

Oatley Railway Station Upgrade, Oatley

Statement of Heritage Impact

Report to Transport for New South Wales
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Executive Summary

Artefact Heritage has been commissioned by Transport for New South Wales (TfNSW), to undertake this Statement of Heritage Impact (SoHI) for the installation of infrastructure designed to improve accessibility and safety for the Oatley Railway Station. This SoHI is required to provide input into the REF for the proposed refurbishment of the station, which would include impact to items of heritage significance. This SoHI adheres to NSW Heritage Council guidelines.

Oatley Railway Station was originally constructed in 1885 and relocated in 1905. The station includes a number of items and structures with non-Indigenous heritage values. These include the platform building (1890, 1905), River Road underbridge and pedestrian subway (1905), island platform (1905), concrete drop-slab location hut (1920s), platform canopies (1992) and moveable items (1918).

The station is currently listed on the State Heritage Register (SHR), Sydney Trains s170 register and the Kogarah LEP 2012 (item I129). A Conservation Management Plan (CMP) was prepared for the station group in 1995 and a Heritage Impact Statement for the station completed in 2004. A constraints analysis for the proposed station upgrade was prepared by Artefact Heritage in 2012. A Section 57 exemption application for exploration beneath the waiting room floor was applied for by Artefact Heritage and approved by Heritage Division, Office of Environment and Heritage. The design option was later revised and the section 57 will no longer be acted on.

The proposed alterations to the interior of the station building are only expected to have minor impacts on the heritage value of the structure. Alterations to the platform through the construction of the lift tower and overbridge 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.

Overview of findings

- The Oatley Railway Station Group is listed on the State Heritage Register (01214), the Sydney Trains s.170 register and the Kogarah LEP (2012). 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 an overbridge at Oatley Station (connecting the island platform to Mulga Road and Oatley Parade via a pedestrian overbridge 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 standard. The overbridge 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, BCA and ASA standards.

- The proposed works to the station building are largely confined to internal reconfigurations of non-original fabric, and include the conversion of the existing public toilets into a communications room, the addition of a new door providing access from the station platform to allow DDA compliant access to the ticket office, and the installation of ventilation grilles in the southern wall of the building.
- The overbridge is currently at the Reference Design stage. Preliminary specifications for the design indicate that it will consist of three sets of stairs, three lift towers and an overbridge. The design will 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.
- It is not anticipated that the proposed works will have any major impact on the heritage significance of the platform building. Impacts would be confined to minor visual impact of the installation of a new door on the western side of the station building and ventilation grilles on the southern side. If original cladding still exists in these locations there is the possibility of disturbing early fabric during construction.
- The overbridge has the potential to constitute a substantial visual impact, although mitigation measures including the consideration of sympathetic forms and finishes in the final design, and replacement of vegetation, may soften the visual impact of the structure.

Recommendations

- The existing stairway contributes to the heritage significance of the railway station precinct, and is an essential element linking the Mulga Road underbridge and the island platform. The stairs should be kept visible and in use where possible. If the stairs are unable to be retained in use, they should be retained visually.
- 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.
- Landscaping of the Proposal in Boongarra Reserve should be considered to mitigate the visual impact of the removal of grass and trees in this area, and to tie the new construction in with the surrounding area.



- The materials and colour palette for the overbridge should be sympathetic to the heritage context of the railway station.. The use of modern, light materials, such as glass panelling and slim frame elements, would reduce the bulk of the overbridge.
Awnings and other design features should attempt to mirror the simple angular roof-lines of the existing railway station platform building. It is understood that TfNSW are proposing horizontal profile canopies that would be distinguishable from existing but also be sympathetic to the original. Care should be taken to make the overbridge as visually unobtrusive as possible, whilst visually separating the new structures from the original through the use of modern materials.
- A section 60 approval would be obtained from the NSW Heritage Council prior to works commencing.
- Sydney Trains would be consulted prior to impacts within the s170 listed curtilage of the station.



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1.0 Introduction and background

1.1 Background

Artefact Heritage has been commissioned by Transport for New South Wales (TfNSW), to undertake this Statement of Heritage Impact (SoHI) for the installation of infrastructure designed to improve accessibility and safety for the Oatley Railway Station. TfNSW is the proponent for the Transport Access Program (TAP), 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 SoHI is required to provide input into the REF for the proposed refurbishment of the station, which would include impact to items of heritage significance. This SoHI adheres to NSW Heritage Council guidelines.

Oatley Railway Station was originally constructed in 1885 and relocated in 1905. The station includes a number of items and structures with non-Indigenous heritage values. These include the platform building (1890, relocated in 1905, modifications throughout the 20th century), Mulga Road underbridge and pedestrian subway (1905), island platform (1905 with modifications), concrete drop-slab location hut (1920s), platform canopies (1992) and moveable items (1918).

The station is currently listed on the State Heritage Register (SHR), the Sydney Trains Section 170 register and the Kogarah LEP 2012 (item I129). A Conservation Management Plan (CMP) was prepared for the station group in 1995 and a Heritage Impact Statement for the station completed in 2004. A constraints analysis for the proposed station upgrade was prepared by Artefact Heritage in 2012. A Section 57 exemption application for exploration beneath the waiting room floor was lodged with the Heritage Division, Office of Environment and Heritage, by Artefact Heritage on the 14th of January 2014.

1.2 The study area

Oatley Railway Station is located on the Illawarra rail line in the suburb of Oatley. The line runs parallel to Oatley Parade to the east. Mulga Road curves west on the western side of the station, and River Road runs beneath the railway underbridge. It should be noted that despite the underbridge crossing River Road, the item is listed on the SHR as 'Mulga Road underbridge'. This report has used the SHR terminology to refer to the item. The Illawarra rail line marks the boundary of the Local Government Areas (LGA) of Kogarah and Hurstville. The station is located within the Kogarah LGA.



Figure 1: The study area (outlined in red). Base map SIX Maps NSW LPI.

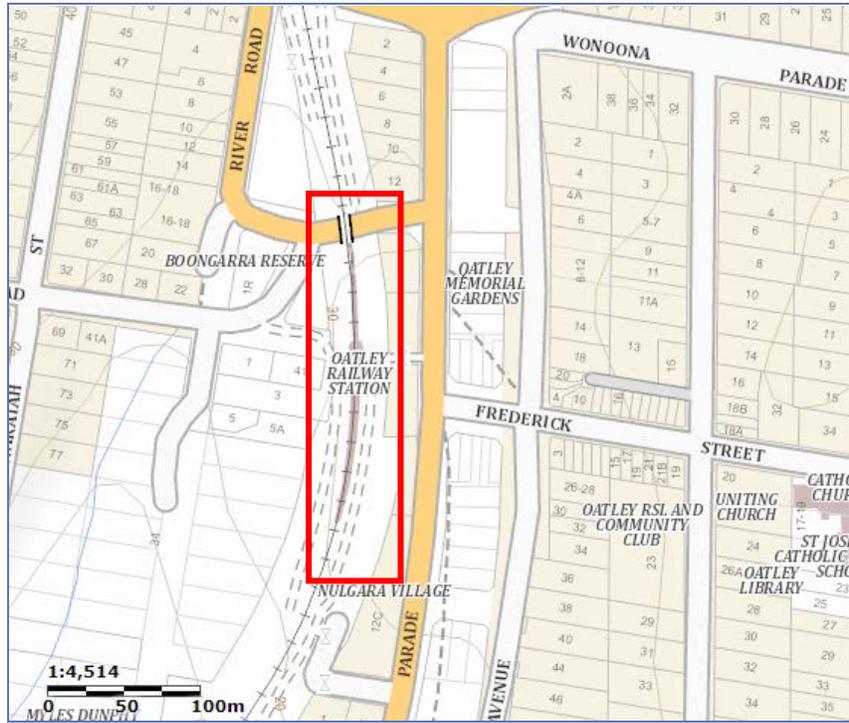
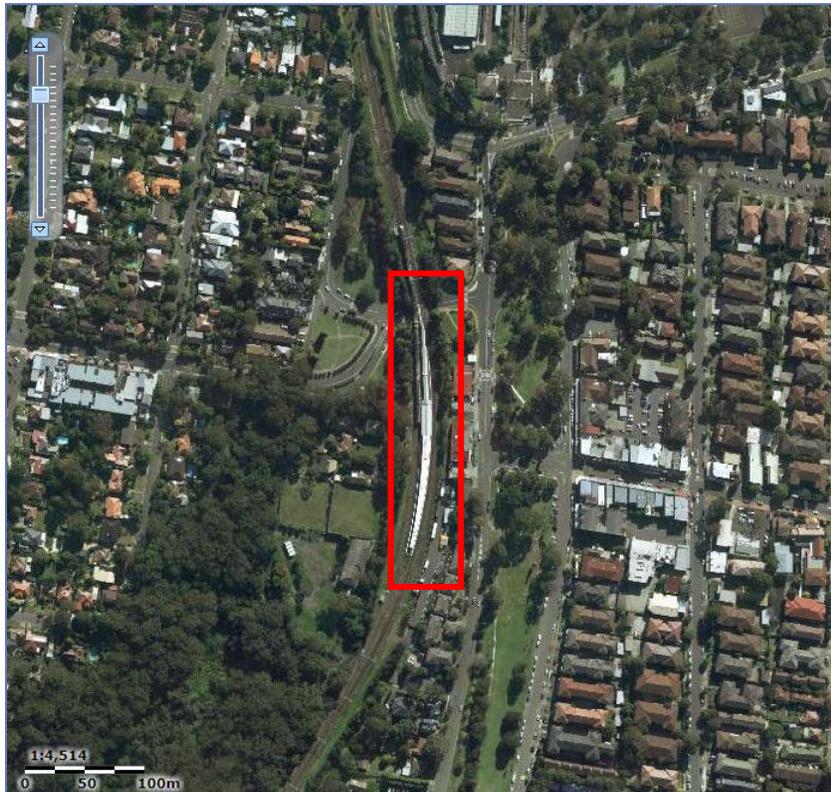


Figure 2: The study area (outlined in red). Base aerial SIX Maps NSW LPI.





1.3 Report authorship

The report was written by and Heritage Consultant Jenny Winnett and Senior Heritage Consultant Mike Hincks, with management input from Dr Sandra Wallace.

1.4 Statutory context

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

The Heritage Act 1977

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

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

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

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

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

If the proposed works are minor and would have minimal impact on the heritage significance of the place or site, they may be granted an exception or exemption under Section 139 (4) or 57 (2) of the Heritage Act.



The Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes a framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that Local Governments prepare planning instruments (such as Local Environmental Plans [LEPs] and Development Control Plans [DCPs]) in accordance with the Act to provide guidance on the level of environmental assessment required. The current study area falls within the boundaries of the Kogarah LGA and Hurstville LGA, and is covered by the Kogarah LEP 2012 and the Hurstville LEP 2012.

The Kogarah LEP 2012 and Hurstville LEP 2012

The heritage aims of the LEPs as stated in Part 4 of each document, is to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views. Each LEP lists items of heritage significance within the LGA and specifies conditions of development consent within heritage listed areas. Both LEPs include a schedule of heritage listed items.

1.4.1 Heritage Listings

Statutory registers provide legal protection for heritage items. In NSW, the *Heritage Act 1977*, and the *Environmental Planning and Assessment Act 1979* give legal protection. The State Heritage Register, the S170 registers, and heritage schedules of Local Environment Plans are statutory listings. Places on the National Heritage List are protected under the *Environment Protection and Biodiversity Conservation Act 1999*.

