

TAP 3.0 Ourimbah Railway Station

Statement of Heritage Impact

Report to SNC-Lavalin

May 2020



 artefact

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EXECUTIVE SUMMARY

Artefact Heritage was commissioned by SNC-Lavalin on behalf of Transport for New South Wales (TfNSW) to prepare a Statement of Heritage Impact (SoHI) report to assess the impacts of the proposed Ourimbah Station Upgrade (the Proposal). This specialist assessment forms part of the Review of Environmental Factors (REF) which is being prepared to assess the impacts of the Proposal, in the consideration for approval under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The aim of the SoHI is to identify heritage items which may be impacted by the proposed works, assess the level of heritage significance of any listed heritage items within the proposal area, and provide a preliminary assessment of heritage impacts that may result from the implementation of the proposal. An assessment of historic archaeological potential has also been prepared. This report also provides recommendations for heritage sympathetic design during further design development of the project to minimise and mitigate heritage impacts.

Conclusions

Ourimbah Station is listed on the following registers as an item of local heritage significance:

- 'Ourimbah Railway Station Group and Residence', RailCorp s.170 register SHI# 4801030
- 'Ourimbah Railway Station & Station Master's House', Wyong Local Environment Plan (LEP) 2013 item #I61.

The locally listed World War 1 Monument (Wyong LEP item # I66) is also located within the heritage curtilage of Ourimbah Station and has also been assessed as part of the proposed development at the site. The World War Two Monument (WW2 Monument) is not an individually listed heritage item, but is located within the heritage curtilage of the station s170 register and contributes to the setting of the locally listed World War 1 Monument due to its location within the memorial garden and intrinsic association to the item.

Ourimbah Station is of local heritage significance due to its historic, aesthetic, social values and research potential. Some attributes of the station have been assessed as demonstrating state heritage significance due to its rarity and representativeness as an example of an intact station which combines buildings of two periods and as an unusual collection of standard building types in one location. However, the station overall is not listed on the State Heritage Register.

The World War 1 Monument (WW1 Monument) is of local heritage significance due to its historic, aesthetic, social values and research potential.

There are a number of local heritage items in the vicinity, however, due to the distance between the proposed works and the nine heritage items listed above the proposed works would not result in any direct (physical) impacts to any of the above locally listed heritage items.

The proposed works would result in a **neutral** indirect (visual) impact to the following locally listed heritage items:

- 'Utility Structure', 1A Jaques Road (corner Glen Road), LEP item #I65

The proposed works would result in a **negligible** indirect (visual) impact to the following locally listed heritage items:

- 'Post Office and Residence', 1 Station Street, LEP item #I62

Based on the scoping design architectural drawings for TAP Ourimbah Station which were issued on 25 February 2020 the proposed works may result in the following heritage impacts:

- Modifications to the interior and exterior of the station Platform 1 building would result in a moderate direct and indirect impact to the heritage significance of the station.
- Modifications to the dwarf wall of the World War 1 Monument would result in a moderate direct and minor indirect impact to the heritage significance of the locally listed item.
- The introduction of the new lift shafts would result in a minor to moderate indirect impact to the heritage significance of the station.
- Generally, the proposal would result in neutral to negligible direct and indirect impacts to the heritage significance of Ourimbah Railway Station and the World War 1 Monument, with the exception of the above impacts.
- It is not anticipated that the proposed works would result in impacts to historical archaeological resources.

In order to mitigate the current heritage impacts to the station and World War 1 Monument, design recommendations are provided in Section 9.0 below.

Heritage recommendations during detailed design

General

- Above ground conduit installation should endeavour to use existing penetrations and entry points to structures. Conduits should not cover significant fabric or areas of detailing wherever possible. Conduits and conduit casings should not introduce large noticeable structures or items in areas of significant detailing or within significant view lines. During detailed design, conduit works should adhere to the principles and guidelines outlined in the *Sydney Trains Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017) to prevent minor cumulative impacts to fabric from occurring due to ad hoc conduit design solutions.
- A Photographic Archival Recording (PAR) should be prepared for the station, in accordance with the *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office, 2006).

Lifts and stairway structures

During design development, consideration should be given to developing heritage sympathetic design, particularly in relation to the size, form and materials used for the lift structures. Heritage sympathetic design considerations include:

- The materiality of the lift structure should incorporate cladding, glazing and material finishes that are of lightweight construction and are as recessive as possible to ensure that adverse visual impacts to Ourimbah Station are minimised. Where throw screens are proposed to be

introduced on the new stairway structure and the existing footbridge, the proposed screens should be made of transparent materials, where possible. Partially transparent materials such as metal mesh may not occlude heritage significant views from the perspective of the walkway, however from further distances, these screens would appear opaque and block views.

- The proposed location of the temporary stair structure should not impact upon the physical fabric of the WW1 Monument during construction and deconstruction phases.

Station Platform 1 building

- Removal of existing skirting boards from the existing Waiting Room of the platform building 1 should be conducted with care to avoid damaging the original walls of the building. The proposal should include provision for the storage of the boards and should endeavour to reinstate the existing skirting boards upon completion of the lowering of the Waiting Room floor.
- In order to mitigate any impact upon the entrance and façade of the building, it is recommended that the existing stone threshold be sympathetically removed, stored and reintroduced to the same entryway upon completion of the floor lowering.
- Final drawings are to depict the proposed widening of the doorways in both plan and elevation and indicate the amount of material (brickwork, timber door architraves etc) to be removed from these openings. Any works to these areas should be minimal and sympathetically designed to contribute to the heritage significance of the platform building.
- Final drawings are to indicate the proposed new floor level of the Waiting Room in elevation. If original fabric is located (original timber joists and floorboards) below the current laminate finish, these elements should be carefully removed and reinstated at the new level. If there is no evidence of these elements, the proposed new floor finish should be constructed of a sympathetic material, such as timber floorboards.
- Final drawings should indicate the proposed new material to infill the void between the walls and new floor level of the Waiting Room. Particular attention should be paid to the installation of this material and its connection to the extant fireplace within the room. Opportunities exist to construct a small podium to support the fireplace elements.
- Final drawings should depict the closure of the ticket window within the Waiting Room. Although not in its original location and of modern construction, it is recommended that the window be locked rather than infilled to preserve the original intention of the station ticket window within the context of the Waiting Room.

Station Platform 2 building

- The proposed works to the existing southern ramp of the Platform 2 station building should provide sympathetic protection measures to the external timber façade and detailing of the building during the proposed works to the area in order to avoid direct impact to the heritage fabric of the building.

- The removal and upgrade of the existing internal telephone box, located within the General Waiting Room, should utilise existing wall penetrations in order to prevent further direct impacts to the heritage fabric of the building.

Platform works

- The regrading works for the platform should avoid impacting existing door thresholds of the station platform building.
- Platform regrading works must avoid impacting the brick retaining wall coping of the platform edges.
- Proposed platform regrading should not cover over or obscure original sub-floor ventilation grates of the platform building. Should platform elevations be adjusted that may cover grates, a small cavity should be provided in the platform surface near the grates so that they can continue to allow air flow to freely ventilate.

World War 1 Monument and memorial park

- Investigate opportunities to promote access to the monument and enhance its historical use as the entrance way to the surrounding park. The proposal could install new paving between the existing pillars which would lead up to the new western lift structure. By reinstating the use and overall function of the heritage item, this recommendation would simultaneously prevent the removal of the eastern dwarf wall, resulting in a lower degree of heritage impact.
- The removal of the mature tree in the memorial park would result in a negligible to minor visual impact. Opportunities exist to replant the tree within the surrounding area or introduce new plantings to mitigate the visual impacts to the area.
- Investigate opportunities to incorporate the original garden bed plots of the memorial garden as part of a heritage interpretation. Opportunities exist to engage with local community groups to maintain the garden plots, which corresponds to the original intention of the gardens in the 1930s.
- Investigate opportunities to reintroduce or plant new landscape to replace the removal of the landscape to the bus stop and north of the western stairs to the footbridge.

Management and mitigation measures

- Detailed design information for conduit design, CCTV camera positioning, new lighting, and any associated cabling must be assessed by a heritage consultant prior to commencement of works. Detailed design information for conduit design must be provided for any heritage consistency assessment undertaken for the project to ensure that cumulative impacts to significant fabric and potential archaeological resources are assessed and these impacts minimised.
- A copy of this SoHI report should be provided to Sydney Trains for their review and comment.

- Under ISEPP provisions, TfNSW should provide a copy of the complete SoHI to Central Coast Council for their comment.
- Following the completion of the SoHI report, a S170a notification should be submitted to the NSW Heritage Council no less than 40 days prior to commencement of works for the proposal. TfNSW will need to complete the Sydney Trains s170a notification letter template for Sydney Trains to review and sign as landowner delegate prior to the notification being submitted to Heritage NSW, Department of Premier and Cabinet (Heritage NSW, DPC).
- A Photographic Archival Recording (PAR) must be prepared for the station, in accordance with relevant guidelines issues by Heritage NSW, DPC (formerly NSW Heritage Office).
- Consideration should be given to the provision of interpretation as part of the project, which would outline the history, associations and significance of Ourimbah Station and the wider Ourimbah area. Interpretive measures could involve interpretive signage, panels or displays at entry/exit points to the station, including on the proposed lift structure or within the station Waiting Rooms

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1.0 INTRODUCTION

1.1 Project background

Artefact Heritage was commissioned by SNC-Lavalin on behalf of Transport for New South Wales (TfNSW) to prepare a Statement of Heritage Impact (SoHI) report to assess the impacts of the proposed Ourimbah Station Upgrade (the Proposal). This specialist assessment forms part of the Review of Environmental Factors (REF) which is being prepared to assess the impacts of the Proposal, in the considerations for approval under Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

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1.2 Overview of the project

Transport for NSW (TfNSW) is the lead agency of the NSW Transport cluster. TfNSW is responsible for strategy, planning, policy, procurement, regulation, funding allocation and other non-service delivery functions for all modes of transport in NSW including road, rail, ferry, light rail, point to point, cycling and walking. TfNSW is the proponent for the Ourimbah Station Upgrade (the 'Proposal').

1.2.1 Need for the Proposal

The Ourimbah Station Upgrade forms part of the Transport Access Program (TAP). This Program is an initiative to provide a better experience for public transport customers by delivering accessible, modern, secure and integrated transport infrastructure.

Ourimbah Station was identified for an accessibility upgrade as the non-compliant pathways, car parking and stairs to the platform do not facilitate access for people with reduced mobility, parents or carers with prams, or customers with luggage.

The Proposal would improve accessibility of the station in line with the requirements of the Commonwealth *Disability Discrimination Act 1992* (DDA) and the *Disability Standards for Accessible Public Transport 2002* (DSAPT). The upgrades would provide an improved customer experience for existing and future users of the station.

1.3 Site Description

The subject site is located at Ourimbah Station, situated within the central coast suburb of Ourimbah, NSW. The subject site is within the Central Coast Council Local Government Area (LGA) and located in Lot 100 DP1119697. Ourimbah Station is approximately 90 kilometres from Central Station, Sydney, and about 10 kilometres north of Gosford Station. Ourimbah Station is located on the CCN Central Coast and Newcastle Line of the Intercity Trains Network.

Ourimbah Station lies between the Pacific Highway to the west and Mill Street to the east, and with the small adjacent memorial gardens, forms a central feature of the town. The station has two platforms located on either side of the rail lines. The eastern platform (Platform 1) provides services south to Sydney Central and the western side (Platform 2) provides services north to Newcastle.

The Ourimbah Railway Station Group and Residence is listed on the Sydney Trains Section 170 Heritage and Conservation Register and is a heritage item of local significance under the *Wyang Local Environmental Plan 2013* (WLEP) (I61). The heritage listing includes the station buildings associated with the railway station, the stationmaster's residence, footbridge, platforms, battery box and signal box. The locally listed World War 1 Monument (Wyang LEP item # I66) is also located within the heritage curtilage of Ourimbah Station and is subsequently assessed as part of the proposed development of the site.

The station is able to be accessed either from the Pacific Highway, which borders the station to the west, or from Brownlee Street and Shirley Street or Mill Street to the east. A pedestrian footbridge across Bangalow Creek provides access from Mill Street. Vehicles can access the station's commuter car park from the corner of Brownlee Street and Shirley Street. Access between the platforms is via stairs and a concrete pedestrian footbridge located at the southern end of the platforms. The easterly end of the footbridge provides an access stair directly to the Mill Street commuter car park.

The commuter car park is located on the eastern side of the station. It currently provides approximately 150 car parking spaces, including five accessible parking spaces, four secure bike lockers and two rows of bicycle stands.

Additional transportation options are located to the west of the station along the Pacific Highway, with a bus stop zone located immediately outside the station, and a taxi zone and 'pick up and set down area' located to the north of the bus zone.

1.4 Proposed works

1.4.1 Proposal Area

The Proposal Area is identified in Figure 1-1. The proposal area includes:

- the rail corridor around Ourimbah Station (including the station buildings, platforms, footbridge, and connecting paths and ramps)
- a portion of the station commuter carpark
- a proposed construction compound area to the south of the railway footbridge, including the pad for hi-rail vehicles to access the rail lines
- the memorial park to the west and south-west of the rail footbridge.

1.4.2 Proposal Features

The TAP upgrade at Ourimbah Station involves the provision of DDA and DSAPT compliant access to the station. In order to meet compliance standards, TfNSW are proposing to install two new lifts to the existing footbridge structure at Ourimbah Station. Additional key features of the Proposal are summarised as follows:

- construction of a new western staircase from the footbridge closer to the rail line to make provision for the new lift and path
- provision of a new station entrance from the Pacific Highway onto Platform 2
- platform resurfacing on sections of Platform 2 to provide an accessible path of travel across the platform and improve the entry to the station
- a new access ramp and stairs from the bus stop on the Pacific Highway to Platform 2

- modify the existing southern access ramp into the Waiting Room on Platform 2
- changes to the heritage building on Platform 1 to allow equitable access into the Waiting Room
- a new access ramp from the commuter car park to Platform 1
- lighting and closed circuit television (CCTV) cameras to provide coverage to meet security standards for new infrastructure
- ancillary work including electrical upgrades to support new infrastructure, installation of platform hearing loops, protection or relocation of services, opal card reader relocation, drainage works, wayfinding signage and removal or relocation of station furniture.

Subject to planning approval, construction is expected to commence in quarter 3 (Q3) 2020 and take around 18 months to complete.

This assessment has been prepared based on the scoping design architectural drawings for the TAP Ourimbah station, which were issued on 25 February 2020. A detailed description of the proposed works is outlined in Section 7.0 below.

1.5 Authorship

This report was prepared by Sophie Barbera (Heritage Consultant) and Jenny Winnett (Principal) who also provided management input and review.

1.6 Methodology

The methodology adopted in production of this SoHI is consistent with *Statements of Heritage Impact and Assessing Heritage Significance* published by Heritage NSW, DPC. This SoHI has been prepared in accordance with the principles contained in the most recent edition of *The Burra Charter: The Australian ICOMOS Charter for Places of Cultural Significance*.

1.6.1 Assessing significance

Determining the significance of heritage items or a potential archaeological resource is undertaken by utilising a system of assessment centred on the *Burra Charter* of Australia International Council on Monuments and Sites (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 Heritage Act and implemented through the *NSW Heritage Manual* and the *Archaeological Assessment Guidelines*.¹

If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, 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 archaeological resource does not reach the local or state significance threshold, then it is not classified as a relic under the Heritage Act.

‘*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.

¹ NSW Heritage Office 1996; 25-27

'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 overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment will result in a succinct statement of heritage significance that summarises the values of the place, site, resource, deposit or feature. The heritage significance assessment criteria are described in Table 1 below.

Table 1: 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 or Technical Significance | An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area. |
| D – Social Significance | An item has strong or special association with a particular community or cultural 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 - Representativeness | An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places of cultural or natural environments (or the cultural or natural history of the local area). |

1.6.2 Assessing archaeological potential

The identified levels of archaeological potential referred to in this document are based on the definitions outlined in Table 2 below.

Table 2: Definition of assessed archaeological potential.

| Grading | Definition |
|---------------------------|---|
| High potential | Where there is evidence of multiple phases of historic development and structures, with minimal or localised twentieth-century development impacts, and where it is likely that archaeological resources would remain intact. |
| Moderate potential | Where analysis has demonstrated known historical development with some previous impacts, but where it is likely that archaeological remains would survive with localised truncation and disturbance. |

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

| Grading | Definition |
|----------------------------|---|
| Low potential | Where research has indicated little historical development, or where there have been substantial previous impacts which may not have removed deeper subsurface remains entirely. |
| Nil - low potential | Where there has only been low intensity historical activity, such as land clearance or informal land use, with little to no archaeological 'signature' expected; or where previous impacts were extensive, such as large-scale bulk excavation which would leave isolated and highly fragmented deposits. |
| Nil potential | Where there is no evidence of historical development or use, or where previous impacts such as deep basement structures would have removed all archaeological potential. |

1.6.3 Assessment of heritage impact

This SoHI has been prepared using the document *Statement of Heritage Impact 2002*, prepared by the NSW Heritage Office, contained within the *NSW Heritage Manual*, as a guideline.

Impacts on heritage are identified as either:

- direct impacts, resulting in the demolition or alteration of fabric of heritage significance.
- indirect impacts, resulting in changes to the setting or curtilage of heritage items or places, historic streetscapes or views.
- potential direct impact, resulting in impacts from vibration and demolition of adjoining structures.

Specific terminology and corresponding definitions are used in this assessment to consistently identify the magnitude of the project's direct, indirect or potentially direct impacts on heritage items or archaeological remains. The terminology and definitions are based on those contained in guidelines produced by the International Council on Monuments and Sites (ICOMOS)³ and are shown in Table 3. It is assumed that all direct and potential direct impacts are a result of construction. Indirect impacts are assumed to be operational unless specified as temporary in which case they are related to construction.

Table 3: Terminology for assessing the magnitude of heritage impact

| Magnitude | Definition |
|--------------|--|
| Major | <p>Actions that would have a long-term and substantial impact on the significance of a heritage item. Actions that would remove key historic building elements, key historic landscape features, or significant archaeological materials, thereby resulting in a change of historic character, or altering of a historical resource.</p> <p>These actions cannot be fully mitigated.</p> |

³ Including the document *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011.

| Magnitude | Definition |
|-------------------|--|
| Moderate | <p>This would include actions involving the modification of a heritage, including altering the setting of a heritage item or landscape, partially removing archaeological resources, or the alteration of significant elements of fabric from historic structures.</p> <p>The impacts arising from such actions may be able to be partially mitigated.</p> |
| Minor | <p>Actions that would results in the slight alteration of heritage buildings, archaeological resources, or the setting of an historical item.</p> <p>The impacts arising from such actions can usually be mitigated.</p> |
| Negligible | <p>Actions that would results in very minor changes to heritage items.</p> |
| Neutral | <p>Actions that would have no heritage impact.</p> |

1.7 Report limitations

This SoHI report has been prepared to assess potential heritage impacts from the scoping phase of design.



