



20 11 2018

The General Manager
Byron Shire Council
70 - 90 Station Street
Mullumbimby NSW 2482

Dear Mark Arnold,

RE: Byron Bay Bus Interchange – ISEPP Consultation

Traffic congestion has been identified as significant issue in the Byron Bay Town Centre Master Plan. To relieve some of the traffic congestion from tourist, interstate and intercity coaches currently travelling through the town centre and support the approved Butler Street bypass, Transport for New South Wales is proposing to construct a new Transport Interchange at Byron Bay as part of the Transport Access Program (TAP).

The aim of the program is to provide:

- Interchange precincts that are accessible to the mobility impaired, elderly and people with prams;
- Inclusive interchange and facilities for all modes that meet the needs of a growing population;
- Modern interchanges that support an integrated network and allow seamless transfers between all modes of customers;
- Safety improvements including extra lighting, CCTV, fences and security measures for car parks and interchanges, including bus stops;
- Signage improvements so customers can easily use public transport and transfer between modes at interchanges; and
- Other improvements and maintenance such as painting, new fencing and roof replacements.

The Byron Bay Bus Interchange would be located on a parcel of land owned by Transport for New South Wales (TfNSW). The site is largely undeveloped with regrowth vegetation covering most of the site. Derelict railway infrastructure is present at the proposal area including the former railway water tower. Most of the proposal area is bordered by a chain link fence, restricting public access.

The site is bound to the west by Butler Street and an informal car park. An unnamed drainage line that connects to Belongil Creek is located north and south of the site. To the south, there is a partially sealed road with informal car parking and pedestrian walkway over the rail corridor extending from Butler Street to Jonson Street.

Specifically, the proposal would include the following elements:

- Provision of three dedicated stops for regional coaches and local buses within the interchange;
- Mini-bus and van pick up and drop off zone

- Associated customer facilities such as covered canopies, shelters, waiting areas;
- Provision of a disability car parking spot, two taxi ranks and two kiss and rides;
- Public amenities;
- Accessible paths to key interchange elements; and
- Landscaped areas within the interchange.

The concept design of the proposal is provided in Figure 2. Works are expected to commence in early 2019 and expected to take 15 months to complete.

The site contains a locally-listed heritage item, *Former Railway Water Tower* listed on the Byron LEP 2014 (Item # I064). The proposal is also located adjacent to the *Burns Street Conservation Area (C002)* and *Railway Precinct, Byron Bay Conservation Area (C004)*. A SoHI has been prepared for the proposal (Attachment 1). The proposed works seeks to reinstate and stabilise the existing water tower, and would not impact on either conservation area.

The works would involve the installation of an amenities block and site compound that would involve a connection to a council-owned sewerage and water supply system. It is not anticipated that the proposed works would have a substantial impact on the capacity of the system or use a substantial volume of water.

The works would also involve the installation of a structure on a public place which is under local council management or control. Construction would also involve the installation of a site compound within the existing Woolworths car park (land owned by TfNSW) and occasional disruptions to the pedestrian thoroughfare that connects Butler Street to the town centre.

Construction would also involve the removal of car parking spaces along the pedestrian thoroughfare, along the western boundary adjacent to Butler Street and within the existing car park to the south near Woolworths. Approximately 130 car spaces would be lost during construction. During operation, car parking displaced for the site compound would be reinstated however informal car parking along the southern and western extent of the proposal area would be permanently lost (approximately 65 car spaces).

Given the above consideration, consultation with Council has been recommended in accordance with clause 13(1)(c)(d)(e) and clause 14 of the ISEPP.

The project does not require development consent from council as it is "Development permitted without consent" under Clause 94(1) of the State Environmental Planning Policy (Infrastructure) 2007, and will be Determined under Part 5 of the *Environmental Planning & Assessment Act 1979*. A Review of Environmental Factors is being prepared by SMEC on behalf of Sydney Trains.


Should you wish to provide comment on this proposal please do so by Wednesday 12th December 2018 in writing to Sydney Trains' consultants for the project, SMEC Australia, at the below address or alternatively via email (melissa.laginha@smec.com).



Yours sincerely,

Melissa Laginha
 Experienced Scientist - Environment
 SMEC Australia
 Level 5, 20 Berry Street, North Sydney NSW 2060



DATE 07/11/2018		PAGE SIZE A4	COORDINATE SYSTEM GDA 1994 MGA Zone 56	 Member of the Surbana Jurong Group <small>© SMEC Australia Pty Ltd 2018. All Rights Reserved</small> <small>Disclaimer: While all reasonable care has been taken to ensure the information contained on this map is up to date and accurate, this map contains data from a number of sources - no warranty is given that the information contained on this map is free from error or omission. Any reliance placed on such information shall be at the sole risk of the user. Please verify the accuracy of all information prior to using it. This map is not a design document.</small>
FIG NO. 1	FIGURE TITLE Proposal location			
PROJECT NO. 30011906	PROJECT TITLE Byron Bay Station REF			
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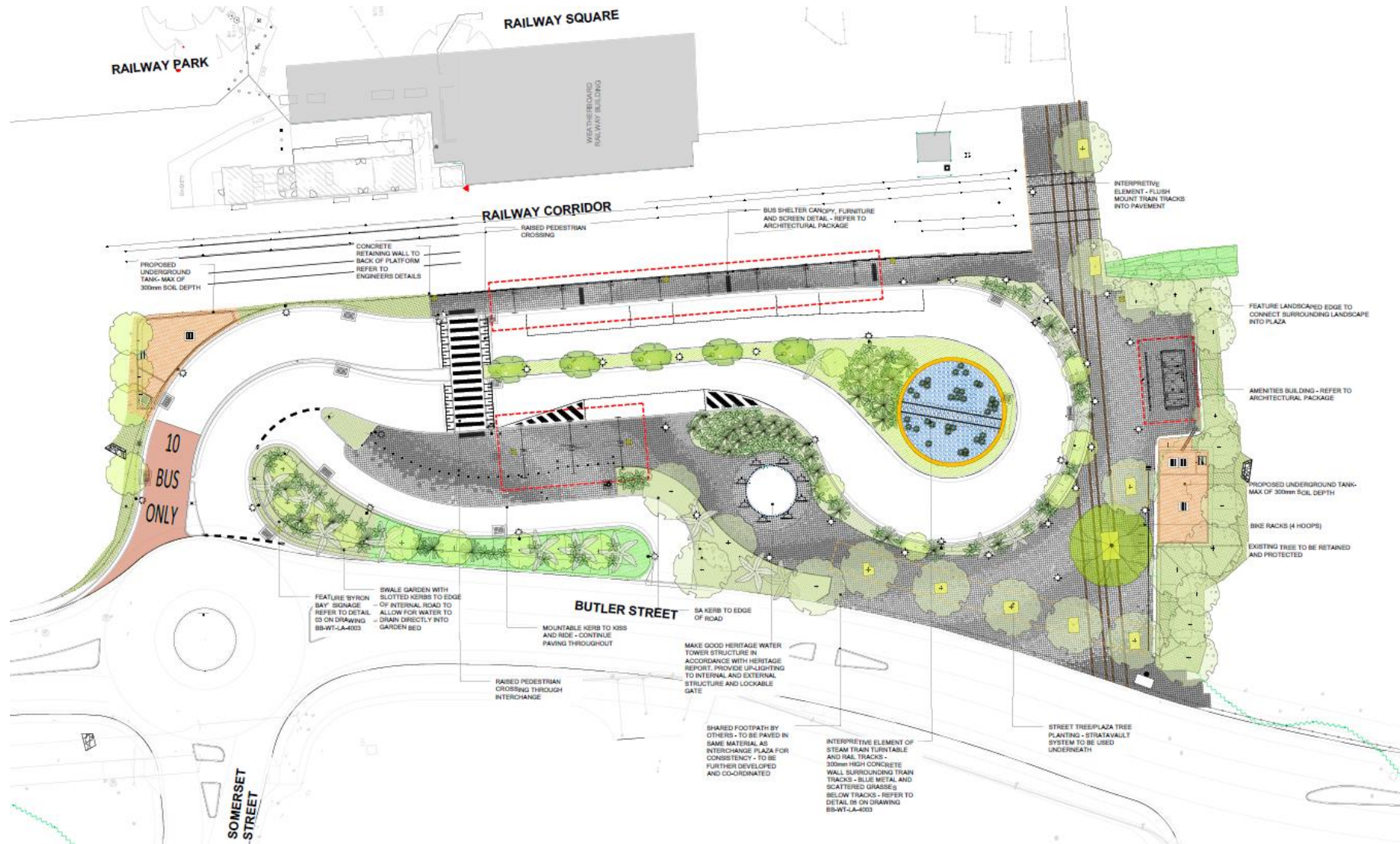


Figure 2: Concept design of proposed interchange (DesignInc 2018)

Attachment 1: Statement of Heritage Impact (Extent 2018)

EXTENT

**HERITAGE ADVISORS
TO AUSTRALIA AND
THE ASIA PACIFIC**

Incorporating AHMS and Futurepast

Byron Bay Bus Interchange Redevelopment

Statement of Heritage Impact

Final

SMEC

November 2018



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MELBOURNE

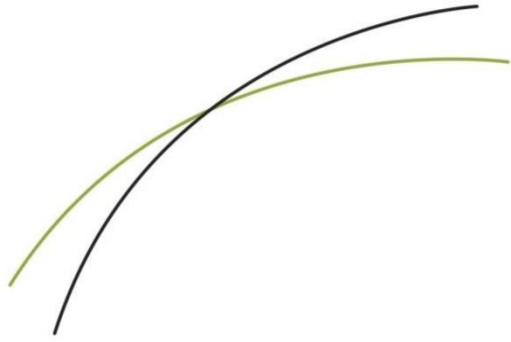
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Document Control Page

CLIENT: SMEC

PROJECT: Byron Bay Bus Interchange Redevelopment - Statement of Heritage Impact

ADDRESS: Butler Street, Byron Bay

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WRITTEN BY	DATE	VERSION	REVIEWED	APPROVED
T Brassil	12/06/18	1	RB	
	07/11	V2		

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1 INTRODUCTION

1.1 Project Description

In 2018, EXTENT Heritage Pty Ltd was commissioned by SMEC to prepare a Statement of Heritage Impact for the redevelopment of the western side of Byron Bay Railway Station to create a Bus Interchange area accessed from Butler Street, Byron Bay. The purpose of the report is to assess the proposed works for the potential impacts they may have on the heritage significance of the *Byron Bay Railway Station and Yard group*, which is a place of State heritage significance listed on the NSW State Heritage Register.

1.2 Approach and Methodology

The methodology used in the preparation of this Statement of Heritage Impact is in accordance with the principles and definitions as set out in the guidelines to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the latest version of the Statement of Heritage Impact Guidelines (2002) by the NSW Office of Environment and Heritage.

This Statement of Heritage Impact (SOHI) will review the relevant statutory heritage controls, assess the impact of the proposal on the subject property and make recommendations as to the level of impact.

1.3 Limitations

The site was inspected and photographed by the authors of this report on the 12th of March and 29 August, 2018. The inspection was undertaken as a visual study only.

The historical overview provides sufficient historical background to provide an understanding of the place in order to assess the significance and provide relevant recommendations, however, it is not intended as an exhaustive history of the site.

This report considers the non-indigenous heritage and archaeology at Byron Bay Railway Station relevant to the proposal. It does not address Aboriginal archaeology, which has been subject to a separate assessment.

1.4 Authorship

The following staff members at EXTENT Heritage Pty Ltd have prepared this Statement of Heritage Impact:

Tony Brassil
Vidhu Gandhi

Senior Heritage Advisor
Senior Heritage Advisor

1.5 Ownership

The site is owned by Transport for NSW and managed by John Holland Rail – CRN.

1.6 Terminology

The terminology in this report follows definitions presented in The Burra Charter. Article 1 provides the following definitions:

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.

Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a *place* so to retain its *cultural significance*.

Maintenance means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.

Restoration means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use that respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

Related place means a place that contributes to the *cultural significance* of another place.

2 SITE

2.1 Location

The land which is the subject of this report is a part of Byron Bay Railway Station and is located between the Railway Station and Butler Street, Byron Bay. It is part of Lot 4729, DP1228104. This area is referred to in this report as the 'Loco Siding' area.



Figure 1. Red outline on map indicating the location of the Loco Siding area at Byron Bay Railway Station (Source: LPI SIX).



Figure 2. Red outline on Aerial Photo indicating the location of the Loco Siding area at Byron Bay Railway Station (Source: LPI SIX).



Figure 3. *Aerial Photo indicating the location of the key elements at Byron Bay Railway Station (Source: LPI SIX).*

3 LISTINGS AND CONTROLS

3.1 Statutory Listings

3.1.1 Environment Protection and Biodiversity Act 1999

The site is not included on the National Heritage List under the *Environmental Protection and Biodiversity Act 1999*.

3.1.2 NSW Heritage Act 1977

State Heritage Register

The site is included on the State Heritage Register (SHR) as *Byron Bay Railway Station and yard group* (Item 01107). The statutory curtilage is contained within Lot 4729, DP1228104 and is shown below in Figure 3.

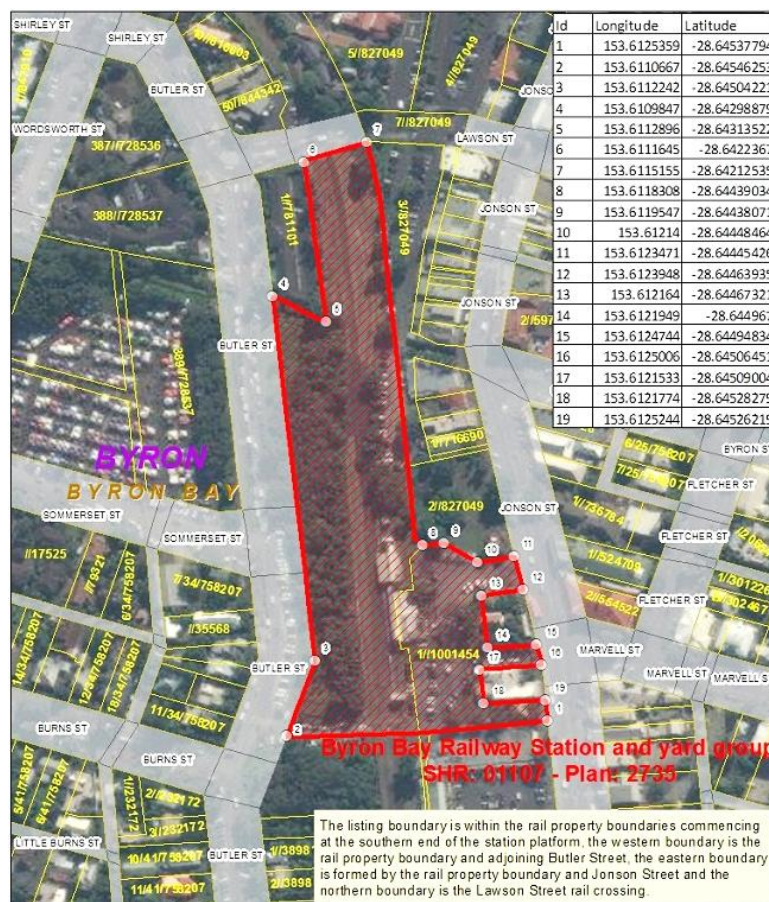


Figure 4. The SHR curtilage for Byron Bay Railway Station and yard group, shown within the red boundary. (Source: OEH).

State-Agency Heritage and Conservation Registers

Section 170 of the Heritage Act requires all State-Agencies to maintain a Heritage and Conservation Register, listing all places and items under their control that are recognised as having heritage significance. RailCorp is a State Agency and *Byron Bay Railway Station and yard group* is included in the RailCorp Heritage and Conservation Register. In recent years, reorganisation of the NSW Railway system has seen the separation of various parts of the network into separate operating divisions,

under the control of Transport for NSW. In 2011, the part of the network that includes Byron Bay Railway Station was transferred to the Country Regional Network (CRN).

The Country Regional Network (CRN) is owned by Transport for NSW and is operated and maintained by a commercial rail infrastructure manager, John Holland Rail (JHR), under a 10-year contract that commenced in January 2012.

3.1.3 Local Environmental Plan

Schedule 5 - Environmental Heritage of the *Byron Local Environmental Plan 2014* includes the following items relating to the Byron Bay Railway Station site:

Item	Address	Property ID	Significance	Item No.
Former railway water tower	Butler Street	In road reserve adjacent to railway line	Local	I064
Cottage	60 Butler Street	Lot 10, DP 1027557	Local	I065
House including brick pier fence mouldings	62 Butler Street	Lot 11, Section 34 DP 758207	Local	I066
Byron Bay Visitors Centre	Jonson Street	Lot 1, DP 827049	Local	I072
Cottage	86 Jonson Street	Lot 1, DP 1001454	Local	I077
Railway station	86 Jonson Street	Lot 1, DP 1001454 and adjoining railway land	State	I078

The Railway Station is also within or adjacent to two Heritage Conservation Areas.

Name of heritage conservation area	Identification on Heritage Map	Significance
Burns Street Conservation Area	Shown edged heavy red, hatched and marked C002	Local
Railway precinct, Byron Bay Conservation Area	Shown edged heavy red, hatched and marked C004	Local

These Heritage Conservation Areas, along with the identification of individually-identified items, are shown in the Byron LEP Heritage Map 03CC. The relevant extract from this map is shown in Figure 4 below.

It is relevant that the specific area of Byron Bay Railway Station land between the railway tracks and Butler Street, i.e. the area containing the Water Tower, is outside of the boundaries of both Conservation Areas.

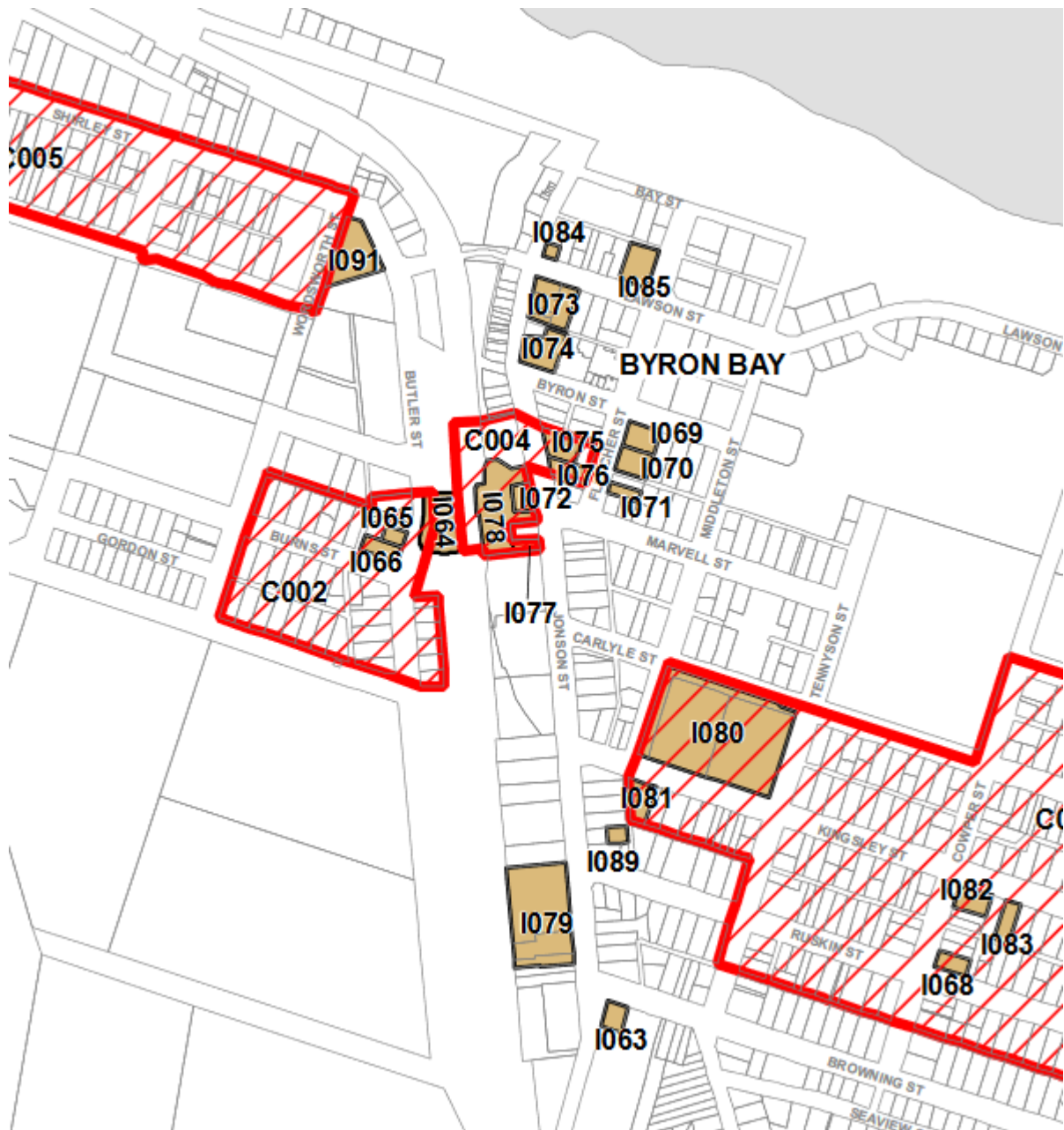


Figure 5. The Heritage Map for Byron Local Environmental Plan 2014 (Source: Byron Shire Council).