Register of the National Estate

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

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

National Heritage List

On 1 January 2004, a new national heritage system was established under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This led to the introduction of the National Heritage List, which was designed to recognise and protect places of outstanding heritage value to the nation. It



includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

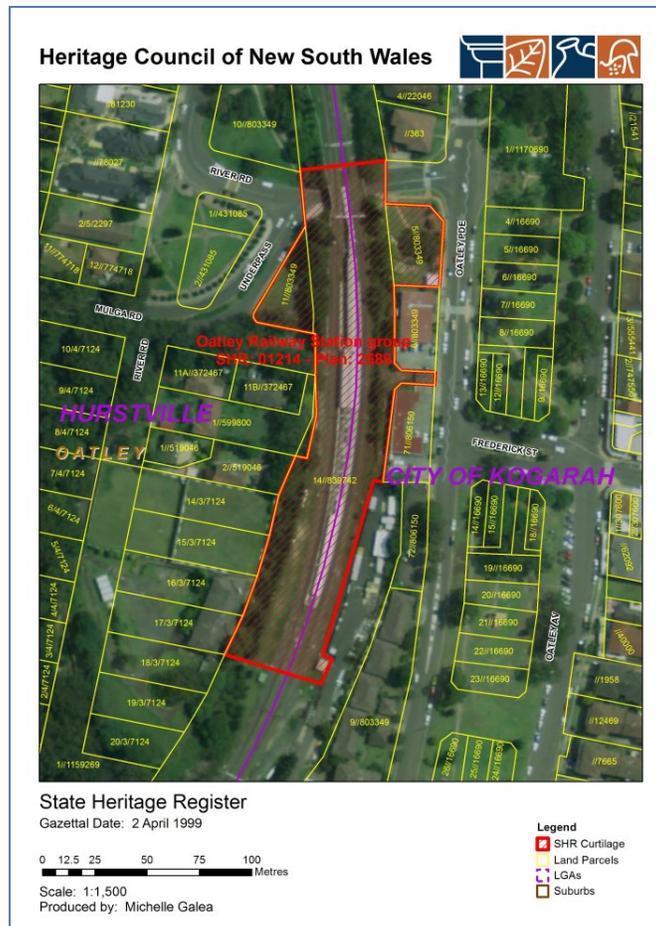
There are no items within the study area listed on the National Heritage List.

The State Heritage Register

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

The **Oatley Railway Station Group** is listed on the SHR. The curtilage for the SHR listing is defined by the Sydney Trains property boundaries to either side of the tracks and a line crossing the tracks at a distance of 20 m past the end of the platform ends.

Figure 3: The SHR curtilage for the Oatley Railway Station Group.





Section 170 Registers

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

The **Oatley Railway Station Group** is listed on the Sydney Trains s.170 register (Figure 4). The curtilage is the same as that of the SHR.

Figure 4: Oatley Railway Station Group - Sydney Trains s.170 register curtilage (outlined in orange).



The Kogarah LEP 2012

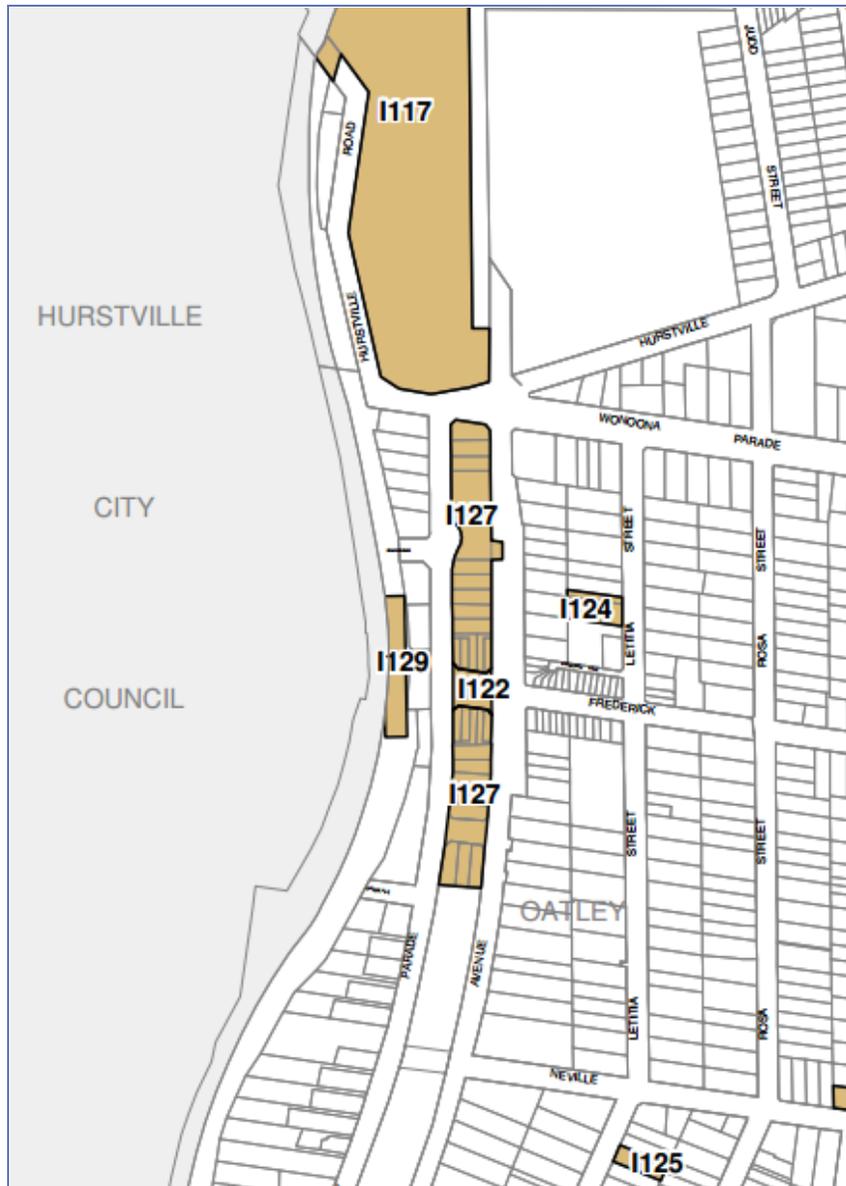


The **Oatley Railway Station Group**, at Lot 14 DP 839742, is listed as being of State significance on the Kogarah LEP 2012. It is mapped as heritage item I129 (Figure 5).

Two heritage items are also listed nearby;

- Heritage Item I127 – Oatley Memorial Gardens
- Heritage Item I122 – Oatley Memorial Clock

Figure 5: Detail of the heritage map from the Kogarah LEP 2012.

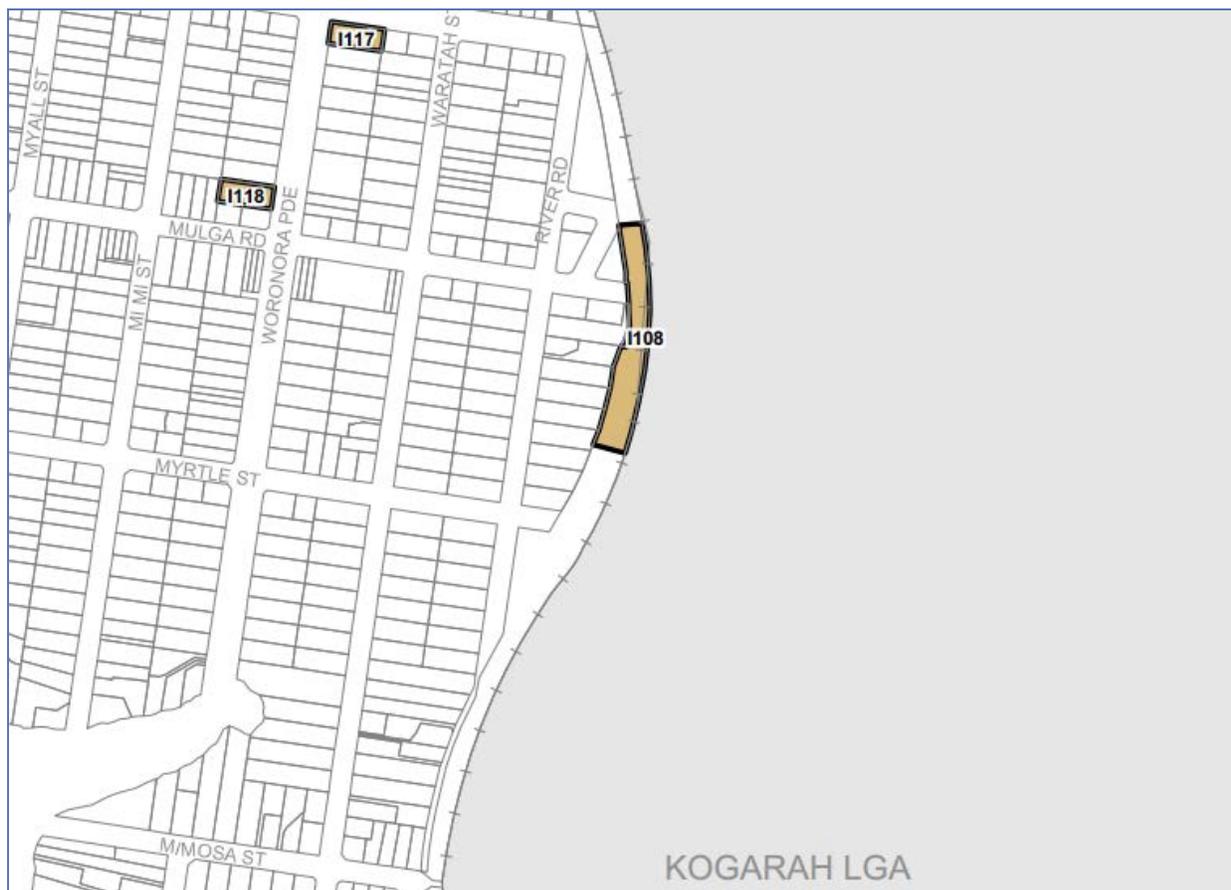




Hurstville LEP 2012

The **Oatley Railway Station Group** is listed as being an item of State significance on the Hurstville LEP 2012. It is mapped as heritage item I108 (Figure 6).

Figure 6: Detail from the Hurstville LEP 2012, showing Oatley Railway Station, heritage item I108.



1.4.2 CMP conservation policies

The CMP (Stacy and Broughton 1995) put forward a number of conservation policies and associated guidelines to guide the management of Oatley Railway Station. The relevant policies are listed in Table 1.

Table 1: Oatley Railway Station CMP conservation policies (Stacy and Broughton 1995)

Policy No.	Policy
5.1	The heritage significance of the Oatley Railway Station building and platform should be retained and conserved.
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.



Policy No.	Policy
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.
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 station building and the prominent island platform location and elevated setting within the Oatley township.
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.
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.