Figure 1-1: Image of the location of Ourimbah Station and proposal area

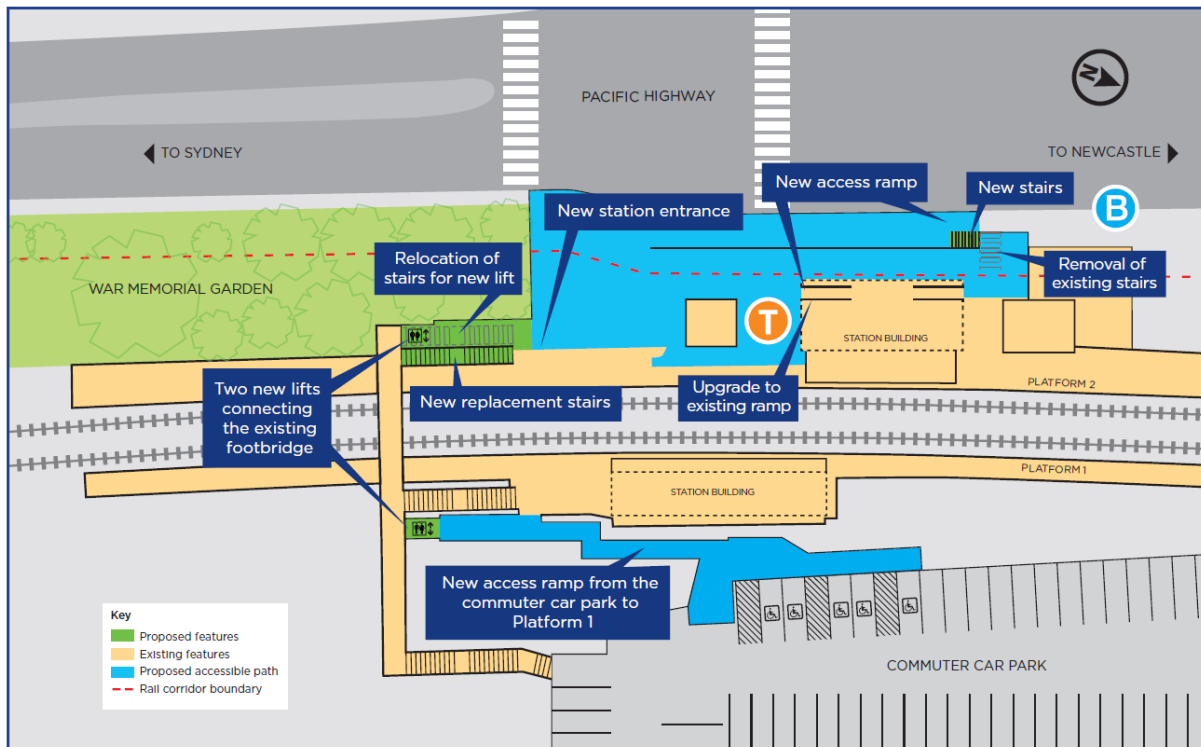


Figure 1-2: Image of the general layout of key elements of the Proposal based on the strategic concept design

2.0 STATUTORY CONTEXT

2.1 NSW Heritage Act 1977

The NSW *Heritage Act 1977* (Heritage Act) is the primary piece of State legislation affording protection to heritage items (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. Significance is based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items can be listed on the NSW 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.

Under the Heritage Act, all government agencies are required to identify, conserve and manage heritage items in their ownership or control. Section 170 of the Act requires all government agencies to maintain a Heritage and Conservation Register that lists all heritage assets and an assessment of the significance of each asset. They must also ensure that all items inscribed on its list are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Government on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of items and are based on NSW heritage legislation and guidelines.

2.1.1 Relics Provisions

The Heritage Act also provides protection for 'relics', which includes archaeological material or deposits. According to Section 139 (Division 9: Section 139, 140-146):

- (1) A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance is carried out in accordance with an excavation permit.
- (2) A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.
- (3) This section does not apply to a relic that is subject to an interim heritage order made by the Minister or a listing on the State Heritage Register.
- (4) The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:
 - a. Any relic of a specified kind or description,
 - b. Any disturbance or excavation of a specified kind or description,
 - c. Any disturbance or excavation of land in a specified location or having specified features or attributes,
 - d. Any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates that there is little likelihood of there being any relics in the land.

Section 4 (1) of the Heritage Act (as amended in 2009) defines a relic as:

...any deposit, artefact, object or material evidence that:

relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and is of State or local heritage significance

A relic has been further defined as:

Relevant case law and the general principles of statutory interpretation strongly indicate that a 'relic' is properly regarded as an object or chattel. A relic can, in some circumstances, become part of the land be regarded as a fixture (a chattel that becomes permanently affixed to land).⁴

Excavation permits are issued by the Heritage Council of NSW, or its Delegate, under Section 140 of the Heritage Act for relics not listed on the SHR or under Section 60 for relics listed on the SHR. An application for an excavation permit must be supported by an Archaeological Research Design and Archaeological Assessment prepared in accordance with the Heritage NSW, DPC archaeological guidelines. Minor works that will have a minimal impact on archaeological relics may be granted an exception under Section 139 (4) or an exemption under Section 57 (2) of the Heritage Act.

2.1.2 Works

The Heritage Act defines 'works' as being in a separate category to archaeological 'relics'. 'Works' refer to remnants of historical structures which are not associated with artefactual material that may possess research value. 'Works' may be buried, and therefore archaeological in nature, however, exposure of a 'work' does not require approved archaeological excavation permits under the Act.

The following examples of remnant structures have been considered to be 'works' by the NSW Heritage Council:

- Former road surfaces or pavement and kerbing.
- Evidence of former drainage infrastructure, where there are no historical artefacts in association with the item.
- Building footings associated with former infrastructure facilities, where there are no historical artefacts in association with the item.
- Evidence of former rail track, sleepers or ballast.
- Evidence of former rail platforms and former platform copings.

Where buried remnants of historical structures are located in association with historical artefacts in controlled stratigraphic contexts (such as intact historic glass, ceramic or bone artefacts), which have the potential to inform research questions regarding the history of a site, the above items may not be characterised as 'works' and may be considered to be 'relics'. The classification of archaeological remains as a 'work' therefore is contingent on the predicted remains being associated with historical structures as well as there being no prediction of the recovery of intact artefactual deposits which may be of research interest.

2.2 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent

⁴ *Assessing Significance for Archaeological Sites and 'Relics'*, Heritage Branch, Department of Planning, 2009:7.

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 Proposal is subject to assessment under Part 5 of the EP&A Act.

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 EP&A Act to provide guidance on the level of environmental assessment required. The current Proposed location falls within the boundaries of the Central Coast Council LGA. Schedule 5 of the Wyong LEP 2013 includes a list of items/sites of heritage significance within part of the Central Coast Council LGA.

2.2.1 Wyong Local Environmental Plan 2013

Heritage items listed on the Wyong LEP 2013 are managed in accordance with the provisions of Section 5.10 Heritage Conservation of this LEP. Under Clause 5 of this section of the Wyong LEP 2013:

The consent authority may, before granting consent to any development:

(a) on land on which a heritage item is located, or

(b) on land that is within a heritage conservation area, or

(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

2.2.2 Development Control Plan

The Wyong DCP 2013 is a supporting document that compliments the provisions contained within the Wyong LEP 2013 and provides specific design detail in regard to sympathetic development on, or in the vicinity of, items listed on Schedule 5 of the Wyong LEP 2013.

Section 3 of the DCP 2013 provides sympathetic considerations for development that is in the vicinity of a heritage listed item. These considerations include ensuring that the character, bulk, scale and height of new development does not unreasonably overshadow a nearby heritage item, that colouring and texture of new materials of a new development is sympathetic to a heritage item, and that views of a heritage item should not be obscured from the point of view of areas of public domain.

2.3 State Environmental Planning Policy (Infrastructure) (ISEPP) 2007

In 2007, the ISEPP was introduced to streamline the development of infrastructure projects delivered by state agencies. The proposed Ourimbah Station upgrade would be considered “Development Permitted without consent” under the provisions of ISEPP 2007 Clause 79.

Generally, where there is conflict between the provisions of the ISEPP and other environmental planning instruments, the ISEPP prevails. Under the ISEPP, development for the purpose of rail infrastructure facilities may be carried out by a public authority without consent on any land.

While the ISEPP overrides the controls included in the LEPs and DCPs, the proponent is required to consult with the relevant local councils when development “is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State

heritage item) or a heritage conservation area". When this is the case, the proponent must not carry out such development until it has (ISEPP 2007 Clause 14.2):

(a) had an assessment of the impact prepared, and

(b) given written notice of the intention to carry out the development, with a copy of the assessment and a scope of works, to the council for the area in which the heritage item or heritage conservation area (or the relevant part of such an area) is located, and

(c) taken into consideration any response to the notice that is received from the council within 21 days after the notice is given.

2.4 Heritage registers search

Statutory registers provide legal protection for heritage items. In NSW, the Heritage Act and the EP&A Act provide for heritage listings. The SHR, the Section 170 Heritage & Conservation Registers and the environmental heritage schedules of LEPs are statutory listings. Places on the World, National and Commonwealth Heritage Lists are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

A search of all relevant registers was undertaken on 7 February 2020. The results are displayed below in Table 4. A map of the curtilages of the relevant heritage items is provided in Figure 2-1.

Table 4: Register search results for Ourimbah Railway Station

| Item | Address | Significance | Listing | Place ID (Item No.) | Distance from Proposal Area |
|---|--|--------------|-----------------------------|-------------------------|---|
| Ourimbah Railway Station Group and Residence | Pacific Highway, Ourimbah, NSW 2258 | Local | NSW Transport RailCorp s170 | SHI listing no. 4801030 | Within |
| Ourimbah Railway Station & Station Master's House | 1 Mill Street, Ourimbah, NSW 2258 | Local | Wyong LEP 2013 | LEP item No. I61 | Within |
| World War 1 Monument | 1 Mill Street (near Railway Station), Ourimbah, NSW 2258 | Local | Wyong LEP 2013 | LEP item No. I66 | Within |
| Post Office and Residence | 1 Station Street, Ourimbah, NSW 2258 | Local | Wyong LEP 2013 | LEP Item No. I62 | Approximately 67 metres west of the proposal area |
| Utility Structure | 1A Jaques Road, Cnr Glen Road, Ourimbah, NSW 2258 | Local | Wyong LEP 2013 | LEP Item No. I65 | Approximately 283 metres southwest of the proposal area |



Document Path: D:\GIS\GIS_Mapping\19183_Ourimbah station\MXD\Heritage items.v5. mxd.mxd

Figure 2-1: Listed heritage items in the vicinity of Ourimbah Station

3.0 HISTORICAL CONTEXT

3.1 Indigenous History

Ourimbah station is located on the traditional lands of the Darginung Aboriginal people.⁵ It is believed that Ourimbah acquired its name through the Darginung people, with the meaning purportedly derived from the Aboriginal word 'OORIN',⁶ meaning the sacred circle. The traditional boundaries of Darginung (Darkinung/Darkinung) land extend from the Hawkesbury River in the south, Lake Macquarie in the north, the McDonald River and Wollombi up to Mt Yengo in the west and the Pacific Ocean in the East.⁷

3.2 Early European settlement in the Central Coast and Ourimbah

European exploration of the Hawkesbury River began soon after settlement at Port Jackson, with Governor Phillip exploring Broken Bay as early as March 1788.⁸ Phillips noted the areas 'good waterways, picturesque appearance and its rocky shores'.⁹ Around 30 years later, Europeans began to settle in the Central Coast area with 'timber and shipbuilding quickly growing as major industries'¹⁰ and 'a large percentage of Australian-built wooden ships were built on the Central Coast'.¹¹



Figure 3-1: Image of Main Street, Ourimbah, c1910. Source: Ourimbah Regional Residents Association Inc.

⁵ Attenbrow, Val (2010). *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records* (2nd ed). University of NSW Press, Sydney, NSW

⁶ Ourimbah Regional Residents Association Inc.n.d. 'A Brief History of Ourimbah and its Residents'. Retrieved from: <https://www.ourimbahregionresidentsassociation.com/history>

⁷ Attenbrow, Val (2010). *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records* (2nd ed). University of NSW Press, Sydney, NSW

⁸ Wyong Shore Council. 2020. Broken Bay first encounters. Retrieved from: blueplanet.nsw.edu.au/broken-bay-first-encounters/.aspx

⁹ NSW Government. Central Coast. *Maritime Heritage*. Retrieved from: www.environment.nsw.gov.au/MaritimeHeritage/regions/centralcoast.htm

¹⁰ *ibid*

¹¹ *ibid*

In the early nineteenth century, the district around the proposal area was known as Blue Gum Flats and was noted as 'a valley of tall blue gums, turpentine, iron bark and cedar trees.'¹² This plentiful timber supply was soon worked and by the 1850s, the district had a thriving industry.¹³ By the end of the nineteenth century, there were at least fourteen timber mills in the district, with 'the local population largely consisted of timber getters and saw millers'.¹⁴

Once the timber supply had been exhausted, the area became a focus for citrus growing.¹⁵ By the early twentieth century, citrus orchards were located in areas such as Narara, Lisarow, Niagara Park and Ourimbah.¹⁶ The 1920s and early 1930s saw the formation of various co-operative societies formed by citrus growers in the district.¹⁷



Figure 3-2: Image of timber getter's hut, Ourimbah, n.d. Source: SLNSW. FL1757117

¹² SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

¹³ CULTIVATOR AND GRAZIER. (1893, November 18). Australian Town and Country Journal (Sydney, NSW : 1870 - 1907), p. 21. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article71191967>

¹⁴ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

¹⁵ CULTIVATOR AND GRAZIER. (1893, November 18). Australian Town and Country Journal (Sydney, NSW : 1870 - 1907), p. 21. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article71191967>

¹⁶ Agricultural Returns (1907, February 1). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 6. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article161292478>

¹⁷ NEW CITRUS SOCIETY GOOD. (1929, January 17). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 13. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article161482003>

3.3 The Short North Line

A single track railway line between Sydney and Hornsby was completed and opened in 1886.¹⁸ In the following year, the line was extended from Hornsby to Hawkesbury River.¹⁹ 1887 also saw the completion of a single line between Gosford and Newcastle at Islington Junction, at the site of today's Hamilton Station.²⁰ This section of the Short North was officially opened on 15 August 1887.²¹

The Hawkesbury River Bridge was completed in 1889, as was a line that linked the northern side of the bridge to Gosford, by way of a tunnel system.²² The railway link between Strathfield and Newcastle was completed by 1891, which facilitated the transportation of both people and produce.²³ Blue Gum Flat was renamed Ourimbah in 1888 due to its proximity to Ourimbah Creek, a creek which had been noted and named by Surveyor Matthew in 1831.²⁴

3.4 Ourimbah Station History

3.4.1 Land grants and subdivision

The proposal area and the location of Ourimbah Station is located within part of the original 2000-acre land grant to Robert and Mary Ann Holl in 1844.²⁵ By 1865, much of the land appears to have transferred to Alexander and Hugh William Hamilton.²⁶

By 1882, the land had been transferred to local Gosford farmer, Edward Wamsley, who came to Australia as an assisted immigrant in 1839.²⁷ This same year, a portion of the land was transferred to the Railway Commissioner.²⁸ Wamsley appears to have retained the land until the 1890s, when the allotment began to be subdivided around the station precinct.

¹⁸ "THE NORTH SHORE RAILWAY." Freeman's Journal (Sydney, NSW : 1850 - 1932) 6 February 1886: 15. Web. 14 Feb 2020 <<http://nla.gov.au/nla.news-article119443715>>.

¹⁹ TELEGRAMS. (1887, March 11). Newcastle Morning Herald and Miners' Advocate (NSW : 1876 - 1954), p. 5. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article138819623>

²⁰ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

²¹ RAILWAY OPENINGS. (1887, August 12). The Daily Telegraph (Sydney, NSW : 1883 - 1930), p. 4. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article239814936>

²² City Chat. (1889, May 11). Nepean Times (Penrith, NSW : 1882 - 1962), p. 6. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article101005774>

²³ Gosford. (1891, February 21). The Sydney Mail and New South Wales Advertiser (NSW : 1871 - 1912), p. 439. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article163653562>

²⁴ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

²⁵ NSWLRS. App.182

²⁶ NOTICE UNDER REAL PROPERTY ACT. (1865, January 27). New South Wales Government Gazette (Sydney, NSW : 1832 - 1900), p. 224. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article225848045>

²⁷ Wamsley, Edward. Australian Royalty. Retrieved from: australianroyalty.net.au/individual.php?pid=I5994&ged=purnellmccord.ged

²⁸ NSWLRS. Vol 1058 fol 241

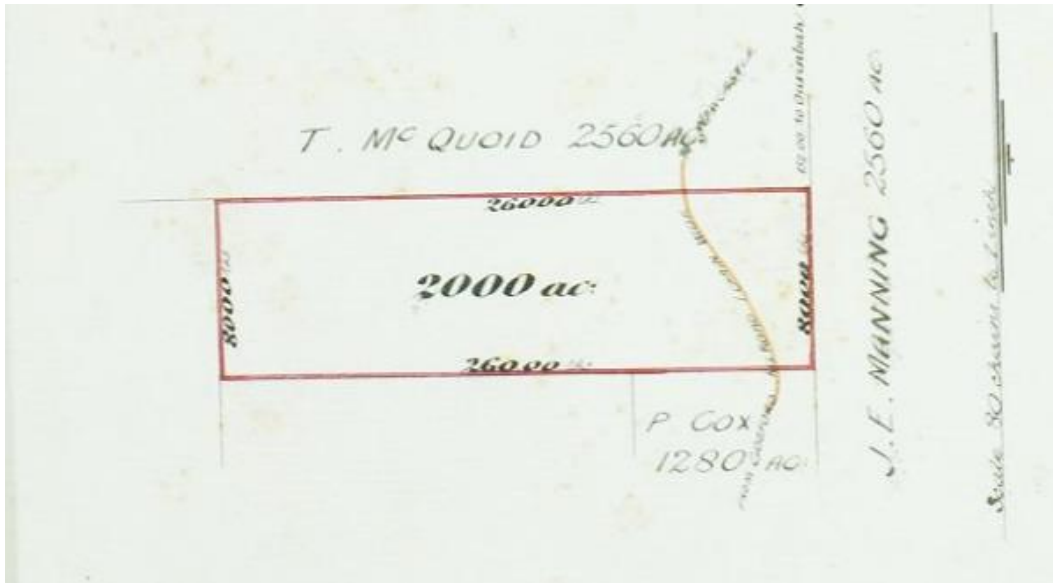


Figure 3-3 Image of the allotment sold to the Hamilton family, 11 March 1865. Source: NSWLRS. App.182



Figure 3-4: Image of Wamsley's allotment in 1887. Source: NSWLRS. Vol 62 Fol 182

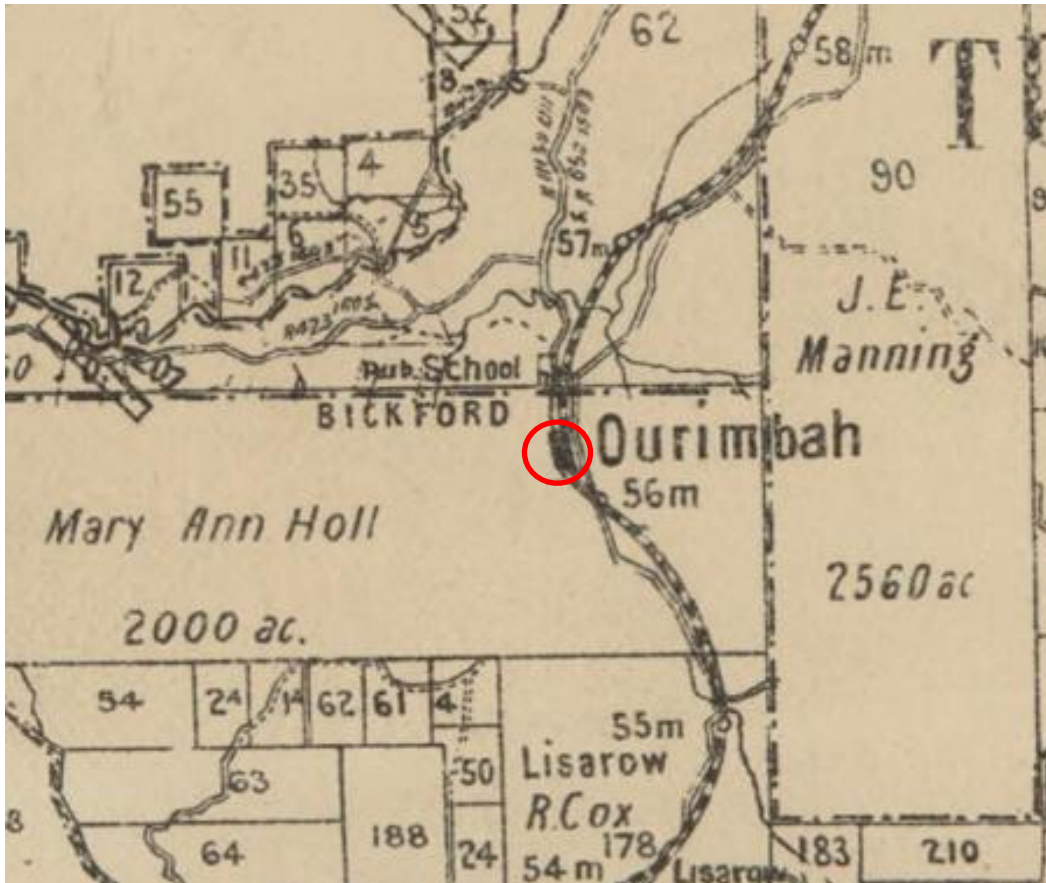


Figure 3-5: Image of the 1906 Map of Ourimbah noting station (circled red) and the original grant location to Holl. Source: NLA. MAP G8971.G46

3.4.2 Ourimbah Railway Station

The development of Ourimbah Station began when a tender for the construction of station buildings at Blue Gum Flat was featured in the Daily Telegraph in January of 1887.²⁹ The contract for the construction of the station building, Station Master's Residence and goods shed had been awarded to G R & F H Harrison on 20 April 1887.³⁰

Ourimbah Station opened in August of 1887³¹ and the following year telegraph communications were extended to the station³². At the time of opening, the station comprised a single platform (now Platform 2) and a timber station building on the Down side of the line (to Newcastle), with a lengthy crossing loop, separate goods siding and goods shed on the Up side of the line (to Sydney)³³.