3.1.4 Byron Development Control Plan 2013

In 2014, the *Byron Shire Development Control Plan 2014* (Byron DCP 2014) was gazetted to control development in the Byron Council area. Chapter C1 addresses the management of Non-Indigenous Heritage in Byron Shire. The DCP does not identify any additional heritage items, relying on the items listed in the LEP. It does provide design objectives and standards for assessment of proposed works to or in the vicinity of heritage items and heritage conservation areas.

4 HISTORIC CONTEXT

4.1 Byron Bay - Indigenous Background.

When the far North Coast was first entered by Europeans, the area around Byron Bay and the Brunswick River was the land of the Arakwal people, one of the tribes of the Bundjalung Nation whose traditional country extended along the east coast between the Clarence River in New South Wales and the Albert River region in southern Queensland and west to the Great Dividing Range. Arakwal country extends from Seven Mile Beach south of Broken Head to the Brunswick River up north, out to the escarpment west of Byron Bay and east out into the Tasman Sea¹. Byron Bay ('Cavenbah') was an important meeting place for the Arakwal, neighbouring clans and people of the Bundjalung nation. Cape Byron was 'Walgun'. Other tribes travelled to Arakwal country to spear and trap fish during the mullet runs up the coast.

However, with the arrival of the cedar-getters in the late 1850's and the passing of the Crown Lands Alienation (Settlement) Act in 1861, the Arakwal world changed dramatically. In the 1880's the first European settlers claimed and cleared land, which was now regarded as individually and exclusively owned. Forests were replaced by grass or crops and native animals were replaced by cattle and sheep. Arakwal families continued to live in the area but, by the late 1800's, Arakwal people found it increasingly difficult to use their country and their traditional way of life collapsed.²

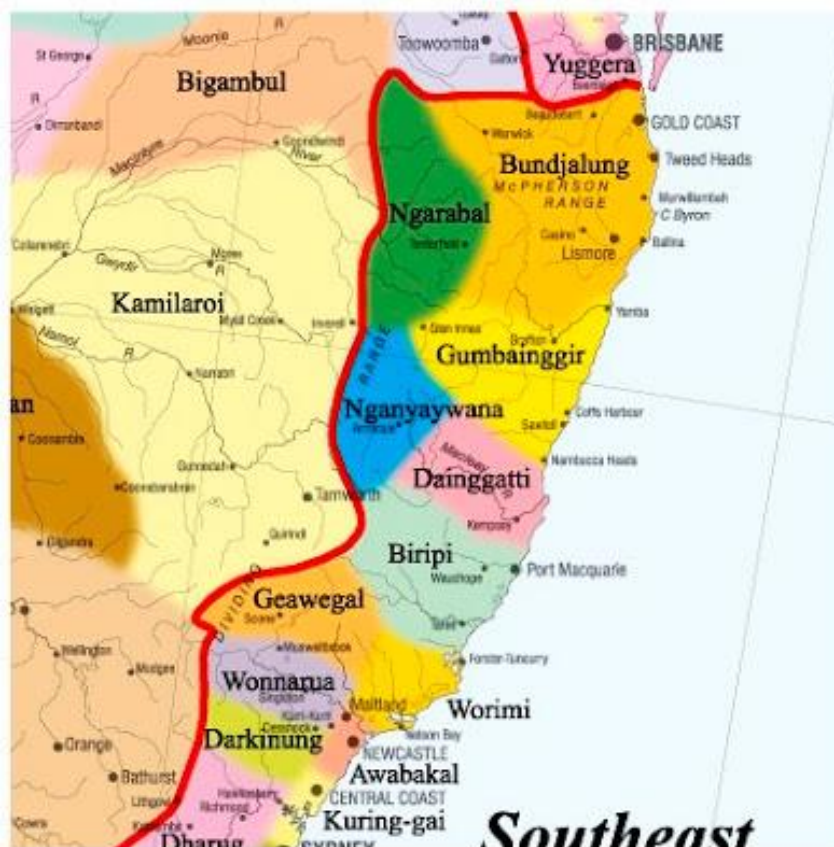


Figure 6. Extract of the Aboriginal Nations map, showing the Bundjalung lands on the far North Coast of NSW (Source: <https://aiatsis.gov.au>)

¹ <http://arakwal.com.au>

² <http://byronbayhistoricalsociety.org.au/history-trail/>

The NSW Aborigines Protection Board was established in late 1883 and, amongst other actions, created Aboriginal Reserves, forcing Aboriginal people to relocate to these places. An Aboriginal reserve was set aside in the vicinity of today's Island Quarry, on the Ewingsdale Road, in 1880 and another in 1890 on part of what is now the Byron Bay golf course. Another reserve was established west of Tallow Creek, enduring from 1908-1924. Larger reserves existed at Ballina and at Cabbage Tree Island in the Richmond River³.

From the 1960s, Aboriginal people, including the Bundjalung, have achieved recognition as citizens and of their rights as prior owners of the lands now occupied by Europeans. In 1985, a 16 hectare section of the southern part of Goanna Headland, near Evans Head, became the first Aboriginal land grant in New South Wales⁴. The major part of Goanna Headland is now a reserve which is managed for the wider community by the Dirawong Trust. In 2007, the Bundjalung achieved Native Title recognition over an area of about 2,750 square kilometres, from Evans Head north-west to Casino, inland to Busby Flats and south to Junction Hill near Grafton.

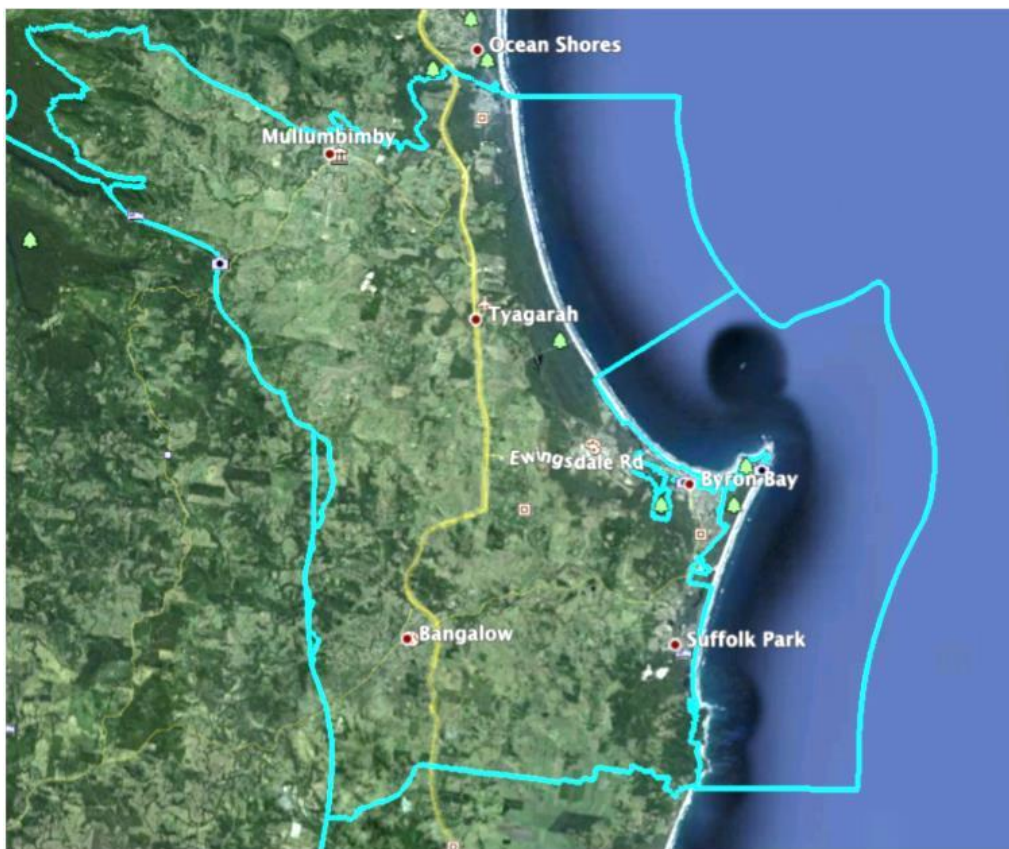


Figure 7. Arakwal Country extends from Seven Mile Beach south of Broken Head to the Brunswick River up north, out to the escarpment west of Byron Bay and east into the Tasman Sea. (Source: Arakwal People of Byron Bay- <http://arakwal.com.au/about-us/>)

³ http://nma.gov.au/blogs/inside/files/2011/02/connectkin_guide1.pdf

⁴ https://en.wikipedia.org/wiki/Bundjalung_Nation_Timeline

4.2 European Colonisation

Between 1828 and 1860⁵, European cedar cutters and a very small number of pioneer settlers became active in the far north coast area but the Byron Bay area remained largely untouched by development. A government reserve around the Cape Byron area was identified on a map in 1861, a month before the lands in the surrounding districts were opened for free selection under the *Crown Lands Alienation Act 1861*. This reserve wasn't surveyed on the ground until 1881, when surveyor C F Napier North also surveyed the first conditional land purchases at the same time.

Until the 1880s, transport and commerce with settlements to the south was based on a small landing area at the mouth of the Brunswick River, with a cedar getters camp at Brunswick River recorded in 1849. A track developed between Lismore and Brunswick River (Brunswick Heads) during the 1860s, the alignment following today's Eureka, Federal and Goonengerry Roads through Mullumbimby to the coast. However, the mouth of the Brunswick River was a difficult landing place and, in the early 1880s, the NSW Harbours and Rivers Department pursued a plan to develop the Byron Bay area as a shipping locality. The first official government land sales at Byron Bay were held in 1881 and, in 1884, a government surveyor had laid out a town plan for the village of 'Cavvanba'. The NSW Government co-incidentally allocated funding for the construction of a public jetty at Byron Bay in 1884. Sales of land took place from 1886 and construction of the government jetty commenced the same year.



Figure 8. *The SS Orara at Byron Bay Jetty c 1910 (Source: EJ Wright Collection #274 – Richmond Tweed Regional Library)*

⁵ This section is summarised predominantly the information provided in Byron Bay Historical Society website: byronbayhistoricalsociety.org.au, and Weir Philips Heritage, *Byron Bay Railway Station Conservation Management Strategy*, 2018.

The decision to develop the jetty demonstrated that, while there may have been little settlement, the Government in Sydney was interested in the establishment of a serviceable port area to aid the commerce of the region and attention had settled on Byron Bay, on the north side of Cape Byron. In 1883, Captain Frederick Howard, a Nautical Surveyor in the Department of Harbours and Rivers, made an examination of the bay and expressed the opinion that Byron Bay was '*well fitted to become the port of this district, and, if facilities for shipping were given, would soon become an important place*'.

The jetty opening occurred in July 1888 and, the same year, the decision was made to build a branch line from the Great Northern Railway, from Lismore to the Tweed River at Murwillumbah. The opening of this railway line in 1894 had a profound effect on the pattern of settlement within the area. In particular, the railway catapulted Byron Bay from a small seaside village to an industrial and port town. The railway station itself was named Byron Bay and the name of the village was changed in 1894 to match.

The railway provided a reliable link between the agricultural hinterland and the seaport and facilitated the reliable export of local products. It was provided with goods sidings which included a rail connection to the Jetty, with horses and, later, steam shunting engines transferring goods between the jetty and the railway station sidings. The timber industry remained an important activity in the district, with attention turning from cedar to the other native forest trees, such as Ironbark and Turpentine. However, the timber industry was dwindling and, by the turn of the century, was of minor importance.

Dairy farming in the hinterland of the Far North Coast was responsible for opening the district to settlement, and this, together with the development of large-scale refrigeration, enabled the marketing of dairy products from the North Coast region throughout Australia and to the British butter market. The North Coast Fresh Food and Cold Storage Co-operative Company butter factory opened in 1895 in Byron Bay alongside the railway line and soon became the major industry at Byron Bay. The factory added pork and smallgoods processing and, by 1939, employed 350 people. A meat cannery opened in the 1912 at Belongil and, after a fitful start, became a significant local industry.



Figure 9. *The Byron Bay NORCO Factory in 1947, located south of the railway station (Source: SLNSW)*



Figure 10. Jetty goods sidings at the north end of Jonson Street, circa mid-1920s - The level crossing gates are at Lawson Street and the Water Tower in in the centre background (Source: EJ Wright Collection #226 – Richmond Tweed Regional Library)

The township of Byron Bay was at its most prosperous between 1900 and 1928, when grand hotels were built, dining and amusement parlours were popular, the railway provided a comfortable form of local transport and the Literary Institute provided a library, films, and a venue for community organisations and recreational clubs. A police station, courthouse and Post Office were added and a number of banks were established.

The wreck of the SS *Wollongbar* at the Jetty in 1921 highlighted the deficiencies of this now aged structure and a new jetty was constructed at Belongil, completed in 1928. The old jetty remained as a popular fishing pier until its removal in 1948. The old jetty goods sidings evolved into the present day Lawson Street carpark.

The second half of the twentieth century brought many changes to Byron Bay. The (new) jetty was destroyed by a storm in 1954, coinciding with the collapse of the coastal shipping industry, and the growth of the trucking industry and the spread of private car ownership saw the decline in the importance of the railway. Newer industries, including sand mining and whaling, came and went but, by the 1970s, changing economics saw the closure of the Norco factory and the meat processing works followed in 1983. As the old industries were waning, though, Byron Bay was discovered by the tourist and holiday industry as well as the 'alternative life-stylers' and the tourists, holiday-makers, surfers, hippies and environmentalists created a new economy.

By the 2000s, Byron Bay was again a thriving town, with a services-based economy and high land prices. This new economy has generated new tensions between residents, visitors and investors, with considerable pressure to develop the land balanced by strong desires to protect the qualities that underlie the attractiveness of the area.



Figure 11. *Byron Bay, looking east from the Jetty sidings to the intersection of Bay and Jonson Streets, circa 1920s (Source: EJ Wright Collection #224 – Richmond Tweed Regional Library)*

4.3 Byron Bay Railway Station

As the primary industries of Byron Bay expanded and changed, the local railway network adapted to these changes. These began in 1898 and started with the addition of a fireman's cottage. Shortly after, in 1900, the creamery siding was extended and the goods siding was converted to a crossing loop. In 1904, a suite of new works followed which included the replacement of the original 40-foot turntable with a 50-foot turntable, the addition of a new water tank and sidings and a Station Master's house for the newly appointed Station Master. By 1906, a refreshment room, lamp room and 'Out-of' shed were added to the station precinct and the creaming siding was once again extended.



Figure 12. *Byron Bay station circa 1896. Note the rail track is at building level and the Refreshment Room has not been added. (Source: NSW Railway Archives; reproduced in *Byways of Steam*, op cit).*

By 1908, the railway station required two porters, two junior porters, a gatekeeper and a Station Master. Apart from the operation of a frequently-used network of sidings and the goods lines to the jetty, station staff also undertook the day-to-day maintenance of the station and its facilities. On the night of 13 September 1908, a fettle noticed flames coming from the Refreshment Room kitchen and notified the Stationmaster in his nearby house. The Stationmaster punctured the adjacent water tanks with a reaping hook and the water extinguished the fire. A railway engineer, Mr Watson, noted that the damage had been restricted to about £20.⁶ A fire was also quickly extinguished in similar circumstances in 1914.

In 1914, a major improvement program was commenced. A notable part of this work was the construction of a platform of 194 metres (210 yards) long and 4.5 metres (15 feet) wide in front of the station buildings. The platform was to improve passenger amenity at the station by allowing passengers into carriages without using step ladders. The platform had a brick retaining wall with concrete coping and was paved with blue-metal gravel. The works were designed to minimise the impact to traffic schedules and, rather than realigning the station, the floors were lifted and the walls of the original buildings were raised to suit the height of the new platform. A new parcel room was constructed and the Refreshment Room was extended to nearly twice its former length, with a kitchen and yard added. The water column for supplying engines was relocated to between the lines, to enable its use by locomotives on either of the two lines.⁷



Figure 13. *Passengers leaving the Byron Bay station circa 1915. Note the Refreshment Room on the left and the Water Tower in the background. This picture also shows the Alcorn monument in the left foreground. (Source: EJ Wright Collection – Richmond Tweed Regional Library).*

⁶ Grafton Argus and Clarence River General Advertiser; 17th September 1908; "Fire at Byron Bay", p.2.
⁷ Northern Star; 26th April.1915, "Railway Improvements", p.3.



Figure 14. *Similar to Figure 15, in this view, the horse traps have been replaced by motor cars and telegraph poles have appeared. There is an extra section on the southern end of the Refreshment Room on the left (Source: EJ Wright Collection – Richmond Tweed Regional Library).*

Throughout the 1920s and 1930s, a series of precinct improvement works were undertaken, typically aimed at improving the look and surrounds of the station. In 1920, at the request of local residents, the Railway Department provided a park rail fence for a division between the entrance gate and the signal cabin. They also supplied topsoil for the shallower portions of the site, to level out the precinct. The Department also provided timber sleepers and wire for a fence to divide the station from nearby swamp land, though these were to be erected by local residents.⁸ In 1927, the newly appointed Stationmaster, Mr G. Harris, took to installing garden beds and planting Pepper trees and Willows along the lines, in an effort to improve the look of the station. Following this, the railway department dispatched fifty plantings to Byron Bay.

In the 1950s, the North Coast Line became one of the earliest to convert to all-diesel locomotive operations. By the early 1960s, there were no steam engines in use on this line (apart from rare Vintage Excursion trains). At Byron Bay, this rendered the loco siding, including the coal stage, ash pit, water tower and turntable obsolete. By 1956, the water jib had been removed from the water tower.⁹ The water column was likely removed from the track area at the same time.

The station continued in operation until May 2004, when the last rail service from Casino to Murwillumbah was discontinued and the line, and the station, closed permanently. The Stationmaster's House was restored and transferred to the Local Council. It now serves as the Byron Bay Visitor Information Centre. The main station building itself is vacant but the former Refreshment Room continues to operate as a licensed bar known as the 'Railway Friendly Bar'.

⁸Tweed Daily, 5 August 1920 'Improvements at Byron Bay Station', p.2

⁹ Plan 40013 – Department of Railways - *Byron Bay Water Service* 3/12/1935 – amended 1951 & 1956.



Figure 15. *The south end of Byron Bay Station in 1929, with the Water Tower in the background. (Source: C Henshaw - Museums Victoria Item- MM 8739).*



Figure 16. *Passengers at Byron Bay station in the 1930's. (Source: EJ Wright Collection #1055 – Richmond Tweed Regional Library).*



Figure 17. *Captain Cook Bicentenary Special Train, hauled by Loco 1243 (176), passing through Byron Bay in 1970. Note the Water Tower in the background, served by the inclined loco siding (Source: EJ Wright Collection – Richmond Tweed Regional Library).*

4.4 The Loco Siding Area

4.4.1 General Arrangement

Byron Bay Station was established with a Loco Service siding on the western side of the main line, equipped with a Water Tower, coal stage, ash pit and turntable. These elements were all necessary for refuelling and replenishing the water tanks for steam locomotives.