2.0 Historical context

2.1 Early European Settlement

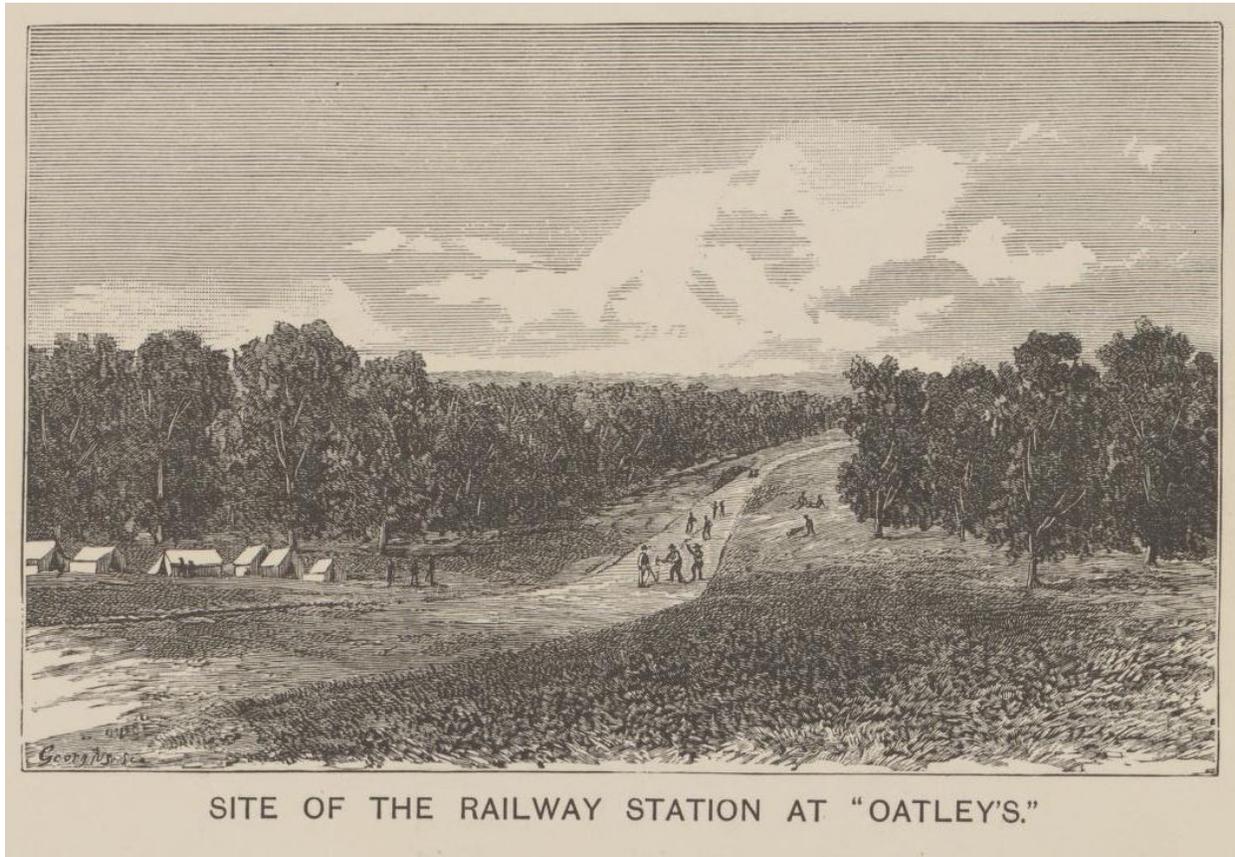
The present-day township of Oatley is located within the site of a 300 acre property that was granted to colonial clock maker, James Oatley, in 1833. Oatley himself did not live on the land; however, like other private properties in the area, it was occupied by timber getters and lime burners during the early years of European settlement.

Development in the region was slow until the arrival of the railway in the 1880s.

2.2 The arrival of the railway and the growth of Oatley

During the mid-19th century, it was seen that it was necessary to establish railway links to the growing rural districts that supported pastoral and mining industries. By the 1870s, five main inland lines had been constructed, connecting Sydney to Parramatta and Goulburn, Blacktown to Richmond, Parramatta to Bathurst, and Newcastle to Murrurundi (Stacy and Broughton 1995:35).

Figure 7: The site of the future railway, 1880-89. NLA



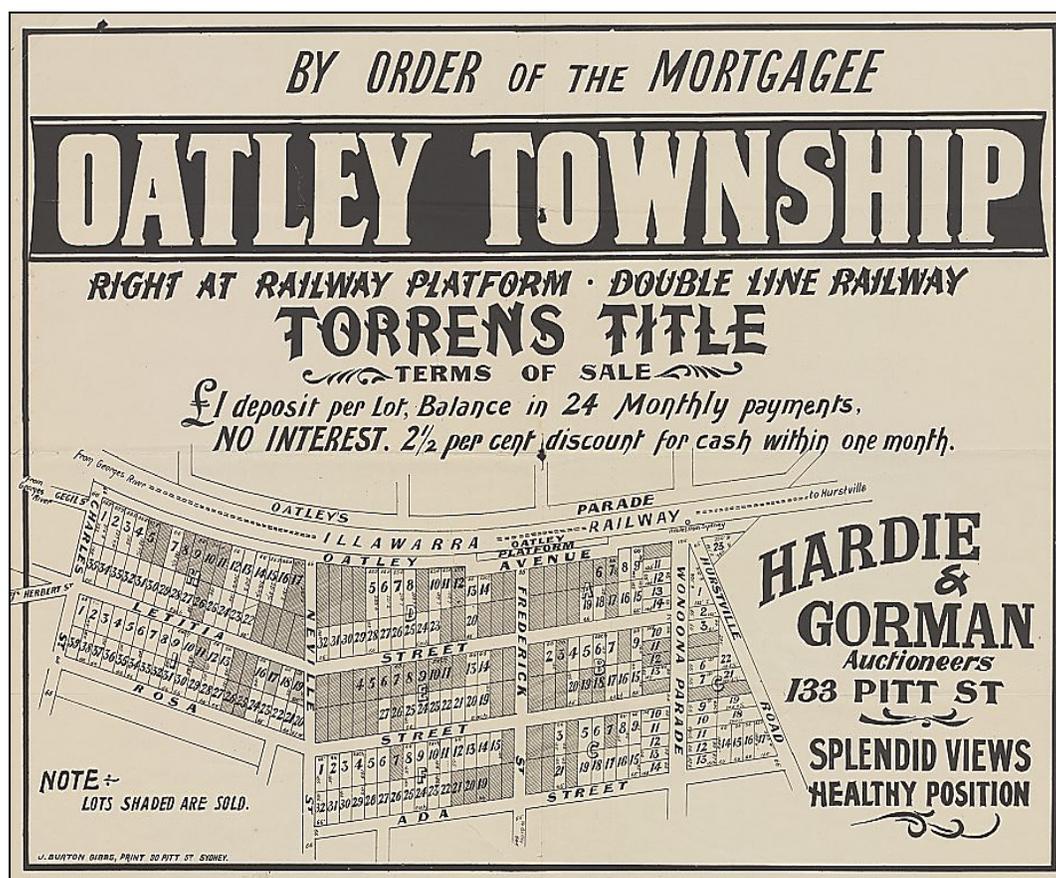
During the 1870s, residents of the Illawarra district began to lobby the Government for the construction of a railway to serve the growing agricultural and mineral industries of the region, particularly the increasingly important coal industry of Wollongong. Various routes were considered for this line, and Charles Griffith of Griffiths and Co, who owned Oatley's grant at that time, offered free right-of-way access through the property. The route for the railway line was therefore planned to pass through Oatley's grant and cross the George's River at Oatley Point.

The first stage of the Illawarra Line was opened as far as Hurstville in 1884, and opened to Waterfall in 1886. A station platform was opened at Oatley in 1885. The Illawarra Line was the first line to serve the suburban areas south of Sydney, and rapidly increased development in the area, stimulating the growth of Oatley township (Stacy and Broughton 1995:36-3).

The arrival of the railway increased the value of land, and Charles Griffiths capitalised on this by subdividing Oatley's grant. The first subdivision in 1882 comprised 1500 lots, but sales were slow until the 1890s. Residential development in Oatley began in the area immediately surrounding the railway line (Figure 3). Oatley remained a small town until after WWII, when a major development boom occurred (Stacy and Broughton 1995:43).



Figure 8: Subdivision plan for Oatley dating to between 1890-1899, showing the original rail alignment (<http://nla.gov.au/nla.map-1fsp2032-e-cd>).



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

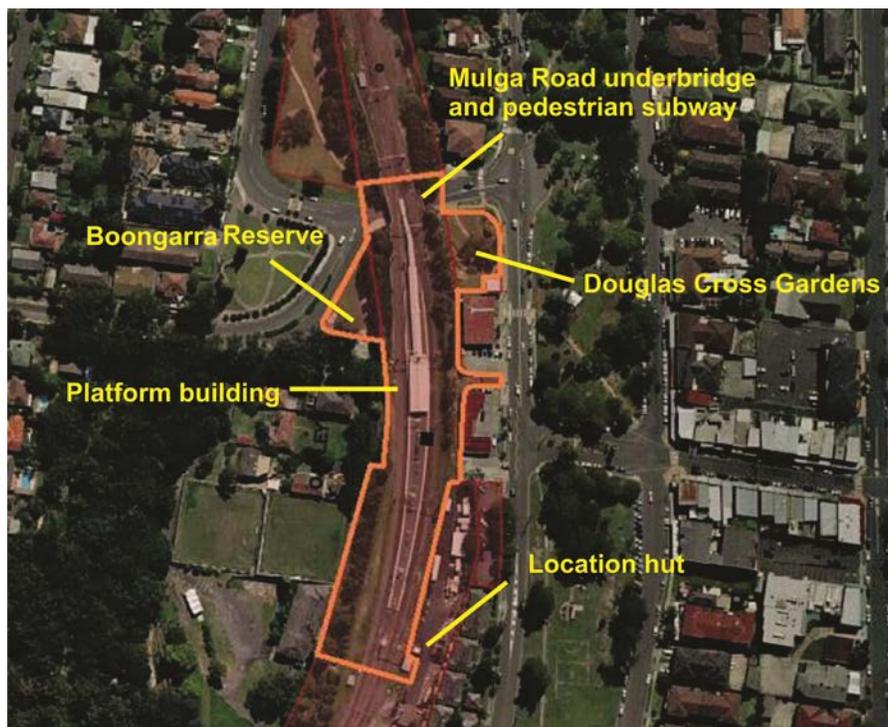
3.1 Background

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 underbridge 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 Sydney Trains 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 underbridge 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 Mulga Road underbridge. This underbridge 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 underbridge (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

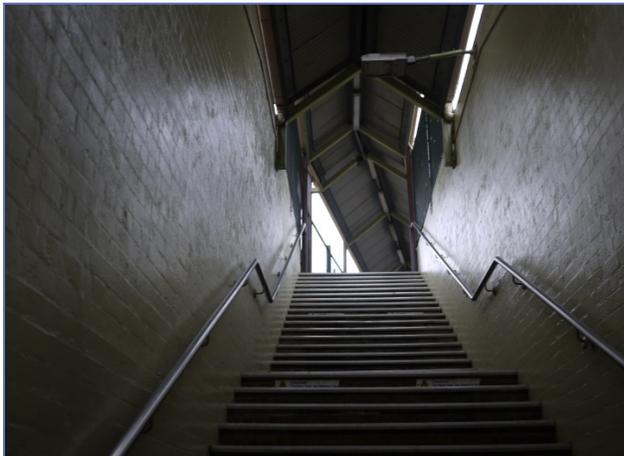


Figure 12: View towards the northern end of the platform, with the canopy and pedestrian stair.



Figure 13: Mulga Road underbridge, 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 ticket 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

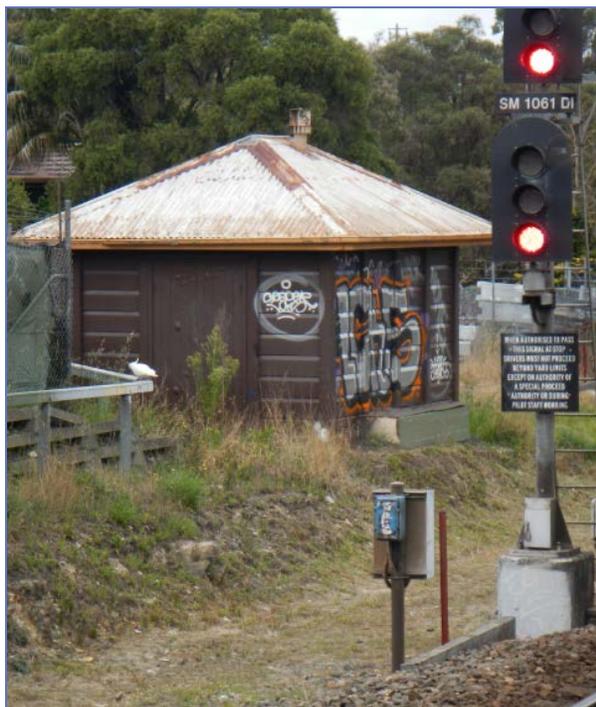


Figure 17: Signal room (facing north-east) including signalling levers and panel. Artefact Heritage 2012



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. In summary, the original and early fabric at the site includes:

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



- 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 ticket 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.
	Ticket 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.



