathetic paint colours and materials throughout the station precinct, would further enhance the heritage significance of the study area.</p> <p>There have never been prominent view corridors from outside, in towards the island platform. This is mostly due to the sloping landform and substantial vegetation growth that effectively screens and obscures the railway station. The proposed footbridge, therefore, whilst being a visually prominent element in the surrounding landscape where originally no structures were located, is unlikely to constitute a major visual impact on views towards the railway station. This aspect of the proposal respects the heritage significance of the heritage item.</p> <p>The heritage significance of the nearby Memorial Clock will not be affected by the proposal.</p>
<p>What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?</p>	<p>The installation of ventilation grilles in the southern wall of the station building has the potential to damage early cladding if it still exists in that location, although the final location of these grilles is yet to be determined and any potential impact in this location may be avoided.</p> <p>It is not anticipated that the installation of the lift and stairs on the platform will have a major impact on early or original fabric of the station building and it considered that the offset benefits of ensuring DDA compliant access to the station is an essential future requirement for the functionality of the station. Any impacts to the station precinct are indirect and visual. Views from the platform towards the proposed footbridge are unlikely to constitute a substantial impact, as many of these views towards the proposed structure would be screened by the canopy. Sympathetic landscaping and screening vegetation would also be introduced, particularly on the western side, which would further soften the visual impact of the lift towers and overpass. The proposal, however, would have visual</p>

Oatley Station Accessibility Upgrade, Oatley



Development	Discussion
	impacts on the Boongarra Reserve and on the Douglas Cross Memorial Gardens.
<p>Have more sympathetic options been considered and discounted?</p>	<p>In the preliminary design stage four access options for the railway station were considered. These design options have been summarised in Table 11 and Figure 28 of this report. The review of these options found that option 2 was the most appropriate as its implementation would have limited impacts on the Douglas Cross Gardens and that the visual and landscaping impacts arising from the proposal could be mitigated through careful design.</p> <p>When the design arising from this was found to be unacceptable, it was substantially refined. The original design concept for the option 2 upgrade of the station building involved a complete reconfiguration of the internal layout, impacting considerably on the heritage item. These included;</p> <ul style="list-style-type: none"> • Relocation of the booking office and ticket window • Extension of the cleaners room, comms room and rainwater pump • Conversion of the booking office and waiting room into a mechanical room, staff toilet and accessible toilets • The widening of the existing staff doorway resulting in the reconfiguration of the 1920s lever room <p>TfNSW in consultation with Artefact Heritage and the Heritage Division of OEH have made several changes to the original design. The changes have resulted in a dramatic reduction in proposed impacts to the station building, in order to preserve as much of the heritage value of the building as possible. The current proposal, as outlined in this document, has substantially limited impacts to heritage fabric and views into the heritage listed platform building.</p>

7.0 Conclusions and recommendations

Currently the proposed alterations to the interior of the station building are not expected to have any impacts on the heritage value of the railway station precinct. Alterations to the platform through the construction of the lift tower and footbridge would have an impact on the heritage aesthetics of the station. However, the inclusion of sympathetic forms and finishes within the design, and adoption of the following recommendations, may mitigate these impacts.

7.1 Conclusions

- The Oatley Railway Station Group is listed on the State Heritage Register (SHR No. 01214), the RailCorp s.170 register, the Kogarah 2012 LEP and the Hurstville 2012 LEP. It is of state significance for aesthetic and historical reasons. The lever room and weatherboard platform building are of particular significance.
- The proposed works involve construction of a footbridge at Oatley station (connecting the island platform to Mulga Road and Oatley Parade via a pedestrian footbridge and elevators), and internal upgrades to the station building. The proposed works are required to improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT) and to upgrade the station and interchange facilities and equipment to current standards. The footbridge and lifts specifically are required because the existing stairs are not able to be reconfigured in a way that would meet the necessary disability access standards.
- Design is constrained by the fact that design of rail stations and platforms is highly controlled by policies and standards, with a high emphasis on safety. In addition, due to engineering constraints, the footprint of the revised Reference Design for the pedestrian footbridge and forecourts was not able to deviate substantially from the existing design.
- In the preliminary design stage for this project, four access options for the railway station were considered. After analysis of the constraints of those four options, Option 2 was selected for development, and presented to the NSW Heritage Council Approvals Committee. The Committee found the design to be unacceptable, and the design proposal presented in this document has been modified to address the concerns of the Committee concerning size, appearance and the continuation of use of the River Road underpass and stairs.
- The proposed works to the station building remain unchanged from the original Reference Design and are largely confined to internal changes to non-original fabric including the conversion of the existing public toilets into a communications room, and the installation of ventilation grilles in the



southern wall of the building. It is not anticipated that this aspect of the proposal will impact on heritage significance of the railway station.