²⁹ Advertising (1887, January 27). The Daily Telegraph (Sydney, NSW : 1883 - 1930), p. 1. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article236758956>

³⁰ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

³¹ The Opening Ceremony. (1887, August 16). Newcastle Morning Herald and Miners' Advocate (NSW : 1876 - 1954), p. 6. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article132510023>

³² THE MAITLAND MERCURY. (1888, February 11). The Maitland Mercury and Hunter River General Advertiser (NSW : 1843 - 1893), p. 4. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article18964231>

³³ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

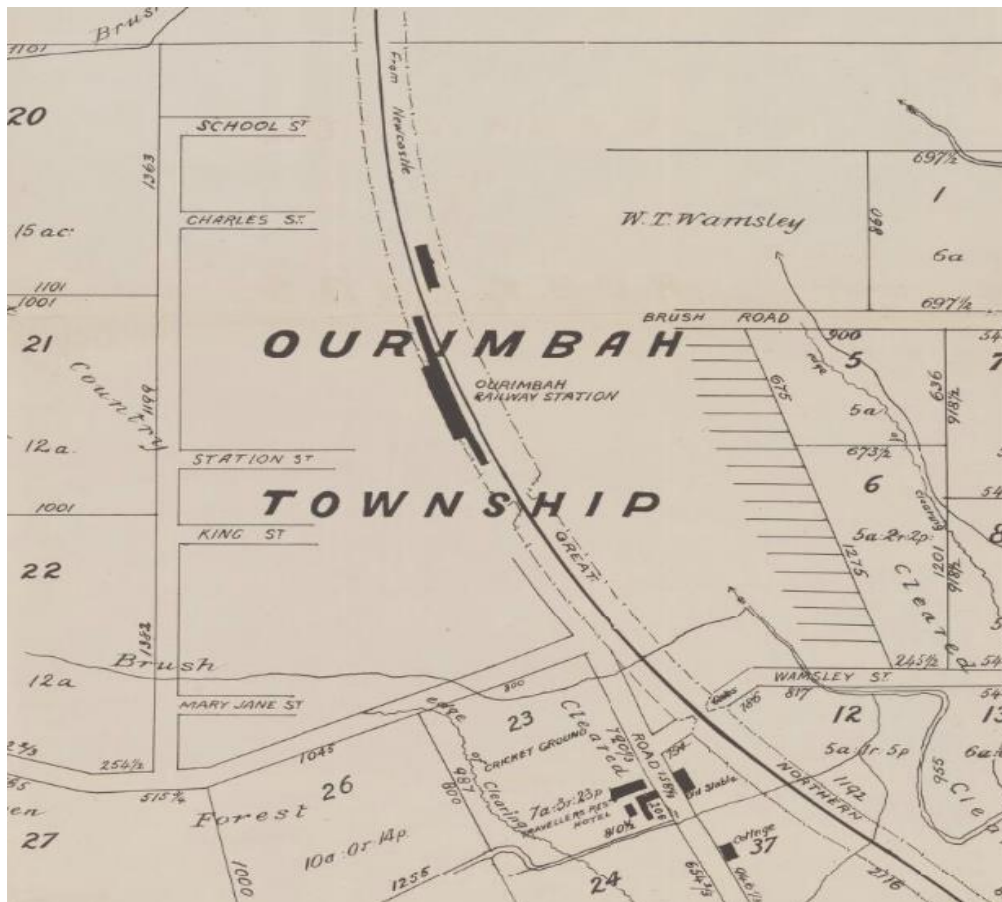


Figure 3-6: Image of the 1896 map of Ourimbah showing location of the station. Source: NLA MAP Folder 65, LFSP 963



Figure 3-7: Image of Ourimbah crossing, no date. Source: Ourimbah Regional Residents Association Inc.

On 16 October 1908, the crossing loop at Ourimbah Station was laid in. Due to predominance of timber getting in the area an additional 5-tonne crane was provided at Ourimbah Station to assist with the handling of timber and the developing citrus industry in 1911. In August the same year, a public ballot was submitted for the construction of a siding and goods platform, about a mile north of the existing station. These works were to support the local timber getters and other settlers and the proposed siding would help relieve the congested traffic at the station.³⁴ The works also included the construction of the original footbridge.³⁵



Figure 3-8: Image of Ourimbah railway yards, c 1910, prior to the construction of the second platform. Source: Ourimbah Regional Residents Association Inc.

By 1912, Ourimbah Station had been developed to include the new side platform and the new station platform building (now Platform 1). A new dead-end, back-in refuge siding was laid in for Down trains, the points for which were located at the Gosford-end of the platforms, while a new Up loop (towards Sydney) was laid in behind the new platform. The goods siding was introduced, running off the Up loop. Additional elements included a goods shed, a loading bank and a couple of private packing sheds. A timber signal box was built at the Newcastle end of the Down main line platform (towards Newcastle) and all signals, points and crossovers at Ourimbah were controlled from there.³⁶

³⁴ Ourimbah Railway Station. (1911, July 28). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 10. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166925173>

³⁵ NEWS OF THE DAY. (1911, September 9). Newcastle Morning Herald and Miners' Advocate (NSW : 1876 - 1954), p. 2. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article135402246>

³⁶ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>



Figure 3-9: Image of Ourimbah Station, prior to 1911. Source: Sydney Trains



Figure 3-10: Image of Ourimbah Station, c1911, showing two platforms and two station buildings Source: Ourimbah Regional Residents Association Inc.

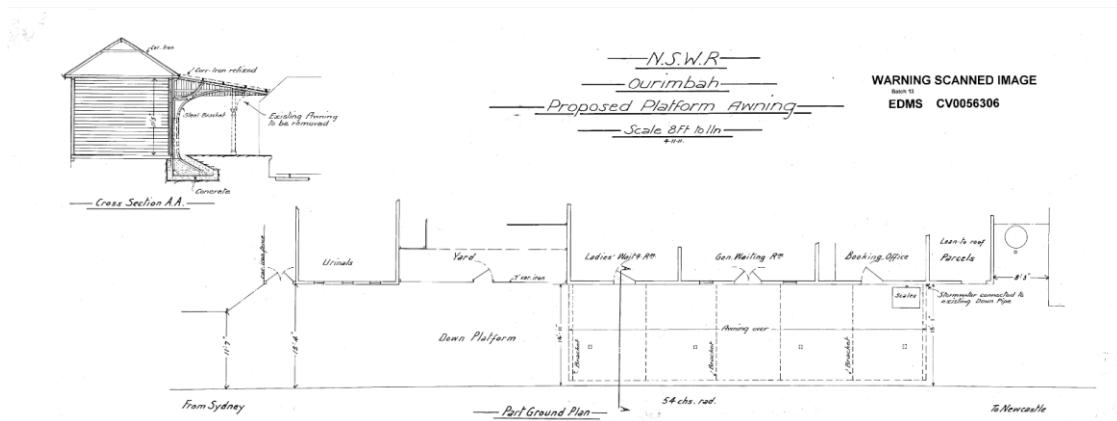


Figure 3-11: Image of the original plan of the proposed awning to the station building on Platform 2, c1911. Source: Sydney Trains Plan Room

In 1918, a meeting of stockowners and primary producers was held in Ourimbah to urge upon the Railway Commissioners the necessity of providing better railway facilities for loading stock at Ourimbah railway station.³⁷ The station was noted in 1919 as being 'busier than ever with traffic both ways of the line'. Works that year included the improvement of the footpath to the station entry on the western side of the station.³⁸



Figure 3-12: Image of Ourimbah Station, c1909. Source: Sydney Trains

³⁷ PARAGRAPHS. (1918, August 15). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 1. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166856995>

³⁸ OURIMBAH. (1919, June 5). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 8. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article167218108>



Figure 3-13: Image of Ourimbah Station, c 1911. Note early footbridge location. Source: Ourimbah Regional Residents Association Inc.

In the mid-1920s the station helped with the delivery of large quantities of timber, metalwork and fruit.³⁹⁴⁰⁴¹ Improvement works were introduced in May 1925, prior to the 'annual visit of the Lord High Commissioners'⁴². The heavy use of the station also saw 12 men employed to enlarge the signal box in December 1925.⁴³

Three months later in March 1926, alterations at the station saw instruments and signal levers together, 'with the result that working conditions are better for the public benefit and also, incidentally, for the operating staff. In short, the station is showing its growing importance'.⁴⁴ In 1929, heavy rainfall would cause a small sink hole to form outside of the station entrance. The hole measured 4ft in diameter and was 4 to 5-foot-deep and left the 'underneath portion of the building exposed'.⁴⁵ The hole was filled in later the same day. Heavy rainfall would also damage the roof of the Platform 2 building less than a decade later in 1938, resulting in the replacement of the element with iron sheeting.⁴⁶ In the late 1920s, a small shed was erected in the goods yard to act as an office for the Ourimbah Bulk Loading Rural Co-operative Society, and later a bigger shed was built on the railway siding.

The Ourimbah Progress Association made plans to take over some land at the station for visual 'beatification purposes'⁴⁷ in 1932. This may have been in collaboration with the Ourimbah-Lisarow Memorial Committee which eventually constructed the war memorials in the later 1930s. Later

³⁹ PERSONAL AND GENERAL. (1924, March 27). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 7. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article161555468>

⁴⁰ PERSONAL & GENERAL. (1924, June 26). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 4. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article161553604>

⁴¹ CITRUS OUTPUT. (1925, August 6). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 13. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166836105>

⁴² PERSONAL AND GENERAL. (1925, May 14). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 13. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166838675>

⁴³ Ourimbah News. (1925, December 17). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 13. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166840730>

⁴⁴ PERSONAL AND GENERAL. (1926, March 11). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 13. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article161109625>

⁴⁵ HOLE AT RAILWAY STATION. (1929, February 14). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 13. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article161482392>

⁴⁶ "PERSONAL" The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954) 25 August 1938: 8. Web. 14 Feb 2020 <<http://nla.gov.au/nla.news-article167869532>>.

⁴⁷ Ourimbah Progress Assn. (1932, October 20). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 6. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article167859496>

refurbishments saw the local residents 'breathe a sigh of relief'⁴⁸ when new timber arrived for the repair of the footbridge in 1934. At the time, the bridge was in a 'deplorable condition'. In the 1930s, a packing plant was built in the Ourimbah Station goods yards while around the mid-1940s, a Nissen hut was in use as an office. The former packing shed in the railway siding was later demolished in 1991 with the roof trusses and roofing timber being transferred to Ourimbah School to be used in construction of the new Community Hall.⁴⁹

In 1951, the Up and Down Refuge sidings were extended and converted.⁵⁰ By 1961, single light signalling was introduced at Ourimbah Station.⁵¹ On 19 August 1973, the Electricity Commission siding was removed.⁵² Electrification of the main line between Gosford and Newcastle was opened in May 1984, and accordingly, some upgrading was undertaken at Ourimbah.⁵³ By the 1990s, both Up and Down refuge loops and the goods siding were made redundant and removed, the signal box was placed out of service and the signalling installations revised.⁵⁴ In 1992, tenders were advertised for the construction of the new concrete footbridge within the original location.⁵⁵ A new station entrance and commuter car park works were completed in 2010.



Figure 3-14: Image of Ourimbah Station, c1985. Source: Ourimbah Regional Residents Association Inc.

3.4.3 War Memorials

Two war memorials are located within the proposal area. The World War I Monument consists of a stone entrance gateway and is a locally listed heritage item (Figure 3-19). The World War 2 memorial consists of a brick and stone Monument (Figure 3-20), which is not an individually listed heritage item. The Monument is located within the landscape to the west of the station and within the heritage curtilage of the s170 register.

⁴⁸ BRIDGE REPAIRS (1934, October 11). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 15. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166941458>

⁴⁹ Gosford Public School c1994, Ourimbah Recollections, Gosford, p. 24-25).

⁵⁰ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

⁵¹ ibid

⁵² ibid

⁵³ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 14 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

⁵⁴ ibid

⁵⁵ CityRail. The Sydney Morning Herald (Sydney, New South Wales, Australia) 16 Sep 1992, Wed. Page 37

The World War 1 memorial monument was constructed on Sunday May 1, 1938, after much deliberation regarding its siting and construction. Early plans depict the site was selected by 1937 (Figure 3-15) and provided by the Department of Railways NSW for the introduction of the World War 1 Memorial. Efforts to establish an Ourimbah memorial were in effect by 1933,⁵⁶ with fundraising events created by a local committee to support the cause. Many residents of the area would later take part in plays⁵⁷ and other crowd fundraising events to raise money for the development of the project. The delay in the construction of the memorial was in part due to the reservation of the land the memorial currently resides upon⁵⁸ and a lack of funding during the Depression years.⁵⁹ The memorial was opened by Mr. L.A Robb, the State president of the Returned Soldiers' League and many returned soldiers, including the Ourimbah light horsemen, and local citizens came out to the service, which had been postponed a week to allow New Zealand Diggers to attend the service.⁶⁰ The commemoration of the Great War on the cusp of the beginnings of the Second World War was not lost on the attendees, with Mr Robb stating that 'he would say to the boys and girls present that the sacrifice commemorated would never be real to them unless they also cherished the spirit of service and sacrifice, resolved to surrender their all if the call came to them in the dark days ahead'.⁶¹ Contemporary accounts note the memorial consisting of 'gates to a small park; and on the pillars are plaques bearing the names of men who enlisted from the district. The enclosure adjoins the railway station and is intended as a rest refuge, between railway and highway, for young children and aged people'.⁶² Other newspaper accounts note that each division and society were given a plot of land for the introduction of garden beds within the small park.⁶³

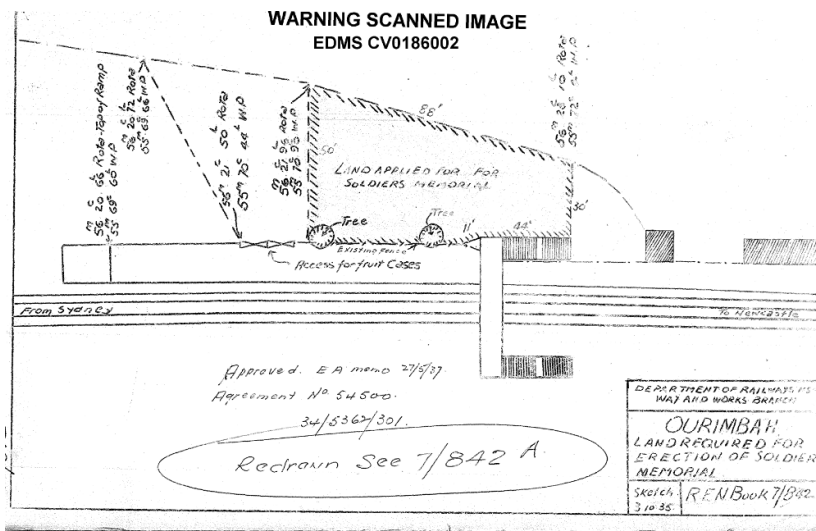


Figure 3-15: Image of the original plan of land allocated to the establishment of the War Memorial, c 1937. Source: Sydney Trains Plan Room

⁵⁶ PARENTS & CITIZENS ASSN. (1933, May 18). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 11. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article167862808>

⁵⁷ PLAY FOR OURIMBAH (1935, August 29). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 2. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166947054>

⁵⁸ THE WAR MEMORIAL (1934, July 26). The Gosford Times and Wyong District Advocate (NSW : 1906 - 1954), p. 14. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article166943754>

⁵⁹ OURIMBAH UNVEILS HONOR TABLETS (1938, May 3). Man on the Land (Gosford, NSW: 1936 - 1938), p. 1. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article162532394>

⁶⁰ Ibid

⁶¹ Ibid

⁶² WAR MEMORIAL (1938, May 2). Newcastle Morning Herald and Miners' Advocate (NSW : 1876 - 1954), p. 12. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article133621499>

⁶³ OURIMBAH UNVEILS HONOR TABLETS (1938, May 3). Man on the Land (Gosford, NSW : 1936 - 1938), p. 1. Retrieved February 14, 2020, from <http://nla.gov.au/nla.news-article162532394>

⁶³ Ibid



Figure 3-16: Image of the Ourimbah Light Horsemen standing outside Ourimbah Station, n.d.
Source: Restored by Rosie Wood.



Figure 3-17: Image of the WWI Monument at Ourimbah Station, n.d. Note removal of dwarf wall to left of frame and earlier concrete posts.
Source: David Scobie



Figure 3-18: Image of the WWI Memorial prior to renovations, n.d. Source: Wyong Shire Council.



Figure 3-19: Image of the WWI Monument in its current form.

The World War 2 Monument was constructed in 1988 and is also known as the Australian Armed Forces Bicentennial Memorial. The memorial was rededicated by Rev. John Price and unveiled by Athol Frewin, Brian Fuller and Ralph Fagan. The monument is inscribed with the following:

(north face) Australian Armed Forces Bicentennial Memorial. The community of Ourimbah-Lisarow, N.S.W remember their men and women who served and died to preserve peace during the 200 years of white settlement in Australia.

Boer War 1899-1902

World War I 1914-1918

World War II 1939-1945

Korea 1950-1953

Malaya 1955-1960

Borneo 1963-1965

Vietnam 1961-1972

Lest We Forget

The west east and south faces of the World War 2 Monument document the casualty list.



Figure 3-20: View south towards the northern façade of the WW2 monument.

4.0 SITE INSPECTION

4.1 Introduction

A site inspection was conducted on 5 February 2020 by Sophie Barbera (Heritage Consultant) and Jenny Winnett (Principal) from Artefact Heritage. The aim of the site inspection was to inspect the area of proposed impacts, inform a preliminary assessment of archaeological potential, and to identify heritage items, identify items of potential heritage value, and identify heritage significant fabric at the station and in the vicinity that may be affected by the Proposal. The inspection was undertaken on foot and a photographic record was made.

4.2 Site context and setting

Ourimbah Station is located to the east of the Pacific Highway in the suburb of Ourimbah (Figure 4-1). Residences and shops are located on the western side of the Pacific Highway, whilst warehouses run along the eastern side of Mill Street.

The station platform is sited at grade with the surrounding landscape of the World War 1 Monument and memorial park to the southwest (Figure 4-2) and slightly above the landscape of Mill Street and the adjacent car park, which slopes towards the Bangalow Creek, located approximately 43 metres from Platform 1.