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.
Mulga Road brick underbridge			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
	Ticket 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.
		Ticket office features	R	All date to c. 1991
		Staff toilet	R	All features and fittings date to c. 1991

Oatley Railway Station Upgrade, Oatley



Item	Location	Element	Age designation	Notes
Station building	Ticket 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.
		Covered walk-ways	R	Dating to c. 1991 and 2006

Item	Location	Element	Age designation	Notes
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 Sydney Trains S170 register SHR listings for the Oatley Railway Station;

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 reserve, although pedestrians use the garden 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 Mulga Road underbridge 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 2012. 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 24) 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 SHI listing, accessed online.



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.

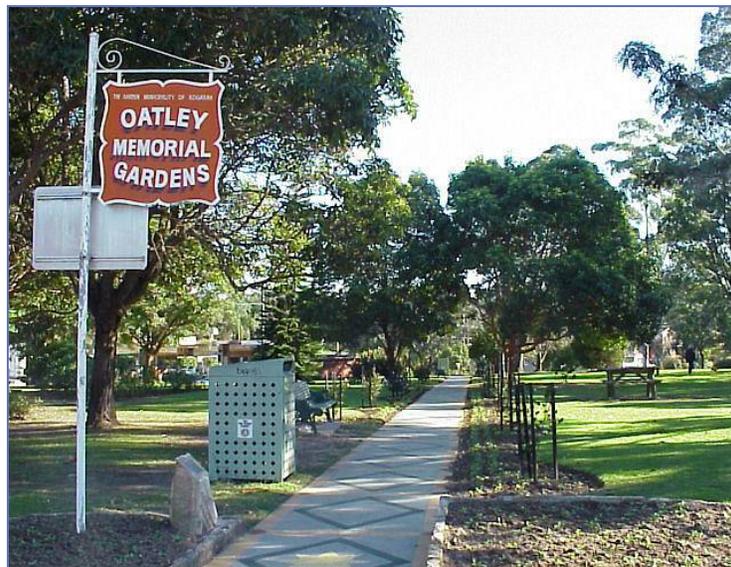


Figure 23: The Memorial Clock. (Image taken from the SHI listing).



4.0 Archaeological potential

4.1 Assessment of archaeological potential

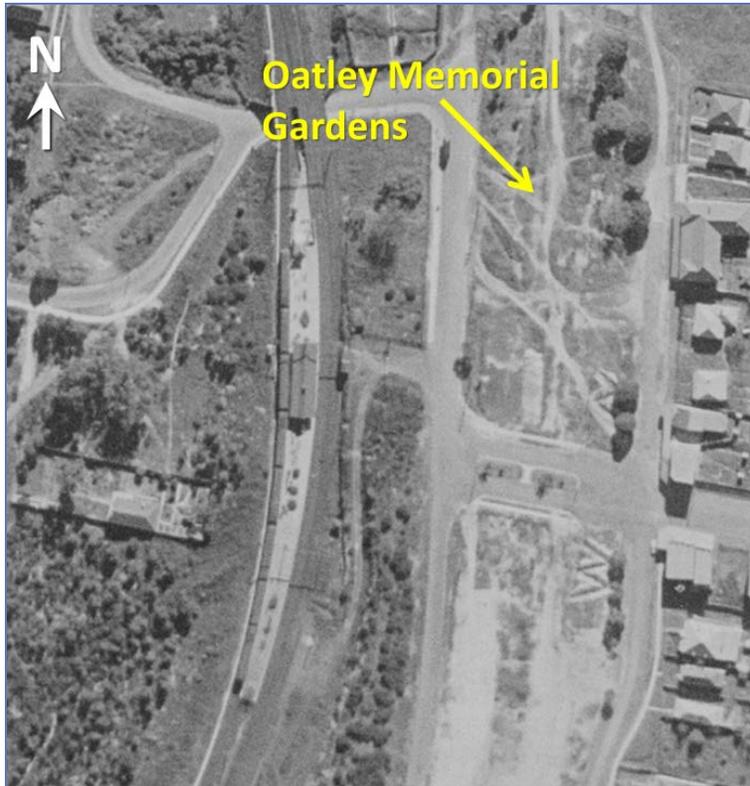
Archaeological potential is defined as the potential of a site to contain archaeological relics, as classified under the Heritage Act. Archaeological potential is assessed by identifying former land uses and associated features through historical research, and evaluating whether subsequent activity may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

Overall the railway station precinct has low archaeological potential. It is unlikely that any 19th century features would have survived the ground disturbance caused through the construction of the railway line, underbridge and station in 1905, and the area surrounding the rail corridor remained undeveloped until after 1943 (Figure 24).

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.



Figure 24: 1943 aerial photograph of the study area (Department of Lands)



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.

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



Criteria	Description
D – Social Significance	An item has strong or special association with a particular community or cultural 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 NSWs (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 underbridge 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.</p> <p>The original signalling equipment located in the signal room is historically significant as an</p>



Criteria	Description
	<p>illustration of railway technology during the early 20th century.</p> <p>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> <p>Relevant NSW Historical Themes:</p> <p>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:</p> <p>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.</p> <p>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.</p> <p>The River Road underbridge is a good representative example of brick arch construction in railway underbridges.</p> <p>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:</p> <p>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:</p> <p>Transport; Towns, suburbs and villages</p> <p>The station meets the Local significance threshold for this criterion.</p>



Criteria	Description
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:</p> <p>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:</p> <p>Transport; Towns, suburbs and villages; Government and administration</p> <p>The station meets the State significance threshold for this criterion.</p>
G – Representative	<p>The station building is an example of a standard side platform building converted to an 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 underbridge is a good representative example of brick arch construction. The River Road underbridge is thought to be the second largest brick arch underbridge 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:</p> <p>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 underbridge, 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 (Table 8) 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 underbridge 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	<p>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.</p> <p>The garden meets the Local significance threshold for this criterion.</p>
B – Associative Significance	<p>The gardens have no known association with any historically significant individuals or groups.</p> <p>The garden does not meet the Local significance threshold for this criterion.</p>
C – Aesthetic Significance	<p>The gardens are of aesthetic significance for their major contribution to the character of the town and streetscapes.</p> <p>The garden meets the Local significance threshold for this criterion.</p>



Criteria	Description
D – Social Significance	<p>The Memorial Gardens are of social significance as a focus for community activity and recreation since the 1940s.</p> <p>The garden meets the Local significance threshold for this criterion.</p>
E – Research Potential	<p>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.</p> <p>The garden meets the Local significance threshold for this criterion.</p>
F – Rarity	<p>The gardens are locally rare, within the town of Oatley.</p> <p>The garden meets the Local significance threshold for this criterion.</p>
G – Representative	<p>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.</p> <p>The garden does not meet the Local significance threshold for this criterion</p>

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	<p>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.</p> <p>The monument meets the Local significance threshold for this criterion.</p>
B – Associative Significance	<p>The memorial is dedicated to James Oatley, significant as an early landholder and the colonial clockmaker in the 19th century.</p> <p>The monument meets the Local significance threshold under this criterion.</p>



Criteria	Description
C – Aesthetic Significance	<p>The monument is of aesthetic significance for its contribution to the character of the civic centre of Oatley, and comprises an imposing architectural statement.</p> <p>The monument meets the Local significance threshold for this criterion.</p>
D – Social Significance	<p>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.</p> <p>The monument meets the Local significance threshold for this criterion.</p>
E – Research Potential	<p>The monument does not have research potential.</p> <p>The monument does not meet the Local significance threshold for this criterion.</p>
F – Rarity	<p>The Memorial Clock is not considered to be a particularly rare example of this type of monument. .</p> <p>The clock does not meet the Local significance threshold for this criterion.</p>
G – Representative	<p>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.</p> <p>The garden does not meet the Local significance threshold for this criterion</p>

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: Alterations to the station building and platform

6.1 Overview of the proposal

The main aim of the proposal is to develop an integrated solution for accessibility to Oatley station and the wider precinct; the station, 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 30). The works are outlined as follows;

- Conversion of the existing public toilets into a comms. room.
- The installation of an additional door from the station platform to allow DDA compliant access to the ticket office.
- Local regrading of the platform surface in the location of the new door to provide DDA compliant access.

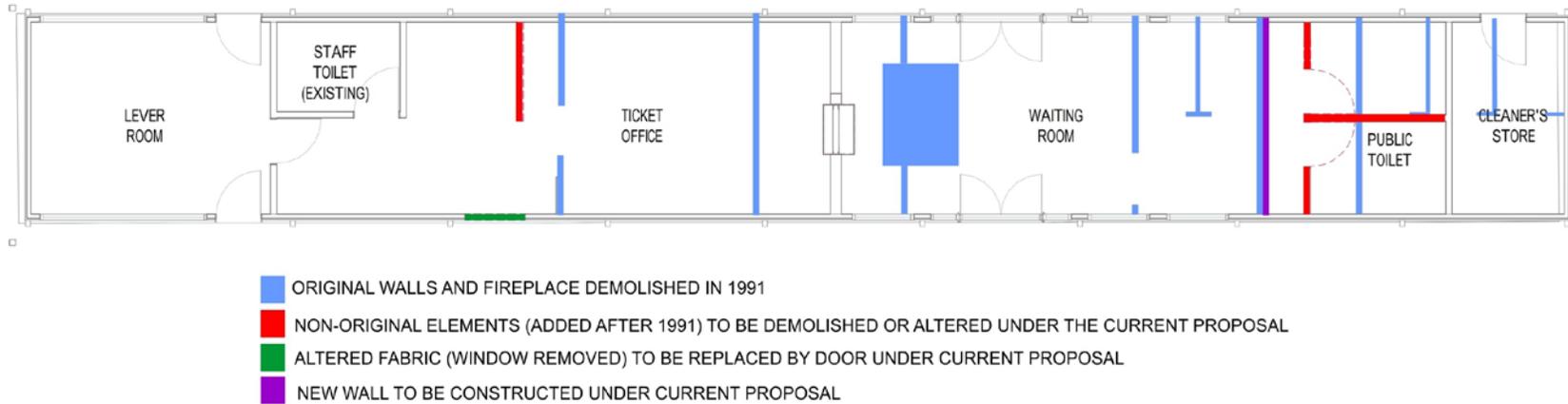
6.2 Potential Impacts to Heritage Significance

6.2.1 Internal reconfigurations

The proposed internal reconfiguration works include the conversion of the existing public toilets into a communications (comms.) room, and installation of a new doorway for DDA-compliant access to the ticket office.



Figure 25: Overlay showing the proposed internal changes relative to original and replaced fabric.



Potential impact 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 30). 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 26, centre).

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. This has been discussed in the 1995 CMP and is outlined in Table 3. It is not possible to determine if original or early cladding still exists in these locations. The visual impact of the ventilation grilles will be reduced if the condensers are located in the ceiling cavity. The late twentieth century extension of the canopy to the south will keep the vents relatively well hidden from most viewpoints on the station platform as long as the canopy remains. 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.

Figure 26 below shows the new communications room (shaded red) relative to the 1992 reconfiguration (bottom) and the original configuration (top). The illustration shows that the new configuration will not impact on significant fabric, as the original internal walls, flooring and fittings in the affected area were removed in 1992. The green and purple shaded areas show the options for location of condensers (internal) and vents. The purple option is preferred as it will have minimal visual impact from the station platform due to the southern extension of the canopy (not shown).