The siding was accessed along a single line of straight track, branching south-west from the main line approximately 100 metres north of the station buildings. The track terminated approximately 15 metres south of the turntable used to reverse the locomotive. The water tower and coal stage were situated on either side of the track, with the ash pit located between and below the tracks.

Later, the Loco Siding was also used for loading and unloading live animals; usually pigs, onto wagons. A stockyard and 'race' were erected on the western side of the siding. Early plans show the stockyard and race on the south side of the turntable (see Figure 19). Later plans and photographs show the stockyard and race on the north side of the water tower (See Figures 20 and 21).

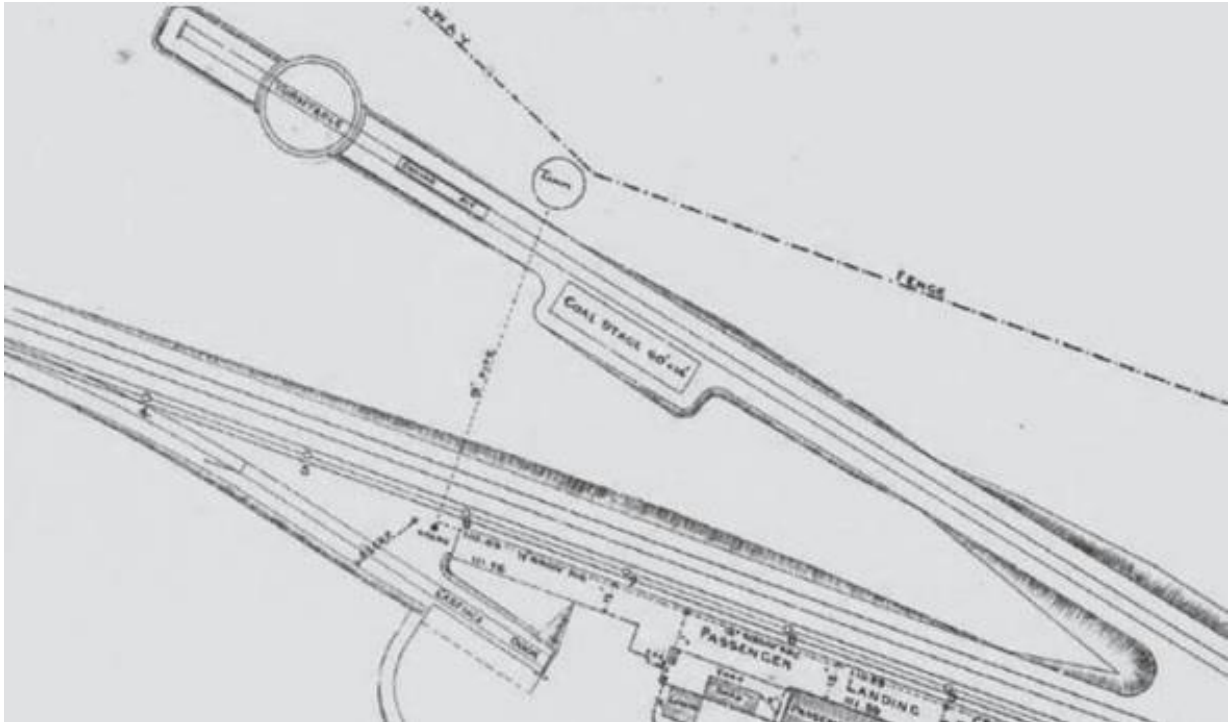


Figure 18. Extract from the General Arrangement plan of 1892, showing the turntable, ash pit and coal stage. (Source: ARHS – reproduced in Weir Phillips; Byron Bay Station and Yard Group Conservation Management Strategy; 2018).

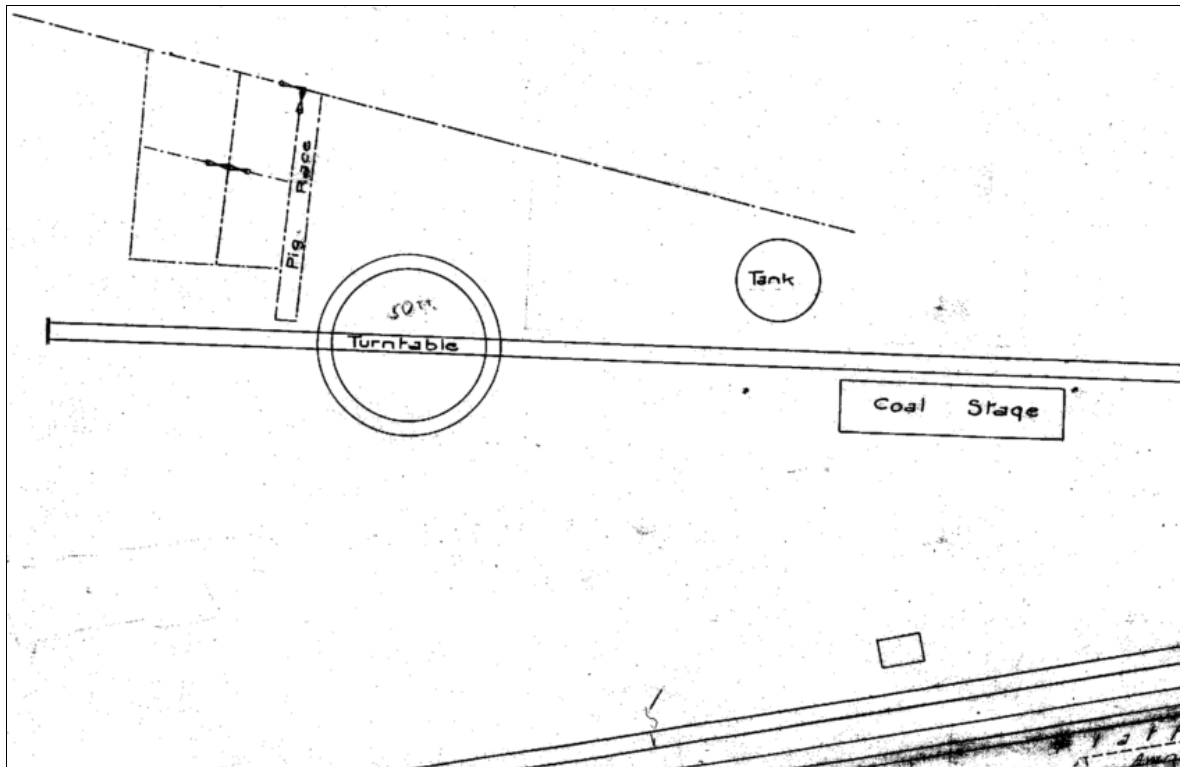


Figure 19. Extract from Byron Bay Station Plan circa 1914, showing the Loco Siding and the layout of water tower, turntable and coal stage. Pig pens and a fenced race are shown on the western side, south of the turntable. (Source: Sydney Trains).

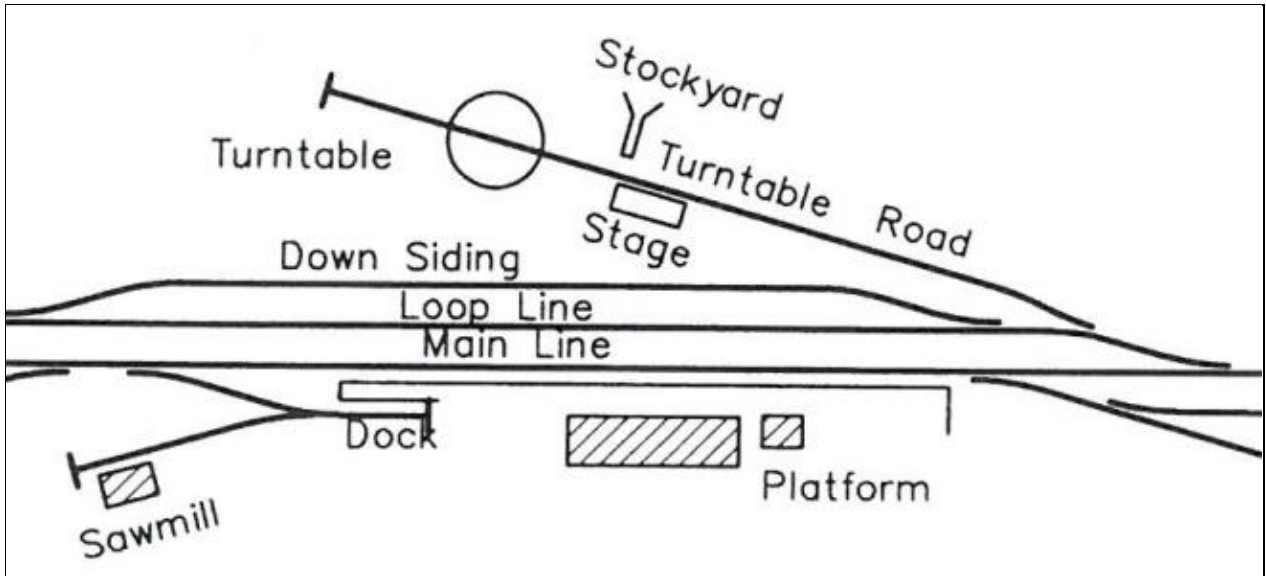


Figure 20. Extract from the Byron Bay Station Track Diagram, circa 1926, showing stockyard and race located on the north side of the water tower, as illustrated in Figure 21. (Source: 'Byways of Steam' op cit).

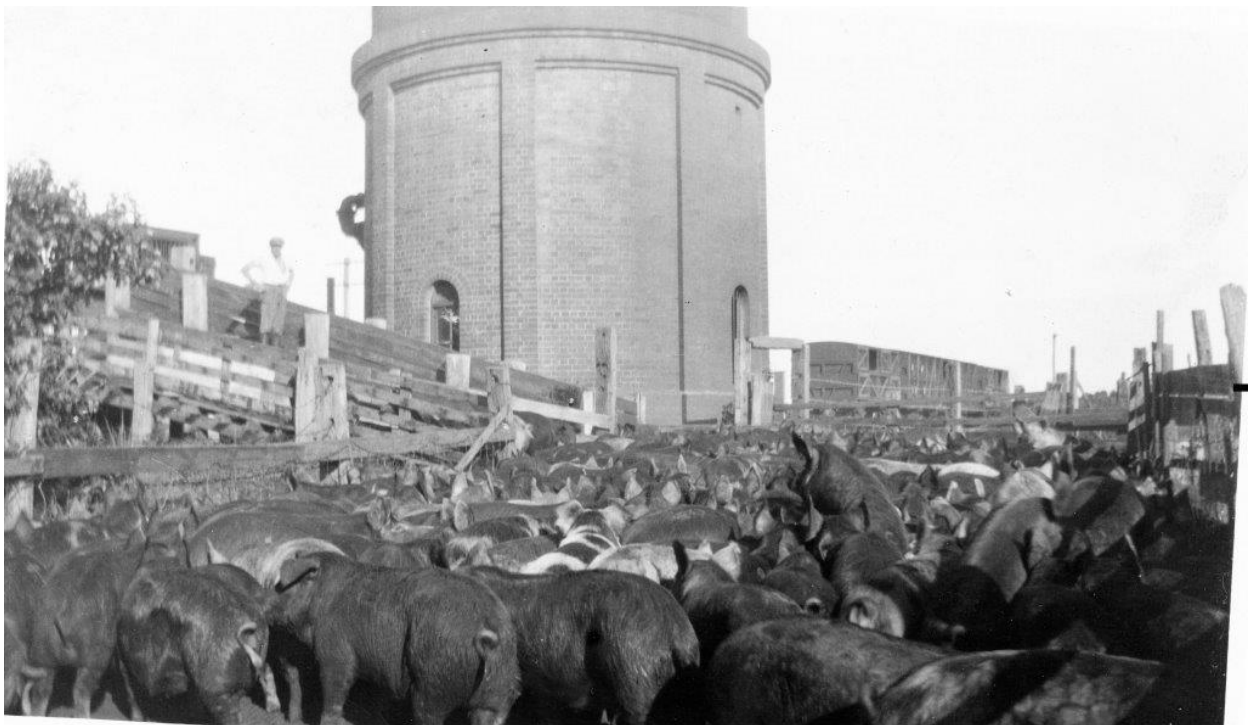


Figure 21. Pigs being loaded onto a train at Byron Bay circa 1930s. This view is from the vicinity of Butler Street, with the visible wagons standing on or near to the turntable. Note the timber fencing and ramp. (Source: J. Hackett via Byron Shire News 12/06/2016).

4.4.2 The Turntable

The turntable at Byron Bay was initially a 12.2 metre (40 feet) diameter standard locomotive turntable, replaced with a larger 15.2 metre (50 feet) diameter turntable in 1904. Depending upon local conditions, turntables were typically mounted in a pit, approximately 1 metre deep, with brick or concrete side walls. In some cases, the outer wall of the pit was reinforced with concrete.

The turntable was comprised of a pair of fabricated iron plate girders, attached to a central cast iron pivot frame, turning on the pivot mount which was fixed to a concrete footing in the centre of the earthen floored well. The girders carried two heavy timber beams which were fixed to the track. Support wheels attached to the outer ends of the girders ran on a circle of rail fixed to short sleepers.

No photos of the Byron Bay turntable have been identified, however, it was one of several built to the same design along the Lismore to Tweed Railway Line and later replaced with a larger sized turntable in the early twentieth century. The turntable at Byron Bay is believed to have been removed in the 1960s.



Figure 22. *Murwillumbah railway turntable in 1904, showing the original 40ft turntable arrangement. This turntable, like Byron Bay, was replaced with a larger type in the early twentieth century. (Source: Tweed Library: MUS2015.60).*



Figure 23. *Murwillumbah's 60ft railway turntable circa 2005. Note the lowered side walls and concrete wings below the railway track at either end. (Source: RailNet).*

4.4.3 The Coal Stage

The Coal Stage was a standard-design timber coal stage, which was a timber platform with three sides (the open side fronting the track), carried on short timber posts. The Coal Stage at Byron Bay was 18.9 metres (61.5 feet) long and 3.9 metres (12.5 feet) wide, carried on seven rows of three posts. Each row of posts was founded upon a timber tie beam, with each post connected into the tie beam with a mortise and tenon. The platform, sheeted with 228 millimetres (9 inch) wide and 76 millimetres (3 inch) thick butted boards, was set at a height of 1.2 metres (4 feet) above rail level. The Coal Stage is believed to have been demolished in the 1960s.

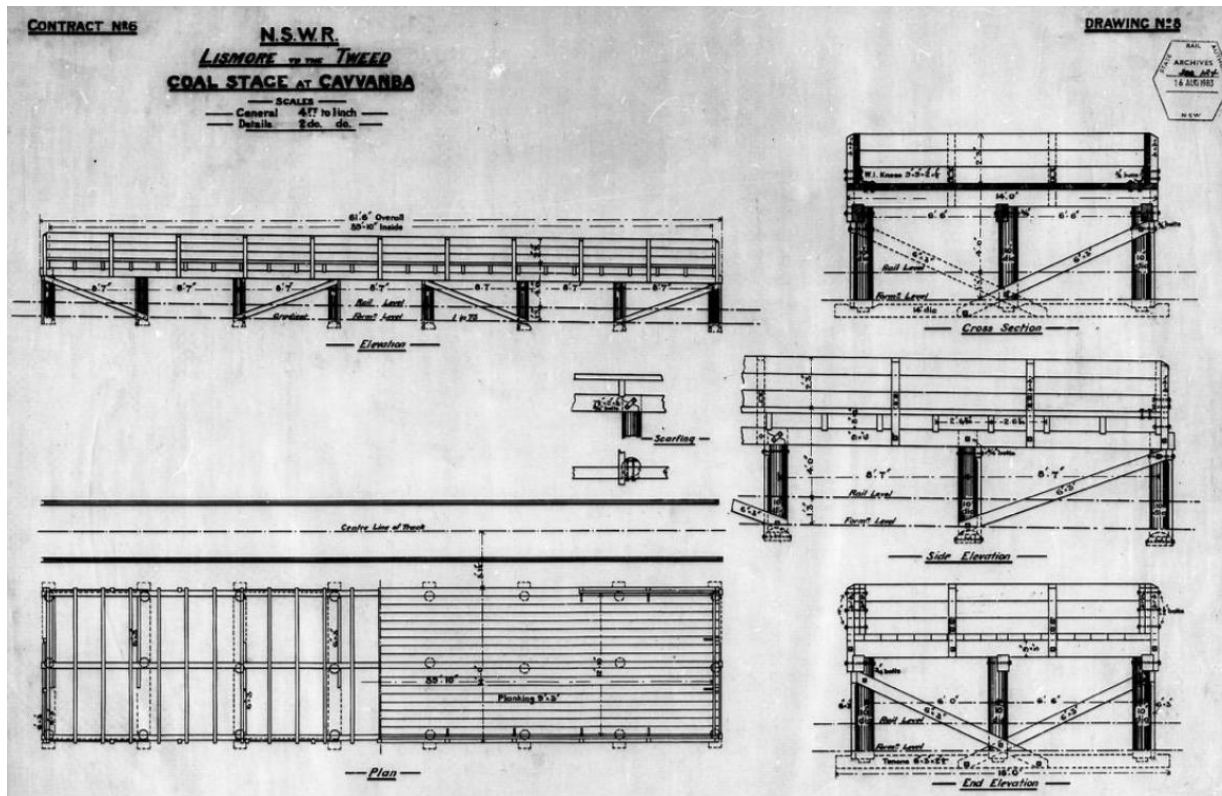


Figure 24. Drawing: “Coal Stage at Cavvanba”, circa 1892, showing the structure of the coal stage at Byron Bay Station. (Source: Sydney Trains).

4.4.4 The Ash Pit

Ash pits were provided at every locomotive service point throughout the NSW railway system. Also known as Engine Pits, ash pits were typically a rectangular brick-lined pit located below and between the rails, approximately 6.1m (20 feet) long, 1.2m (3.5 feet) wide and 1.5m (5 feet) deep. One end was usually given steps down from ground level. No photos of the Byron Bay ash pit have been identified. It is believed to have been buried in situ (or removed) in the 1960s.



Figure 25. *Ash Pit surviving and exposed at Bombala railway station. (Source: P. Buckley; <http://sydneyrailwaystations.wordpress.com/>).*

4.4.5 The Water Tower

The Water Tower at Byron Bay was erected in 1894 and comprises a cylindrical wrought-iron (or steel) tank with a capacity of 20,000 gallons standing on a cylindrical brick masonry tank stand. The tank consisted of three rings of riveted plates, each made up of seven panels of curved wrought iron plates. The brick tank stand was provided with windows and a door and provided storage under the tank.



Figure 26. *Byron Bay Railway Station in the 1970s, viewed from the south-western (Butler St) with the water tower in the foreground. Note the cleared and level nature of the Loco Siding area. (Source: EJ Wright Collection – Richmond Tweed Regional Library).*

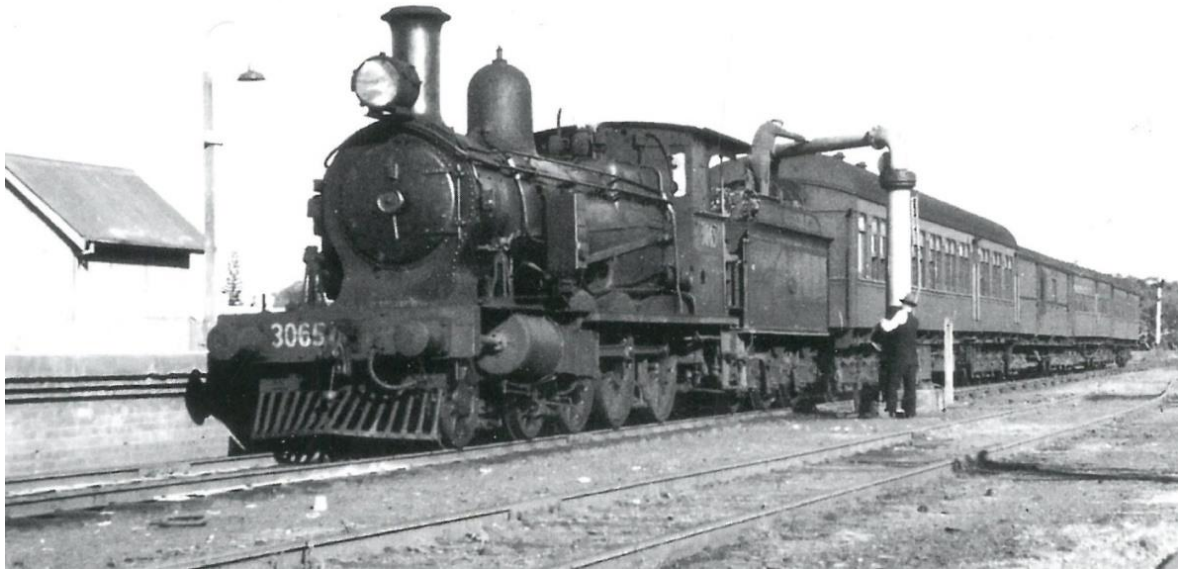


Figure 27. *Photo showing a steam locomotive watering from the water-column located between the tracks at the south end of Byron Bay Station. (Source: J L Buckland, reproduced in 'Byways of Steam 18' op cit).*

The water tank supplied water to an outlet pipe mounted on the side of the brick tower base, serving locomotives on the adjacent siding. Another pipeline led to a water crane located at the southern end of the station platform, between the main line and the passing loop. The water tower operated until the removal of steam locomotives from the Line in the 1950s. It is believed that the window frames and door were removed from the water tower in the 1960s.