Figure 4-1: View east towards the station from the Pacific Highway



Figure 4-2: View southeast towards the station and the heritage listed World War 1 Monument



Figure 4-3: View towards the station car park from the pedestrian footbridge



Figure 4-4: View south towards the station and pedestrian footbridge

4.3 Pedestrian footbridge

Constructed in 1992, the footbridge expands on a northeast to southeast axis and is located towards the southern end of the station precinct (Figure 4-5 to Figure 4-8). The footbridge provides access to both platforms and expands approximately 39m from the Pacific Highway (western boundary) to Mill Street (eastern boundary), with a central set of stairs landing on Platform 1 (Figure 4-6). The location of the footbridge is in roughly the same location as the earlier pedestrian footbridge that was constructed in 1910/1911.



Figure 4-5: View south towards the pedestrian footbridge from Platform 1



Figure 4-6: View of the footbridge from Platform 1.



Figure 4-7: View towards the footbridge from Platform 1. Note location of WW2 Monument



Figure 4-8: View of the footbridge from Platform 1. Note location of WW2 Monument

4.4 Platform 1 and 2

Platform 1 is a convex side platform made of precast concrete with a concrete surface. Platform 2 is a concave side platform made of brick with asphalt surface. Both platforms were resurfaced in the 1950s, resulting in an uneven grade (Figure 4-9).

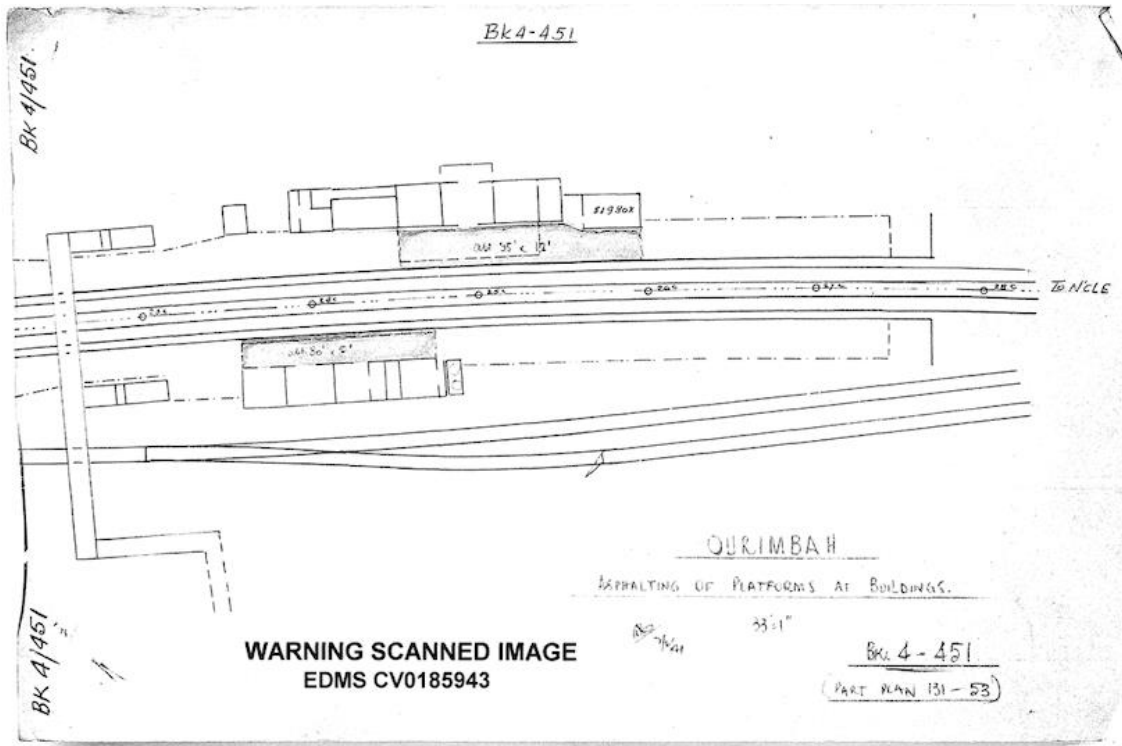


Figure 4-9: Image of the regrading plan, c1953. Source: Sydney Trains Plan Room

4.5 Station Platform 1 Building

As depicted in Figure 4-10 to Figure 4-19, the station Platform 1 building constructed in 1910 is a typical Type A8 station building. Externally, the walls are face brick (painted to the eastern elevation) featuring rendered string courses, window and door surrounds and sills. Engaged piers and rendered capitals support the cast iron brackets of the platform awning. Single- and double-breasted chimneys are of painted brick with terra cotta chimney pots. The gabled roof is of corrugated iron. The platform grading that abuts the western elevation has been modified over time, generating an uneven grade that results in the southern entryway to the existing Waiting Room being approximately 1 brick course higher than the northern end of the building (Figure 4-16).

Internally, the original configuration of the building has been altered, with the Waiting Room now located within the original Station Master's Office. The original men's bathroom, located to the northern end of the building, has been modified and recently renovated, while the original privacy screen has been replaced with intrusive hooped fencing. The remaining areas are not open to the public and consist of modified interior rooms for the Station Master's Office and facilities. In the Waiting Room, the original ticket window has been relocated further east along the northern wall of the room. Original elements include the ripple iron ceiling, ceiling rose, timber skirting and the original fireplace. Internal walls have smooth rendered finish with profiled timber skirting. The original timber floorboards may reside underneath the existing laminate flooring.

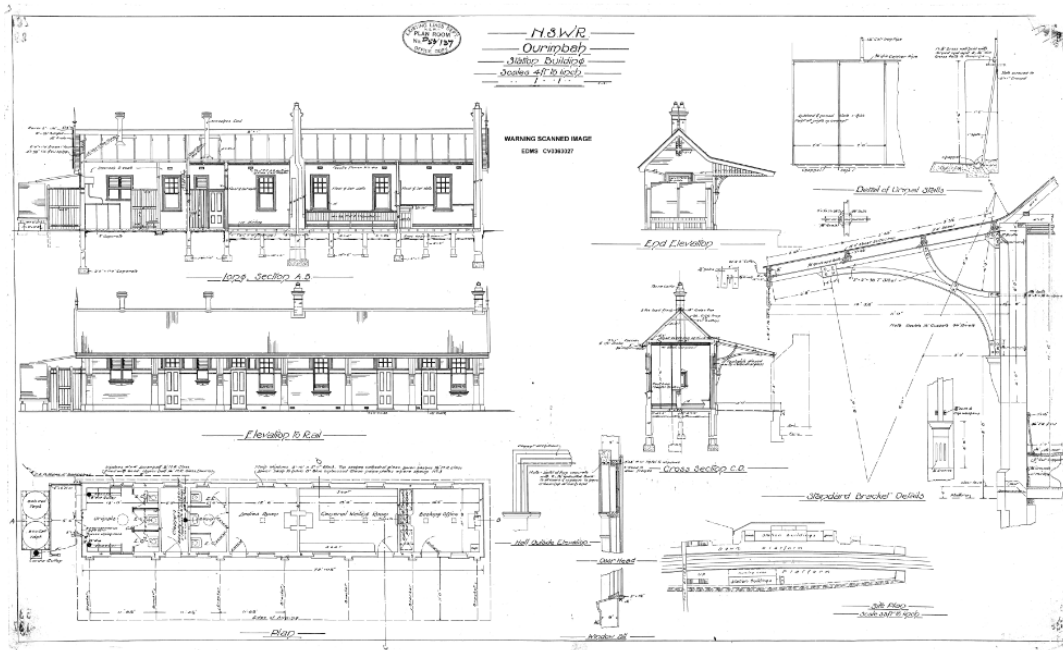


Figure 4-10: Image of the Platform 1 building plans, c1910. Source: Sydney Trains Plans Room

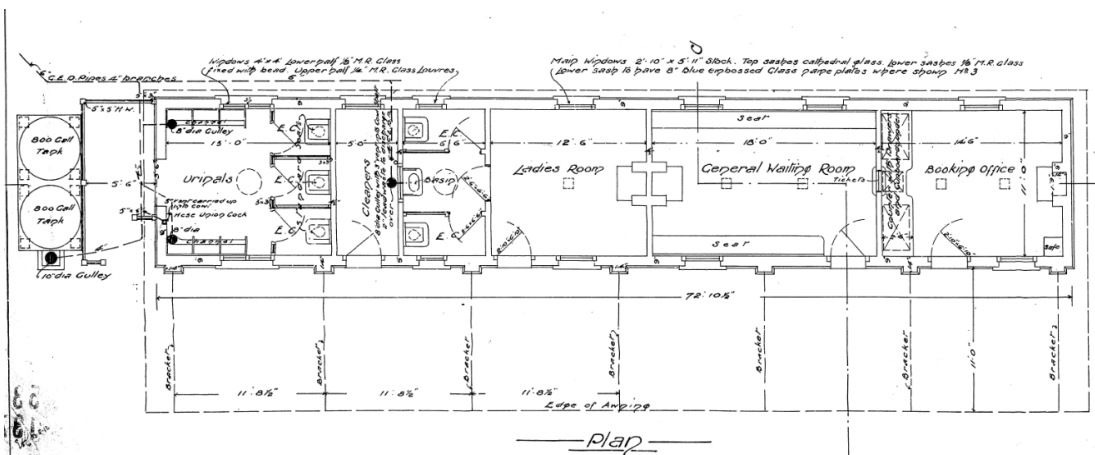


Figure 4-11: Image of the Platform 1 building layout, c1910. Source: Sydney Trains Plans Room



Figure 4-12: View west towards the western façade of the station building.



Figure 4-13: View towards the painted eastern façade of the platform building.



Figure 4-14: View west towards the stone threshold and interior of the Waiting Room.



Figure 4-15: View west towards the Waiting Room entryway.



Figure 4-16: View of the regraded platform and brick course.



Figure 4-17: View of original fireplace and laminate flooring in the Waiting Room.



Figure 4-18: View of the Waiting Room ceiling, including original ceiling rose and intrusive lighting.

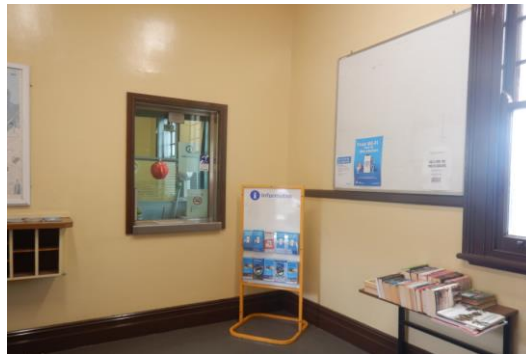


Figure 4-19: View of timber skirting boards and ticket window placement.

4.6 Platform 2 station building

As depicted in Figure 4-20 to Figure 4-23, externally, the timber building on Platform 2, constructed in 1887, is a slightly modified example of a Type A4 timber station building, with no 'Out of Room' and an enlarged Waiting Room. Walls are of weatherboard cladding construction, with timber framed door and window openings. The gabled roof is of corrugated iron with simple timber barge boards and extends to the platform edge to form a timber framed awning. This awning is simply supported by stop chamfered timber posts and features a timber valance. To the rear (Pacific Highway elevation) the

building features a projecting central section with a gabled roof of slightly higher pitch than the main roof, resulting in a small central gablet that is visible on the platform elevation. This central bay features doors on either side and has a central window with a simple timber framed hood. Timber cantilevered awnings have been added to the rear elevation to provide a covered entry to the General Waiting Room. The building has two brick chimneys with a corbelled string course. Later additions include the construction of two ramps to the side entryways.

Internally, the building features a (former) Ladies Waiting Room, General Waiting Room, and Station Master's Office. The Ladies Waiting Room features timber board walls and ceiling, with carpet covering a timber floor. The original fireplace, complete with cast iron plate and timber mantle, is intact. Windows have been infilled and some glass is broken.

The General Waiting Room features a timber mansard roof and boarded walls. The floor is slightly raised and is of concrete. All windows are double hung sash and the room features timber architraves and skirtings. The chimney breast still exists but has been infilled and a payphone has replaced the mantelpiece. Slatted timber benches extend around three sides of the room. The small ticket window is no longer operational but still features original timber architrave and copper coin tray.

The Station Master's Office remains in the most original condition of all the rooms, with boarded timber ceiling and walls and timber floorboards. The original ticket selling bench with large drawers remains in place. The chimney breast still retains the timber mantelpiece; however the cast iron fire plate has been removed in order to house an original railway issue Milners' Patent Fire Resisting Safe. A notice relating to electric lighting dating from 1973 remains in a timber frame on the wall.

The three rooms of the building are all sited at different grades: the former Ladies Waiting Room floor is below the current grade of the station platform, the General Waiting Room flooring is sited above the current grade of the platform and the former Station Master's Office is at grade to the platform. Physical evidence and historical research denote that the General Waiting Room flooring has been altered since construction, however other elements within the room (seating) have been sympathetically reinstated within the room.



Figure 4-20: View towards the eastern elevation of the platform building.



Figure 4-21: View towards the southern elevation of the station building.



Figure 4-22: View towards the later step addition to the Waiting Room on the eastern elevation.



Figure 4-23: View towards the later ramp additions to the western elevation.



Figure 4-24: View of the interior area of the General Waiting Room and infilled fireplace.



Figure 4-25: View of the internal area of the General Waiting Room.



Figure 4-26: View of the original ticketing area of the Station Master's Office.



Figure 4-27: View of the grading to the Ladies Waiting Room.

4.7 Additional Station Structures (not part of the proposed works)

4.7.1 Signal Box

The Signal Box is located on the Platform 2 and is comprised of a simple timber framed skillion structure with corrugated iron roof sheeting (Figure 4-28 and Figure 4-29). The walls are timber boarded both internally and externally. Windows are timber casement and sash and have been boarded over. A small timber bracketed awning shelters the entry door. Internally, the signalling frame and all internal fixtures have been removed and the room is used for storage. The floor is suspended timber with plywood over.

4.7.2 Storage Building (former toilet annexe)

The Platform 2 station building contains a separate storage building to the south which is contemporary with the platform building (Figure 4-30). The building was originally the toilet annexe and has timber framed walls clad with weatherboards and a gable roof of corrugated iron. Timber bargeboards are of the same type as the Platform 2 station building. A roof vent to the ridge line has a separate gable roof, although side vents have been blocked. The southeast corner of the building has an exposed brick wall which forms a urinal internally. Internally, the building has a concrete floor with timber boarded partitions. Walls are boarded. The ceiling has been largely removed, although there remains evidence of the original timber battened ceiling.

4.7.3 Battery Box

At the rear of the Signal Box building on Platform 2 are two (2) co-joined concrete battery boxes with a corrugated iron gable roof with exposed rafters (Figure 4-31). The walls are precast concrete profiled wall panels, and the structure may possibly have been used as a relay hut.

4.7.4 Station Master's Residence

The Station Master's Residence is a J2 Type design and is located outside of the station boundary on the western side of the rail lines, north of Platform 2. The building is located outside of the Proposal area. The cottage is a timber framed, weatherboard and corrugated iron clad structure. External walls appear to retain original weatherboards. A simple gable roof over the main section of the house has a mix of corrugated iron roof sheeting (to the front) and colorbond (to the rear) and features a timber bargeboard with finial on the east side. The double-breasted chimney is painted brick with a corbelled string course. The front veranda has been modified and has a concrete floor and new timber posts (original posts appear to have been used as garden edging) and is enclosed on the western side.



Figure 4-28: View of the later step entry to the former signal box



Figure 4-29: View of the lower grade to the platform against the eastern wall of the signal box.



Figure 4-30: View towards the eastern façade of the storage building.



Figure 4-31: View towards the battery boxes.

4.8 World War 1 Monument and memorial park

As depicted in Figure 4-32 to Figure 4-35, the World War 1 Monument and memorial park consists of a simple gateway of a beam inscribed with dates '1914' and '1918', supported on rusticated stone piers, and flanked on either side by low dwarf stone walls. All stonework is capped. Commemorative plaques are located on each pier. The memorial is weathered and has been intrusively modified with a cement sand mix mortar to some areas of the structure. However, the plaques are clean and legible. Historical research could not identify the construction date of the dwarf walls, although there is evidence that the eastern wall was constructed or reconstructed in the last two decades (Figure 3-17). Despite an unclear construction date, the dwarf walls contribute to the garden setting of the memorial and share a similar dressed finish to the sandstone piers. The sandstone plinths are of an intrusive element of recent construction, replacing the earlier, smaller plinths. The World War 1 Monument features as a gateway into the small memorial parkland. The existing landscape of the area consists of large mature trees which feature along the boundaries of the park. Two large trees are located to the south of the dwarf walls and flank the entrance to the park (Figure 4-33). The existing garden landscape (although currently poorly maintained) contributes to the setting of the heritage item, as does the intrinsic value and placement of the World War 2 Monument, which is located within the garden.



Figure 4-32: View south towards the WW1 monument, showing the setting of the element.



Figure 4-33: View south towards the element. Note later sandstone plinth additions and the two mature trees located at the park entranceway.



Figure 4-34: View south towards the existing stairway and dwarf stone wall.



Figure 4-35: View of the dwarf stone wall and intrusive cement sand mix mortar.

4.9 World War 2 Monument

As depicted in Figure 4-36 to Figure 4-39, the monument is located within the small landscaped area adjacent to the station. As noted in Section 3.4.3, the area in which the element is located is within the original station allotment and was provided for the establishment of the World War 1 Monument. The monument is constructed of brick to the base of the element, with a sandstone plinth located to the centre of the square. Brass plaques are mounted to the plinth. The monument is sited three metres west of the existing 1992 pedestrian footbridge.



Figure 4-36: View north towards the southern façade of the monument and the elements general location within the setting.



Figure 4-37: View facing south towards the footbridge and monument location.



Figure 4-38: View south towards the northern façade of the monument.



Figure 4-39: View towards the western façade of the monument. Note location of footbridge.

4.10 Heritage Items in the vicinity of the proposal area

4.10.1 Post Office and Residence

The building consists of a simple structure with hipped roof and boxed eaves. The entry is made from an offset (to right) recessed porch, approached by a flight of stairs from the street.



Figure 4-40: View from post office towards Ourimbah Station.



Figure 4-41: View of the post office from Ourimbah Station.

4.10.2 Utility Structure

The building is comprised of a World War 2 vintage functionalist utility structure (Nissen Hut), formed by extrusion of semi-circular section. Off form concrete of main floor slab is continued down, to form walls of the half storey below.



Figure 4-42: View of the utility structure from the Pacific Highway



Figure 4-43: View from footbridge towards heritage items within the vicinity.