Figure 26: Proposed changes relating to the comms. room

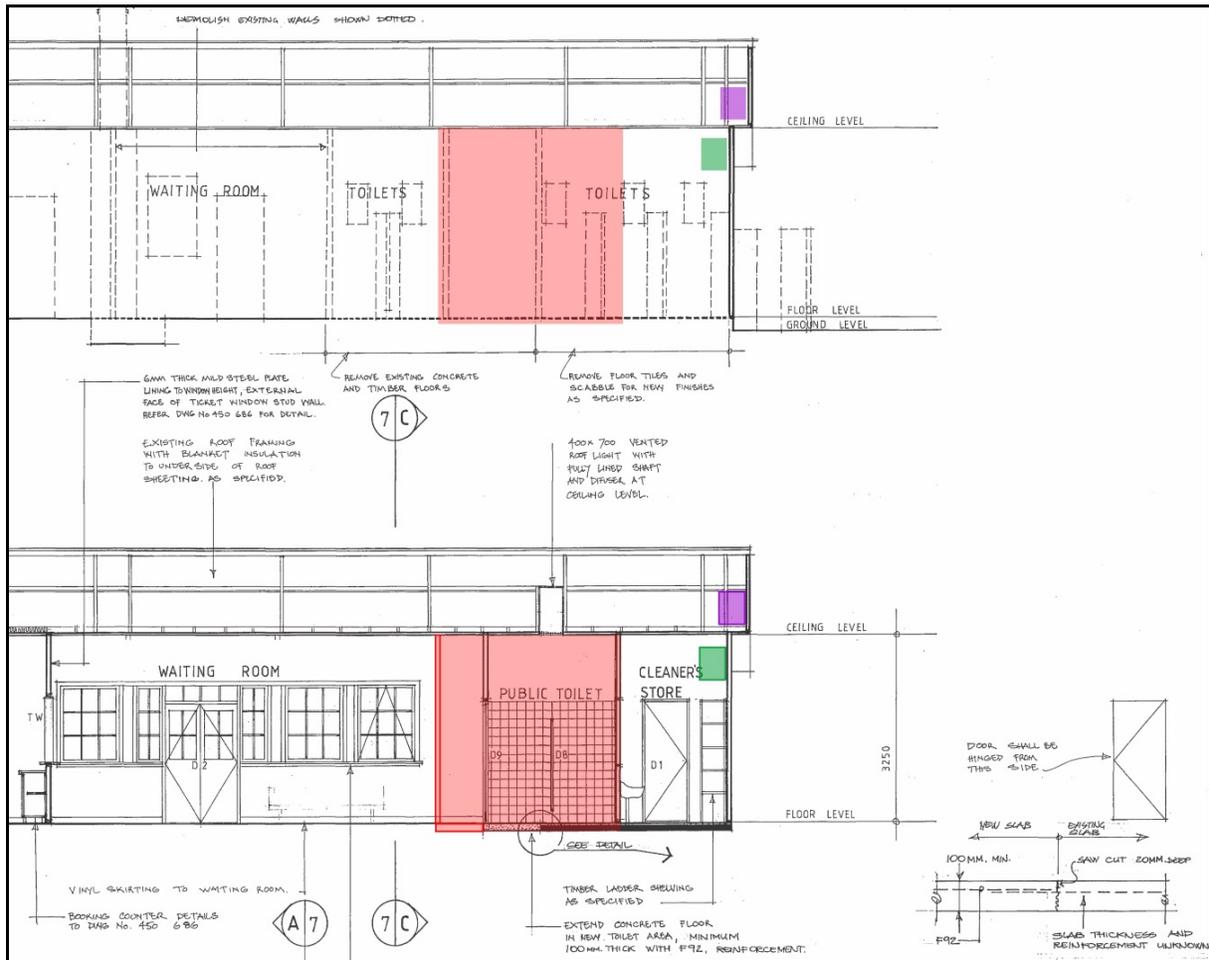


Figure 27: Existing toilet access.



6.2.2 New access on the western side of the platform

The installation of a new doorway to the south of the existing staff access is required to provide DDA compliant access to the ticket office facility.

Potential impacts on heritage fabric

The installation of a new access on the western side of the station will potentially impact on internal fabric dating to the 1905 re-construction of the station fabric (Figure 30). The proposed door location was originally a window opening, removed in 1991, and it is unlikely that the weatherboard in this location is original. Therefore the only early fabric that would potentially be affected by these works would be any original internal frame-work, and any original wood paneling present. The wood paneling that has been used to cover the original window opening will not be original, and it is difficult to identify which, if any, wood paneling on the railway station dates to 1905 or earlier.

Original fabric of the railway station is therefore unlikely to be affected by the proposal. This aspect of the proposal would have minor impact on the heritage significance of the railway station.

Figure 28: View of the western side of the station building from the service road on Boongarra Reserve.



Potential visual impacts on heritage significance

The proposed location of the new doorway is on the western side of the railway station (Figure 29). This side of the building is in an elevated position when viewed from the service road on the western side of the station (Figure 20). The service road is to facilitate rail maintenance. Despite not being a closed road it is not frequented by the public. Numerous openings in the station building currently exist and the addition of a new door is unlikely to constitute a highly intrusive visual element. Providing the finish of the proposed door is in keeping with the existing doorways, it would not have a substantial visual impact on the station building.

Oatley Railway Station Upgrade, Oatley



Figure 29: Proposed changes to the station building elevation (TfNSW with additions by Artefact Heritage).





6.2.3 Works to the platform

The platform at Oatley railway station is currently not DDA compliant. There will need to be localised grading of the platform in the location of the new doorway, adjacent to the entry to the lift, at the toe of the stairs and adjacent to the entry to the family accessible toilet.

Potential impact 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. Regrading 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.

Potential visual impacts to heritage significance

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.

6.3 Potential Impacts on surrounding heritage items

6.3.1 The Oatley Memorial Gardens

The proposed works involve internal reconfigurations of the station, with the exception of a new doorway on the western side of the station platform building. There is no visual connection between the Memorial Gardens and the station building due to existing buildings and dense vegetation. It is not anticipated that the proposed alterations to the platform and station buildings will impact on the heritage significance of the Memorial Gardens.

6.3.2 The Oatley Memorial Clock

There is no visual connection between the platform buildings and the memorial clock. The Oatley Memorial Gardens are heavily vegetated with mature trees which screen visuals 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.

6.4 Justification and mitigation of potential heritage impacts

Transport for New South Wales 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 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 standard.

The proposed works are part of a program of works under the NSW Government's Transport Access Program (TAP). Those objectives of the project relating to the changes to the station buildings are:

- Improve customer experience (specifically weather protection, better interchange facilities and cosmetic appearance).
- Improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSFAPT)
- Upgrade the station and interchange facilities and equipment to current standard
- Improve amenity for Sydney Trains 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.

The design process and justifications for each of the elements of the proposal will be discussed below.

6.4.1 Internal reconfigurations to the station building

Proposed changes to the station building include:

- Conversion of the existing public toilets into a communications room.
- Installation of condensers and ventilation grilles in the cleaner's room.

The original design 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:

Table 11: Discussion of internal design revisions.

Original concept design	Discussion
Proposed relocation of the ticket office and ticket window	In order to provide better access to the ticket office, TfNSW proposed moving the ticketing facilities and ticket 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 ticket 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.
Construction of an extension for a Cleaner's Room, Comms Room and Rainwater Pump	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 overbridge. This has been done to avoid visual and physical impacts to the station building.
Conversion of the ticket office and waiting room into Mechanical room, lever room, Staff toilet and Accessible Toilets	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).
Lowering of the waiting room floor to provide DDA compliant access to public toilets	This change involved potential removal of original fabric from the waiting room floor. TfNSW have redesigned to accommodate the accessible toilet within the new overbridge structure and locate the comms. room within the existing public toilets.

As a result of these design revisions, there are currently only minor heritage impacts to the interior of the building, as outlined in the previous sections. 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.

6.4.2 New access on the western side of the platform

In the initial design process it was proposed that the existing staff access be widened in order to provide DDA compliant access to the proposed DDA compliant staff bathroom. The existing staff access to the station is located within the lever room, identified in the CMP for the station as being an element of exceptional significance within the station precinct. As this is a highly sensitive area within the railway station this option dismissed.

The new doorway location is in the position of a former window associated with the 1905 relocation of the station. This window was removed during works in 1992. The CMP treats the paneling as being largely non-original, due to the number of reconfigurations, and states that part of the cladding is original, while part is recent but matches the original.

Therefore as original fabric of the station is unlikely to be substantially affected by the proposal, and the widening of the current access door into the signal room is inappropriate due to its high heritage significance, this aspect of the proposal has been assessed as having limited impact on the heritage significance of the railway station.

6.4.3 Works to the platform

The platform will be regraded at four locations to provide DDA compliant access to lifts, stairs and the ticket office.

6.5 Statement of Heritage Impact

Table 12 provides a Statement of Heritage Impact (SoHI) for the proposed works.



Table 12: 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, it would respect the heritage significance of the station group. The reconfiguration of internal partitions to create a DDA compliant staff toilet and a comms. room will not have a negative impact on the heritage listed building.</p> <p>The creation of a new access for staff to use the proposed DDA compliant staff toilet may have a moderate impact on potential early weatherboard cladding. However, as the proposed location will be in a space originally occupied by a window (removed in 1991), and therefore the cladding in this location is likely to have been substantially modified/replaced, the proposed access will respect the heritage significance of the building. If the treatment of the door is kept sympathetic to existing, the visual impact of this proposed entrance would be minor. The station building, whilst retaining the heritage aesthetic of the original building, has undergone substantial modification of window and door locations. The introduction of an additional access will not negatively affect the heritage significance of the building.</p> <p>Options A and B (the levelling of the platform surface and the creation of ramps to allow access to the waiting room) will not impact on original or early fabric, and visual impacts of these options are minor. Options A and B respect the heritage significance of the railway station.</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.</p>
<p>Have more sympathetic options been considered and discounted?</p>	<p>The original design concept for the upgrade of the station building involved a complete reconfiguration of the internal layout, impacting considerably on several heritage items. These included;</p> <ul style="list-style-type: none"> ● Relocation of the ticket office and ticket window ● Extension of the cleaners room, comms room and rainwater pump ● Conversion of the ticket office and waiting room into a



Development	Discussion
	<p>mechanical room, staff toilet and accessible toilets</p> <ul style="list-style-type: none">• 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 has substantially limited impacts to heritage fabric and views into the heritage listed platform building.</p>

7.0 The Proposal: The overbridge

7.1 Overview of the proposal

The proposal involves the construction of an overbridge connecting the island platform at Oatley Railway Station with Mulga Road and Oatley Parade. The overbridge is currently at the Reference Design stage. Preliminary specifications for the design indicate that it will consist of three sets of stairs, three lift towers and an overbridge. The design will 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 eastern access will be located on Oatley Parade approximately 33 metres from the corner of River Road, adjacent to commercial premises. The western entrance will be located on Mulga Road, approximately 29 metres from the corner of River Road and will be partially constructed within the railway embankment.

The landscape slopes from east to west. On the higher ground in the east, the lift tower and stairs will be required to rise 5.21 metres from current ground levels to meet the proposed overbridge at RL 40.65m. The minimum height of the overbridge 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 9.71 metres from the ground.

At the northern end of the platform the stairs and lift tower will rise 5.9 metres to meet the overbridge. The highest point of the structure at this location will be 10.4 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 12.98 metres to meet the level of the overbridge. 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 17.48 metres above ground level.

7.2 Potential Impacts to Heritage Significance

Construction of the overbridge at Oatley will affect the station precinct and have visual impact on the surrounding environment. The areas of impact, including the proposed eastern and western entrances of the station, all fall within the SHR curtilage for the station. The overbridge and associated structures will not have a direct impact on the fabric of the weatherboard station building, as it is to be located 20.3



metres north of the building on the station platform. Similarly, the points of impact of the proposed structure will not destroy significant fabric on the station platform or at the location of the proposed entrances. However, the overbridge may significantly affect the heritage significance of the Station Group under criterion C (aesthetic). The significance of the group under criterion C has been described on the SHR as:

Oatley Railway station is of aesthetic significance for its landscape setting, flanked by parks to east and west at its northern end, and for its simple yet attractive Federation Queen Anne style-influenced weatherboard platform building.³

7.2.1 The railway platform and canopy

The physical impact of the proposal to the fabric of the platform and the canopy would be minimal. The overbridge has been designed to be located to the north of the main platform building, in order to minimise its visual impact (this end of the station is more built up and vegetated than to the south, with more direct access to the station from Oatley Parade and Mulga Road).

Potential impacts on fabric

Physical impacts to the platform will involve the partial removal of the steel canopy installed in 1992. The canopy will only be removed from the area at the northern end of the platform where the canopy meets the new stairs. The existing canopy will be retained for a distance of 20 metres north of the station building. The canopy is not original fabric and the impact this aspect of the proposal on the overall heritage significance to the precinct is considered to be minimal.