4.5 Byron Bay Railway Water Supply Arrangements

The water supply arrangements for Byron Bay Railway Station are shown in Figures 28, 29, 30 and 31 below. Archival plans do not always accurately reflect the arrangements as they may have been built and documentary records may not always be complete.

Figures 28 and 29 are contemporary (both pre-date the opening of the station) and reflect the original (or planned, at least) water supply arrangements. The water tank was filled by a small self-contained steam pumping plant drawing from a well sunk into the ground and delivering through an underground 103 millimetres (4 inch) diameter cast-iron pipe. The water tank supplied water to a 231 millimetres (9 inch) diameter cast-iron pipe running eastwards underground to a water crane (or 'water column') located at the southern end of the Byron Bay Station Platform (on the eastern side of the Main Line).

The well is shown to be 14.2 metres (46 feet) (centre of tank to centre of well) from the water tank, with the pump house located approximately 6.2 metres (20 feet) from the water tower brick wall. The direction of the pipework shown in the plan suggests that the well and pumping hut were located to the east of the water tower. No other drawings or plans suggest that this arrangement was enacted.

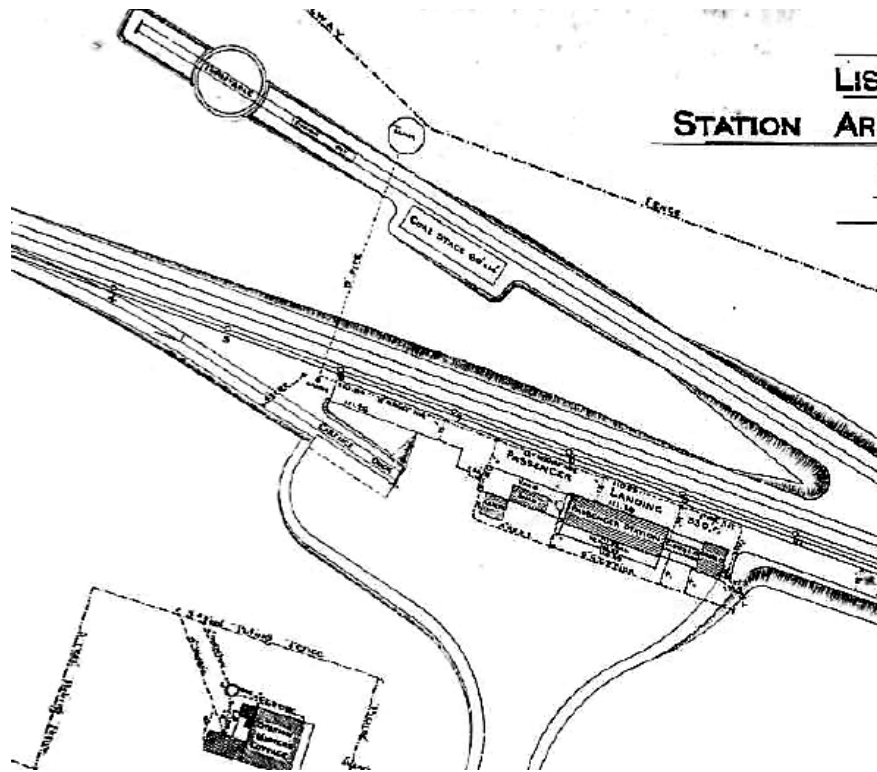


Figure 28. Extract from the General Arrangement plan of 1892, showing the turntable, ash pit, coal stage and 9 inch pipeline to a water column at the south end of the platform (Source: ARHS – reproduced in Weir Phillips; op cit).

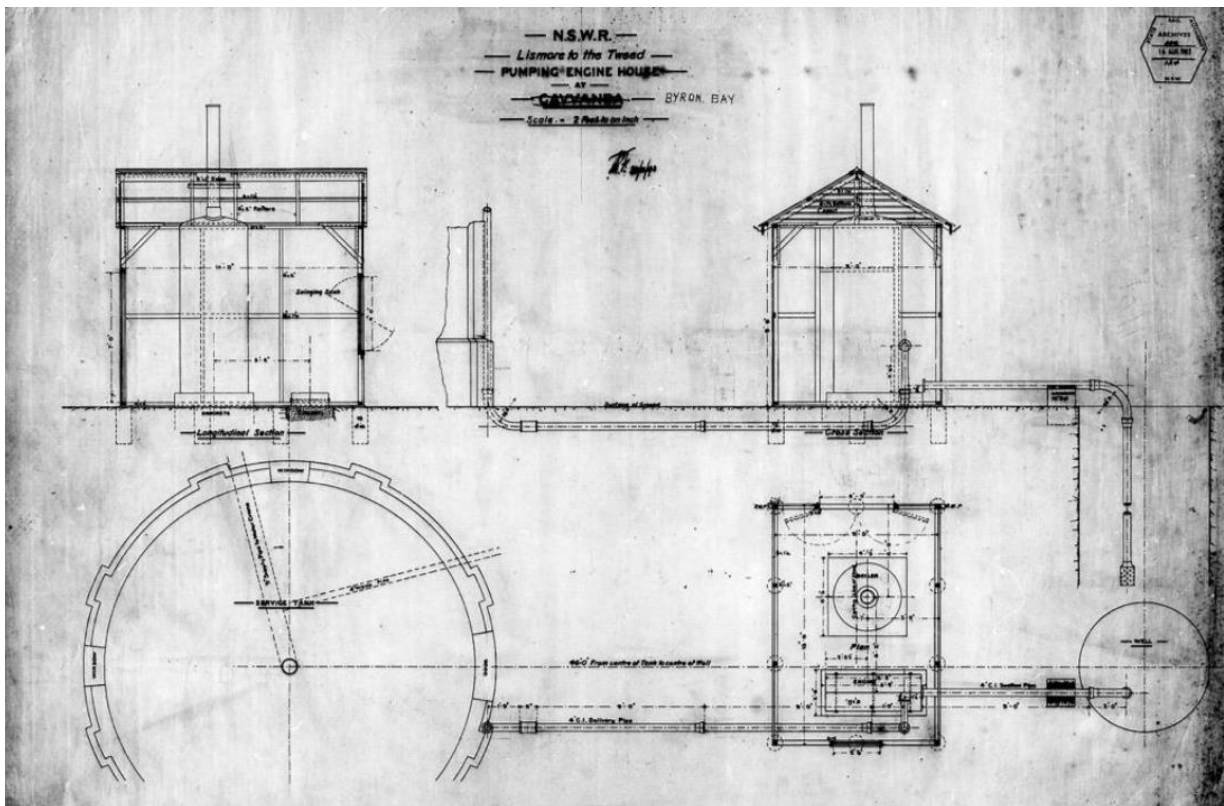


Figure 29. Pumping Engine House at 'Cavvanba' (corrected to "Byron Bay"), circa 1890, showing the water tower supplied from a well via a small steam pumping plant. The plan states that there is 45 feet between the centre of the tank and the centre of the well. (Source: Sydney Trains).

Figures 30 and 31 are contemporary and date from the mid-1930s. Figure 30 dates from 1934 and, while it is a 'signals' diagram, it shows a 'pump house' located between the loco siding and the main railway line (noting also that the water tower is not shown in this plan). The distance between the centre of the water tower and the location of the pump house in this plan is approximately 33.9 metres (110 feet). For this reason, it seems unlikely that this is the same pump house shown in Figure 29 (if that was, in fact, ever built).

Figure 31 is a water service diagram and shows that water supply to the tank is obtained from a 103mm (4 inch) pipe coming from a dam 923 metres (3000 feet) away. This dam is shown as a 20.3 metres x 46.2 metres x 6.2 metres (66 feet x 150 feet x 20 feet) deep rectangular 'dam' located on the south side of Carlyle St, with the measured distance indicating a location in the vicinity of Massinger Street. The pump house is located adjacent to the dam. There is no indication of the means for filling this dam. In this context, then, the purpose of the pump house shown in Figure 30 is unknown (unless it represents a situation that predates the operation of the Carlyle St dam). It is also speculated that the kink shown in the course of this pipeline, east of the water tower, may indicate the location of the original pump house and well.

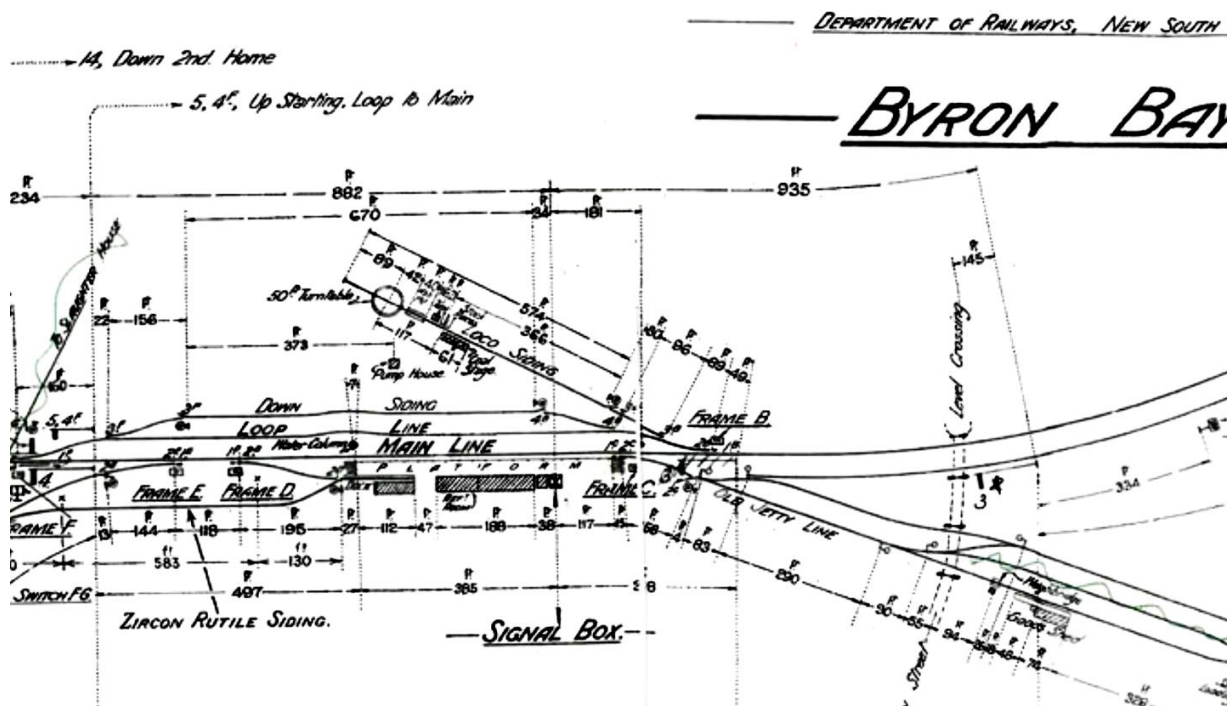


Figure 30. Extract from Byron Bay Signal Layout plan circa 1934. This plan shows a pump house between the station and the Loco Siding, although the dimensions do not match those shown on the original plan in Figure 42 above. (Source: Sydney Trains).

Figure 31 also shows that water is still delivered to the water crane via a 231mm (9 inch) underground pipe, however, the station platform appears to have been extended southwards and, as a consequence, the water crane has also been moved southwards. The 231 millimetre (9 inch) pipe from the water tank connects to a transverse 231 millimetre (9 inch) pipe laid between the railway tracks running southwards approximately 30.8 metre (100 feet), with the water crane standing between the Main Line and the Loop Line (see also Figure 27). This plan also indicates that there was a water 'jib' attached to the side of the water tower, for supplying locomotives parked on the loco siding. An annotation on Figure 31 indicates that this jib was removed in 1956.

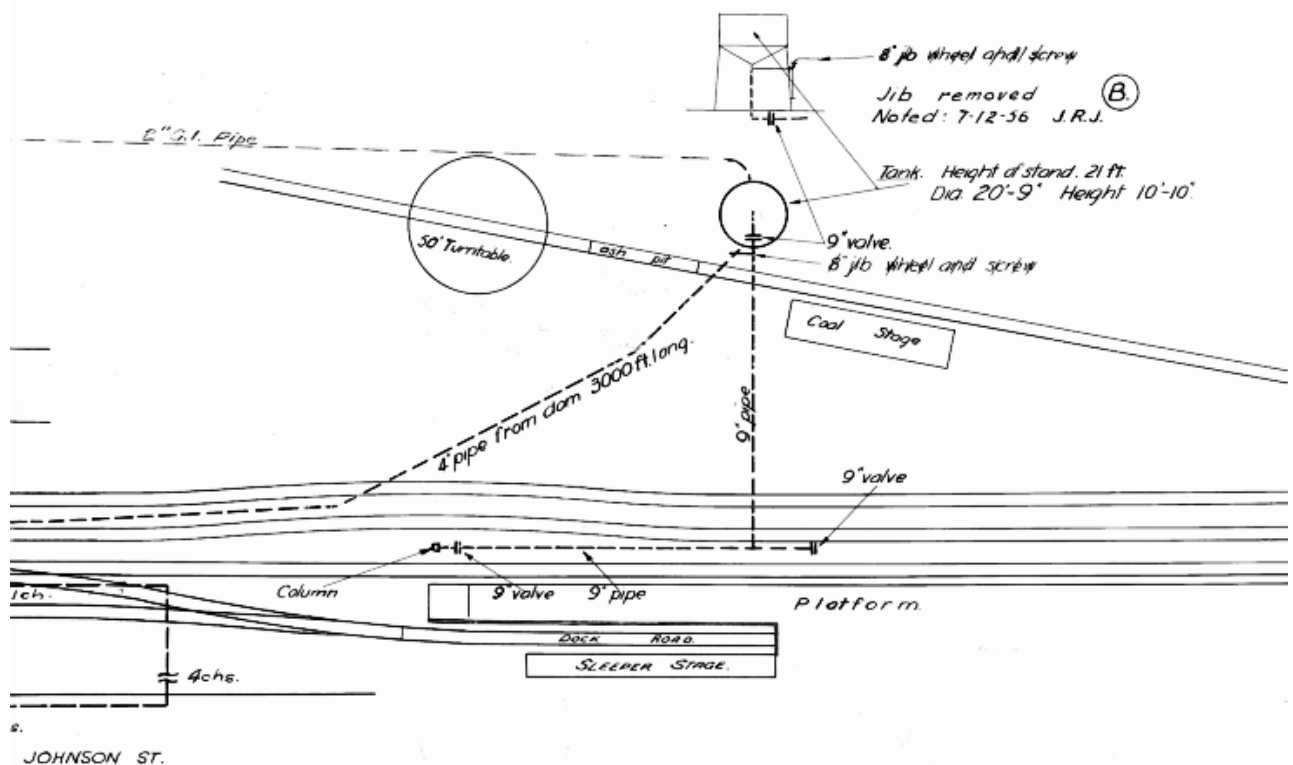


Figure 31. Extract from Byron Bay Water Service Drawing - 3/12/1935, showing the Loco Siding with water tower, turntable, ash pit and coal stage. Note the water supply line to the water column between the tracks at the south end of the station. Also note that supply is now obtained from a 3000 feet long, 4 inch diameter pipe along Carlyle Street from a dam. (Source: Sydney Trains).

4.6 Railway Water Tanks: 1892 - 1898

The early years of the NSW Railways, from 1855 to 1892, saw a range of water supply facilities used to supply water to the steam locomotives.¹⁰ From the earliest years, when each situation was given a tailored solution, two standard designs for railway water tanks evolved.

These early water tanks were rectangular, built up using wrought iron plates and were supported on timber and brick or stone masonry stands; there were two types. The first was a 'plate' type, using square buckled plates riveted to each other by joining strips, with internal steel rod bracing. The joints between plates are expressed on the exterior by double rows of rivets between each plate. The second type used flat plates with flanged edges which were riveted on the inside of the tank, leaving little external evidence of the joints. Both types of tank had shortcomings, the most critical being that they could not be increased in capacity, if required.

From the 1890s, the main (trunk) lines were largely completed and railway construction was largely focussed on the construction and extension of branch lines in regional areas. Responsibility for the design, construction and maintenance of new structures and facilities was transferred to the Public Works Department (PWD) in 1888 but wasn't fully in effect until 1892. This led to the redesign of many of the standard structures, including station buildings, bridges and watering facilities. The

¹⁰ The historical material for this part is summarised from previous report "Watering Facilities – Country Regional Network - Heritage Planning and Conservation Planning Report" prepared by Extent Heritage Pty Ltd for John Holland Rail; 2016.

railway extension from Nyngan to Cobar in 1892 used entirely new water tank designs, one at Boppy Mountain and the other at Cobar.

The new design, with a capacity of 20,000 gallons, was cylindrical and consisted of three rings, each made up of seven panels of curved wrought iron plate standing on a cylindrical brick masonry tank stand. The brick tank stand had windows and a door and provided storage on the underside of the tank. In addition to Boppy Mountain and Cobar, other early examples were located at Brocklesby, Corowa, Milsons Point, Springdale, Meranburn, Mandagery, Parkes, Forbes, Lismore and Byron Bay. All but the Milson's Point water tower remained in use until the end of steam locomotion.

Within a short time, a second, economical style of 'round tank' was developed. Constructed between 1894 and 1899, these tanks were basically the same as the first set but they no longer included the architectural features present in the previous brick tank stands. This second style was used along branch extensions in Murwillumbah, Carlachy, Condobolin, Warren, Finley and Yagobie.

At the end of the 1890s, economic and political circumstances led to a greater emphasis on economy. From 1898 through to 1915, the PWD introduced a more economical design of water tank. Consisting of a steel plate tank on a timber or steel frame, these tanks utilised standardised flanged plates that could be bolted together in various patterns to increase or decrease the holding capacity. The tanks also sat on new 'T' shaped brackets which simplified their attachment to the stands. The sizes of the tanks ranged from 5000 to 15,000 gallons and were installed according to the requirements of the line.

These water tanks were manufactured for lines extending to Koorawatha, Grenfell, Lockhart, Brewarrina, Tarrion, Inverell, Holbrook, Mount Horeb, Tumut, Barmedman, Wyalong, Wee Waa, Burren, Clearfield, Gurrang and Grafton. After 1915, there were few new railway constructions in NSW and, consequently, little development in the design of water tanks. The stands became universally fabricated from steel RSJs; a development that occurred owing to the commencement of steel manufacture in NSW at Newcastle from 1915.



Figure 32. *Early style of metal-plate water tank used on the NSW Railways (Source: Extent Heritage).*



Figure 33. *Later style of metal-plate water tank used on the NSW Railways (Source: Extent Heritage).*



Figure 34. *Meranburn (L) and Murwillumbah (R) are the two surviving railway water tanks of this type (Source: Extent Heritage).*

5 PHYSICAL DESCRIPTION

5.1 The Loco Siding area

The Loco Siding area is a strip of land on the western side of Byron Bay Railway Station, between the railway tracks and Butler Street. The land is vacant and overgrown with vegetation, the only visible structure being the brick water tower in the south-western corner. The Byron Motor Lodge Motel is located beyond the northern boundary and, to the south, the land is occupied by more substantial native vegetation, merging southwards into the bushland of the Currumbin Swamp.