5.0 ASSESSMENT OF SIGNIFICANCE

5.1 Assessment of significance for Ourimbah Railway Station Group and Residence

The assessment of significance in Table 5 has been extracted from the RailCorp s170 Heritage and Conservation register entry for the Ourimbah Railway Station Group and Residence.⁶⁴

Table 5: Significance assessment for Ourimbah Railway Station Group and Residence

| Criterion | Explanation |
|--|---|
| A – Historical Significance | <p><i>Ourimbah station is historically significant. The station was opened in August 1887 as part of the Gosford-Wyong section of the Northern line and while there was some limited settlement in the area prior to this date, the construction of the railway was a major factor in encouraging the subdivision and development of the township. The grouping of structures at the station is unusual in that it demonstrates both key phases of development along the Northern line in the late 19th and early 20th centuries.</i></p> <p>Ourimbah Railway Station Group has local significance under this criterion</p> |
| B – Associative Significance | <p><i>The station is not associated with any known groups or event that would meet the criterion threshold.</i></p> <p>Ourimbah Railway Station Group does not meet the threshold for local significance under this criterion</p> |
| C – Aesthetic or Technical Significance | <p><i>Ourimbah Railway Station has aesthetic significance as it presents an attractive composition of historic station buildings sited within the surrounding valley landscape. The grouping of platform buildings, signal box, (former) toilet annexe, Station Master's Residence and adjacent park containing the town War Memorial demonstrates both the development phases of the railway station and exemplifies the late nineteenth and early twentieth century attitude to railway construction and planning principles. The station has retained the same landmark qualities within the town since it was constructed.</i></p> <p>Ourimbah Railway Station Group has local significance under this criterion</p> |
| D – Social Significance | <p><i>The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's history.</i></p> <p>Ourimbah Railway Station Group has local significance under this criterion</p> |
| E – Research Potential | <p><i>The archaeological research potential of the site is low. There may be some evidence of a former goods siding, Up loop, goods shed, loading bank and some small packing sheds remaining behind the Up platform. Information from such investigation may be of interest in a local context, but evidence is likely to be compromised by the disturbed nature of the site. Ourimbah station has research significance as an important reference site for standard railway architecture. Although individually the buildings on the site are not particularly rare types or unusual modifications to those types, the grouping of the buildings presents a significant opportunity to study a range of standard railway buildings in one place.</i></p> <p>Ourimbah Railway Station Group has local significance under this criterion</p> |

⁶⁴ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 8 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

| Criterion | Explanation |
|-------------------------------|---|
| F – Rarity | <p><i>Ourimbah is a rare example of an intact railway station grouping from the late nineteenth and early twentieth century and the combination of station buildings, residence and undeveloped surroundings is of State significance for its ability to demonstrate two major phases of railway station development in the late 19th and early 20th centuries. Its rarity is enhanced by its unusual collection of standard building types in one location. The grouping of structures at Ourimbah is outstanding because of their setting, condition and intactness.</i></p> <p><i>The station building on Platform 2 is rare as one of the last surviving original buildings to remain from the opening of the line from Sydney to Newcastle and is of high significance.</i></p> <p>Ourimbah Railway Station Group has State significance under this criterion</p> |
| G – Representativeness | <p><i>Ourimbah station has representative significance at a State level. The collection of buildings on the site are highly intact representative examples of standard station buildings demonstrating changes in railway station architecture and the design and layout of station facilities in the late nineteenth and early twentieth centuries.</i></p> <p>Ourimbah Railway Station Group has State significance under this criterion</p> |

5.2 Statement of Significance (Ourimbah Railway Station Group)

The following statement of significance has been sourced from the SHI database listing for the Ourimbah Railway Station Group and Residence.⁶⁵

Ourimbah Railway Station Group and Residence are of local heritage significance. The station comprises a rare and highly intact grouping of original railway buildings from the late nineteenth and early twentieth century including platform buildings, signalling hut, (former) toilet annexe and station master's residence in an attractive valley landscape. The grouping of structures at Ourimbah is outstanding because of their condition and intactness, largely maintaining their historic setting. All of the structures and the group as a whole display a high level of integrity and many retain original internal fixtures and fittings, having undergone only minor modifications since construction.

The rarity value of the group is enhanced by its unusual collection of standard building types in one location, which demonstrate changes in railway station architecture and the design and layout of station facilities in the late nineteenth and early twentieth centuries. The station building on Platform 2 is rare as one of the last surviving original buildings to remain from the opening of the line from Sydney to Newcastle and is of high significance in its own right.

As such Ourimbah station has technical significance as an important reference site for standard railway architecture. Although individually the buildings on the site are not particularly rare types or unusual modifications to those types, the grouping of the buildings presents a significant opportunity to study a range of standard railway buildings in one place. The grouping of platform buildings, signal box, (former)toilet annexe, station master's residence and adjacent park containing the town War Memorial also demonstrate both the major development phases of the railway

⁶⁵ SHI Entry for RailCorp s170 item "Ourimbah Railway Station Group and Residence", accessed online 8 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

station and exemplify the late nineteenth and early twentieth century attitude to railway construction and planning principles. The station has retained the same landmark qualities within the town since it was constructed.

5.3 Ourimbah Station components

Based on historical research, information provided in public heritage register listings, and the results of the site inspection, the following Table 6 summarises the heritage significance of the components of Ourimbah Station. Detailed descriptions of the station components are found in Section 4.0 of the report and should be read in conjunction with the below.

Table 6: Grades of significance for components of the Ourimbah Station

| Element | Description | Condition | Significance Grading |
|--|---|-------------|----------------------|
| Platforms and coping | Platform 1 is a convex side platform made of precast concrete with a concrete surface. Platform 2 is a concave side platform made of brick with asphalt surface. | Good | Moderate |
| Platform 1 station building (c1910) | <p>Exterior: Located on Platform 1, this station building is a typical Type A8 station building. Walls are face brick (painted to carpark side) featuring rendered string courses, window and door surrounds and sills. Engaged piers and rendered capitals support the cast iron awning brackets of the platform veranda. Single- and double-breasted chimneys are of painted brick with terra cotta chimney pots. The gabled roof is of corrugated iron. The veranda features timber valances.</p> <p>Interior: The original configuration of the building has been altered, with the Waiting Room now located within the original Station Master's Office. The original men's bathroom, located to the northern end of the building, has been modified and recently renovated, while the original privacy screen has been replaced with intrusive hooped fencing. The remaining areas are not open to the public and consist of modified interior rooms for the Station Master's Office and facilities. Internal walls have smooth rendered finish with profiled timber skirting; ceilings are original mini-orn and feature moulded cornice and central pressed metal ceiling rose. Timber suspended floor has carpet over (concrete to kitchen and bathrooms). Double hung sash windows appear original, although some have been infilled and others have new glass panes. 4 panel timber doors are also original, and some feature cathedral lights (multi-paned top lights with coloured glass panes). Original art-nouveau inspired waratah air vents remain in all rooms. The Waiting Room (former Booking Office) has similar internal finishes to remainder of station, and features original marble chimney piece, timber mantle and cast-iron grille insert. A new ticket window has been inserted on the shared wall with the office.</p> | Good | High |
| Platform 2 station building (1887) | Exterior: The timber building on Platform 2 is a slightly modified example of a Type A4 timber station building, with no 'Out of Room' and an enlarged General Waiting Room. Walls are of weatherboard cladding with timber framed door and window openings. The gabled roof is of corrugated iron with simple timber barge boards and extends to the platform edge to form a timber framed awning. This awning is simply supported by stop chamfered timber posts and features a timber valance. To the rear (road elevation) the building features a projecting central section with a gabled roof of slightly higher pitch than the main roof, resulting in a small central gablet that is visible on the platform elevation. This central bay features doors on either side and has a central window with a simple timber framed hood. Timber cantilevered awnings have been added to the rear elevation to provide a covered | Good | High |

| Element | Description | Condition | Significance Grading |
|----------------------------------|--|-----------------|----------------------|
| | <p>entry to the General Waiting Room. The building has two brick chimneys with a corbelled string course</p> <p>Interior: The building features a Ladies Waiting Room, General Waiting Room, and Station Master's Office. The Ladies Waiting Room features timber board walls and ceiling, with carpet covering a timber floor. The original fireplace, complete with cast iron plate and timber mantle, is intact. Windows have been infilled and some glass is broken, however the room is still used as a small office. The central General Waiting Room features a timber mansard roof and boarded walls. The floor is slightly raised and is of concrete. All windows are double hung sash and the room features timber architraves and skirtings, however there are no doors. The chimney breast still exists but has been infilled and a payphone has replaced the mantelpiece. Slatted timber benches extend around three sides of the room. The small ticket window is no longer operational but still features original timber architrave and copper coin tray. The Station Master's Office remains in the most original condition of all the rooms, with boarded timber ceiling and walls and timber floor. The original ticket selling bench with large drawers remains in place. The colour scheme is likely to be early, if not original. The chimney breast still retains the timber mantelpiece; however, the cast iron fire plate has been removed in order to house an original railway issue Milners' Patent Fire Resisting Safe. A notice relating to electric lighting dating from 1973 remains in a timber frame on the wall.</p> | | |
| Station Masters Residence | <p>Exterior: The Station Master's Residence is a J2 Type design and is located outside of the Proposal area north of Platform 2. The cottage is a timber framed, weatherboard and corrugated iron clad structure. External walls appear to retain original weatherboards. A simple gable roof over the main section of the house has a mix of corrugated iron roof sheeting (to the front) and colorbond (to the rear) and features a timber bargeboard with finial on the east side. The double-breasted chimney is painted brick with a corbelled string course. The front veranda has been modified and has a concrete floor and new timber posts (original posts appear to have been used as garden edging) and is enclosed on the western side. The veranda is a simple corrugated iron skillion form, but appears to originally have been hipped, with curved brackets remaining. Original cast iron decorative brackets appear to have been reused. At the rear of the house is a skillion annexe of similar weatherboards and colorbond roof sheeting. The brick chimney breast for the kitchen remains, although the chimney stack has been removed. At the rear of the cottage is a fibro laundry and toilet extension, and within the site are two former wells with new concrete caps.</p> <p>Interior: The interior plan includes a central corridor with four main rooms (3 bedrooms and one lounge) with a kitchen and store located in the rear skillion annexe. Internal walls and ceilings are timber boarded and retain original high profiled skirting and simple moulded cornice. The timber suspended floor has carpet or vinyl sheeting over. Original fireplace mantles remain although fireplaces are boarded over. Brick chimney breasts are rendered. Timber double hung sash windows and 4 panelled doors appear original.</p> | Moderate | High |
| Signal Box | <p>Exterior: The signal box located on Platform 2 is a simple timber framed skillion structure with corrugated iron roof sheeting. Walls are timber boarded both internally and externally. Windows are timber casement and sash and have been boarded over. A small timber bracketed awning shelters the entry door. The door is modern (original door is extant in signal box).</p> <p>Interior: The signalling frame and all internal fixtures have been removed and the room is used for storage. The floor is suspended timber with</p> | Good | High |

| Element | Description | Condition | Significance Grading |
|---|--|-------------|---|
| | plywood over. Walls and ceiling are boarded, with small moulded timber cornice. | | |
| Separate storage building (former toilet annexe) | <p>Exterior: The Platform 2 station platform contains a separate storage building, which was originally utilised as a toilet annexe to the south that is contemporary with the platform building (c.1887). The small structure has timber framed walls clad with weatherboards and a gable roof of corrugated iron. Timber bargeboards are of the same type as the Platform 2 station building. A roof vent to the ridge line has a separate gable roof, although side vents have been blocked. The southeast corner of the building has an exposed brick wall. External doors are modern, and most windows have been blocked. There are two water tanks adjacent with concrete caps.</p> <p>Interior: The building has a concrete floor with timber boarded partitions. Walls are boarded. The ceiling has been largely removed, although there remains evidence of the original timber battened ceiling. Original concrete trough remains.</p> | Good | High |
| Battery Box | At the rear of the signal box are two co-joined concrete battery boxes with a corrugated iron gable roof with exposed rafters. Walls are precast concrete profiled wall panels, and the structure may possibly have been used as a relay hut. | Good | High |
| Footbridge | The original steel trussed footbridge was replaced in 1992 by a footbridge of precast pretensioned planks. This new bridge follows the same form as the old, with three sets of stairs. (By 1980 prestressed concrete had become a suitable product for bridge structures. Many efficient structural shapes were being precast and transported to sites). | Good | Low |
| World War 2 Monument | The World War 2 Monument is sited within the heritage curtilage of the station precinct. The element is located within the small landscaped area adjacent to the station and is constructed of a brick square base, with a sandstone plinth located to the centre of the square. Brass plaques are mounted to the plinth. The monument is sited three metres west of the existing 1992 pedestrian footbridge. The element contributes little to the station precinct itself; its siting within the heritage curtilage of the station precinct is due to the original station allotment outline (as noted in Section 4.8). Rather the WW 2 Monument contributes to the setting of and is intrinsically linked to the World War 1 Monument located to the north of the element. | Good | <p>Low – Ourimbah Station</p> <p>Moderate – World War 2 Monument⁶⁶</p> |

⁶⁶ Discussed in Section 5.6

5.4 Assessment of Significance for the World War 1 Monument

The assessment of significance in Table 7 has been extracted from the SHI register entry for the World War 1 Monument located within the Ourimbah Station heritage curtilage.⁶⁷

Table 7: Significance assessment for Ourimbah World War 1 Monument

| Criterion | Explanation |
|--|--|
| A – Historical Significance | <p><i>The monument is significant locally for its recognition of the War deaths of local citizens.</i></p> <p>The World War 1 Monument has local significance under this criterion</p> |
| B – Associative Significance | <p><i>The element is associated with the Australian military campaigns during the first World War.</i></p> <p>The World War 1 Monument has local significance under this criterion</p> |
| C – Aesthetic or Technical Significance | <p><i>The item has some aesthetic significance as an example of the simple application of an architectural style in a restricted local context.</i></p> <p>The World War 1 Monument has local significance under this criterion</p> |
| D – Social Significance | <p><i>It has significance as a memorial to the relatives of resident families lost in the War, providing a common bond to those families.</i></p> <p>The World War 1 Monument has local significance under this criterion</p> |
| E – Research Potential | <p><i>The monument does not feature design or construction techniques that are unique to the time. Although a memorial to the local soldiers of WWI, there is little research potential to be gained through the names on the plaques, which could be located through other sources.</i></p> <p>The World War 1 Monument does not meet the threshold under this criterion</p> |
| F – Rarity | <p><i>The monument is one of three memorials within the local area, with many other memorial monuments located within the Central Coast.</i></p> <p>The World War 1 Monument does not meet the threshold under this criterion</p> |
| G – Representativeness | <p><i>The monument is representative of its type within the context of stone plinth and pier memorials within the local area.</i></p> <p>The World War 1 Monument has local significance under this criterion</p> |

5.5 Statement of Significance (WW1 Monument)

The following statement of significance has been sourced from the SHI database listing for the World War 1 Monument.⁶⁸

*A modest memorial to World War 1, which reflects public sentiment in the locality.
It has historical significance as a record of local participation in this major event,*

⁶⁷ SHI Entry for RailCorp s170 item “Ourimbah Railway Station Group and Residence”, accessed online 8 February 2020, <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4801030>

⁶⁸ SHI Entry for item “World War 1 Monument”, accessed online 8 February 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2720031>

and some aesthetic significance as an example of the simple application of an architectural style in a restricted local context.

5.6 World War 1 Monument components

Based on historical research, information provided in public heritage register listings and the results of the site inspection, the following Table 8 summarises the heritage significance of the components of the World War 1 Monument. As documented above, the memorial garden and WW2 Monument are located within the heritage curtilage of the station precinct. However, these elements contribute to the setting of the adjacent heritage listed World War 1 Monument. Detailed descriptions of the items components are found in Section 4.0 of the report and should be read in conjunction with the below.

Table 8: Grades of significance for components of the World War 1 Monument

| Element | Description | Condition | Significance Grading |
|----------------------------------|---|-----------------|----------------------|
| Monument Columns | A simple gateway of a beam inscribed with dates '1914' and '1918', supported on rusticated stone piers. All stonework is capped. Commemorative plaques in each pier. The monument is weathered. However, the plaques are clean and legible. The mortar mix and stonework appear to be cracking and the mortar mix is intrusive to the element. | Moderate | High |
| Monument dwarf walls | Two dwarf stone walls are located either side of the former stone gate piers. These walls appear to be intrusively adjoined to the stone piers by concrete sand mix mortar. Evidence shows that these dwarf walls may be later additions or were reassembled at a later point in time. The intrusive mortar and shaping of the rear stonework have impacted the integrity of the elements | Poor | Moderate |
| Monument sandstone blocks | Five small sandstone blocks are aligned within the Monument. These elements are modern and do not respond to the original design of the heritage item. | Good | Intrusive |
| Memorial Garden | The garden consists of large mature trees which feature along the boundaries of the park. Two large trees are located to the south of the dwarf walls and flank the entrance to the park. Due to poor maintenance, grass and weeds have overshadowed the former garden plots that boarded the garden boundaries. The garden was introduced as part of the reflective setting of the WW1 Monument. Its introduction contributes to the overall setting of the item within the surrounding commuter landscape of the Pacific Highway and Ourimbah Station. | Poor | Moderate |
| World War 2 Monument | The monument is constructed of brick to the base of the element, with a sandstone plinth located to the centre of the square. Brass plaques are mounted to the plinth. The World War 2 Monument is sited within the World War 1 memorial garden. Although built at a later date than the WW1 Monument, the location of the WW2 Monument within the garden and its intrinsic association to the WW1 Monument reflect a contributory heritage value to the heritage item and its setting. | Good | Moderate |

5.7 Locally listed heritage items

Nine heritage items within the vicinity of the station are listed on the Wyong LEP 2013 as items of local significance. Statements of significance for these items have been derived from the SHI entry and provided in Table 9 below.

Table 9: Statements of significance for nearby local heritage listed items

| Item | Statement of Significance |
|--|--|
| Post Office and Residence (Wyong LEP 2013 I62) ⁶⁹ | <i>Significant for the reflection of the development of community infrastructure in the region. The building is an intact example of inter-war architecture, with considerable aesthetic significance and is highly valued by the community.</i> |
| Utility Structure (Wyong LEP 2013 I65) ⁷⁰ | <i>A largely intact surviving example of this functionalist building form, showing layered evidence of modifications coinciding with changes in use. The building has technical merit and social significance.</i> |

⁶⁹ SHI Entry for heritage item "Post Office and Residence", accessed online 8 January 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2720032>

⁷⁰ SHI Entry for heritage item "Utility Structure", accessed online 8 January 2020, <https://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2720026>

6.0 PRELIMINARY ARCHAEOLOGICAL ASSESSMENT

6.1 Introduction

This section discusses the proposal area's potential to contain historical archaeological resources. The potential for the survival of archaeological remains is significantly affected by activities which may have caused ground disturbance. This assessment is therefore based on consideration of current ground conditions, and analysis of the historical development of the proposal area.

'Archaeological potential' refers to the likelihood that an area contains physical remains associated with an earlier phase of occupation, activity or development of that area. This is distinct from 'archaeological significance' and 'archaeological research potential'. These designations refer to the cultural value of potential archaeological remains and are the primary basis of the recommended management actions included in this document.

6.2 Land use summary

European occupation of the proposal area has been divided into three general phases of historical activity, which are summarised below:

- Phase 1 (1820s -1880s) – European settlement in the area and the development of the Short North Railway line
- Phase 2 (1887) – First Ourimbah Station
- Phase 3 (1911) – Expansion of Ourimbah Station
- Phase 4 (1950s-present) – Modern Ourimbah Station

6.3 Assessment of archaeological potential

6.3.1 Phase 1: European Settlement

The settlement of the Ourimbah area was intrinsically linked to the development of the timber getting and citrus growing industries which are not specifically part of the proposal area. The first land grants in what is now the town of Ourimbah were assigned in the 1840s prior to the construction of the railway line. A portion of an 1880s land grant was subsequently transferred to NSW Railways for the construction of the line. No dwellings appear to have been constructed within the proposal area prior to this time. No station structures or rail facilities were developed in Ourimbah until 1887 (Phase 2).

The potential for identifying archaeological remains related to the early occupation is considered **nil**.

6.3.2 Phase 2: Ourimbah Station

The original Ourimbah station is relatively still intact, with the original platform, station platform building and trackwork remaining in their existing locations. The good siding and goods shed have been demolished.

The potential for identifying archaeological remains related to the early structures of the 1887 station is considered **low**.

6.3.3 Phase 3: Expansion of Ourimbah Station

The 1911 station platform and associated platform structures were constructed following the growth of the station's importance within the area. Early structures located within the proposal area of the station precinct include goods sheds and siding, refuge loops and other station facilities for the transfer of timber and stock (refer to Figure 3-8), all of which have been removed. There was no direct evidence of these structures identified during the site inspection. However, the removal of the annexe to the station platform building was evident due to the later infill works. There is potential that the 1950s resurfacing of the station platform has retained remnant fabric (deposits etc), while there is potential for footings of the early shed to the south of the station Platform 2 building (evident in Figure 3-16) to remain intact underneath the existing landscape.

The potential for identifying archaeological remains related to the early structures of the 1911 station is considered **low**.