The installation of lift tower and stairs will impact on the fabric of the northern end of the platform, listed in the CMP as being an early with some alterations. The platform surface consists of recent bitumen surface over an early loose gravel surface, which has been significantly modified. New surfacing to the platform will have minimal heritage impact on the precinct as a whole. The brick base of the platform dates to 1905, with a 1920s extension to the southern end. The fabric of the platform is also likely to have been modified with the introduction of electrical wiring in the 1920s.

The base of the proposed lift shaft would measure 2400mm by 2400mm and the base of the new stair is 3000mm in width (Figure 32). It is presumed that some excavation of the platform would be required for the installation of these elements, and therefore may impact on original fabric of the island platform.

³ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5012124> (accessed 24/1/14)



Potential impacts on views and vistas

The proposed overbridge would have an impact on views into and out of the heritage listed railway station precinct. The proposal would be particularly intrusive on the western side of the railway line, in the vicinity of the proposed Boongarra reserve forecourt, stairs and lift shaft. Views into the station precinct from this area are currently screened by mature vegetation, although the platform building is visible through areas cleared of vegetation. The proposal would remove some of this vegetation, opening up views into the station from the west.

Whilst the proposed overbridge will be designed to blend in with the surrounding landscape, and landscaping will also partially mitigate any visual impact, the proposed overbridge would be a visual contrasted with the weatherboard platform building through its required height and bulk (Figure 40). Design and finishes will be the best mitigation of this impact (Table 13). Large plantings are also proposed to be located between Mulga Road and the structure to soften the visual impact.

Table 13: Proposed finishes to the overbridge and lifts.

Elements	Materials	Finishes
Footbridge structures	Concrete	
Footbridge floor finish	Concrete topping	Slip resistant
Columns and deflection walls	Concrete	
Concrete lift shafts	Concrete	
Steel arches (footbridge)	Steel	Rusted steel
Lift shafts structures	Galvanised steel	Natural in light silver
Lift shaft claddings	3mm porcelain stone tiles (Kerlite)	
Lift door frame/door	Stainless steel	Brushed finish
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
Stairs cladding	Aluminium	Anodised box sections light bronze
Footbridge and stairs roofs	Metal	Dune Colorbond custom orb metal roof



Elements	Materials	Finishes
Gutters and downpipes	Metal	Dune Colorbond
Anti-throw screen	Galvanised steel	Natural light silver galvanised finish
Handrail and balustrade	Galvanised steel	Natural light silver
Walls facing at eastern courtyard	3mm porcelain stone tiles (Kerlite)	
Walls not easily seen	Blockwork paint	Dulux Warm Neutral
Forecourt	Archistone	200x200mm Florence paver – Amber colour
Lift canopies	Aluminium	Anodised light bronze
New platform awning structure	Galvanised metal	Natural light silver
Awning roof	Metal	To match Evening haze
Bus shelters	Metal and glass	Corrugated roof - Dune Colorbond Clear side glazing Aluminium seating
Bike rack	Stainless steel	Brushed finish
Bike lockers	Thermoset plastic	Light beige

Oatley Railway Station Upgrade, Oatley



Figure 30: Artist's impression showing an aerial view of the proposed overbridge.

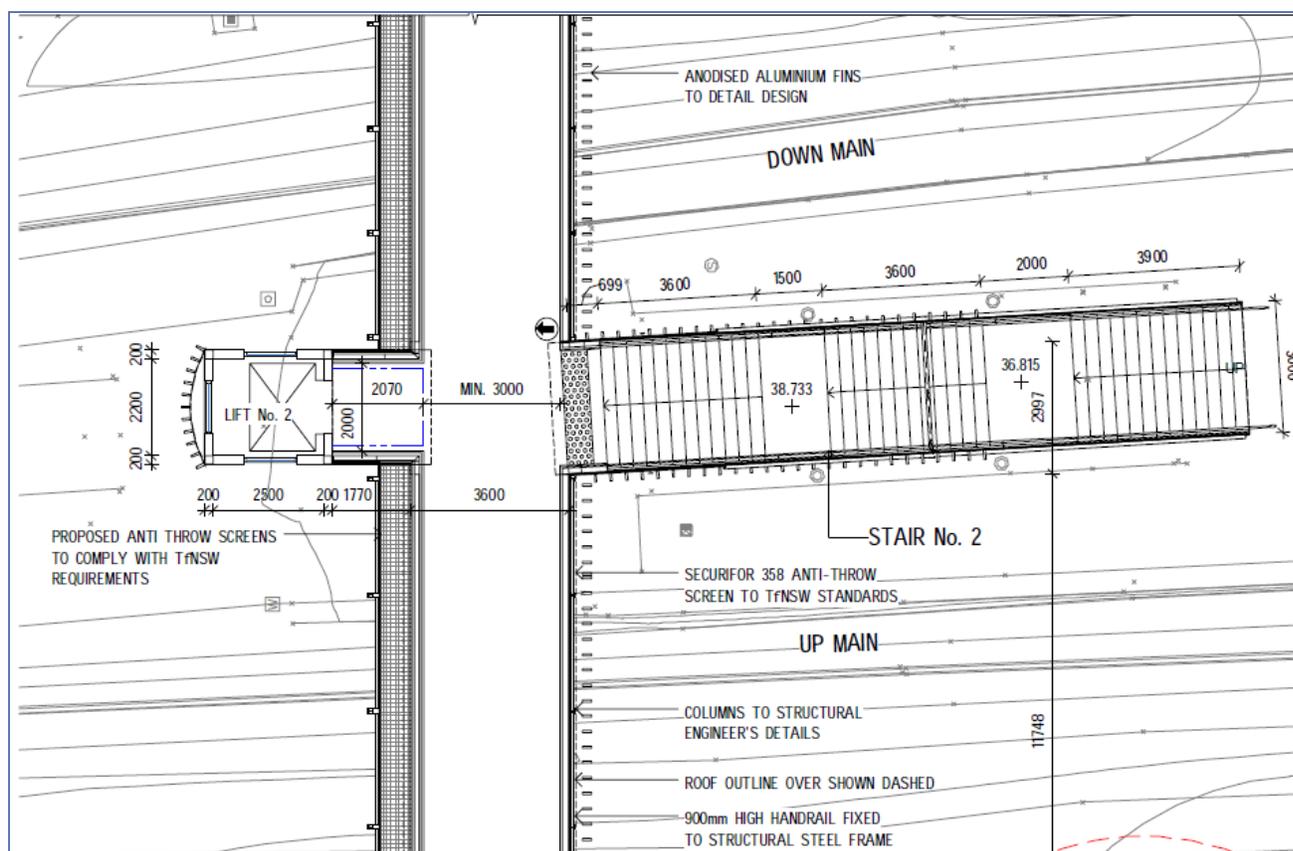
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The overbridge may provide pedestrians with views into the station precinct, and add to the heritage significance of the place by allowing the heritage aesthetics of the platform building to be appreciated from a height, and in conjunction with the gently curving platform and train line to the south. However, the building and platform may be partly screened by the existing and proposed canopy, and any benefits of this view are difficult to determine at this stage in the design.

Figure 31: Detail of proposal concourse level plan showing the dimension of the lift shaft and stair case on the island platform.



7.2.2 Mulga Road underbridge and existing stairs

The installation of a lift tower and stair on the island platform would also have some impact on the original existing access from the Mulga Road underbridge (Figure 36). The proposal will not result in direct impact to the fabric of the stair or underbridge, although indirect impacts may include;

- Loss of access via original stairs due to safety constraints around the proposed lift tower at the northern end of the platform.
- Alteration of the visual relationship between the station and the proposed lift tower on the western side of the railway line, within Boongarra Reserve.



Potential impacts on fabric

Whilst the proposal will not directly impact on heritage fabric of the underbridge, the loss of access between the underbridge and the island platform may occur as a result of construction of the lift tower at the northern end of the platform. It is possible that the narrowness of the platform at this location would not allow safe public access to the stairs once the proposed lift tower has been constructed. While there would be no physical damage to the connecting stairs, this access is conceptually important to the identity of the station and its connection to the surrounding built environment and should be preserved if possible. TfNSW have agreed to retain the stairs as a visible feature connecting the station and underbridge if it is not possible to maintain access from this location. This has been provisionally proposed to be a bostwick type gate that would allow intermittent or monitored access to the stairway.

Potential Impact on views and vistas

The visual relationship between the underbridge and the surrounding environment is likely to be impacted by the construction of the overbridge and associated lift towers. The current design aims to minimise the impact of the structures by locating the stairs on the western side of the station away from the underpass, on the southern side of the overbridge. The stairs would be partially situated in the embankment and out of prominent view, reducing the visual impact. It is understood that the design of the new elements will attempt to incorporate visual links that create a meaningful relationship between the old and new structures.

7.2.3 Douglas Cross Gardens

The proposal in this location will involve the installation of stairs and a lift shaft and a new integrated bus shelter (Figure 37). The existing concrete bus shelter will be demolished prior to construction works. The existing fountain in the gardens will be reconfigured to fit around the proposed lift shaft. The area will also be partially paved to create a forecourt area. It is also proposed that a heritage storyboard be located near the eastern entrance of the station.

Potential impacts on fabric

The removal of the existing bus shelter will 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 is largely unsympathetic with the surrounding streetscape. Alteration of the existing fountain is unlikely to have a substantial impact on the use and visual aesthetic of the garden. The garden is utilised predominantly as a through-way between Oatley Parade and the Mulga Road underbridge. The location of the proposed lift shaft is behind the current bus shelter, in an area that is not visual accessible by pedestrians, and unlikely to be used recreationally.

Oatley Railway Station Upgrade, Oatley



Potential Impact on views and vistas

The installation of the lift shaft and stair way will have a visual impact on the garden, particularly as it is viewed crossing Oatley Parade from the Memorial Gardens and civic centre of Oatley. However, this is in an area that currently contains the bus shelter, which already compromises views towards the railway station in this area. The impact of the proposal in this location is therefore likely to be moderate. It is intended that the urban design features of the proposal will integrate the structure into the surrounding commercial character of the site. A detailed Assessment of Potential Visual Impact is being undertaken for the project.

Figure 32: Artist's impression of the view from Douglas Cross Gardens to the proposed eastern entrance.

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Figure 33: Artist's impression of the view from Oatley Parade to the eastern entrance.



Potential Impact on archaeological potential

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.

7.2.4 Boongarra Reserve

The proposal will involve the removal of several trees established alongside the railway line, and the installation of a stair and lift shaft. The works will also involve the removal of grass, establishment of a paved forecourt and installation of additional facilities including bike racks (Figure 38). It should be noted that at the time of writing it is proposed that the bike racks be moved closer to the lift shaft than they are shown in Figure 34, and the bus shelter relocated. An additional native tree is also proposed to be added to the current design of the western forecourt. It would be located on the northern side of the forecourt with associated seating.



Potential Impact 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 high due to the elevation of the structures required. Although the partial removal of existing screening vegetation will further enhance the visual intrusion of the lift tower and stairs, not all of the vegetation will be lost and this will assist in absorbing and balancing the bulk of the structure. Nevertheless, the visual impact of the proposal in this location will be high (Figure 38). It should be noted that TfNSW has revised its design, moving the proposed location of the lift shaft closer to the stairs than depicted in the existing plans. This would further reduce the visual bulk of the structure by partially incorporating it into the embankment.

Figure 34: Artist's impression showing the western entrance to the station and overbridge.