Figure 35. Aerial views of the Loco Siding area, in circa 2012 (left) and 2017 (right). Note the growth of vegetation around the water tower (Sources: LPI Six (l) NearMap (r))

The land is generally flat, with a gentle fall from the centre northwards into swampy ground. The eastern side is bound by the embankment of the railway permanent way, which is approximately 1 – 2 metres below the level of the Loco Siding area. The western side is bound by a chain mesh fence along the eastern side of Butler Street, the verge of which is used as public parking, predominantly during daylight hours.

The southern end of the Loco Siding area is dominated by the informal side road off Butler St, which provides additional car parking and terminates at the western side of the railway track reserve. A fenced pedestrian pathway crosses the railway tracks at this point and this pedestrian level crossing is an important and long-standing access route from one side of the railway line to the other. The roadway is an old access road into the railway land and is not a gazetted road.

South of this roadway, the land is heavily vegetated and drops approximately 0.5 – 1 metre in height and is consequently swampy as it collects the stormwater runoff from the surrounding lands.

Figure 36. *The Loco Siding area viewed south-eastwards from Butler Street*



Figure 37. *The Loco Siding area viewed north-eastwards from Butler Street*



Figure 38. *The informal side road leading to the pedestrian crossing of the railway tracks*



Figure 39. *The area south of the side road is heavily vegetated, low-lying and swampy.*



5.2 The Water Tower

The former railway water tower is a circular brick tower, 6.5 metres in height, surmounted by a riveted wrought iron water tank of 6.4 metres diameter and 3.3 metres height. The brick tower has expressed pilasters framing eight recessed panels, with a strong, simple cornice around the top. Every second panel features a semi-circular arched opening, each with two rows of brick voussoirs, infilled with wire mesh, with the one on the eastern side larger in dimensions to form a person opening.

The interior of the brick tower is empty, with only the base of the tank and the pipework visible overhead. Exterior pipework is located on the eastern side, with the outlet pipe projecting through the brickwork at approximately 4 metres above ground and the inlet pipe running from ground level up the side of the tower and tank to the top of the tank.

The brickwork is generally in good condition except around the cornice, where vegetation has become established in the mortar of the coping and between bricks. The iron plates of the tank are very corroded, with many pinholes in the sides.



Figure 40. *The Water Tower, seen from Butler Street.*

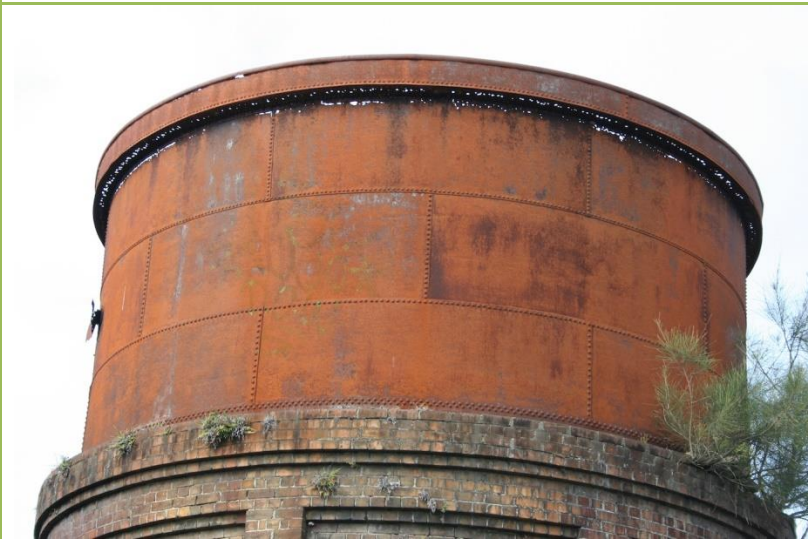


Figure 41. *The Water Tank on the top of the brick tower has some notable corrosion issues*



Figure 42. *The brick tower is generally in good condition, except where affected by vegetation and metal corrosion around the top.*



Figure 43. The underside of the water tank and outlet piping viewed from within the brick tower. The tank floor appears to be relatively sound.



Figure 44. Brickwork around the upper rim is badly affected by vegetation growth.



Figure 45. The metal work of the tank already shows evidence of previous corrosion repairs



Figure 46. *The floor of the tank has become largely detached from the sides*



Figure 47. *The lower flange attached to the tank and the rendered coping on the brickwork were designed to shed stormwater but both are in poor condition.*

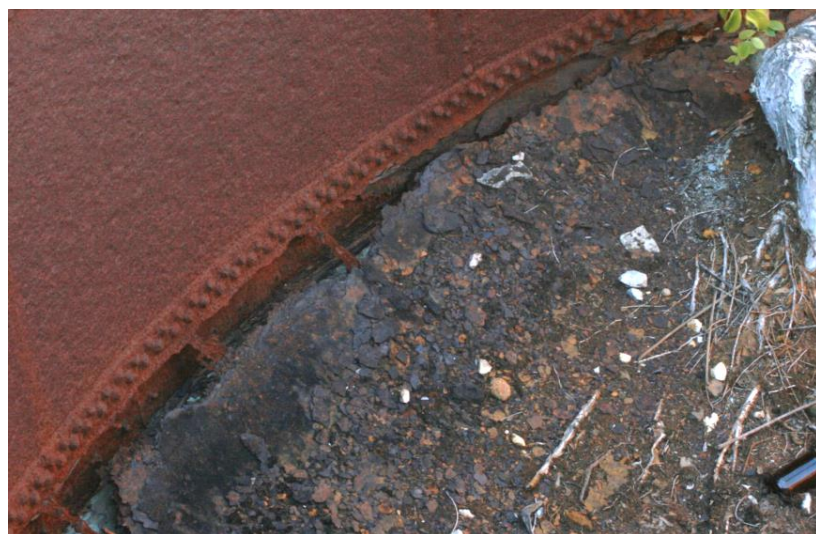


Figure 48. *Viewed from above, the corrosion of the tank floor at the connection to the tank walls is very apparent. There is vegetation growing in the rust and debris on the floor of the tank.*



Figure 49. The corrosion of the upper horizontal tank lip appears more advanced than corrosion of the vertical surfaces.



Figure 50. The arch brickwork of the western window has moved and one brick has been crushed.



Figure 51. This brickwork crack is moving vertically downwards and is apparent on the inside of the brickwork as well.

5.3 Other features

A number of other features and elements were identified on or in the ground within the Loco Siding area. These are:

- The circle of brick/concrete at ground level which is the top of the wall of the turntable pit;
- The concrete slab pier on the north side of the turntable pit;
- The large concrete slab pier on the southern side of the turntable pit, outside of the fence within the side road;
- A concentration of coal ash in the soil in the vicinity of the location of the ash pit; and
- Scatters of old rail and remains of railway fence lines.

The turntable pit and concrete piers are related items, with the concrete piers supporting the railway track where it crossed over the edge of the pit.

5.3.1 The Turntable Pit

The turntable was a 15.4 metre (50 foot) diameter railway turntable, comprising a central iron or steel bridge revolving on a central pivot and an outer circular rail. In this case, the turntable was specifically for the purpose of reversing the direction of locomotives and a single line of track approached the turntable from the northern side. A short length of track is shown on drawings on the opposite (south) side, provided as an end siding for flexibility on working the locomotives on and off the turntable.

The turntable bridge is missing and the pit has been filled with soil to its uppermost level, leaving only a circle of bricks and concrete visible in the ground. (Note that, on some occasions, the pit floor was on ground level, with the track set on an embankment.) Consequently, it is unknown what remains within the pit. Typically, turntable pits had a slightly concave conical concrete floor with the pivot bearing in the centre and an outer circular rail, which may be located on the floor or may be located on a step on the outer wall. Figures 55 – 57 below illustrate different arrangements of turntable pits used within the NSW railway system.

To support the weight of the locomotive, the railway track at the edges of the pit was supported by sturdy piers. At Byron Bay, these piers are of mass concrete, approximately 2 metres long and 30 cm thick, with the height above present ground level indicating that the track was carried on an embankment which has subsequently been removed.

Figure 52. The turntable pit is visible as a circular outline in the ground between the two concrete piers. (Source: Nearmap)



Figure 53. The northern concrete pier is largely buried in the ground.



Figure 54. The southern concrete pier has been left standing, with the soil excavated from its southern side to form the present side road. It has been colourfully painted.





Figure 55. The turntable at Crookwell, NSW demonstrates one of the simplest arrangements (Flickr – J Webb)

Figure 56. The Turntable at Armidale Station (Flickr – Dermis50)



Figure 57. The Turntable at Cooma (Flickr - highplains68)

5.3.2 Possible Ash Pit

An ash pit is shown on the plans of the Loco Siding, below the centre of the rail siding track adjacent to the water tower (See Figure 18). Ashes were typically hot and were characteristically dropped into a brick-lined pit excavated below the railway track, between the rails. The size of the pit varied according to the typical size of engine being serviced and the frequency of use. At Byron Bay, there was no obvious evidence of a brick structure visible at ground level, although there was a distinct concentration of coal ash observed in the location shown on the plan. The ash pit may have been removed; it may be buried.

5.3.3 Coal Stage and Stockyard

The Coal Stage and Stockyard were timber structures constructed above ground but which relied upon posts and timber piers. Some evidence of the former locations of these structures may be identifiable through subsurface evidence of the former location of postholes.

5.3.4 Well, Pumphouse and pipework

Early plans of the water supply arrangements at Byron Bay indicate that the first water supply was obtained from a well located approximately half way between the water tower and the western edge of the railway track formation (Figure 42). The pumphouse was located approximately halfway between the well and the water tower. Later drawings and photographs indicate a different pumphouse, located further east. The pumphouses are unlikely to have left much residual evidence, being above ground buildings, but the underground pipework and some evidence of the footings for the boiler and pump may still be in place.

5.3.5 Scattered artefacts

In the general area of the loco siding, various items of railway origin were noted as scattered artefacts. These included a collection of old rails sitting on the ground, pieces of rail used as fence posts and odd pieces of track furniture. No obvious evidence of the coal stage was observed, nor was evidence of any other structure, such as the stockyards and races or the pump house or well. Local oral history suggests that the well did exist and was visible until the mid-twentieth century; after which it was covered¹¹.

¹¹ Pers comm: Brian Parkes – ‘The Green Frog’ driver/ custodian 31/05/2018

Figure 58. A small pile of old rails lying in the bush, now very corroded.



Figure 59. A small section of fencing constructed with pieces of old rail. It is impossible to determine the age and origin of this fence.



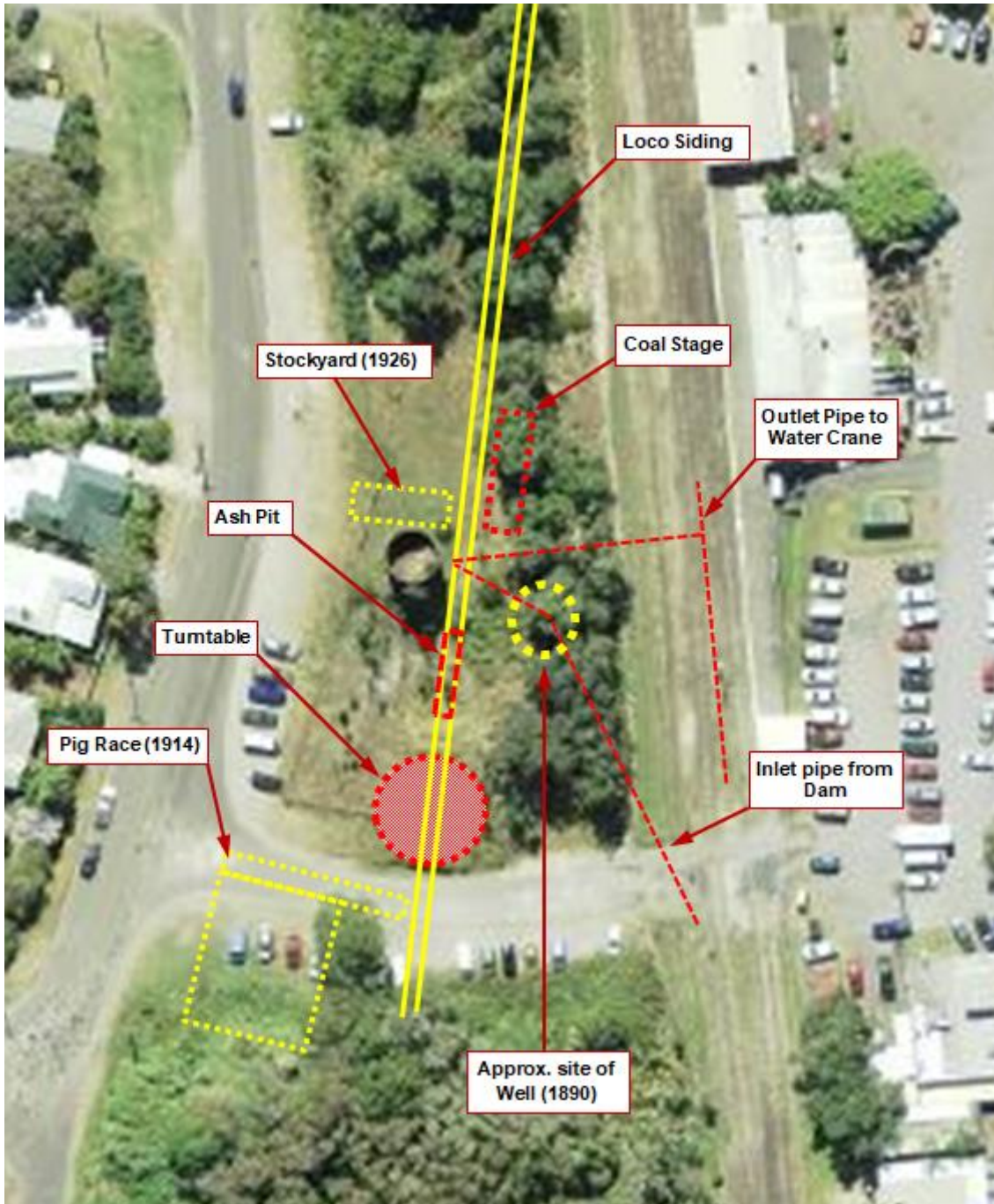


Figure 60. *Overlay plan showing the location of former structures and elements within the Loco Siding area at Byron Bay Railway Station.*

6 HERITAGE SIGNIFICANCE

6.1 Byron Bay Railway Station

6.1.1 Existing Assessments

State Heritage Register

The Byron Bay Railway Station is included on the State Heritage Register (SHR) as *Byron Bay Railway Station and yard group* (Item 01107). The Statement of Significance provided in the SHI Database is:

Byron Bay station group is a coherent group of railway buildings with good detailing and containing a number of unusual features including the round water tank on a brick base and the railway hotel attached to the station building. The station building is an excellent example of the timber standard roadside type and the location of the station and residence in the main street of Byron bay contribute in a significant way to the streetscape of the town. The water tank is one of two tanks of this design known to survive and is therefore of high significance.

State Agency Heritage and Conservation Register

The Byron Bay Railway Station is included on the Country Rail Network (CRN) Heritage and Conservation Register as *Byron Bay Railway Precinct* (Item 01107). The Statement of Significance provided in the SHI Database is:

The Byron Bay station building is a significant representative example of a timber, standard roadside station building. It is an elegant and aesthetically significant building with a notable platform awning and decorative veranda awning to the roadside. The circular water tank is a rare example of its type and probably one of only four remaining water tanks of this type in NSW.

Local Environmental Plan

The Schedule 5 (Heritage Items) of the Byron Bay Local Environmental Plan 2014 contains two items relevant to the heritage values of Byron Bay Railway Station. These are: *Byron Bay Railway Station* (Item I078) and *Byron Bay Railway Precinct, Byron Bay Conservation Area* (Item C004).

The Statement of Significance provided in the SHI Database for *Byron Bay Railway Station* is:

Byron Bay Railway Station is one of the two substantial stations opened on the Tweed Railway in 1894. It remains largely intact with original exterior features. Located in the centre of the modern day commercial area it is pivotal to the cultural landscape of the town and to the identity of the town centre. It lies on the East-West axis of the town centre at the edge of the Railway precinct group, which takes its name from this building. It is one of the few intact historic timber buildings, together with the former Post Office and School of Arts in the same group.

The Statement of Significance provided in the SHI Database for *Byron Bay Railway Precinct, Byron Bay Conservation Area* is:

The place is a group of modest civic buildings and landscape elements, which help define both the historical antecedents and the locus of community activity in the township of Byron Bay. Its current elements together form an unbroken link with the first settlement of the township.

Although the passage of years has wrought cosmetic changes to the area (such as some kerbing and guttering, road sealing, footpath, public toilet and telephone installations) and renovations to many of the buildings, the character of the location remains intact, despite progressive redevelopment of the remainder of the township.

The landscape remains an open area, from the central point of which all but one element can be seen. An aesthetically pleasing aspect of the landscape is that the area contains only one building of two storeys (The Community Centre), on the eastern perimeter.

Byron Bay Railway Station CMS¹²

Weir Phillips Heritage Pty Ltd undertook a re-assessment of the heritage significance of Byron Bay Railway Station in 2017 as part of the preparation of a Conservation Management Strategy for the site. The Statement of Significance for the Byron Bay Railway Station produced in that study was:

Part of the site in Railway Park is noted as potentially being of importance to the Arakwal Family group as a contemporary meeting place.

Byron Bay Railway Station and yard group is historically significant to the town of Byron Bay and also as being part of the former Tweed Railway line. The Railway Station and yard group is an important piece of transport infrastructure provided support to the region and aided the growth of several key industries including shipping, farming, timber, food production and tourism.

Aesthetically the building is noted as being part of a cohesive group located to the centre of the town. Its role as an important piece of transport to the region would result in the building and surrounding having landmark significance and would have undoubtedly be held in high esteem by the local community. The social significance of the railway station would also extend to former regular users of the line, as well as for the agencies and personnel in charge of its operation. It is also considered that the unique formation of the Tweed Railway line would be significant for rail enthusiast and local historians.

The station building is noted as being a representative example of timber framed, weatherboard clad roadside station group. The design of the building was a standard design with many surviving examples.

The water tower, which was constructed by William Mitchell, builder of the station, is also noted for its decorative brick work and is believed to be one of two surviving water towers of its type. It is also considered that the area surrounding the water tank has archaeological potential as the location of the former siding and turntable.

The significance of the group has been reduced by the cessation of use as a railway station and train services.

In relation to the Water Tower, the following specific statements in relation to the individual criteria were made:

Aesthetic Value: The water tank is noted for its decorative brick work which is believed to be one of two remaining buildings of this type in NSW.

¹² Weir Phillips Heritage | *Byron Bay Railway Station – Former Countrylink Ticketing Office Building | Conservation Management Strategy*; Report for Byron Shire Council, 2018.

Research Value: *The area surrounding the water tank is considered to have archaeological potential as the former siding and turntable were located in close proximity to the structure. If it is still present, the turntable and side (sic) may yield further information regarding the use and technology employed during the steam era.*

Rarity: *The design of the base of the water tank is noted as being rare and considered to be one of two surviving water towers of this type in NSW.*

Representativeness: *The water tower is an outstanding example of its type.*

Within that study, an assessment of the relative heritage significance of the components of the site was undertaken. The Water Tower was the only element given an 'Exceptional' rating. Exceptional is defined as:

Exceptional: *elements identified as being of exceptional significance include those which are rare or outstanding in their own right and/or are fundamental to demonstrating the significance of the site. These elements will usually display a high degree of integrity.*

The research undertaken for this report did not take account of the research and information provided in the report on "Railway Watering Facilities" report prepared by Extent Heritage in 2016. Consequently, the information provided is imprecise in regard to its historic design context and the nature and extent of comparative examples. These aspects of the assessment of the significance of the water tower are provided in detail in the following section.

The Byron Bay Draft Conservation Management Plan 2018¹³

Associated with the preparation of this Statement of Heritage Impact, Extent Heritage was commissioned to prepare a Conservation Management Plan (CMP) for the Byron Bay Railway Station, incorporating the work already undertaken by Weir Philips and others. Having regard to the various pre-existing Statements of Significance, the following is provided in the CMP as a succinct statement of the place's cultural heritage values:

Byron Bay Railway Station and Yard Group is historically significant to Byron Bay and as part of the former Tweed Railway line. The Railway Station and Yard Group is an important piece of transport infrastructure which provided support to the region and aided the growth of several key regional industries, including shipping, farming, timber, food production and tourism.