6.3.4 Phase 4: Modern Ourimbah Station

Several modifications have been made at Ourimbah Station since the 1950s, commencing with the introduction of new services along the rail corridor, where new service structures and groundworks have been introduced. The original pedestrian footbridge, which was located to the south of the station, was modified in the 1930s and demolished in the 1990s for the construction of the modern concrete structure. Its footings would be approximately located within/below the existing footbridge footings.

Much of the structural modifications that have been installed at Ourimbah Station in the 1910s are still extant and above ground and are not classified as archaeological items. As such, the potential for recovering archaeological remains relating to this historical phase is considered **nil**.

6.4 Assessment of archaeological significance

6.4.1 Introduction

This section assesses the heritage significance of the known or potential archaeological remains outlined in 6.3. As with other types of heritage items, archaeological remains should be managed in accordance with their significance. Assessing the heritage value of archaeological remains is complicated by the fact that their extent and nature is often unknown. Judgement must therefore be based on expected or potential attributes.

The *NSW Heritage Manual* provides the framework for the following significance assessment of the proposal area. These guidelines incorporate the aspects of cultural heritage value identified in the *Burra Charter* (Australia ICOMOS 2013). The Heritage Branch (now Heritage NSW, DPC) has also issued the 2009 *Assessing Significance for Historical Archaeological Sites and 'Relics'*.⁷¹ and the 1996 *Archaeological Assessment Guidelines*.⁷² The assessment of historical archaeological sites requires a specialised framework in order to consider the range of values of an archaeological site.

Archaeological significance assessments have only been prepared for those historical phases which potential archaeological remains have been identified.

⁷¹ NSW Heritage Branch 2009

⁷² NSW Heritage Office 1996: 25 – 27

6.4.2 Phase 2: First Ourimbah Station (1887)

Archaeological remains related to the early structures of the station would be demonstrative of early- to mid-twentieth century rail maintenance facilities. Goods sheds, signal boxes and lamp rooms from this period are common throughout the railway network in NSW, with numerous examples still present.

Archaeological remains of the former location of these former structures, while demonstrative of the importance of the railway for commerce prior to the post-war rise in importance of motor transport, would not reach the threshold for local significance.

6.4.3 Phase 3: Expansion of Ourimbah Station

Archaeological remains related to the early structure at the north end of the station would be demonstrative of early- to mid-twentieth century rail maintenance facilities. Goods sheds and sidings from this period are common throughout the railway network in NSW, with numerous examples still present.

Archaeological remains of the former location of the former structure, while demonstrative of the importance of the railway for commerce prior to the post-war rise in importance of motor transport, would not reach the threshold for local significance.

6.5 Summary of Archaeological potential and significance

A summary of significant potential archaeological resources at Ourimbah Station is provided in Table 10. The locations of the former structures are illustrated in Figure 6-1.

As discussed in Section 2.1.2, archaeological remains within the proposal area would be considered to be 'works', not 'relics', under the NSW *Heritage Act 1977*. It is anticipated that archaeological remains would consist of the remnants of former structures and it is not anticipated that artefacts or artefact bearing deposits would survive in association with remains of this type. Therefore, excavation works within the proposal area do not require approval under s139 of the NSW *Heritage Act 1977*.

Table 10: Summary of significant potential archaeological deposits at Ourimbah Station

| Phase | Potential archaeological remains | Potential | 'Relics' or 'Works'? |
|----------------------------|--|------------|----------------------|
| Phase 2 (1887) | Former structures goods shed and sidings | Low | 'Works' |
| Phase 3 (1911-1950) | Former station footbridge | Low | 'Works' |



Figure 6-1: Image of the location of former structures

7.0 PROPOSED WORKS

7.1 Overview of works

The TAP upgrade at Ourimbah Station involves the provision of DDA and DSAPT-compliant access to the station platforms. In order to meet compliance standards, TfNSW are proposing to install two new lifts to the existing footbridge structure at Ourimbah Station. The lifts would be located to provide access to both platforms and the surrounding streetscape.

The existing stairs to the western side (Pacific Highway) would be demolished and a new stairway would be installed slightly to the east of the existing structure. A temporary staircase would also be required during the proposed demolition and construction phase, which would be constructed within the vicinity of the existing WW2 Monument.

All station buildings are to be retained as part of the proposal. Modifications are proposed to the platform station buildings 1 and 2. Works to the Platform 1 building include the lowering of the Waiting Room flooring and the widening of the room doorway in order to provide equitable access to the room. Two wheelchair spaces are proposed within the Waiting Room abutting the existing fireplace. The existing ticket booth would be closed. The proposal also includes the removal of the existing chemical storage to the existing Family Accessible Toilet.

Platform 2 building works include the modification of the southern ramp into the General Waiting Room. The northern ramp would remain as is.

The upgrade would involve regrading along the station platform and around the existing station entrance from the Pacific Highway. The proposed works would be a visible addition around the station; however, no works are proposed to abut the station buildings. Other works include the removal and replacement of the existing ramp and stairs from the Pacific Highway.

Additional platform works would also include the removal and replacement of all existing Tactile Ground Surface Indicator (TGSi) and platform furniture, the removal and partial replacement of existing balustrades, railings, lighting and fencing along the platform boundaries. Additional ancillary work including electrical upgrades to support new infrastructure, installation of platform hearing loops, protection or relocation of services, opal card reader relocation, drainage works and wayfinding signage. Lighting and closed-circuit television (CCTV) cameras are also proposed to be sited within the station precinct.

A new access ramp from the commuter station car park to Platform 1 has been proposed and addition of a retaining wall to accommodate a path to the eastern lift. This path would connect to the top of the new ramp.

The existing modern sandstone blocks between the heritage listed World War 1 Monument are proposed to be removed, as is the eastern dwarf wall of the Monument. A mature tree, located to the south of the eastern dwarf wall, would be removed as well as several landscaping trees within Platform 2. The proposal also includes the removal of shrubbery and tree plantings at the base of the western footbridge stairs and near the entrance to the station from the bus stop.

Relevant design drawings for the proposal are provided in Figure 7-1 to Figure 7-5 below.

7.2 Detail of works

7.2.1 Lifts and footbridge structure

Two lifts would be constructed within the Ourimbah Station precinct; one lift is to be located within the current setting of the western (Pacific Highway) staircase, resulting in no further spatial intrusion to the World War 2 Monument, located approximately 3m southwest of the proposed location. An additional lift is to be sited to the east of the staircase to Platform 1. Both lifts would require new access paths from their surroundings.

As noted above, the proposal includes the demolition of the existing western staircase for the construction of the proposed lift. A new staircase would be constructed slightly east of the existing structure and would require a new support column to be sited on the existing platform. During demolition and construction phase, a temporary staircase would be required to adjoin the footbridge structure. Anti-throw screens are proposed to the footbridge and the new stairway structure.

Additionally, the proposed location of the new staircase would require the removal of the existing landscape to the north of the staircase.

7.2.2 Platform modifications

Regrading works are proposed to both platforms, while existing TGSIs would be removed and replaced. Platform furniture and lighting would be removed and replaced or relocated along the station platforms. The existing railings, balustrades and fencing along the boundaries of the platforms would be removed and replaced.

7.2.3 Modifications to platform station buildings

The Platform 1 building would undergo several modifications, which are predominantly located to the end rooms of the station building. To the south, the existing Waiting Room would require the lowering of the existing floor to provide level access to the interior of the building. Although not defined in the proposed drawings, the proposed works would evidently require the removal of the existing original skirting boards and the introduction of a new elevated skirting to surround the extant fireplace. As noted in Section 4.0, the existing flooring has been overlaid with a modern laminate, so the existing materiality of the floor cannot be determined. Externally, the proposed lowering of the floor would also require the removal of the existing stone threshold and approximately two courses of the brick building façade to provide level access. The proposed works also include the widening of the existing entryway to provide wheelchair access, however the proposed dimensions of the new entrance and potential loss of heritage fabric have yet to be finalised at the scoping design stage.

In the northern part of the Platform 1 building, the proposal includes the removal of the chemical storage cabinet, located within the existing Family Accessible Toilet. Works have recently been completed to upgrade this toilet.

The proposed works to the Platform 2 building include the removal and replacement of the existing non-compliant southern ramp to the Waiting Room, which would be upgraded to comply with current DDA and DSAPT standards and be of a like-for-like construction to the existing fabric. The proposed regrading around the building would consist of localised works to provide DSAPT compliant paths of travel that would not impact the existing timber façade of the building. Internally, the proposal includes a wheelchair waiting area to the northern elevation of the Waiting Room and an upgrade to the existing public telephone unit along the southern internal elevation.

7.2.4 Surrounding station entrances

The proposed works include the removal of the existing entry ramps to the station precinct from the Pacific Highway to the west and the existing station car park to the east. New ramps would be constructed within these areas and located for easy access to the new footbridge lifts. The existing stairs from the Pacific Highway to the station would be removed and replaced with a shorter flight of stairs, while a retaining wall has been proposed to replace the existing modern retaining wall.

The proposed works surrounding the western (Pacific Highway) entrance would be localised to specific areas to provide a compliant grade from the footway to the station. It is noted these works not directly abut the western elevations of the station buildings on Platform 2.

The proposal also includes the removal of shrubbery and tree plantings at the base of the western footbridge stairs and near the entrance to the station from the bus stop.

Works to the eastern entry to the station from the commuter car park include the removal of the existing station ramp and associated fabric. These elements would be replaced with a DDA and DSAPT compliant ramp to the station and the proposed new lift.

7.2.5 World War 1 Monument

The proposal includes the removal of the modern sandstone blocks that are located between the original sandstone pillars of the monument. The eastern dwarf wall, which would be removed to provide access to the new stairs and lift. A mature tree, identified as a *Sapium sebiferum* (Chinese Tallowwood) and located to the south of the eastern dwarf wall, would be removed.

7.2.6 Services and signage work

The installation of new services and the modification of existing services have only been partially defined in the design drawings. Design detail has not been provided at the current stage on how service penetrations would be conducted through existing walls, floors and ceilings at Ourimbah Station.