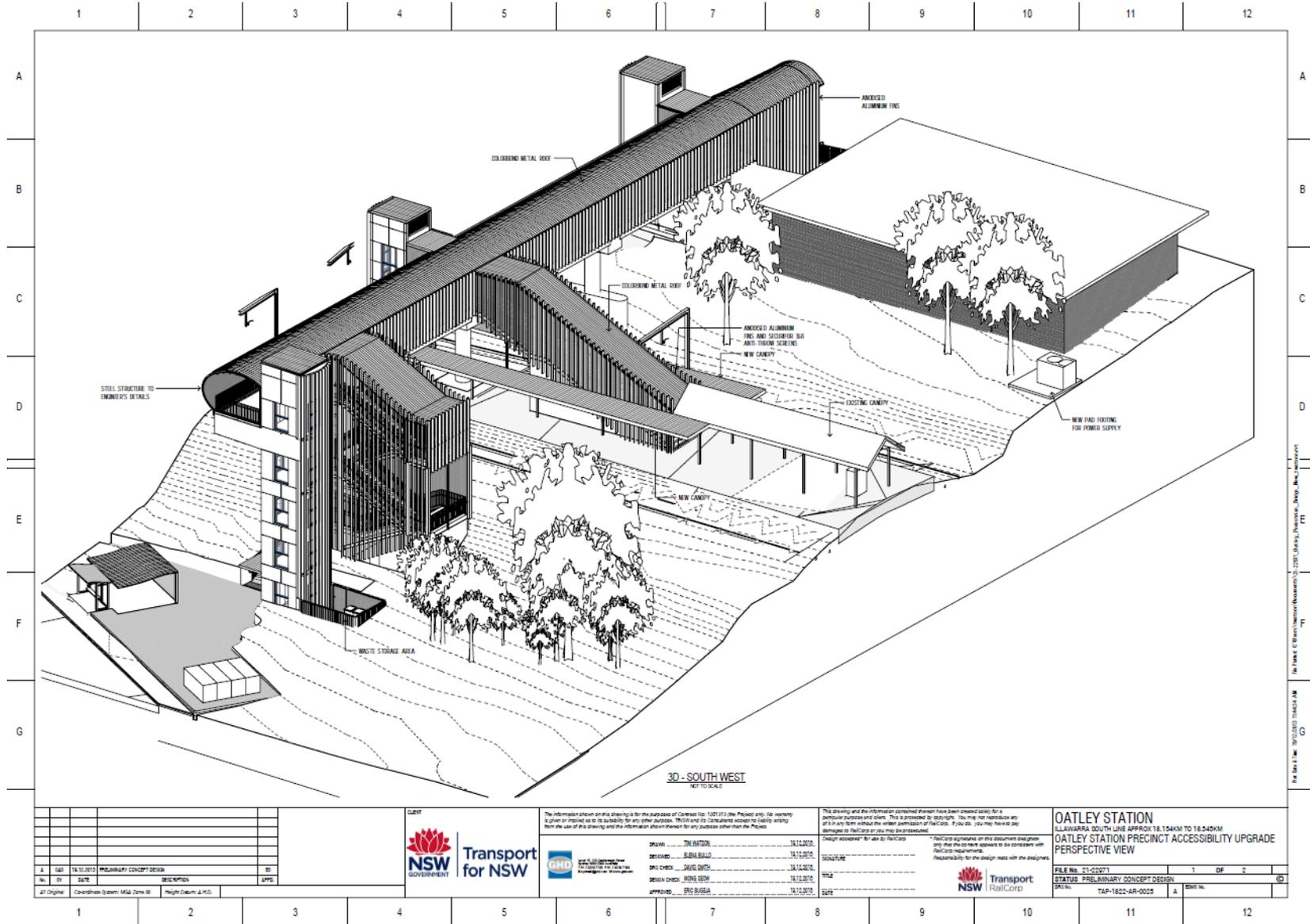
Potential Impact on archaeological potential

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.

Oatley Railway Station Upgrade, Oatley



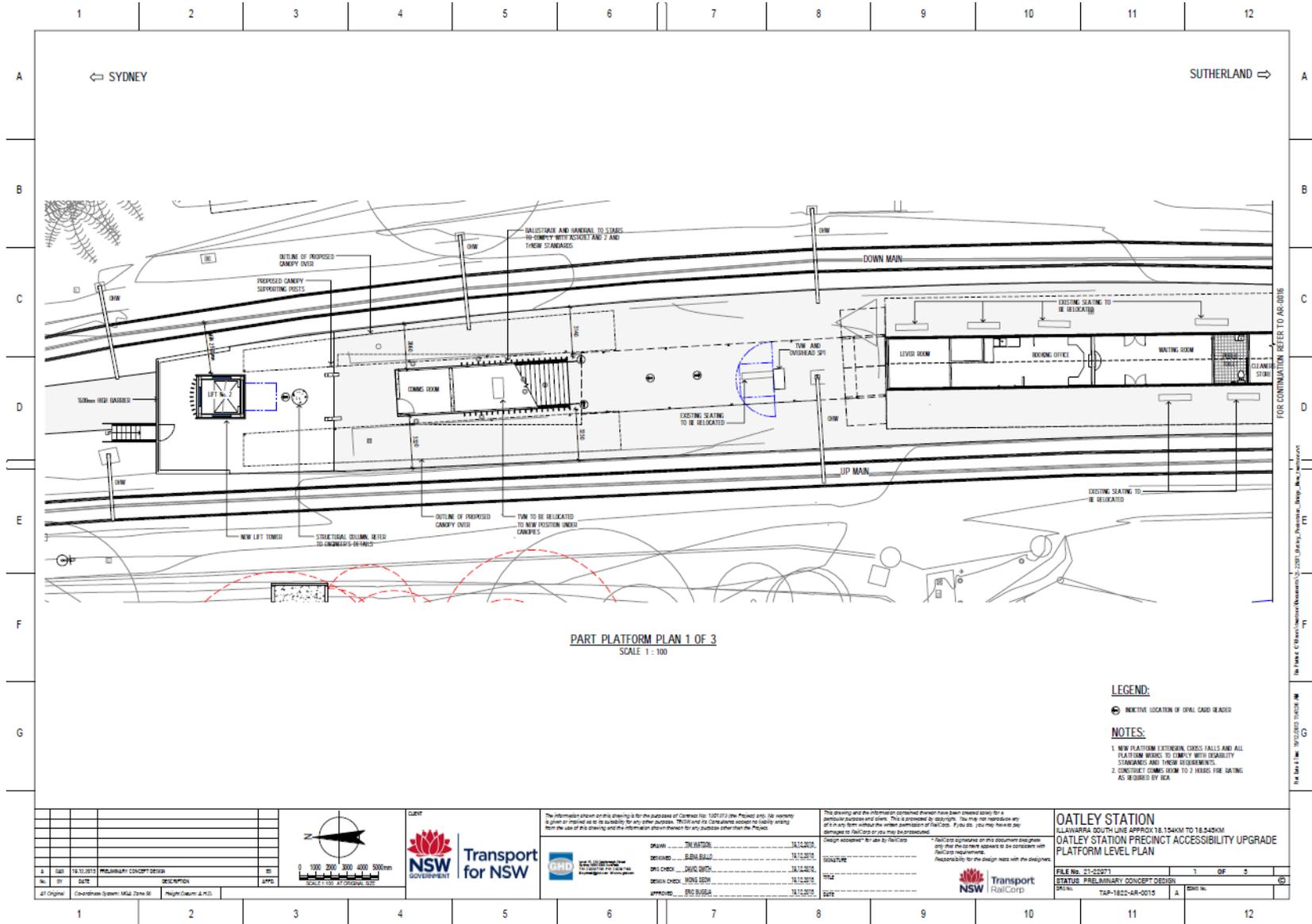
Figure 37: Oatley Railway Station perspective view, western side.



Oatley Railway Station Upgrade, Oatley



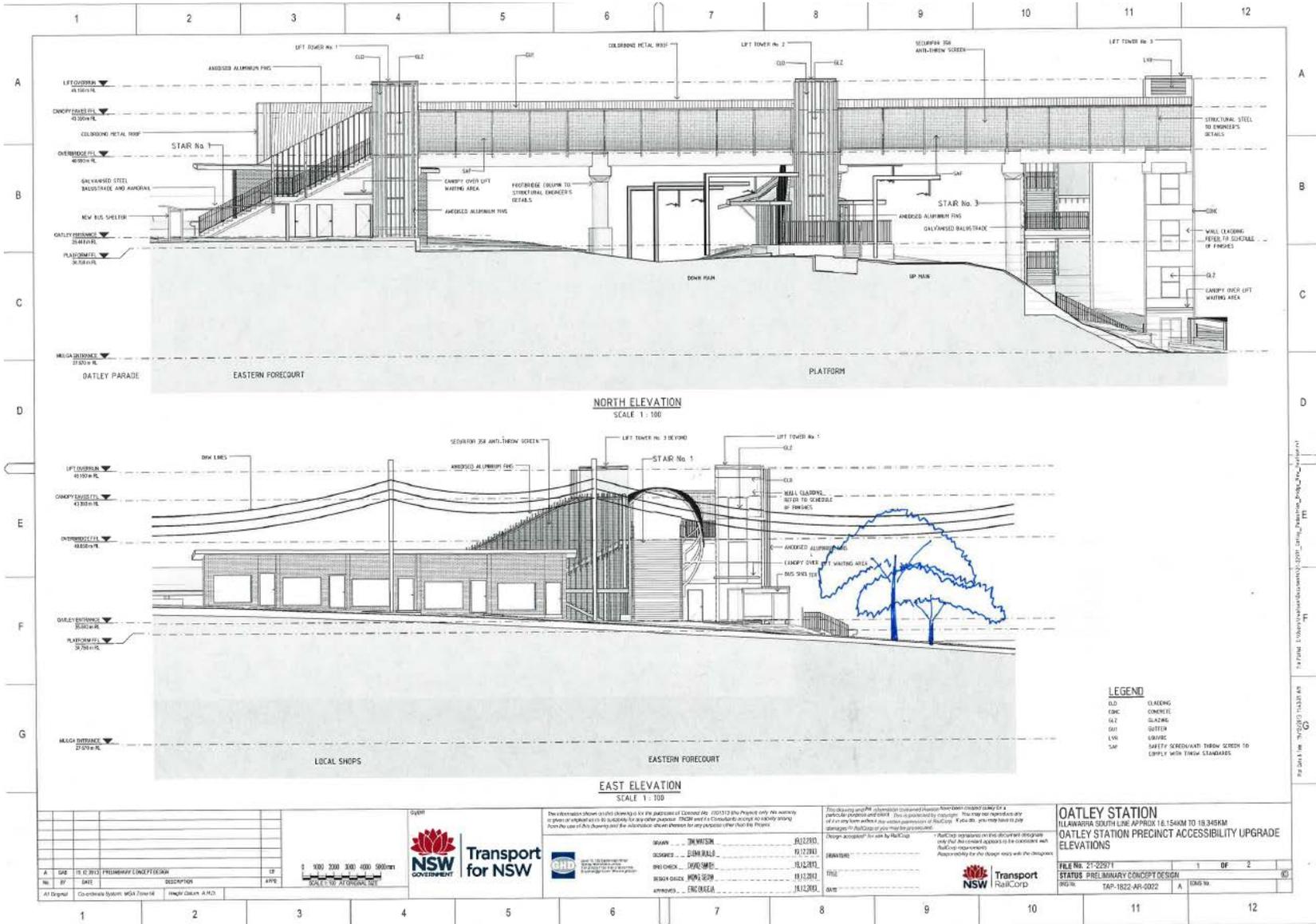
Figure 38: Platform level plan, Oatley Railway Station.