Aesthetically, the station forms a cohesive group located in the centre of the town and its forecourt has traditionally functioned as a civic centre for the town. It has landmark visual and social significance and is a key element in a group of historic timber buildings in the main street of the town, together with the former Post Office and School of Arts in the same group.

The Railway Station building is a significant representative example of a timber, standard-pattern roadside station building. It is an elegant and aesthetically significant building with a notable platform awning and decorative veranda awning to the roadside. The water tank is a rare surviving example of its type in NSW.

¹³ Extent Heritage; *Byron Bay Draft Conservation Management Plan 2018*; report for Transport for NSW.

6.2 Water Tower

The Water Tower features prominently in the existing assessments as an important and rare element of the railway precinct. At the time that steam engines provided to primary form of locomotive traction, water tanks, usually elevated, were provided for the locomotives. There are several types of water tank used on the NSW railway system, depending on the era, local conditions and the economics of the individual lines. No estimate of the total number of water tanks erected in NSW has been attempted but, based upon existing knowledge, it would in the vicinity of two hundred.

The water tower at Byron Bay is a circular steel tank on a brick tower. This type of water tank was built between 1892 and 1898 only and had two variants, the early, more elaborate type with storage provided within the brick tower and the later, plainer type with no intended use of the tower interior. Twelve of the first type, including Byron Bay, were built and six of the second type¹⁴.

Of these eighteen water towers, most have been demolished following the cessation of the use of steam locomotive engines in the 1960s and the closure of many branch lines. Byron Bay, Murwillumbah and Meranburn are the only three of the type still surviving in NSW, with Murwillumbah the only surviving example of the later, less elaborate type.

Consequently, the Byron Bay Water Tower is a rare surviving example of its type. The type was, though, only built in relatively small numbers and cannot be described as representative of railway tanks generally. Of the three survivors of the type, Byron Bay is the most prominent in relation to its urban context, where it is a minor local landmark within the township of Byron Bay. Murwillumbah is located away from the centre of town and is obscured by vegetation. Meranburn is located many kilometres from the nearest township (6 km west of Manildra) in an isolated context.

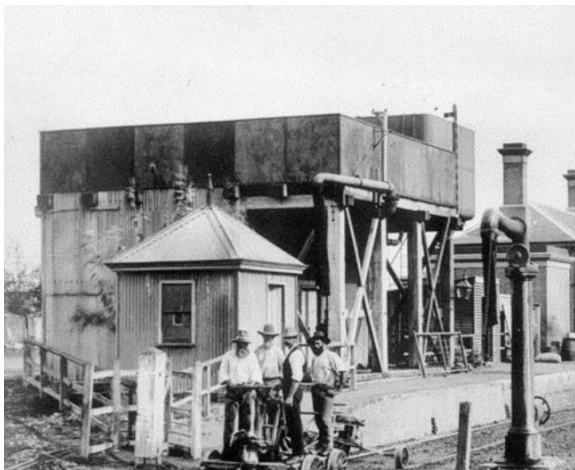


Figure 61. *Early type rectangular railway water tank (l) and the later, more common type of railway water tank (r) (Source: Watering Facilities Report op cit)*

¹⁴ "Watering Facilities – Country Regional Network - Heritage Planning and Conservation Planning Report" prepared by Extent Heritage Pty Ltd for John Holland Rail; 2016.

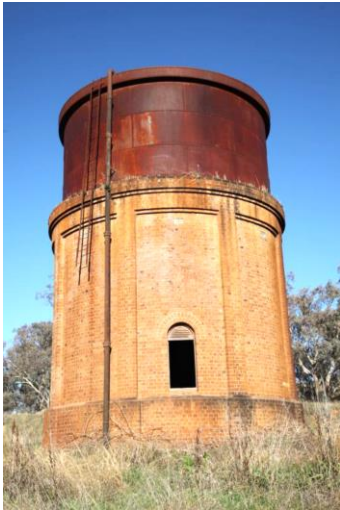


Figure 62. Meranburn (l) and Murwillumbah (r). (Source: Watering Facilities Report op cit)

6.2.1 Water Tower - Summary statement of significance

The Water Tower at Byron Bay is a rare surviving example of a type of standard railway water tank used by the NSW Railways. The type of tank was only built for a short period in the late nineteenth century in relatively small numbers and is not representative of railway tanks generally. Of the eighteen of the type built, Byron Bay is one of three survivors and one of two of the more numerous sub-type.

The Water Tower at Byron Bay is the most prominent of the surviving examples of its type in relation to its urban context, where it is a minor local landmark within the township of Byron Bay. It provides evidence of the early period of the operation of the Casino – Murwillumbah Railway Line, when Byron Bay was one of the larger stations on the line, with locomotive service and refuelling facilities.

6.2.2 Relative Significance Levels (CMP)

The Byron Bay Draft Conservation Management Plan 2018 provides an assessment of relative significance levels for Byron Bay Railway Station and its components. Relative Significance Levels were assessed against the following values:

Level of Significance	General Conservation Principles
Exceptional	<i>Elements of exceptional significance are key to the understanding of the place, as they represent its major characteristics and are generally original elements. They may also be rare or exceptional examples of their type. Fabric of exceptional significance must be conserved and restored. In the case of failure, fabric of exceptional significance must be reinstated using the same materials and, where possible, traditional methods. These elements should not be removed or obscured by future works. Where such elements are missing, concealed or damaged, they should be restored.</i>
High	<i>Elements of high significance are major components of the place and important to understanding its significance and development over time. These elements may include later but sympathetic additions to the place or original elements, which have been altered sympathetically. Fabric of high significance should generally be retained, conserved or restored using sympathetic methods and materials. Minor changes or alterations to fabric of</i>

Level of Significance	General Conservation Principles
	<i>considerable significance are permissible, where changes are relatively minor, fabric is not obscured and changes are reversible.</i>
Moderate	<i>Elements of moderate significance have some heritage value but are not key components to understanding the place or its significance. This may include later, introduced fabric or elements in poor or modified condition, which cannot be reasonably conserved. Fabric of moderate significance may be altered if necessary provided such alteration does not compromise the overall significance of the heritage item.</i>
Little	<i>Elements of little significance are minor components of the site, elements which have been altered over time or which make little contribution to the significance of the place. They may include items such as fittings and fixtures which have been changed many times over the life of the item. Fabric of little significance may be altered, removed or replaced as necessary, but such actions should not damage or obscure fabric of higher significance.</i>
Intrusive	<i>Intrusive elements are those later additions to a site which obscure or compromise elements of the site's significance. Such elements are not sympathetic to the site and may obscure the understanding of the place. Wherever possible, intrusive elements should be removed and replaced (if necessary) with new elements which are sympathetic to the place. New intrusive elements should not be introduced to a place.</i>

These five levels of significance were applied to the various individual elements of the Loco Sidings Area:

Precinct	Element	Significance
Loco Sidings Area	Water Tower	Exceptional
	Turntable	Little
	Landscape and plantings	Little

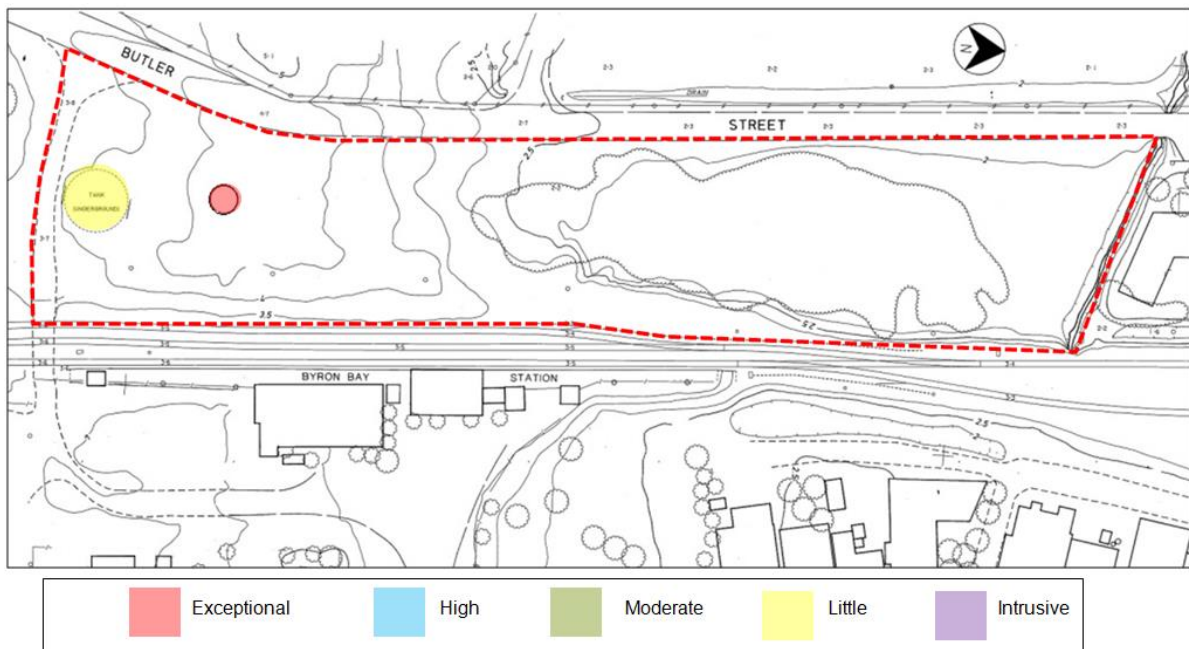


Figure 63. Loco Sidings Area Precinct – Significance of Elements, as assessed in the CMP. The two physical elements are the Water Tower and the remains of the Turntable

6.3 Significance of Other Elements

The other elements within the former Loco Siding area are the possible surviving evidence of the ash pit, the coal stage, the stockyards and any surviving evidence of earlier water supply arrangements.

The presence of an ash pit and coal stage within the area of the works is shown on plans but the nature and extent of any remaining evidence of these structures is unknown. The coal stage was a timber structure standing on timber posts and is likely to have been completely removed at the time of its demolition. Similarly, the stockyards and races were timber structures standing on timber posts and are likely to have been completely removed at the time of their demolition.

All of these elements are relatively common throughout the NSW Railway system and are generic to steam-locomotion world-wide. Stuart Sharpe's study of railway structures in NSW in 1984 counted 139 sites where turntables were installed in NSW, with several sites having multiple turntables. Of these, at least 93 were extant in 1984. Similarly, ash pits were placed at every locomotive service point within the NSW network. In 1984, over 58 were identified as still existing. Sharpe identified over 50 coal stages in NSW, with 24 surviving in 1984 (however, few of the latter are likely to still exist). Over 100 stockyards were erected; in 1984, Sharpe lists 90 still in existence.

The only element for which some in-ground evidence may be expected to remain is the original well from which water was pumped to fill the water tower. It is shown in plans as being within 12 metres (40 feet) of the water tower, between the water tower and the railway lines. Local oral history suggests that it was still evident within living memory and may be buried¹⁵.

Conclusion

In view of their context as examples of generally common and generic facilities associated with steam locomotion, the elements discussed above have heritage value primarily as part of an assemblage of railway elements in a local context, rather than as individual items. These elements, if any evidence was found to be present, are of low heritage significance individually and their value is largely as complementary elements to the Water Tower. At Byron Bay, these elements are, at best, surviving only in remnant form, if at all.

The Conservation Management Strategy report prepared by Weir Philips provides a suggestion that:

“the turntable and site may yield further information regarding the use and technology employed during the steam era.”

In short, there is little information that any evidence of the turntable, coal stage, ash pit or any other evidence of the Loco Siding could provide, as these technologies are well known, well-documented and are still in use in some parts of the world. The modern practices associated with the operation of “Heritage Trains” are themselves little different to the traditional approaches, methods and technologies associated with steam railway locomotion.

¹⁵ Pers comm: Brian Parkes – ‘The Green Frog’ driver/ custodian 31/05/2018

7 PROPOSED WORKS

7.1 Scope

The proposed works which are the subject of this report are the clearing of vegetation within the affected area and the construction of roads and vehicular parking areas to provide a bus and coach terminal, with a waiting platform, canopy shelter and amenities building.

The affected area is the strip of land on the western side of Byron Bay Railway Station, between the railway track area and Butler Street. In general, only the southern half of this area is proposed to be impacted, south of the alignment of the intersection of Butler Street with Somerset Street.

The proposed works include two road elements. A new roundabout will be created at the intersection of Butler Street and Somerset Street, which will include a new exit on the eastern side into the railway land. This will turn southwards to pass a straight waiting platform area, after which it reverses direction in a loop and returns to the intersection/roundabout to exit the railway land. Between this road and Butler Street, north of the loop, a short turn-in from Butler Street will loop northwards past a small group of short-term parking bays and a drop-off zone before returning to exit at the roundabout.

The proposed waiting platform will be a concrete paved strip approximately 2.5 metres wide and 65 metres long between the new roadway and the western edge of the railway track area between the railway platform and the proposed bus terminal. A canopy roof will cover part of this platform. At the south end, the platform will ramp down to meet ground level at the present side road. A second canopy will be erected over the drop-off zone. A small amenities block will be erected at the southern end of the bus terminal, opposite the turning circle.

The designs of the canopies will adopt the following features:

- The design geometry and profile of the canopies reference the angles and roof lines of the existing heritage station buildings;
- The design geometry reflects the proportions of a canopy of trees, helping to visually connect the vegetation to both the north and south of the site;
- Finishes include charcoal grey coloured steelwork, and 'Prodema' (timber look) composite panelling to the roof soffit lining (to soften the structure and help integrate it into the landscape);
- Columns are to incorporate a timber look insert panel, to soften their integration into the precinct;
- A patterning to the soffit lining which references the geometry of a Pandanus Palm (prolific to the local landscape). The patterning casts an intricate shadow onto the ground and helps to create the impression of a landscape;
- The canopies contains opaque sections to allow for light onto the waiting areas below (again referencing the filtered light experienced when walking through the forest);
- The perforated metal windbreak screens involve a scaled silhouette of an old steam train, creating the illusion of a life size locomotive, parked alongside the railway platform beyond. The illusion is a nod to the historic use of the site and aims to bring life back to the former railway station. The image of the train is intended to be visualised from throughout the interchange.

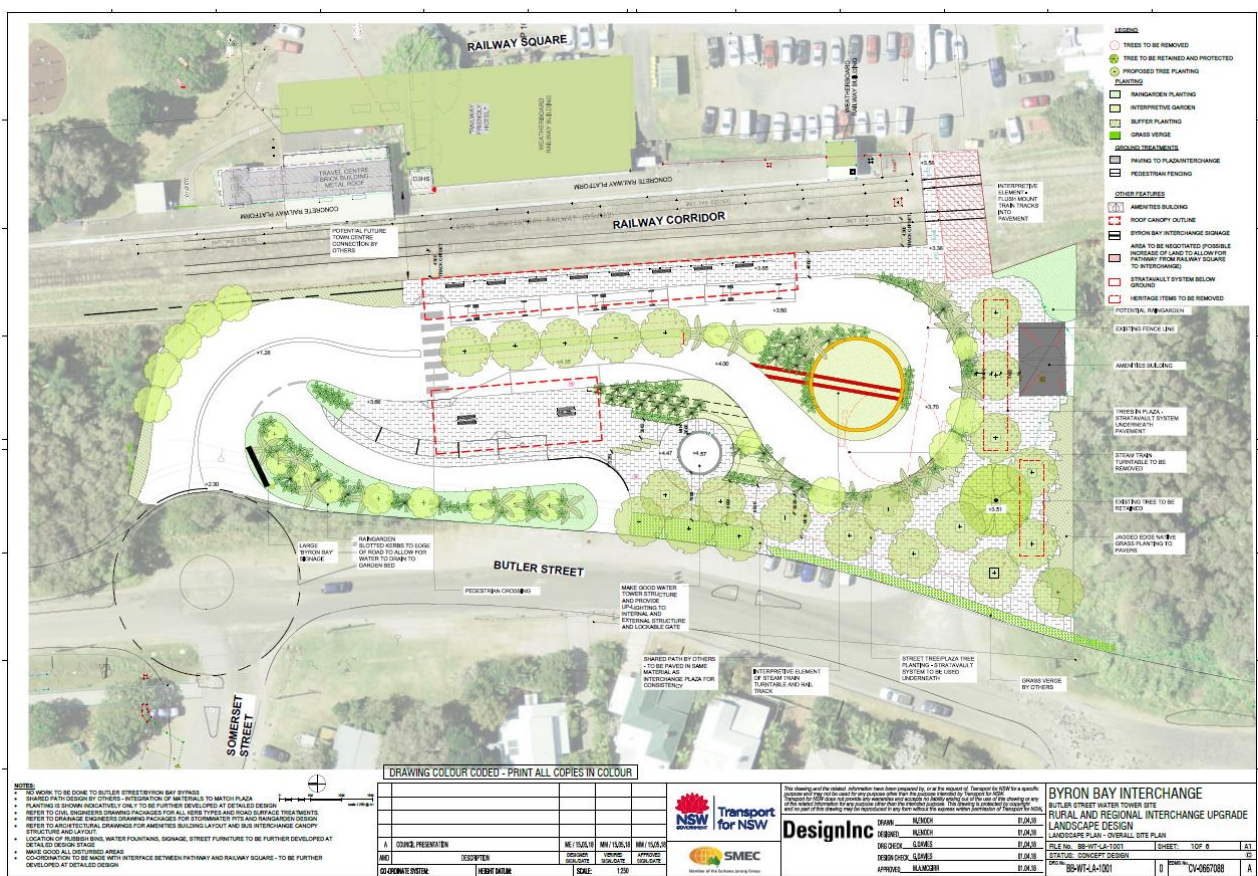
The primary features of the proposed works are shown in Figures 38 – 54 below.

7.2 Rationale

There are two primary reasons for the proposed construction of a bus terminal in this location. The first and most compelling is that the present bus terminal is on Jonson Street, on the eastern side of the railway station and is both affected by, and a cause of, significant traffic congestion, both pedestrian and vehicular, in what is the effective town centre of Byron Bay. Relocation of the bus and coach services to the western side of the railway station will be a significant contribution to improving the levels of traffic congestion currently experienced in Jonson St and at nearby intersections. The proposed location has the advantage of being in close proximity to the current bus terminal and will not require any relocation of the associated travel information, ticketing and amenities facilities.

This proposal is formulated in the knowledge of and to be consistent with the proposed future town centre bypass to be developed with a southwards extension of Butler Street. This bypass will, when built, provide a more substantial carriageway and will have a more modern form and arrangements than the current roads, which have evolved from lightweight local facilities. In this respect, the future Butler Street roadway and its intersections will be better suited to the operation of larger coach services. The town centre bypass will also provide a better entrance and exit route for buses and coaches operating to and from Byron Bay.

A supporting motivation is that this land is currently unused and has become overgrown with invasive species and weeds over the past two decades. It has also had a history of both illegal garbage dumping and 'bush' camping. The use and activation of this area would address what is currently a problem area within the town environs.