Figure 7-1: Image of the proposed site plan for Ourimbah Station

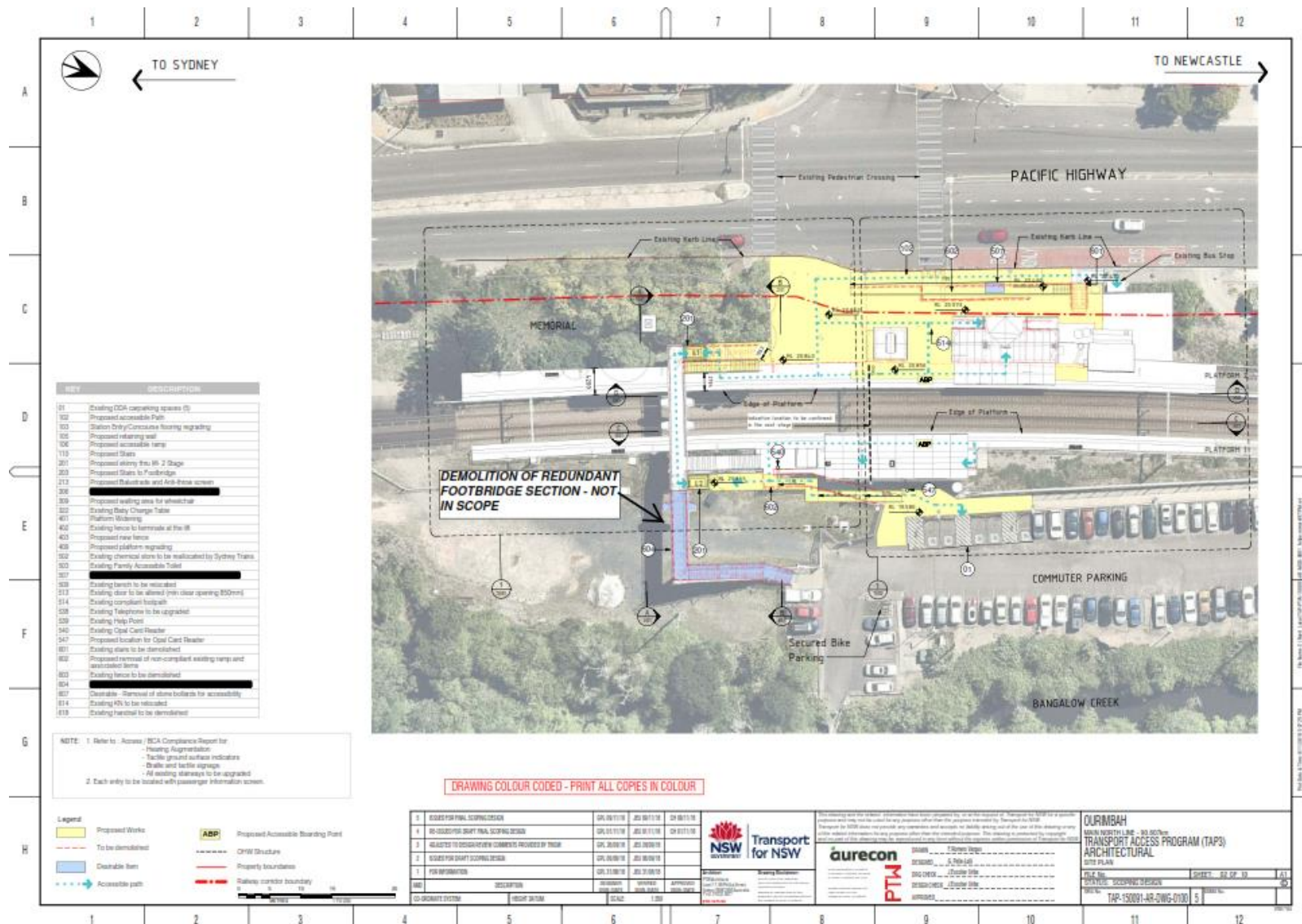


Figure 7-2: Image of the proposed platform level plan - south

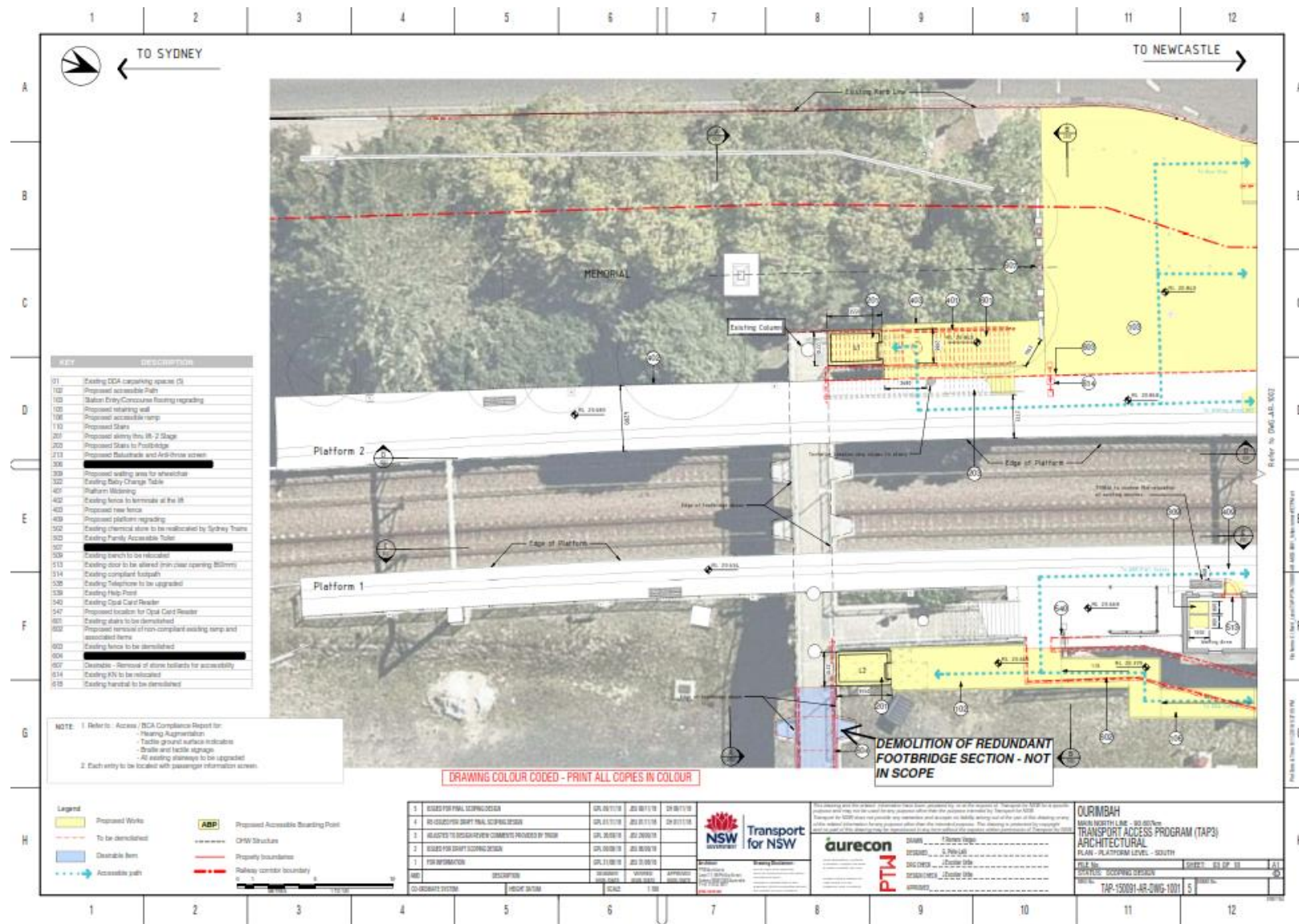


Figure 7-3: Image of the proposed platform level plan - north

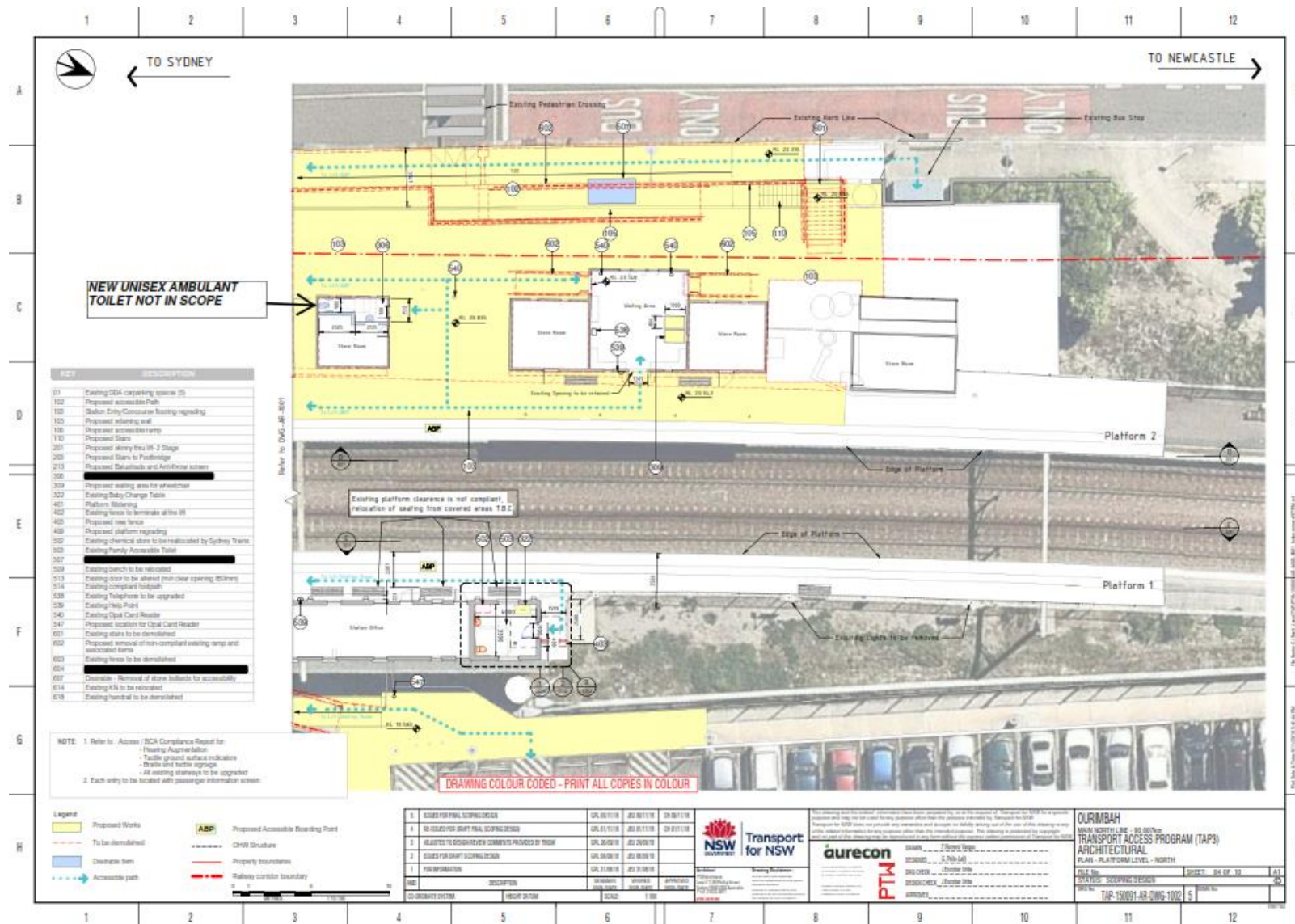


Figure 7-4: Image of the proposed elevations

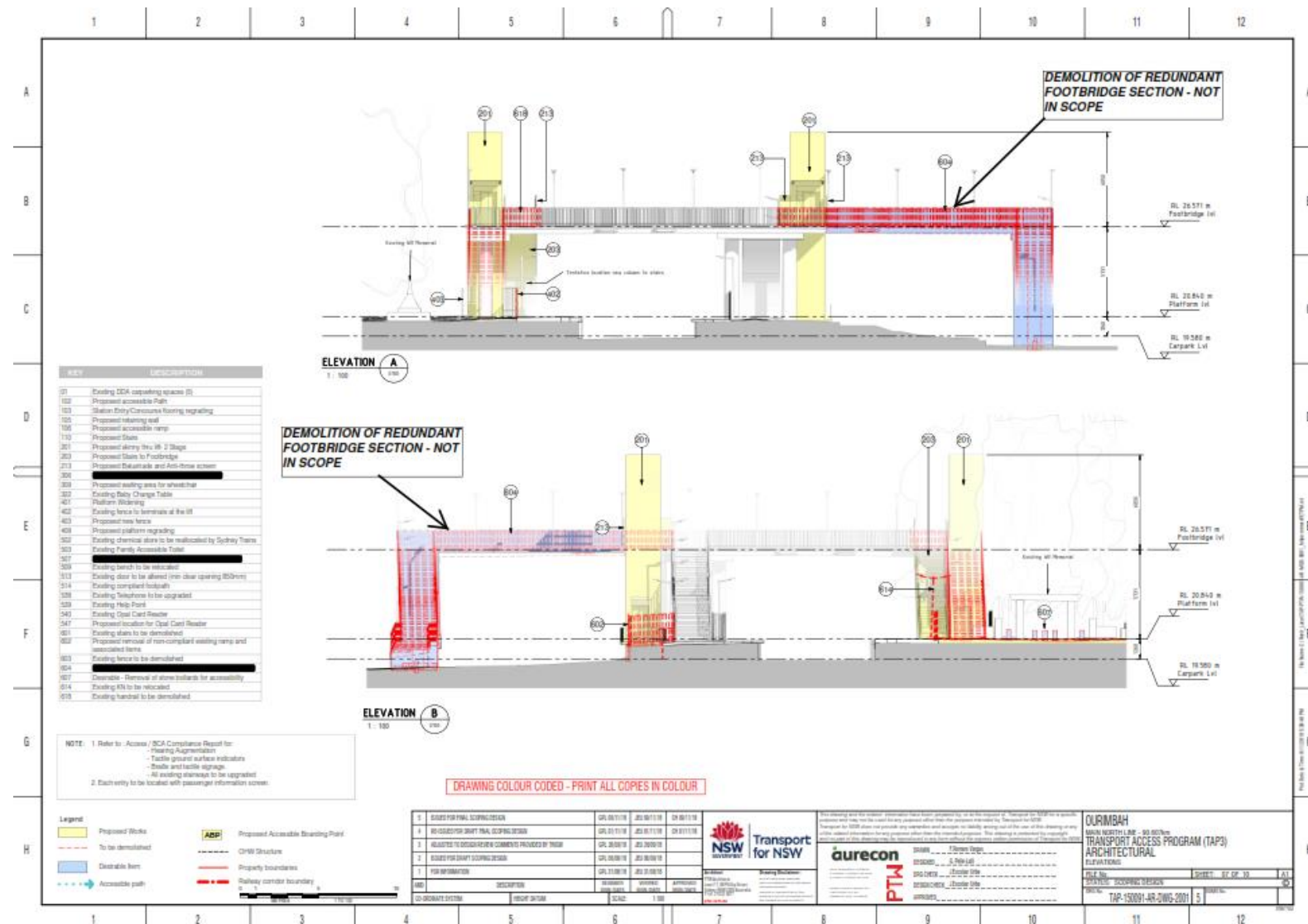
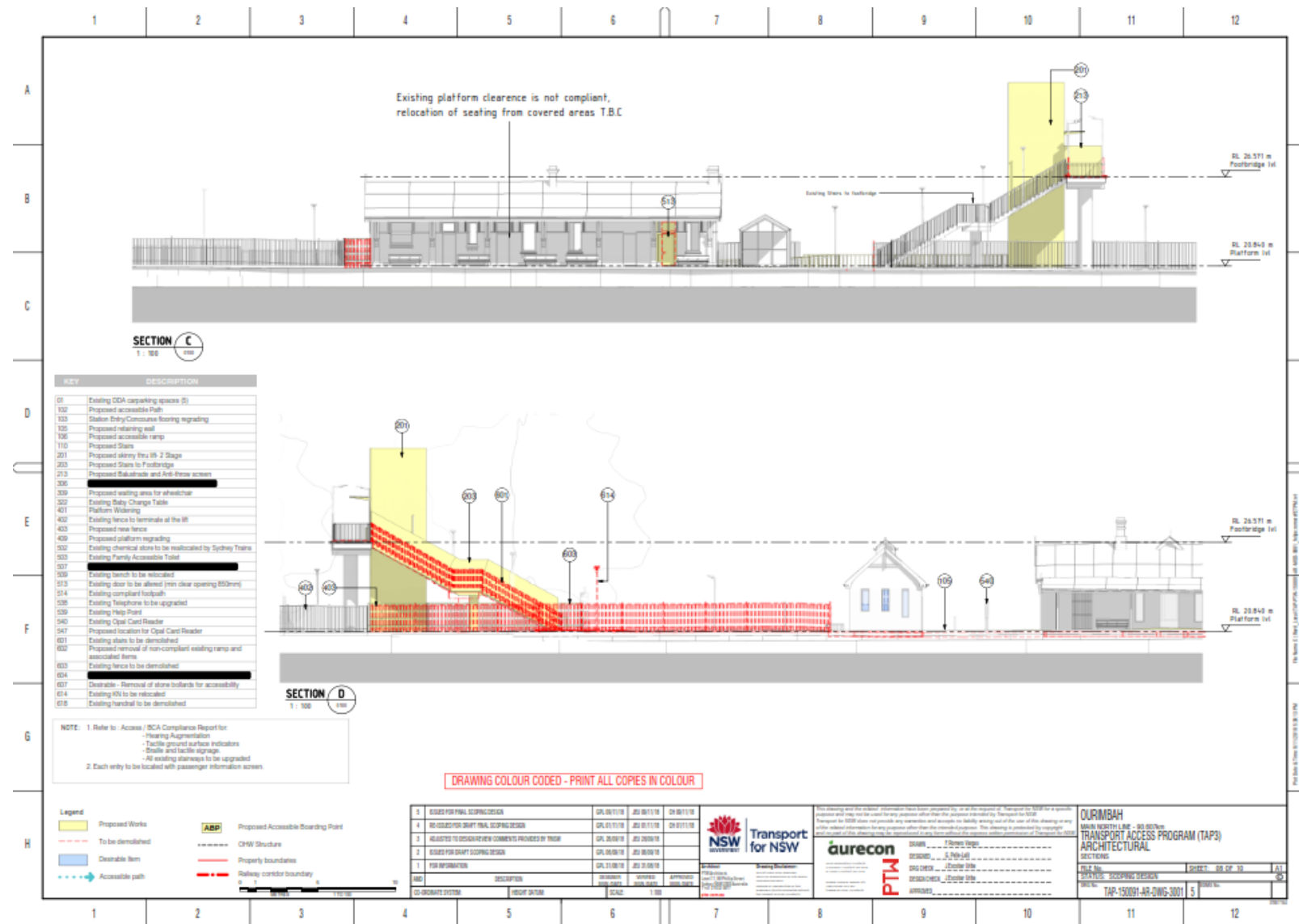


Figure 7-5: Image of the proposed elevations



8.0 HERITAGE IMPACT ASSESSMENT

8.1 Heritage impacts to Ourimbah Railway station

8.1.1 Direct (physical) heritage impacts

The proposed lifts would be attached to the existing pedestrian footbridge, requiring the removal of some sections of the existing modern railings and fixings into the current deck of the footbridge. The deck of the footbridge is not considered significant fabric. The eastern lift would not directly impact any heritage fabric. Although the western lift would be sited adjacent to the World War 2 Monument, its proposed location is within the footprint of the existing staircase and would not directly impact the fabric of the monument. The proposed access path to the lift would result in a **negligible** direct (physical) impact to the station overall. The proposed construction of the two lifts would result in a **neutral** direct (physical) impact to the significant station fabric. The proposed introduction of new anti-throw screens to the footbridge and new stairs would result in a **neutral** direct (physical) impact to the element.

The introduction of the western lift to the footbridge would require the removal and replacement of the existing staircase, which is proposed to be located slightly east of its existing location. These works would require the introduction of a support column to the underside of the staircase, which would be located on the existing platform. The proposed relocation of the staircase would result in a **negligible** direct (physical) impact to the station. Additionally, the proposed location of the new staircase would require the removal of the existing landscape to the north of the staircase, which consists of later, modern plantings. The proposed removal of the landscape features would not adversely impact any significant heritage fabric.

The proposed location of the temporary staircase to the footbridge would be sited within close proximity of the existing World War 2 Monument, which is located within the heritage curtilage of the station precinct. The location and temporary construction of the staircase would result in **negligible** direct (physical) impacts to elements of heritage significance.

The proposed removal and replacement of the modern balustrades, fencing and railings to the boundaries of the station would not result in any adverse direct (physical) impacts. The proposed new elements have not been finalised at the current stage of design.

The platform surface of both platforms and the existing fabric of the surrounding station entrances would be regraded to create a DDA and DSAPT-compliant level surface for commuters. The proposed methodology and proposed grade have not been supplied, however re-grading works appear to be localised to areas that have been regraded in the past and would not directly impact upon the significant fabric of the timber or brick facades of the building. As such the proposed works would generate a **negligible** direct (physical) impact to the station. Seating benches on both platforms would be removed, and there are no designs indicating that these would be reinstated. However, as these seats are modern metal platform seats, their removal would not impact any heritage significant fabric.

The proposed removal and replacement of the existing ramp and stairs to the Pacific Highway would not result in any adverse direct (physical) impacts to an element of heritage significance.

The proposed removal and replacement of the existing ramp to the eastern side of the station from the commuter car park would not adversely impact upon the significant fabric of the station.

The proposed removal of the chemical storage cabinet from the Family Accessible Toilet on Platform 1 would not result in any direct (physical) impacts to the station building or fabric.

The proposed internal works to the existing Waiting Room of the station building on Platform 1 would require the removal of existing original fabric (skirting boards) and the possible removal of original or early timber floorboards, as the current fabric is currently unidentifiable due to the modern laminate overlay. New fabric would be required to infill the gap between the current and proposed floor level, and to stabilise the extant fireplace. Additional levelling works include the removal of at least two brick courses below the stone threshold, which would also be removed to provide level access to the Waiting Room. These works would result in a **moderate** direct (physical) impact to original room fabric and a minor direct (physical) impact to the station overall. The proposed closure of the ticket window, which is not an original feature or in its original location, would not result in any adverse direct (physical) impact to the station in its current design.

The existing entry to the Waiting Room on Platform 1 would also be widened, requiring the removal of the original external and internal door architraves and mouldings. These works would result in a **moderate** direct (physical) impact to the station fabric.

The proposed modification to the existing southern entry ramp to the station building on Platform 2 with a like-for-like design and location would not result in any further adverse direct (physical) impacts to the built form of the building. The proposed interior works, including the upgrades to the existing telephone box and new wheelchair spaces would result in **negligible** direct (physical) impacts to the Waiting Room fabric.

New in-platform and above-ground services have been proposed for the project. The location, depth and configuration of any service conduits have not been finalised, and an assessment of heritage impacts for these works would be conducted following detailed design.

8.1.2 Indirect (visual) heritage impacts

The two new lifts would introduce two large structures into the setting of Ourimbah Station and the surrounding streetscape. These structures would be visible from street level from the Pacific Highway and the eastern station car park as well as highly prominent from the platforms. These new structures would be located approximately 20 m away from the current station building on Platform 1 and 27m from the nearest station building on Platform 2, which would partially reduce the degree of overshadowing; however, the introduction of these elements would impact the visual setting of the station through their form and scale. View lines between the station precinct and the heritage listed World War 1 Monument would be indirectly impacted, as would the visual relationship between the station precinct and World War 2 Monument, particularly from the platforms towards this area of the memorial park. The proposed new lifts would result in a **minor to moderate** indirect (visual) impact to the station.

The location of the proposed western staircase and support column would result in a **negligible** indirect (visual) impact between the station and its surrounding heritage fabric. The proposed location of the temporary staircase to the footbridge would result in a **negligible** indirect (visual) impact to the station precinct. The proposed new anti-throw screens, which are limited to the lift lobbies, would result in a **negligible** indirect (visual) impact upon the existing view lines towards the station buildings. The proposed removal of the landscape to the north of the existing western staircase would generate new view lines between the locally listed heritage item (Post Office and Residence) and the station platform, while also providing new view lines towards the Platform 1 building, resulting in a **neutral** indirect (visual) impact between heritage items. However, the removal of the landscape to this area and the landscape surrounding the bus stop would generate a **negligible** indirect (visual) impact upon the setting of the station from the Pacific Highway.

In its current design stage, the proposed internal works to the Waiting Room of the Platform 1 building would result in **minor to moderate** indirect (visual) impact to the station building and a **minor** indirect

(visual) impact to the station precinct overall. The proposed external works to the Platform 1 building would alter the existing aesthetic character of the built form through the removal of two brick courses of the façade, which is highly visible from Platform 2. These works would result in a **minor** indirect (visual) impact to the station overall. The proposed internal works to the Family Accessible Toilet located in Platform 1 building would not result in any adverse indirect (visual) impacts.

The proposed modification of the existing southern ramp to the station building on Platform 2 would not result in any adverse indirect (visual) impacts due to the proposed like-for-like materiality and siting of the new element.

The proposed removal and relocation of station entrance ramps (Pacific Highway and Station car park) and the proposed relocation of the staircase to the Pacific Highway would result in **negligible** indirect (visual) impacts to the station precinct, particularly to the station platform buildings. The proposed localised regrading to the Pacific Highway entrance to the station would result in **negligible** indirect (visual) impacts to the station overall.

Regrading works on the platform would not significantly alter the visual setting of the existing platforms presuming the replacement of like-for-like surface materials. It is possible that new conduits would be installed along the walls of the building and may occlude detailing (brickwork, timber sills and lintels) of the building, which may result in adverse indirect (visual) heritage impacts. Conduit installation works require further detail in order for this assessment to be completed.

8.2 Heritage impacts to the World War 1 Monument

8.2.1 Direct (physical) heritage impacts

The proposed removal of the modern sandstone blocks which are aligned within the WW1 Monument would see the removal of a modern intrusive element to the heritage item, resulting in a **neutral** direct (physical) impact. The proposal includes the removal of the eastern dwarf wall of the memorial for the introduction of the access path to the new western lift. Although this element has been intrusively modified with invasive materials, the removal of the element and its symmetrical location within the context of the heritage item would result in a **moderate** direct (physical) impact to the heritage item. The proposed removal of the mature tree to the south of the eastern dwarf wall would result in a **negligible** direct (physical) impact to the significance of the heritage item.

8.2.2 Indirect (visual) heritage impacts

The proposed new western lift would visually dominate the view lines from the Pacific Highway towards the World War 1 Monument, although it is noted that the current landscape setting of the area would shield portions of the new structure from the south. These works would result in a **negligible to minor** indirect (visual) impact to the WW1 Monument. The proposed location of the new and temporary staircase to the footbridge would result in a **negligible** indirect (visual) impact to the heritage item. The proposed regrading works to the Pacific Highway entrance to the station would not result in any adverse impacts to the heritage item. The proposed removal of the modern sandstone blocks which are aligned within the WW1 Monument would result in a **neutral** indirect (visual) impact to the heritage item. The proposed removal of the dwarf wall for the introduction of the new lift access path would reduce the symmetrical composition of the structure and result in a **minor** indirect (visual) impact to the locally listed item. The proposed removal of the mature tree to the south of the eastern dwarf wall would result in a **negligible to minor** indirect (visual) impact to the visual significance of the memorial park and World War 1 Monument.

8.3 Impacts to archaeological resources

It is not anticipated that the proposed works would result in impacts to historical archaeological resources.

8.4 Summary of heritage impacts to Ourimbah Railway Station

A summary of heritage impacts from the proposed works to the Ourimbah Railway Station Group is provided in Table 11 below.

Table 11: Summary of heritage impacts to the Ourimbah Railway Station Group

| Proposed works | Direct (physical) impacts | Indirect (visual) impacts | Archaeological impacts |
|--|----------------------------------|----------------------------------|-------------------------------|
| Installation of new lifts | Neutral | Minor to Moderate | Neutral |
| Installation of new western stairs | Negligible | Negligible | Neutral |
| Installation of temporary western stairs | Negligible | Negligible | Neutral |
| Installation of new anti-throw screens to footbridge and new stairs | Neutral | Negligible | Neutral |
| Removal of existing landscape to the north of the western stairs and bus stop area | Neutral | Neutral to Negligible | Neutral |
| Removal and replacement of railings, fencing and balustrades to platforms | Neutral | Neutral | Neutral |
| Regrading of platforms | Negligible | Neutral | Neutral |
| Regrading to station entrance (Pacific Highway) | Negligible | Negligible | Neutral |
| Removal and relocation of platform furniture | Neutral | Neutral | Neutral |
| Removal and replacement of Pacific Highway station entrance ramp and stairs | Neutral | Negligible | Neutral |
| Removal and replacement of station car park ramp | Neutral | Neutral | Neutral |
| Modifications to the FAT (Platform 1 building) | Neutral | Neutral | Neutral |
| Modifications to the Waiting Room (Platform 1 building) | Moderate | Minor to Moderate | Neutral |
| Modifications to the southern ramp and internal features of the General Waiting Room (Platform 2 building) | Negligible | Neutral | Neutral |

8.5 Summary of heritage impacts to the World War 1 Monument

A summary of heritage impacts from the proposed works to the World War 1 Monument is provided in Table 12 below.

Table 12: Summary of heritage impacts to the World War 1 Monument

| Proposed works | Direct (physical) impacts | Indirect (visual) impacts | Archaeological impacts |
|---|---------------------------|---------------------------|------------------------|
| Installation of new western lift | Neutral | Negligible to Minor | Neutral |
| Installation of new western stairs | Neutral | Negligible | Neutral |
| Installation of temporary western stairs | Neutral | Negligible | Neutral |
| Regrading to station entrance (Pacific Highway) | Neutral | Neutral | Neutral |
| Removal of sandstone blocks | Neutral Positive | Neutral Positive | Neutral |
| Removal of eastern dwarf wall | Moderate | Minor | Neutral |
| Removal of mature tree | Negligible | Negligible to Minor | Neutral |

8.6 Heritage considerations for works to Ourimbah Station Precinct

Heritage guidelines⁷³ prepared by the NSW Heritage Office design considerations for projects that involve major additions and minor demolition to a heritage item. These considerations are discussed in Table 13 and Table 14 below.