- The proposed works to the platform now include the demolition and removal of the existing canopy to the north of the platform building, and installation of the lift, staircase and new canopy. These works will require some excavation of the platform, but are unlikely to disturb substantial or intact remains of the original platform. The proposed new canopy is a positive addition to the railway station precinct that will emphasise the heritage fabric of the platform building and masonry brick underpass. The new canopy will also provide a positive addition to the existing stair access by improving natural lighting levels, and enhancing views of the platform building via its height and visual separation.
- The proposed lift tower, stairs and forecourt in the Douglas Cross Gardens will have some visual impact on the heritage significance of the Oatley Memorial Gardens, although these impacts have been mitigated through the careful use of materials and colours, and the visual connectivity provided through the base of the stairs. The design also integrates bike storage, a bus shelter and other facilities within the staircase, reducing the number of new structures required on the platform or in the Gardens, and reducing the need for substantial modifications/additions to the heritage platform building.
- The proposed lift tower, stairs and forecourt in the Boongarra Reserve have been substantially reduced in size and form from the earlier design. The design now incorporates a retaining wall, extending from the heritage underpass to visually bed the structure down into the landscape and allowing the first two flights of stairs to be built into the embankment. The requirement for bicycle storage and utilities has also been incorporated into the line of the retaining wall, minimising visual impacts. On completion of the works, specimen trees and landscaping will screen the structure and assist in restoring the garden suburb setting of the area.
- The design of the footbridge itself has the potential to constitute a substantial visual impact. However, the steel design provides a more lightweight and calm structure, and now incorporates reference to the history of bridges on the rail network. The perforated metal sleeve and translucent roof provides a transparent finish that is sympathetic to, and evocative of, the landscape, and provides the opportunity to appreciate the landscape. Elevated views from the bridge could aid both in understanding the existing rail platform building and rail line alignment, as well as Douglas Cross Gardens, and in interpreting the location of the former rail line and the reason the Oatley Memorial Gardens came into being. The additional and replacement vegetation would substantially soften the potential visual impact of the structure from the platform and from the surrounding area.

7.2 Recommendations

This assessment has found that the proposal would involve some moderate impacts to the Oatley Railway Station. However, provided the following mitigation measures are employed, the proposed impacts of some aspects of the design on the overall heritage significance of the item, are offset by the fact that the upgrade works—that will be undertaken as sensitively as possible, within the constraints of the DDA requirements—will also ensure the historic station's survival and ongoing use as a railway station. Several aspects of the proposal will, in fact, enhance the heritage significance of the station, by removing intrusive fabric (the bus shelter, existing canopy, vending machines) and by emphasising the significant heritage fabric (the weatherboard platform building and River Road stairs).

Overall, the most significant outcome of the proposal is that it would allow the station to continue to function in the long-term, by providing DDA access and meeting the future access requirements of the Oatley community.

The following recommendations include suggested mitigation measures, as well as actions that must be undertaken ensure that the proposed works are implemented in accordance with the NSW Division guidelines and policies:

- A copy of this report, the designs for the proposed changes, and photographs of the completed alterations, should be stored in the permanent archive of Transport Heritage NSW (formerly the Office of Rail Heritage) as part of the record of the stations history.
- The proposed works are not consistent with the standard exemptions under Section 57(2) of the Heritage Act, or the rail-specific exemptions. It would therefore be necessary to apply for a Section 60 permit from the NSW Heritage Council prior to work being undertaken.
- If changes are made to the design at a future stage in the planning process, it would be necessary to update this SoHI.
- Unnecessary loss of screening vegetation and trees alongside the railway corridor and within the Douglas Cross Gardens should be avoided where possible. Consideration should be given to re-establishing vegetation in those areas where its removal is required.
- Landscaping and vegetation within the Douglas Cross Gardens should be retained as much as possible. Any damaged or removed elements should be replaced once works have been completed.
- The materials and colour palette for the footbridge should be sympathetic to the heritage context of the railway station. Separation of the footbridge structure from that of the paler weatherboard heritage platform building can be achieved via the use of modern, light materials, panelling and slim frame elements, that further reduces the bulk of the footbridge. Awnings and other design



features should attempt to mirror the simple angular roof-lines of the existing railway station platform building. Care should be taken to make the footbridge as visually unobtrusive as possible, whilst visually separating the new structures from the original through the use of modern materials.