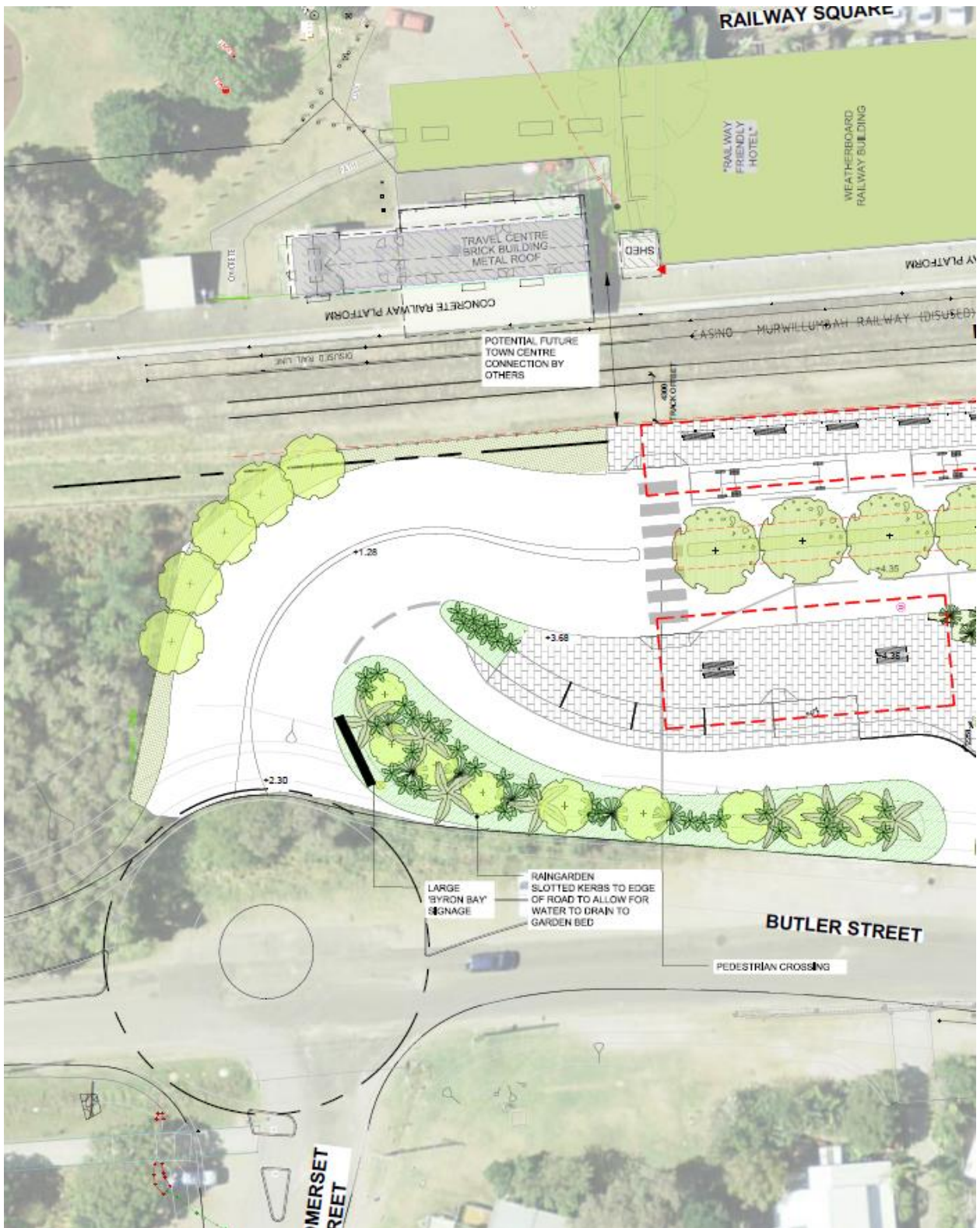


Figure 65. Detail (northern end) of the layout of the proposed Bus Terminal, showing the entry and exits from the Butler St roundabout and the drop-off area (DesignInc - SMEC).

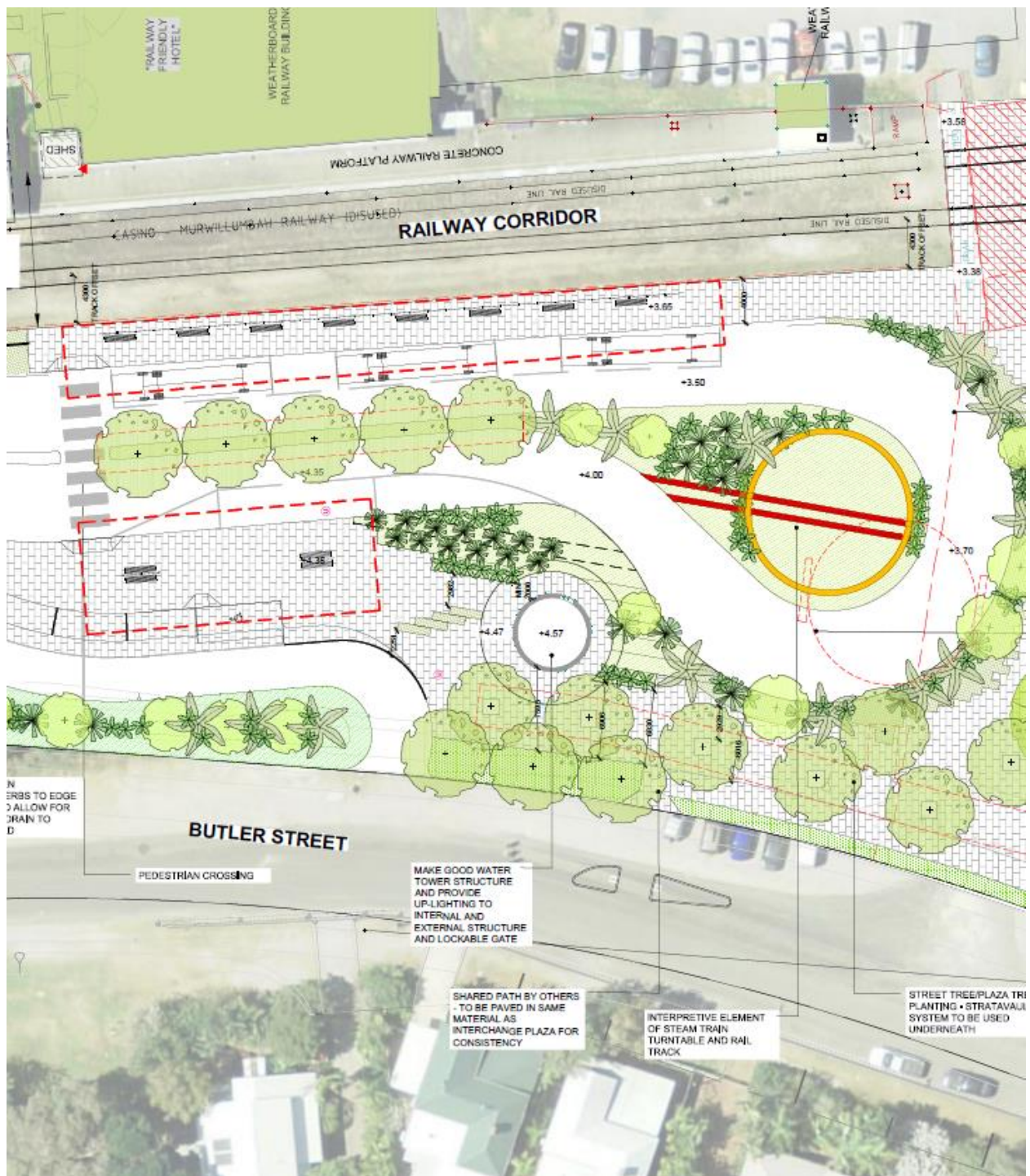


Figure 66. Detail (centre) of the layout of the proposed Bus Terminal, showing the canopies over the paved waiting areas, the roundabout and proposed landscaping and interpretation of the turntable. (DesignInc - SMEC).

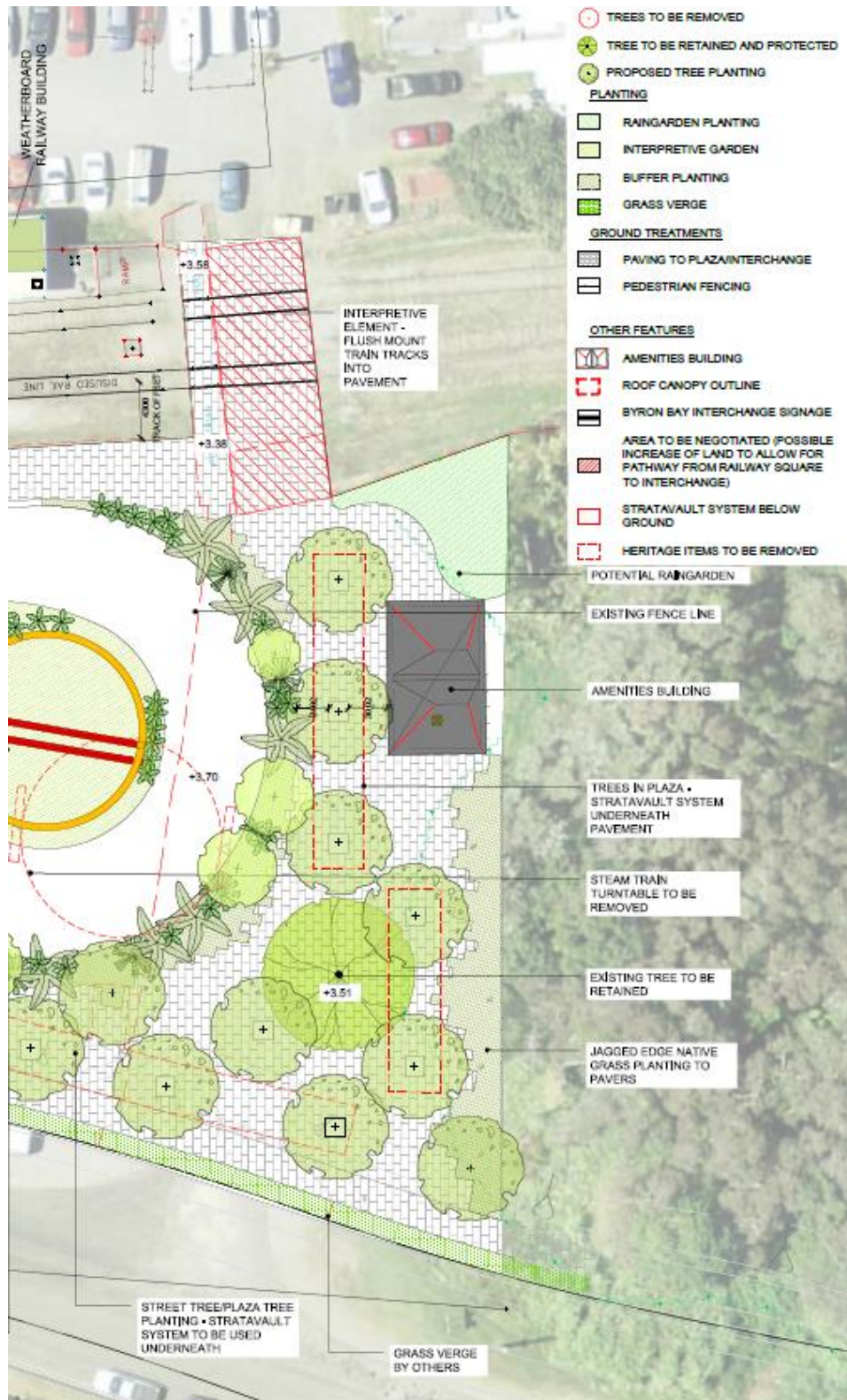


Figure 67. Detail (southern end) of the layout of the proposed Bus Terminal, showing the roundabout, amenities building and the pathway to the eastern side of the station (DesignInc - SMEC).



Figure 68. View east from centre of site to railway station (DesignInc - SMEC).



Figure 69. View west from railway station (DesignInc - SMEC).



Figure 70. View west from centre of site (DesignInc - SMEC).

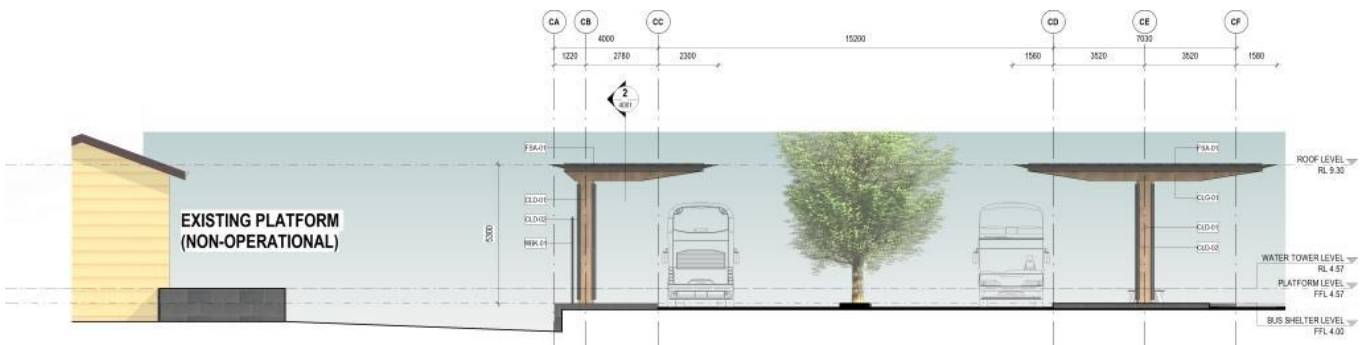


Figure 71. View south from north end of site (DesignInc - SMEC).

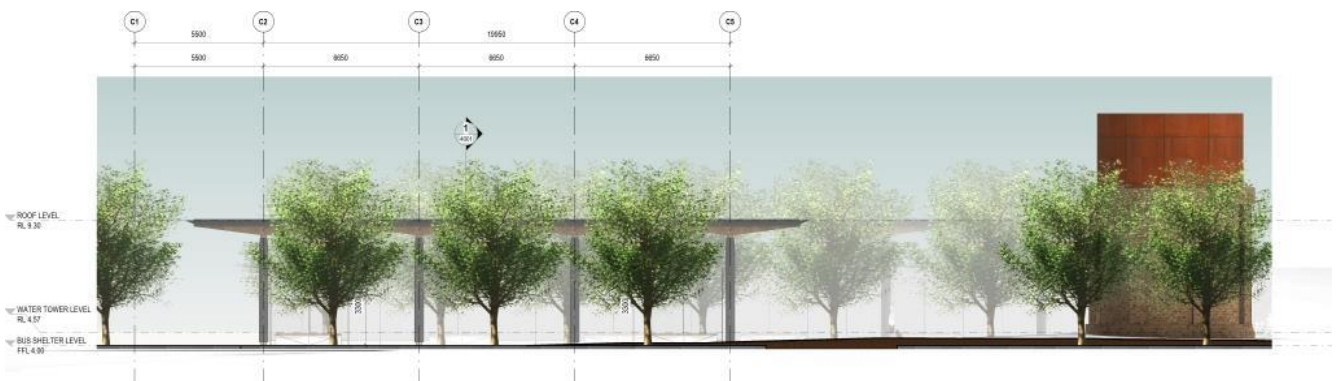


Figure 72. View east from Butler Street (DesignInc - SMEC).



Figure 73. Visualisation - View north-east of Bus/Coach Terminal – railway station at rear (DesignInc - SMEC).

Figure 74. Visualisation - View north of Bus/Coach Terminal – railway station at right (DesignInc - SMEC).



Figure 75. Visualisation - View east of Bus/Coach Terminal – railway station at rear (DesignInc - SMEC).

Figure 76. Visualisation - View south of Bus/Coach Terminal – railway station at left (DesignInc - SMEC).

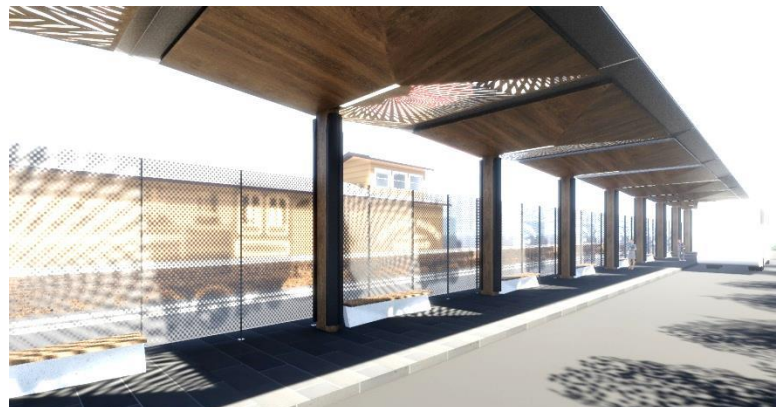




Figure 77. Visualisation
- View south of Bus/Coach
Terminal – railway station
at left (DesignInc - SMEC).

Figure 78. Visualisation
- View west to Butler
Street from Drop-off Zone
– Water Tower at left
(DesignInc - SMEC).



Figure 79. Visualisation
- View south-west from
Drop-off Zone – water
tower at rear (DesignInc -
SMEC).

Figure 80. Visualisation
- View east of Amenities
building (DesignInc -
SMEC).



7.3 The Water Tower

The proposed works will involve earth-moving and construction works in close vicinity to the water tower which, in its current condition, would be likely to be adversely affected by this activity and the associated vibrations. Also, given that the water tower will become a central feature of the bus terminal area, stabilisation of the brickwork and improvement to the safety and security of the water tower will be a necessary component of the works.

Consequently, prior to the commencement of major works, a remediation program is proposed for the water tower. This will involve the stabilisation of brickwork which is currently affected by mortar failure, vegetation growth or both; clean-up of the brickwork and the interiors, removal of loose elements and resealing the interior to prevent access. This work will have the following components:

- Remove intrusive vegetation, repair brickwork / reset loose bricks / repoint brickwork as required / re-render copings;
- Heli-bar stitching required for cracking through wall in two locations:
 - Below the cast iron pipe bearing on the brickwork (above the entry)
 - Vertical cracking at the top of the wall above the second window
- Remove graffiti / remove rubbish from tower exterior and interior;
- Remove rubbish, trees and loose rust and mud from interior of tank;
- Seal window and door openings with new wire frames, securely fixed to prevent removal and to exclude entry;
- Remove loose (40 mm) 2 inch gal pipe and other loose sheet metal; and
- Stabilise exterior (80 mm) 4 inch cast iron pipe near top of tank.

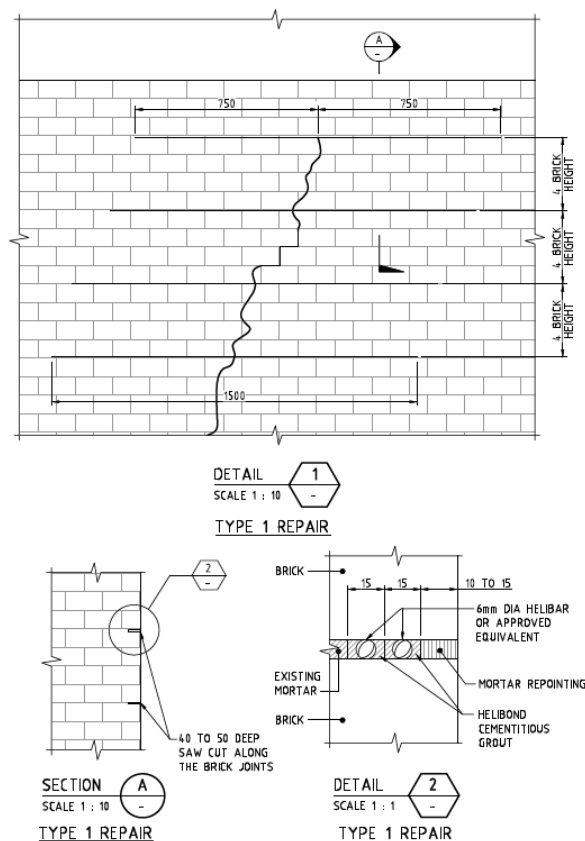


Figure 81. Areas of brickwork requiring crack-stitching (SMEC).

At present, the tank appears structurally stable, despite obvious issues associated with its physical condition. Works necessary to stabilise the physical condition of the tank without undertaking corrective works would include:

- Remove all loose scale by wire brush (do not use abrasive blasting);
- Remove any existing loose paint (nb. existing paints may contain lead);
- Treat all metal with phosphoric acid; and
- Prime and paint all metal with suitable coating system (oil based, weather resistant – expected to last ~10 years. Will require touch up).

The tower will need to be completely stabilised with a scaffold or similar. The current condition of the tank floor is not weight bearing and workers will need to be suspended from an EWP for work within the tank.

Tank Rim

The tank rim is badly corroded on the horizontal plane. Corrosion rate is estimated at 0.11mm per year (assuming the first perforations appeared in 1990). It is estimated the section loss at the rim is ~30%. A 'do nothing' option would eventually result in complete corrosion of the rim and it would become dislodged.

- Tank thickness is approximated as 6-8mm based on measurements taken on site using ultrasonic steel thickness gauge.
- Tank thickness should be adequate for bolting or welding.