Oatley Railway Station Upgrade, Oatley



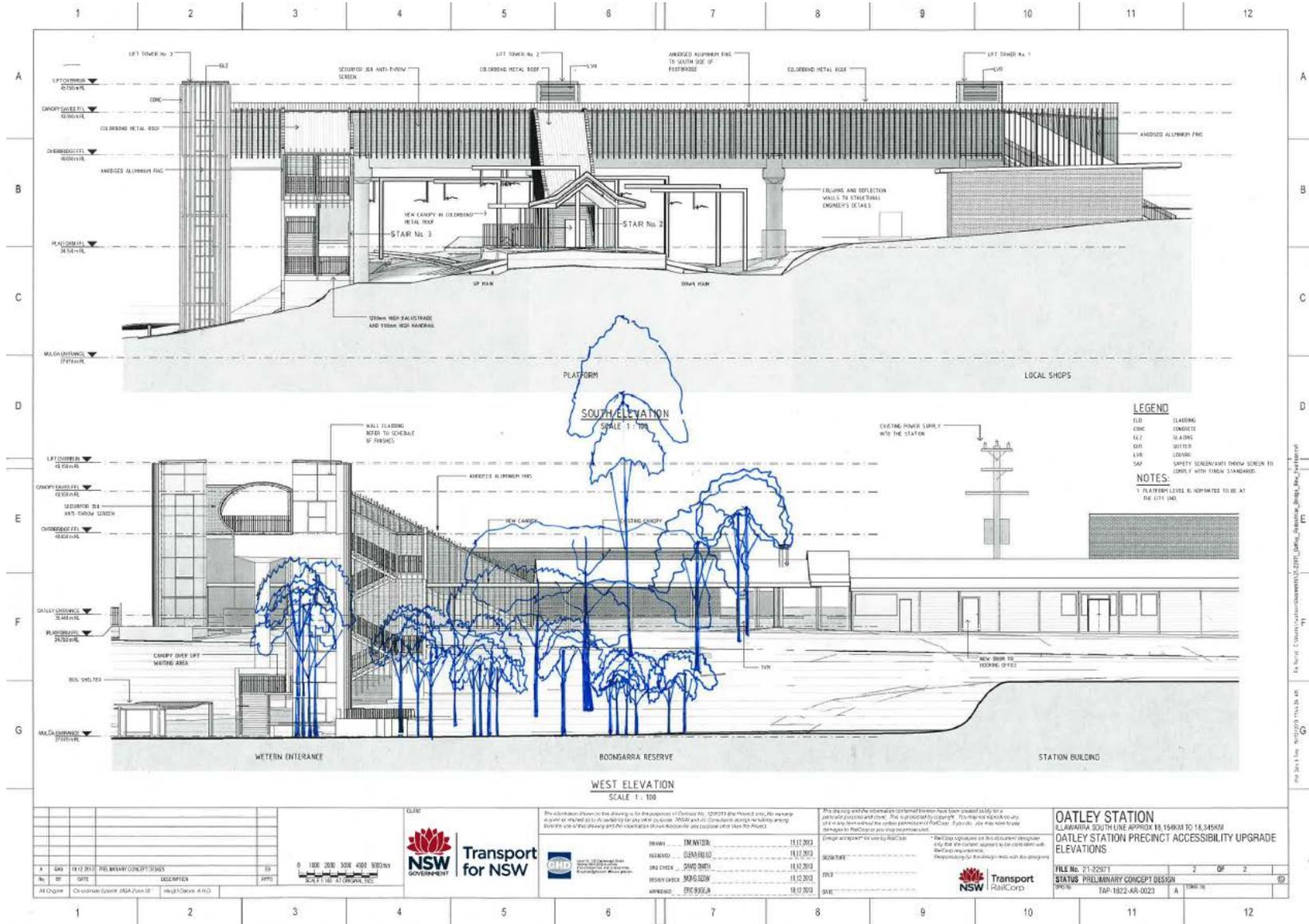
Figure 39: Oatley Railway Station elevations



Oatley Railway Station Upgrade, Oatley



Figure 40: Oatley Railway Station elevations



<p>CLIENT: Transport for NSW</p>				<p>PROJECT: Oatley Station Upgrade</p>			
<p>DATE: 18/12/2013</p>				<p>SCALE: 1:100</p>			
<p>DESIGNER: [Name]</p>				<p>DATE: 18/12/2013</p>			
<p>CHECKER: [Name]</p>				<p>DATE: 18/12/2013</p>			
<p>APPROVED: [Name]</p>				<p>DATE: 18/12/2013</p>			
<p>PROJECT NO: 21-2257-1</p>				<p>STATUS: PRELIMINARY CONCEPT DESIGN</p>			
<p>FILE NO: 21-2257-1</p>				<p>DATE: 18/12/2013</p>			

7.3 Potential impacts on surrounding heritage items

As the overbridge would be contained within Sydney Trains land, its construction would not directly impact on surrounding heritage items. Any impacts would therefore be indirect and visual.

7.3.1 The Oatley Memorial Gardens

The proposed overbridge will be partially visible from the Oatley Memorial Gardens, although these views will be intermittent, and in many places screened by mature trees, vegetation, landscaping and recreational structures. The proposed stairs will be openly visible from the park, however. The streetscape on Oatley Parade does not have any distinct visual heritage characteristics, and is dominated by 20th century shopfronts and other commercial buildings. Mitigation measures such as landscaping would also reduce any visual impacts. The heritage significance of the Memorial Gardens is therefore unlikely to be affected by the proposal.

Figure 41: View from the Memorial Gardens looking west towards the station.



7.3.2 The Oatley Memorial Clock

There are no views towards the proposed overbridge location from this heritage item due to the amount of screening vegetation in the Oatley Memorial Gardens. The proposal will not impact on the heritage significance of the Memorial Clock.



7.4 Justification and mitigation of potential heritage impacts

Transport for New South Wales seeks a design that would allow the works to be undertaken within a short track possession, 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 required to improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSFAPT) and to upgrade the station and interchange facilities and equipment to current standard.

The proposed works are part of a program of works required to ensure the most appropriate solution is taken for funding consideration as part of the NSW Government's Transport Access Program (TAP). Those objectives of the project relating to the overbridge construction are;

- Improve customer experience (specifically weather protection, better interchange facilities and cosmetic appearance).
- Improve accessibility in accordance with the Disability Discrimination Act (DDA) and Disability Standards for Accessible Public Transport (DSFAPT)
- 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%).
- Improve amenity for Sydney Trains staff and customers
- 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

The design process and justifications for each of the elements of the proposal will be discussed below.

7.4.1 The overbridge

Access to Oatley Railway Station is currently not DDA compliant, and the only entrance is via the 1905 stair to the north of the station building.

The current overbridge 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.

The proposed overbridge will incorporate the oviform arch of the underpass into the overbridge design, echoing the frame of the original access along the length of the canopy and northern side of the structure. The oversized proportions of the lift towers will be broken down into more sympathetic forms. This will be achieved through the use of horizontal breaks in the stone-like finish, and through the employment of vertically elongated rectangular glass elements that echo Victorian sash windows in style and allow light to pass through the structure, further reducing its visual weight. The stairwell on the western side, the platform stairs, the southern side of the overbridge and the northern sides of lift towers 1 and 2 will be faced with anodized aluminium fins that break up the shape of the structure by allowing light to create shape and shadow both through the internal forms and externally. These vertical elements also serve to fracture the continuity of the overbridge, reducing the impact to the concept of the island platform.

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

- The interval between fins has been increased in order to lighten the visual bulk of the structure.
- The radius of the canopy covering the stairs on the east side has been reduced.
- The length of the overbridge has been reduced by 4 metres to approximately 51 metres in total.
- The lift on the western forecourt has been moved closer to the stair structure (circa 4m).
- The orientation of the lift entry / exit on the western side has been changed to face the street.

7.4.2 The railway platform and canopy

Changes to the canopy are required to provide adequate protection from the weather for passengers using the station. The proposed canopy changes will allow passengers to be sheltered from the stairs of the proposed overbridge and lift, to the station building.

The proposed works to the canopy will not impact on original or early fabric, and will not further obscure views or vistas into our out form the platform building.

7.4.3 Mulga Road underbridge and stairway

TfNSW has advised that the existing stairway is not compliant with current standards and also leads to a narrow footpath with safety and compliance issues, whereby pedestrians on the western side of the station are being channelled into an unsafe road environment with crossing points with poor sight lines and conflicting traffic movements. In addition, TfNSW have advised that the stairs and associated ramp in their current state present risks of their own in that the existing configuration would magnify the consequences of a derailment should it occur in that location. Any mitigating measures that would guard



against such an event would also result in the stairs being put out of service. In order for the heritage item to continue to be functional, access to the station needs to be DDA compliant. This can only be achieved through the construction of lifts external to the station. Locating the new access further from the heritage item would be in conflict with its purpose and may create a greater visual impact on the station environment as a whole.

The existing stair access is to be retained as an emergency access point or for occasional/monitored use. This has been provisionally proposed to be facilitated by a bostwick type gate that would block access but allow the visual connection and permit intermittent or monitored use of the stairway. There is an opportunity to restore the stairwell to its original condition by removing the canopy and any extraneous material so that the connection between the underpass and the platform is maintained visually. This visual connection will be enhanced by the glass elevator and overbridge that will afford a new perspective on the original configuration.

7.5 Statement of Heritage Impact

Table 14 provides a Statement of Heritage Impact (SoHI) for the proposed works.

Table 14: SoHI

Development	Discussion
What aspects of the proposal respect or enhance the heritage significance of the study area?	The retention of the existing access stairs as a visible historical link to the station precinct respects the heritage significance of the station. The retention of their use, even if intermittent and monitored, is preferable to their being decommissioned. The stairs retain important original fabric and further enhance the concept of a single island platform. .
What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?	It is not anticipated that the proposed overbridge will have any impact on early or original fabric of the station building. Any impacts to the station precinct are indirect and visual. The view of the overbridge from the western side in particular would be visually dominant. This is due to the slope of the landform, and the requirement of the overbridge to be a certain height.
Have more sympathetic options been considered and discounted?	The 'do nothing' approach has been considered in regards to this proposal. This approach would mean that the station would remain inaccessible to a section of the community.

8.0 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 overbridge 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.

8.1 Conclusions

- The Oatley Railway Station Group is listed on the State Heritage Register (01214), the Sydney Trains s.170 register and the Kogarah LEP (2012). 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 an overbridge at Oatley station (connecting the island platform to Mulga Road and Oatley Parade via a pedestrian overbridge 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 (DSFAPT) and to upgrade the station and interchange facilities and equipment to current standard. The overbridge 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.
- The proposed works to the station building are largely confined to internal changes to non-original fabric and include the conversion of the existing public toilets into a comms. room, the installation of a new door providing access from the station platform to allow DDA compliant access to the staff toilet, and the installation of ventilation grilles in the southern wall of the building.
- The overbridge is currently at the Reference Design stage. Preliminary specifications for the design indicate that it will consist of three sets of stairs, three lift towers and an overbridge. The design will 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.
- It is not anticipated that the proposed works will have any major impact on the heritage significance of the platform building. Impacts would be confined to minor visual impact of the installation of a new door on the western side of the station and the possible disturbance of early fabric during construction.



- The overbridge has the potential to constitute a substantial visual impact, although mitigation measures including the consideration of sympathetic forms and finishes in the final design, and replacement of vegetation, may soften the visual impact of the structure.

8.2 Recommendations

- The existing stairway contributes to the heritage significance of the railway station precinct, and is an essential element linking the Mulga Road underbridge and the island platform. The stairs should be kept visible and in use where possible. This has been provisionally proposed to be facilitated by a Bostwick type gate at the bottom of the stairs.
- 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 landscaping of the proposal in Boongarra Reserve should be considered to mitigate the visual impact of the removal of grass and trees in this area, and to tie the new construction in with the surrounding area.
- The materials and colour palette for the overbridge should be sympathetic to the heritage context of the railway station. Dark colours would separate the overbridge structure from that of the pale weatherboard heritage platform building. The use of modern, light materials, such as glass panelling and slim frame elements, would further reduce the bulk of the overbridge. 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 overbridge as visually unobtrusive as possible, whilst visually separating the new structures from the original through the use of modern materials.
- A section 60 approval would be obtained from the NSW Heritage Council prior to works commencing.
- Sydney Trains would be consulted prior to impacts within the s170 listed curtilage of the station.
- It is recommended that archival recording of the station and its relationship to the surrounding environment be undertaken prior to the proposed works. 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)





9.0 References

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NSW Heritage Office, 2001. 'Assessing Heritage Significance'. Update to the NSW Heritage Manual.

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