- It is recommended that in any areas where pedestrian flow paths are temporarily affected by the construction works that suitable barriers and access alternatives are put in place. Any temporary plant or equipment introduced to the station precinct should be appropriately fenced off, and measures taken to avoid any disturbance to grassed areas, landscaping, or heritage fabric.
- It is recommended that archival recording of the station and its relationship to the surrounding environment be undertaken prior to the proposed works commencing. Archival recording should be undertaken in accordance with the following guidelines:
 - How to Prepare Archival Records of Heritage Items (NSW Heritage Office 1998)
 - Photographic Recording of Heritage Items Using Film or Digital Capture (NSW Heritage office 2006)
- As the Oatley Railway Station is listed on the RailCorp s170 register, consultation with Sydney Trains will be required prior to works commencing. Oatley Station is also listed on the Kogarah LEP 2012, and Hurstville LEP 2012. However as the item is also listed on the SHR consultation with council is not required.
- A heritage induction should be undertaken prior to works commencing, to advise contractors of the legislative requirements and strategies for dealing with heritage fabric within the area of construction.
- It is not anticipated that archaeological relics will be encountered during the proposed works. However, if any unidentified relics are unexpectedly discovered during excavation, activity in the immediate vicinity of the find should cease, the material should be left in place and protected from harm, and a qualified archaeologist or heritage professional contacted to assess the significance of the remains and advise of any requirements.

8.0 References

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Attachment 4

Assessment of the Potential Visual Impact for the Oatley Station Accessibility Upgrade Project, RPS, September 2014

Oatley Station Accessibility Upgrade Determination Report



Assessment of Potential Visual Impact

Oatley Station Upgrade Project

September 2014

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Name	Signature	Date
Nick Johnson		3/9/2014

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I.0 Introduction

The purpose of this report is to provide an assessment of the visual impact of the installation of infrastructure designed to improve accessibility and safety for Oatley Station (the Station). Transport for NSW is the proponent for the Transport Access Program, a government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure where it is needed.

This report describes the existing landscape character within the local context of the project, identifies and assesses the existing local visual context, rates the importance of key view sheds, the impacts of the proposed development on the visual landscape, and identifies the extent to which mitigation of impacts are required. The report has been prepared as part of the Review of Environmental Factors (REF) for the proposal.



Figure 1: Site locality Plan

1.1 Context of the Proposal

The Station is located at the junction between Kogarah City Council and Hurstville City Council, flanked by Oatley Parade, River Road and Mulga Road. Both Councils hold a policy document recording the Station's heritage significance, particular importance is placed on the arched underpass on River road (Figure 1). Pedestrian access to the station is currently via this underpass, while parking is provided off street in Oatley Parade and on street in River and Mulga Roads. Refer to Figure 2 for a locality plan of the site.

Existing access to platforms and station facilities is via a narrow footpath to the River Road underpass via Mulga Road and Oatley Parade. The access is remote from the available parking and does not cater for the disabled, ageing and parents with prams.

The infrastructure proposed comprises pedestrian forecourts, bicycle parking and bus stop facilities on both the eastern and western side of the station. Each forecourt is serviced by a lift that will provide access to an overhead bridge where a second lift will provide access to the station platform. Stairs from the forecourts on either side of the station will provide access to the overhead bridge and then via the lift to the station platform.

The proposed new structures will significantly improve access conditions while also providing improved integration with the Oatley precinct and consequently enhanced legibility for users.



Figure 2: River Road Underpass view from the east

Oatley is primarily a suburban village, servicing the needs of the local community in terms of shopping, business, educational facilities and services. The rail line is elevated and runs in a north south direction. The platform is located south of the historic underpass and is bordered by vegetation and trees to the west. To the east Douglas Cross Gardens is located adjacent to the station and is dissected by a pedestrian pathway that leads to the underpass access. Further south a small group of shops are adjacent to but not accessible to the station directly.

Being elevated and largely screened by trees, vegetation and the shop buildings, the existence of the station and the means of access to the station are not readily apparent to visitors.

The visual impact assessment considers the local context of the site and precinct while determining the potential impacts of the proposal.

1.1 Planning Context

The planning context of the precinct confirms the existing and future urban character of the area. The visual landscape character will either be preserved or will evolve over time depending on the plan being implemented in the area.

The precinct is located within two local government areas: Hurstville and Kogarah with zoning controlled by two separate planning instruments. The draft Hurstville LEP and the Kogarah LEP 1998 both zone surrounding land as predominately low density residential, however the Kogarah LEP 1998 does include medium density development near the station.

Neither Oatley nor Oatley West are identified as centres in the Metropolitan Plan for Sydney 2036 (NSW Government 2010) and therefore are not considered to be where targeted new growth is to occur.

No major developments have been identified as occurring or potentially occurring in the vicinity of Oatley Station, with residential densities remaining low. Hurstville Council (as owners of the former bowling club site) have plans to provide an aged care facility on their site for either 140 beds and serviced units or 25 independent living units.