Table 13: Heritage considerations for major additions to a heritage item

| Heritage Consideration | Discussion |
|--|---|
| How is the impact of the addition on the heritage significance of the item to be minimised? | The proposed introduction of the lift shafts would not involve the demolition of the existing heritage buildings and would only require partial demolition of the modern footbridge fabric within the station precinct. |
| Can the additional area be located within an existing structure? If not, why not? | Options to install the lift shafts to other areas of the station would require existing commuter access areas to be relocated and the alteration of the existing streetscape elements (crossings, station access points etc.). |
| Will the additions tend to visually dominate the heritage item? | The new lift structures would be visible new elements within the station precinct, however the setback from station buildings would offset the degree to which the structures would overshadow the visual relationship between the station buildings across the platforms. However, the introduction of the lift shafts would impact upon the visual setting of the station from the surrounding landscape. |
| Are the additions sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered? | Archaeological resources have been identified to the north of the existing footbridge stair footings. No works are proposed in these areas. Archaeological remains located within the rail corridor would be classified as 'works' and not 'relics' under the <i>NSW Heritage Act</i> . |
| Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)? | In this design stage, the proportions and locations of the new lift structures are sympathetic to the layout and siting of the platform buildings at Ourimbah Station. Detailed design depicting the proposed materiality of the structures have not been provided as part of the current scope. As such, heritage recommendations are provided in Section 9.0 of this report. |

Table 14: Heritage considerations for minor (partial) demolition to a heritage item

| Heritage Consideration | Discussion |
|--|--|
| Is the demolition essential for the heritage item to function? | The proposed works to the Waiting Room of the Platform 1 building (lowering of the floor, removal of brickwork and widening of the entry door) is required to achieve compliance with <i>Disability Standards for Accessible Public Transport 2002</i> (DSAPT) and the Commonwealth <i>Disability Discrimination Act 1992</i> (DDA) as part of the Transport Access Program. The proposed works would allow the function of the room to continue as well as allowing for increased public access to the station and its amenities. |

⁷³ 'Statements of Heritage Impact', Heritage Office and Department of Urban Affairs and Planning 2002.

| Heritage Consideration | Discussion |
|---|--|
| Are important features of the item affected by the demolition (e.g. fireplaces in buildings)? | The existing fireplace would be affected by the lowering of the Waiting Room floor. Recommendations to mitigate any adverse direct impact have been provided in Section 9.0 of this report. Currently, the existing floor fabric is covered by an intrusive laminate which has prevented further investigations. If the current flooring is an original element (in this specific case, timber floorboards) recommendations are provided in Section 9.0 of this report in order to mitigate any potential direct impacts to original fabric. The proposal also requires the removal of portions of the door architraves and the removal of at least two courses of brickwork and the stone threshold to the entry doorway. Recommendations to mitigate any adverse direct impact have been provided in Section 9.0 of this report. |
| Is the resolution to partially demolish sympathetic to the heritage significance of the item? | At the current design stage, the proposed works would result in a moderate direct and indirect impact to the significance of the Platform 1 Waiting Room, which also features original ripple iron ceilings and a ceiling rose. Recommendations are provided in Section 9.0 in order to mitigate a sympathetic heritage response that would also remain compliant with the appropriate DDA and DSAPT standards. |
| If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired? | The proposed works to the Waiting Room of the Platform 1 building (lowering of the floor, removal of brickwork and widening of the entry door) is required to achieve compliance with <i>Disability Standards for Accessible Public Transport</i> 2002 (DSAPT) and the Commonwealth <i>Disability Discrimination Act</i> 1992 (DDA) as part of the Transport Access Program. |

8.7 Heritage considerations for works to the World War 1 Monument

Heritage guidelines⁷⁴ prepared by the NSW Heritage Office design considerations for projects that involve minor partial demolition to a heritage item. These considerations are discussed in Table 15 below.

Table 15: Heritage considerations for minor (partial) demolition to a heritage item

| Heritage Consideration | Discussion |
|---|--|
| Is the demolition essential for the heritage item to function? | The proposed works would allow the proposal to achieve compliance with <i>Disability Standards for Accessible Public Transport</i> 2002 (DSAPT) and the Commonwealth <i>Disability Discrimination Act</i> 1992 (DDA) as part of the Transport Access Program. However, opportunities exist to incorporate the original use of the Monument structure and memorial park as an entryway to the park and proposed lift structure. This option would achieve the above compliances while simultaneously responding to and engaging with the historical introduction of the overall item and retaining the fabric of the heritage item. |
| Are important features of the item affected by the demolition (e.g. fireplaces in buildings)? | The existing dwarf walls of the structure appears to be a later addition to the original design. However, their materiality, location, dressing and overall design are a sympathetic introduction that responds to the original design, with the exception of the intrusive cement mortar that has been applied over the wall feature. The removal of one wall would also affect the visual symmetry of the item. |

⁷⁴ 'Statements of Heritage Impact', Heritage Office and Department of Urban Affairs and Planning 2002.

| Heritage Consideration | Discussion |
|---|--|
| Is the resolution to partially demolish sympathetic to the heritage significance of the item? | At the current design stage, the proposed works would result in a moderate direct and minor indirect impact to the significance of the heritage item. Recommendations are provided in Section 9.0 in order to mitigate a sympathetic heritage response that would also remain compliant with the appropriate DDA and DSAPT standards. |
| If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired? | The existing eastern dwarf wall has been intrusively modified over time and its fabric is generally in poor condition. However, the proposed removal of the element is to comply with the above DDA and DSAPT standards and not a result of the condition of the element itself. Opportunities exist to repair and conserve the element and its symmetrical western counterpart. |

Table 16: Heritage considerations for tree removal or replacement

| Heritage Consideration | Discussion |
|---|--|
| Does the tree contribute to the heritage significance of the item or landscape? | <p>The memorial park and its landscape contribute to the setting of the World War 1 Monument. The mature tree is not listed as part of the heritage significance of the WW1 Monument or Ourimbah Station, however it is located within the heritage curtilage of the station precinct. The tree is a readily visible element within the surrounding area of the station and from within the memorial park.</p> <p>Additionally, the proposal includes the removal of landscape that surrounds the bus stop and landscaping located directly north of the western stairs to the footbridge. Although these are more recent plantings, they contribute to the visual setting of the station, particularly the plantings to the north of the western stairway way which is located adjacent to the memorial garden.</p> |
| Why is the tree being removed? | <p>The tree is sited within a close distance to the proposed works, notably the installation of a new lift, access path and new stairs to the existing footbridge. It has been noted that at the scoping design stage, the proposed locations of these elements may result in direct impact to the tree. Additionally, construction activities at the station would be located within the Tree Protection Zone (TPZ); these works would result in ground disturbances and may cause root damage and affect the long-term health of the tree.</p> <p>The tree is also noted as a non-native species and deciduous, which would result in ongoing maintenance issues.</p> <p>Landscaping located at the bus stop and surrounding the western stairs of the footbridge are to be removed as part of the station entry upgrade works from Princes Highway.</p> |
| Has the advice of a tree surgeon or horticultural specialist been obtained? | <p>A draft Arborist report has been prepared for the proposal area. The draft report supplied notes the tree as a <i>sapium sebiferum</i> (Chinese Tallowwood) and depicts high landscape significance and retention value.</p> <p>The additional landscaping to be removed relate to landscape identified as <i>Washingtonia filifera</i> (Fan Palm) and depict moderate landscape significance and retention value.</p> |

| Heritage Consideration | Discussion |
|--|---|
| Is the tree being replaced? Why? With the same or a different species? | The design scope does not depict the replacement or relocation of the tree. Additionally, there are no designs for the reintroduction or relocation of plantings to offset the removal of the surrounding bus stop landscape and that of the landscape located near the western stairs of the footbridge. However, new vegetation would be provided to offset the loss of those that would be removed for the completion of the Proposal, in line with the TfNSW Vegetation Offset Guide (2019). Recommendations are provided in Section 9.0 of this report in order to mitigate any adverse impacts the removal of the contributory tree would generate. |

8.8 Heritage impacts to nearby heritage listed items

There are nine heritage listed items located within the vicinity of Ourimbah Station and the World War 1 Monument. These items would not incur any physical heritage impacts from the proposed works. However, the visual heritage significance of some of these items may be affected by the proposed works. Impacts to heritage views and vistas to these items are outlined in Table 17 below.

Table 17: Potential indirect (visual) heritage impacts to nearby heritage listed items

| Item name and listing | Potential indirect (visual) heritage impacts |
|--|---|
| Post Office and Residence (Wyong LEP 2013) | The proposed western lift would be constructed approximately 67 m to the east of this item. At this distance, the new structure would be slightly visible. The proposed works would result in a negligible indirect (visual) heritage impact to the item. Additional works to the station entrance from the Pacific Highway (removal of landscaping, relocation and regrading works) would result in a neutral positive indirect (visual) impact between the heritage items. |
| Utility Structure (Wyong LEP 2013, I65) | The proposed lifts would be constructed approximately 283 m to the northeast of this item. Due to the siting of the element, there is no existing visual relationship between the items. The proposed works would result in a neutral indirect (visual) heritage impact to the item. |

8.9 Preliminary statement of heritage impact

A statement of heritage impact has been prepared according to NSW Heritage Office guidelines⁷⁵ in Table 18 below.

Table 18: Statement of heritage impact for the proposed works

| Development | Discussion |
|---|---|
| What aspects of the Proposal respect or enhance the heritage significance of the proposal area? | By making Ourimbah Station compliant with <i>Disability Standards for Accessible Public Transport</i> 2002 (DSAPT) and the Commonwealth <i>Disability Discrimination Act</i> 1992 (DDA) as part of the Transport Access Program, the Proposal would allow the station to continue in its historical use as well as allowing for increased public access to the station and its amenities. |

⁷⁵ *ibid*

| Development | Discussion |
|---|--|
| What aspects of the Proposal could have a detrimental impact on the heritage significance of the proposal area? | <p>The new lift shafts would be prominent new additions within the setting of the station and immediate surrounding locality. Depending on final design considerations, the new structures would result in a minor to moderate visual impact to the Ourimbah Railway Station Group and a neutral visual impact to the nearby heritage items. The proposed western lift structure would result in a negligible to minor visual impact to the setting of the heritage listed World War 1 Monument.</p> <p>Modifications to the internal fittings of the station building would involve moderate impacts to heritage significant fabric. However, heritage recommendations are provided in Section 9.0 of this report in order to mitigate these impacts.</p> <p>Modifications to the existing World War 1 Monument would involve moderate (direct) and minor (indirect) impacts to heritage item. However, heritage recommendations are provided in Section 9.0 of this report in order to mitigate these impacts.</p> <p>Modifications to existing and the installation of new service conduits may involve obscuring original detailing of the building and introducing new penetrations into original fabric of the building. Impacts from service conduits would need to be assessed during detailed design.</p> |
| Have more sympathetic options been considered and discounted? | <p>Design development has included a number of changes which have resulted in a more heritage sympathetic design, including the retention of the General Waiting Room floor in the station building on Platform 2, and limited regarding to the station entrance. The removal of the landscape to the north of the western staircase and the removal of the sandstone blocks to the WW1 Monument are also sympathetic to the heritage significance of the station and memorial overall.</p> |

9.0 MANAGEMENT AND MITIGATION MEASURES

9.1 Conclusions

Ourimbah Station is listed on the following registers as an item of local heritage significance:

- 'Ourimbah Railway Station Group and Residence', RailCorp s.170 register SHI# 4801030
- 'Ourimbah Railway Station & Station Master's House', Wyong Local Environment Plan (LEP) 2013 item #I61.

The locally listed World War 1 Monument (Wyong LEP item # I66) is also located within the heritage curtilage of Ourimbah Station and has also been assessed as part of the proposed development at the site. The World War Two Monument (WW2 Monument) is not an individually listed heritage item, but is located within the heritage curtilage of the station s170 register and contributes to the setting of the locally listed World War 1 Monument due to its location within the memorial garden and intrinsic association to the item.

Ourimbah Station is of local heritage significance due to its historic, aesthetic, social values and research potential. Some attributes of the station have been assessed as demonstrating state heritage significance due to its rarity and representativeness as an example of an intact station which combines buildings of two periods and as an unusual collection of standard building types in one location. However, the station overall is not listed on the State Heritage Register.

The World War 1 Monument (WW1 Monument) is of local heritage significance due to its historic, aesthetic, social values and research potential.

There are a number of local heritage items in the vicinity, however, due to the distance between the proposed works and the nine heritage items listed above the proposed works would not result in any direct (physical) impacts to any of the above locally listed heritage items.

The proposed works would result in a **neutral** indirect (visual) impact to the following locally listed heritage items:

- 'Utility Structure', 1A Jaques Road (corner Glen Road), LEP item #I65

The proposed works would result in a **negligible** indirect (visual) impact to the following locally listed heritage items:

- 'Post Office and Residence', 1 Station Street, LEP item #I62

Based on the scoping design architectural drawings for TAP Ourimbah Station which were issued on 25 February 2020 the proposed works may result in the following heritage impacts:

- Modifications to the interior and exterior of the station Platform 1 building would result in a moderate direct and indirect impact to the heritage significance of the station.
- Modifications to the dwarf wall of the World War 1 Monument would result in a moderate direct and minor indirect impact to the heritage significance of the locally listed item.
- The introduction of the new lift shafts would result in a minor to moderate indirect impact to the heritage significance of the station.

- Generally, the proposal would result in neutral to negligible direct and indirect impacts to the heritage significance of Ourimbah Railway Station and the World War 1 Monument, with the exception of the above impacts.
- It is not anticipated that the proposed works would result in impacts to historical archaeological resources.

In order to mitigate the current heritage impacts to the station and World War 1 Monument, design recommendations are provided in Section 9.0 below.

Heritage recommendations during detailed design

General

- Above ground conduit installation should endeavour to use existing penetrations and entry points to structures. Conduits should not cover significant fabric or areas of detailing wherever possible. Conduits and conduit casings should not introduce large noticeable structures or items in areas of significant detailing or within significant view lines. During detailed design, conduit works should adhere to the principles and guidelines outlined in the *Sydney Trains Heritage Technical Note, Installation of New Electrical and Data Services at Heritage Sites* (Sydney Trains, 2017) to prevent minor cumulative impacts to fabric from occurring due to ad hoc conduit design solutions.
- A Photographic Archival Recording (PAR) should be prepared for the station, in accordance with the *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office, 2006).

Lifts and stairway structures

During design development, consideration should be given to developing heritage sympathetic design, particularly in relation to the size, form and materials used for the lift structures. Heritage sympathetic design considerations include:

- The materiality of the lift structure should incorporate cladding, glazing and material finishes that are of lightweight construction and are as recessive as possible to ensure that adverse visual impacts to Ourimbah Station are minimised. Where throw screens are proposed to be introduced on the new stairway structure and the existing footbridge, the proposed screens should be made of transparent materials, where possible Partially transparent materials such as metal mesh may not occlude heritage significant views from the perspective of the walkway, however from further distances, these screens would appear opaque and block views.
- The proposed location of the temporary stair structure should not impact upon the physical fabric of the WW1 Monument during construction and deconstruction phases.

Station Platform 1 building

- Removal of existing skirting boards from the existing Waiting Room of the platform building 1 should be conducted with care to avoid damaging the original walls of the building. The proposal should include provision for the storage of the boards and should endeavour to reinstate the existing skirting boards upon completion of the lowering of the Waiting Room floor.
- In order to mitigate any impact upon the entrance and façade of the building, it is recommended that the existing stone threshold be sympathetically removed, stored and reintroduced to the same entryway upon completion of the floor lowering.
- Final drawings are to depict the proposed widening of the doorways in both plan and elevation and indicate the amount of material (brickwork, timber door architraves etc) to be removed from these openings. Any works to these areas should be minimal and sympathetically designed to contribute to the heritage significance of the platform building.
- Final drawings are to indicate the proposed new floor level of the Waiting Room in elevation. If original fabric is located (original timber joists and floorboards) below the current laminate finish, these elements should be carefully removed and reinstated at the new level. If there is no evidence of these elements, the proposed new floor finish should be constructed of a sympathetic material, such as timber floorboards.
- Final drawings should indicate the proposed new material to infill the void between the walls and new floor level of the Waiting Room. Particular attention should be paid to the installation of this material and its connection to the extant fireplace within the room. Opportunities exist to construct a small podium to support the fireplace elements.
- Final drawings should depict the closure of the ticket window within the Waiting Room. Although not in its original location and of modern construction, it is recommended that the window be locked rather than infilled to preserve the original intention of the station ticket window within the context of the Waiting Room.

Station Platform 2 building

- The proposed works to the existing southern ramp of the Platform 2 station building should provide sympathetic protection measures to the external timber façade and detailing of the building during the proposed works to the area in order to avoid direct impact to the heritage fabric of the building.
- The removal and upgrade of the existing internal telephone box, located within the General Waiting Room, should utilise existing wall penetrations in order to prevent further direct impacts to the heritage fabric of the building.

Platform works

- The regrading works for the platform should avoid impacting existing door thresholds of the station platform building.

- Platform regrading works must avoid impacting the brick retaining wall coping of the platform edges.
- Proposed platform regrading should not cover over or obscure original sub-floor ventilation grates of the platform building. Should platform elevations be adjusted that may cover grates, a small cavity should be provided in the platform surface near the grates so that they can continue to allow air flow to freely ventilate.

World War 1 Monument and memorial park

- Investigate opportunities to promote access to the monument and enhance its historical use as the entrance way to the surrounding park. The proposal could install new paving between the existing pillars which would lead up to the new western lift structure. By reinstating the use and overall function of the heritage item, this recommendation would simultaneously prevent the removal of the eastern dwarf wall, resulting in a lower degree of heritage impact.
- The removal of the mature tree in the memorial park would result in a negligible to minor visual impact. Opportunities exist to replant the tree within the surrounding area or introduce new plantings to mitigate the visual impacts to the area.
- Investigate opportunities to incorporate the original garden bed plots of the memorial garden as part of a heritage interpretation. Opportunities exist to engage with local community groups to maintain the garden plots, which corresponds to the original intention of the gardens in the 1930s.
- Investigate opportunities to reintroduce or plant new landscape to replace the removal of the landscape to the bus stop and north of the western stairs to the footbridge.

Management and mitigation measures

- Detailed design information for conduit design, CCTV camera positioning, new lighting, and any associated cabling must be assessed by a heritage consultant prior to commencement of works. Detailed design information for conduit design must be provided for any heritage consistency assessment undertaken for the project to ensure that cumulative impacts to significant fabric and potential archaeological resources are assessed and these impacts minimised.
- A copy of this SoHI report should be provided to Sydney Trains for their review and comment.
- Under ISEPP provisions, TfNSW should provide a copy of the complete SoHI to Central Coast Council for their comment.
- Following the completion of the SoHI report, a S170a notification should be submitted to the NSW Heritage Council no less than 40 days prior to commencement of works for the proposal. TfNSW will need to complete the Sydney Trains s170a notification letter template for Sydney Trains to review and sign as landowner delegate prior to the notification being submitted to Heritage NSW, Department of Premier and Cabinet (Heritage NSW, DPC).

- A Photographic Archival Recording (PAR) must be prepared for the station, in accordance with relevant guidelines issues by Heritage NSW, DPC (formerly NSW Heritage Office).
- Consideration should be given to the provision of interpretation as part of the project, which would outline the history, associations and significance of Ourimbah Station and the wider Ourimbah area. Interpretive measures could involve interpretive signage, panels or displays at entry/exit points to the station, including on the proposed lift structure or within the station Waiting Rooms

10.0 REFERENCES

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