Kogarah Council has developed the Oatley Village Centre Improvement Plan. This plan outlines potential streetscape works that would be undertaken to facilitate a better pedestrian and traffic interface in the village centre. The adjacent Memorial Park was considered to be a vital component to the plan and was also included in the scope of works. An aspect of the plan, which is of considerable relevance to the upgrade of the station, is the long-term option of the plan to provide a new link to the station between the petrol station and commercial building on Oatley Parade. These plans were prepared independent of TfNSW's current proposal and include a long-term vision for an aerial bridge to the station and across the rail corridor.

The visual impact assessment considers the existing and future planning context of the precinct while determining the potential impacts of the proposal.

1.2 Methodology

The methodology for this study has been adapted from *Visual Landscape Planning in Western Australia* document produced by the Western Australian Planning Commission (2007), along with input from various other sources including the *Environmental Impact Assessment Practice Note Guideline for Landscape Character and Visual Impact assessment EIA-NO4* produced by the NSW Government. The methodology consists of a number of steps intended to establish the existing Landscape Visual Character of the site and an evaluation of the visual impact of the proposal.

The following steps will form the basis of the report;

-
-
- A description of the visual landscape character;
 - The development of guidelines for managing the visual landscape character;
 - A description of the proposal;
 - The identification of key view sheds;
 - An evaluation of the way the visual landscape is viewed, experienced and valued;
 - The identification and description of likely changes to visual landscape character and views;
 - An assessment of the extent of visual impacts likely to be created by the proposal; and
 - Mitigation strategies suggested to reduce impacts where warranted.

2.0 Definitions

Table 1 Definitions.

Term	Definition
Visual impact assessment	Is a combination of the consideration of visual prominence and visual exposure.
Visual Prominence	Is determined by the size, height and colour of proposed infrastructure elements and the degree to which the landscape within which they sit can assist in reducing their visual prominence (e.g. screening vegetation, landform, etc.).
Visual Exposure	Is determined by the number and frequency of people who will see the proposed infrastructure elements from identified viewing points.
Cumulative Impact	Is the additional change in the visual and landscape values of a space that is likely to be experienced sequentially as one moves through it and that is reasonably foreseeable to occur in the future.
Visual Landscape Character	Refers to the appearance of the basic landscape elements; landform, vegetation, water bodies and human land use that make an area identifiable or unique.
View Shed	Extent of potential visibility to or from a specific area, feature or proposal
Visual Receiver	Person and/or viewer group that will experience an impact

3.0 The Development Proposal

3.1 Aims

The proposal aims to develop a preferred integrated solution for the accessibility of Oatley Station and its wider precinct.

The existing Oatley Station Precinct encompasses the railway station, associated interchange facilities and passenger access between facilities. The elements are disjointed but include;

- Station platform
- Station Platform Building
- Pedestrian and cycle access paths
- Pedestrian access footbridge
- Pedestrian linkages to the adjacent streets and commuter carpark, bus stops and shelters, taxi stands, kiss and ride locations and bicycle facilities.

3.2 Objectives

The objective of the Oatley Station Precinct Accessibility Upgrade is to ensure the most appropriate solution is taken forward for funding consideration as part of the NSW Government's Transport Access Program (TAP).

Specifically, the objectives of this project are to:

- Improve customer experience (specifically weather protection, better and more legible interchange facilities and improved cosmetic appearance of facilities)
- Improve accessibility in accordance with Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSAPT)
- Improve mode access facilities and integration with surrounding precinct
- Where possible, increase station capacity to address identified congestion issues (if any) and to accommodate patronage growth to 2036 (+15%)
- Upgrade the station and interchange facilities and equipment to current best practice standards
- Improve amenity for RailCorp staff and customers
- Review of facilities due for renewal
- Minimise the cost of ownership and maintenance
- Minimise construction impacts to customers and station operations.
- Maintain and respect the qualities of the historic station buildings, landscape and associated structures of heritage significance

3.3 Proposed works

The proposal includes infrastructure which will be mirrored on each side of the station and includes:

- pedestrian forecourts (east and west);
- bicycle parking;

- bus stop facilities;
- forecourt lifts to access the overhead bridge which straddles the rail line and station proper;
- Stairs and lifts from the forecourts on either side of the station will provide access to the overhead bridge and then via a third lift to the station platform.
- The design of the overhead bridge is a sweeping arc which complements the gentle curve of the rail line at this location and assists with the bridge setting neatly into the landscape setting. This is demonstrated in the plan (Figure 3) below.



Figure 3: Proposal – roof plan