Based on the observed corrosion and its location, the structural engineers have recommended the welding of discrete fin plates within the tank to stabilise the tank rim. Introduction of fin plates will also likely be beneficial in bracing the tank against lateral buckling. Welding involves the use of additional metal added to the joint and is likely, in this instance, to result in a lower level of material impact than the use of bolts through drilled holes.

No galvanic corrosion is anticipated between the two parent materials, assuming mild steel plates are used and all elements are painted at completion.

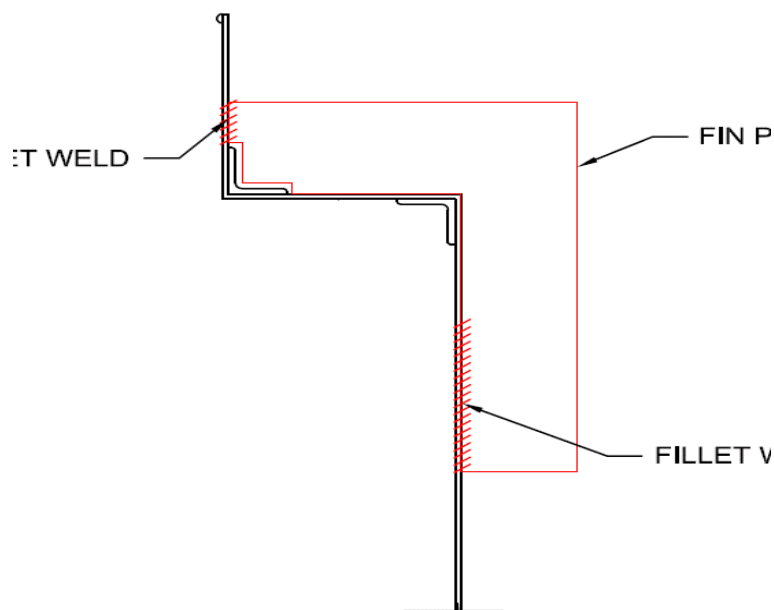


Figure 82. Rim repair option

Tank Floor Stability

The floor of the tank is effectively disconnected from the sides of the tank but is supported by the central (180 mm) 9 inch cast iron outlet pipe, with some lateral stiffness provided by the branch pipe to the exterior of the tower. This arrangement appears to be stable for the present, however, the below-ground arrangement of the pipework has not been determined and, for this arrangement to be relied upon, the lower end of the pipe should be checked for its stability in the ground.

Options for repair

- Leave floor in place and attach fin plate connection between tank walls and floor; or
- Remove floor and laterally restrain the tank –a ring beam or bracing (struts) may be feasible and will require analysis. Local strengthening of the wall may also be required and stabilising the central pipe with struts. This approach would also require investigations relating to:
 - Stability check of tank (without weight of water + organic material in the tank).
 - Hoop stresses – wind load will induce compression and potential buckling of tank. In the past the tank was in pure tension due to water pressure.

Two options for repair have been proposed.

Option 1: Leave floor in place and attach fin plate connection between tank walls and floor (2 per each radial member) using welded connections. The central pipe will need to be structurally assessed to confirm stability in its current arrangement.

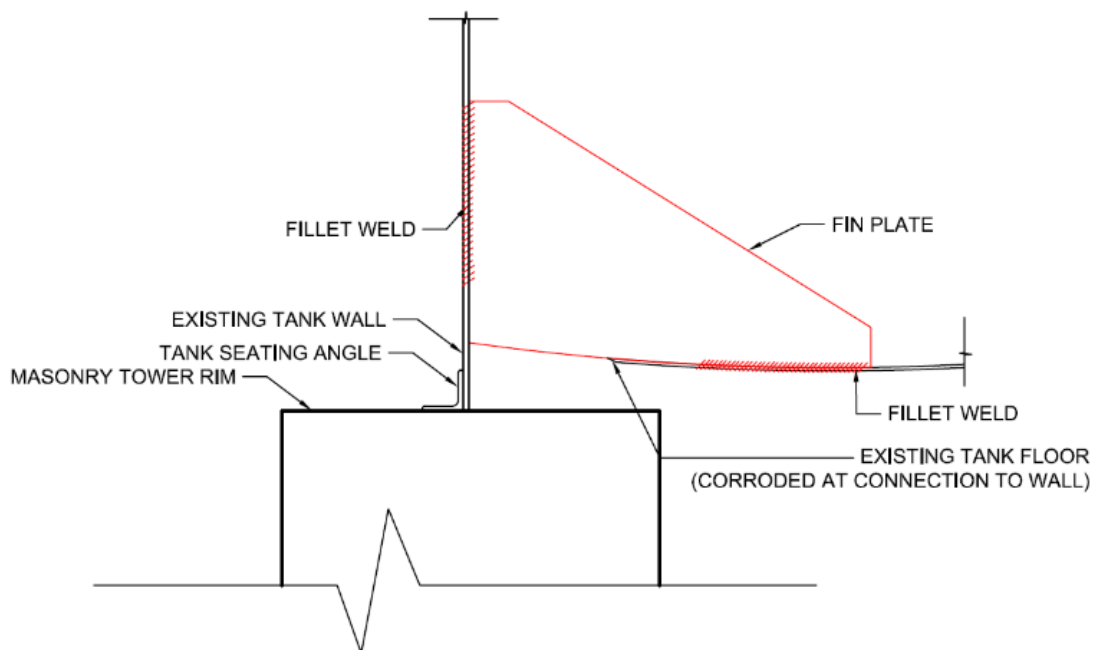


Figure 83. Tank base repair option 1

Option 2. Remove floor and laterally restrain the tank –Steel C sections are proposed to stabilise the central cast iron pipe and brace the tank walls at the base. A ring beam option may also be feasible depending on the stability of the central pipe and degree of bracing required (to be confirmed based on structural assessment).

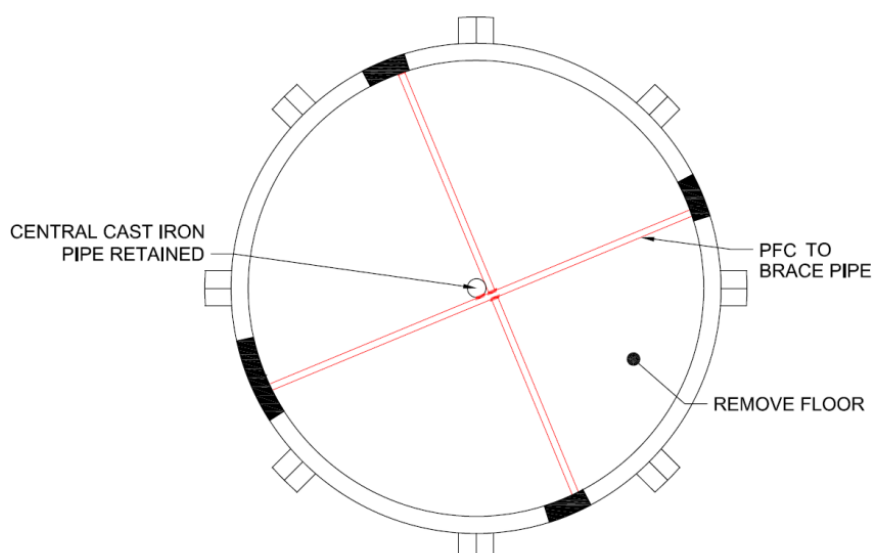


Figure 84. Tank base repair option 2

Option 1 is preferred from a heritage perspective, although Option 2 has constructability, cost and future management advantages. Option 1 is the preferred Option for this project.

Tank Drainage

The tank outlet pipe sits above the floor of the tank approximately 80 mm – 100mm which, after rain, leaves a pool of water on the floor of the tank. As the tank floor is spherically concave, this water has no means of escape and must evaporate, with consequent corrosion of the metal. In order to ensure that stormwater is directed into the drain pipe, it is proposed to install a block-out in tank. It will be necessary to determine where the current outlet of the drain pipe is located and the ultimate destination of the stormwater.

Stormwater

As the floor of the tank has separated from the walls of the tank at the tank wall, stormwater is not retained in the tank and overflows the floor into the space within the tower or runs down the tank walls onto the inner brickwork of the tower. Attention should be given to management of stormwater within the tower. The following points will need addressing:

- The brickwork at the top of the tower, inside of the tank walls, was not designed for water runoff (as it was on the exterior). Depending upon detailed inspection and assessment, the top edge of the brickwork should be rendered with a coping or a form of flashing installed to direct water runoff over the edges and down the walls.
- The inner walls of the tower are painted, however, the paint coating is in poor condition. To minimise the effects of stormwater on brickwork, this coating will be made good.
- The floor of the tower appears to be packed earth and appears to be free-draining. At this stage, no works are proposed to the floor within the tower.

These remediation works will result in a physically stable structure which will be safe for the public to be in its vicinity. These works do not propose any adaptation or alteration to the current structure. In this condition, there will be no public access into the tower and signage to this effect will be installed.

8 ASSESSMENT OF HERITAGE IMPACT

8.1 Built Heritage

Surviving Elements

The proposed bus terminal at Byron Bay will not have any direct impact upon any of the standing buildings or structures of the Byron Bay Railway Station. It is separated from the railway station buildings and the railway platform by the railway corridor and is on land approximately one metre higher than the level of the railway corridor, allowing a clear distinction between the existing redundant infrastructure and the proposed new transport infrastructure. It is in the vicinity of the significant water tower but will not directly affect this structure. Overall, the proposed transport infrastructure is broadly consistent with the existing character of the railway station environs and will reinstate the railway station area as the centre for transportation within the town.

The removal of regrowth vegetation in the Loco Siding area will return the site to its former role as part of the overall railway station precinct and will reinstate views across the Loco Siding area from either side, reinstating a key visual linkage for the town.

The proposed works in the vicinity of the water tower will require that some remedial works be carried out to stabilise the brickwork and the metalwork to ensure water tower's long-term conservation. The creation of a new level of public activity in its vicinity may lead to opportunities for its adaptive reuse or, at least, a more active interpretation of its history and significance.

The proposed works will require removal of the remnant evidence of the former turntable, primarily the two concrete piers and the brick and concrete surrounds of the turntable pit. The former are concrete monoliths which may be able to be removed as complete elements and retained for interpretation purposes in accordance with Policy 23 of the *Byron Bay Draft Conservation Management Plan (CMP) 2018*. The existence of the turntable pit is inferred from the visible ring of brick and concrete at ground level but the nature and extent of the remains of the turntable pit are unknown at this time. In view of the absence of the turntable's major element, the locomotive bridge, the removal of its vestigial remains represents a minor adverse impact.

The proposed canopy over the bus terminal loading area is a minor structure which has been designed to fit unobtrusively into the existing visual landscape. It will be a roof structure carried on steel posts and existing views will be maintained through and around it, with decorated translucent panels between columns providing some weather protection and playing a role in the interpretation for the site through the use of railway-themed silhouettes. The soffits of the roof will feature timber panelling, to reflect the timber character of the railway station buildings. The shapes, pitches and angles which form the canopy roof have been selected to be compatible with the existing angles, roof pitches and rectangular shapes of the railway station buildings and the visually-predominant materials are selected to be unobtrusive yet consistent with the timber-fabric of the railway buildings.

The second canopy over the Drop-Off Zone is similar in form and materials, yet of smaller overall dimensions, and will have a similarly minor impact upon views within and across the site. The small amenities block adopts the same design-character, with dark, plain walls and a simple skillion roof but the primary visual elements will be its timber roof soffit, timber sight-screen and feature wall on the western side. The proposed location of the amenities building is not in the vicinity of any known prior structures and is beyond the end of the railway operations area.

Possible Buried Structures

The presence of an ash pit and a coal stage in the vicinity of the water tower and turntable is shown on plans but the nature and extent of any remaining evidence of these structures is unknown. The ash

pit would typically be a brick-lined trench below the centre of the railway tracks. There is no visible evidence at ground level at present, apart from a concentration of ashy residues, but it may be uncovered upon excavation. The coal stage was an above-ground structure of which there is now no visible evidence but, upon excavation, it is possible that footings or other evidence may be uncovered. It is also possible that some original pipework for the water supply to the Water tank could be uncovered. The location of any evidence of these items within the project construction area will mean that their removal will be required.

For the purposes of the *Heritage Act 1977*, physical evidence of these structures would be classed as “material evidence from demolished buildings, works or former structures which provide evidence of prior occupations”¹⁶ and they would not generally be considered to be ‘relics’ as defined in the Act. As set out above, these elements were once ubiquitous within the railway system and their heritage significance would be as representative examples within a local context. Identification of these items during excavation would largely serve only to confirm known documentary evidence. In view of the fact that, in any case, physical evidence of these elements would be of low heritage significance, removal of these elements, if they exist, would have an insignificant heritage impact.

Conclusion

The proposed works will have a minor adverse heritage impact upon the surviving evidence of the turntable and possibly also any buried evidence of other structures but, overall, the impact upon the significant fabric of *Byron Bay Railway Station and yard group* would be negligible. The remedial works will improve the physical condition and future conservation of the Water Tower and will return it to a position of prominence within the townscape. The removal of regrowth vegetation within the Loco Siding area will reinstate views across the Loco Siding area from either side, reinstating a key visual linkage for the town. The reactivation of the area as an active public transport centre is consistent with the heritage values of Byron Bay Railway Station and will reinvigorate the vicinity as an important locality within the town.

8.2 Landscape Heritage

The loco siding area of Byron Bay Railway Station was, until the late twentieth century, a cleared area whose lack of use has seen regrowth of native and exotic vegetation over the last two decades. There are no landscape elements of heritage significance in this area. The traditionally vegetated areas, to the north up to the Byron Motor Lodge Motel and south beyond the present informal side road, will not be affected to any significant degree by the proposed works.

8.3 Curtilage

There is no proposal for change to the State Heritage Register statutory curtilage and the future development of the area will be subject to the oversight of the NSW Heritage Council.

¹⁶ *Assessing Significance for Historical Archaeological Sites and ‘Relics’* New South Wales Heritage Branch of the Department of Planning, 2009.

8.4 Views and Settings

The proposed works will not have any substantive adverse impact upon significant views into or out of the Byron Bay Railway Station site and will not, of themselves, alter the setting for the heritage buildings of the railway station further east. The Loco Siding area, in its current vegetated form, forms a visual barrier between the east and west sides of Byron Bay and the proposed works will reinstate the traditionally open views across the railway lines from east to west.

8.5 Heritage Items in the Vicinity

There are no heritage items in the vicinity, not part of the existing Byron Bay Railway Station, which will be directly affected by the proposed works. The operation of the bus terminal will, to a large extent, be similar to and consistent with the former noises and levels of activity associated with the operation of the railway station (up to 2004) and the Loco Siding (up to the 1960s) and, whilst the houses at 60 and 62 Butler Street, opposite the site of the proposed works, may be affected by the return of activity to the Loco Siding area, this is not a significant impact from a heritage perspective.

For the same reason, the heritage qualities and significance of the *Burns Street Conservation Area*, also opposite the site of the proposed works, will not be adversely affected by the return of activity to the Loco Siding area.

The *Railway Precinct, Byron Bay Conservation Area*, located east of the Loco Siding area encompassing the Byron Bay Railway Station and its eastern forecourt to Jonson Street, will not be directly impacted by the proposed works. The heritage qualities and significance of this conservation area will be indirectly enhanced by the relocation of the bus terminal to a more amenable location within the vicinity, maintaining the role of this area as the central point in Byron Bay for interurban public transport.

8.6 Non-Indigenous Archaeology

The overall non-Indigenous archaeological research significance of the site and its elements is negligible. For the purposes of the *Heritage Act 1977*, physical evidence of the former railway structures would be classed as “*material evidence from demolished buildings, works or former structures which provide evidence of prior occupations*”¹⁷ and they would not generally be considered to be ‘relics’ as defined in the Act.

There is no historical evidence to suggest that there might be any other potential archaeological evidence relating to the development of the site, which could relate to any other aspect of the site apart from its use as part of the railway station. The likelihood of finding relics of State or Local significance is minimal.

¹⁷ *Assessing Significance for Historical Archaeological Sites and ‘Relics’* New South Wales Heritage Branch of the Department of Planning, 2009.

8.7 Indigenous Archaeology

An assessment of Indigenous archaeology and potential cultural issues for this site has been undertaken as a separate report.

8.8 Compliance with CMP Recommendations

The Byron Bay Railway Station Conservation Management Plan 2018 has been prepared in parallel with this Statement of Heritage Impact, to ensure that procedural and significance outcomes associated with the Bus Interchange are acceptable in the context of the significance of the Railway Station overall.

In relation to the Loco Sidings Area, the CMP makes the following recommendations:

Policy 8

Fabric of exceptional significance must be conserved and restored. In the case of failure, fabric of exceptional significance must be reinstated using the correct materials and, where possible, traditional methods. These elements should not be removed or obscured by future works. Where such elements are missing, concealed or damaged, they should be restored

Guidelines:

- ◆ Refer to Sections 6.7 and 6.8 Graded Levels of Significance.

Policy 11

Fabric/elements of little significance may be altered as necessary but such actions should not damage or obscure fabric of higher significance.

Guidelines:

- ◆ Refer to Sections 6.7 and 6.8 Graded Levels of Significance.

Policy 14

Ongoing preservation and maintenance of original and significant fabric must be carried out using appropriate methods and materials.

Guidelines:

- ◆ Traditional materials and techniques are to be adopted in carrying out work to significant fabric. Modern equivalents may be considered where they offer substantial conservation benefits.

Policy 17

Byron Bay Railway Station no longer operates for its traditional use and new adaptive reuses are necessary. New uses should adopt transportation, civic open space and community uses as primary objectives for future uses.

Guidelines:

Loco Sidings Area

- ◆ The Loco Sidings Area is proposed to be reconstructed as a Bus/Coach Terminal. This use is compatible with the heritage values of the Station and will reinstate the 'transport' associations to the Loco Sidings Area and the station area generally.
- ◆ The development of the proposed Bus/Coach Terminal will prove an opportunity for historic interpretation media to interact with a waiting audience, which should be exploited.
- ◆ The vegetation in the Loco Sidings Area north of Somerset St is less disturbed and weedy.

It should be retained as public green space, maintained and made accessible.

Policy 18

Changes to components of the site to facilitate appropriate reuses are acceptable, provided those changes do not compromise significant aspects of the site or its buildings.

Guidelines:

- ◆ Any changes to the buildings and spaces to enable adaptation for a new use should be compatible with their historical form, fabric and character. Where a proposed use requires changes that compromise significance to a substantive degree, it should not be adopted.
- ◆ Changes to the buildings and spaces should be designed and considered in the overall context of the Railway Station and its heritage values, not just upon their immediate vicinity. These values range from the character of the area created by the size and materials of buildings, through to the open space and 'public' character of the land.

Loco Sidings Area

- ◆ The Water Tower should be repaired and conserved and interpreted.
- ◆ The vegetation in the Loco Sidings Area north of Somerset St is less disturbed and weedy. It should be retained as public green space, maintained and made accessible.
- ◆ The development of a pedestrian crossing at the north end of the Loco Sidings Area, at the Byron St alignment, is acceptable. The design of level changes and gradients on either side of the railway corridor will require careful balance of competing objectives.

Policy 24

An Interpretation Plan should be prepared to interpret the history and heritage values of the site.

Guidelines:

- ◆ A heritage specialist should prepare the Interpretation Plan.
- ◆ Identification of key historic themes, audiences and a SWOT analysis (strengths, weaknesses, opportunities, threats) should inform interpretation planning

Policy 25

Views to and from the Railway Station building from Jonson Street should not be interrupted.

Guidelines:

- ◆ The view across the forecourt of the Railway Station to/from Jonson St should be maintained as a significant view.
- ◆ Long views north and south along the railway corridor should be maintained.
- ◆ The restoration of the eastwards view from Butler St across the railway station should be reinstated, if possible

The proposed works to the Loco Sidings Area, if carried out in compliance with the project plan and recommendations of this Statement of Heritage Impact, are consistent with the policies and recommendations of the Conservation Management Plan.

8.9 Compliance with SHR Management Recommendations

Management Recommendations provided in the SHR listing report are presented below, with the relevant responses arising from this project.

Recommendation	Response
<i>Produce a Conservation Management Plan (CMP)</i>	A Conservation Management Plan has been prepared and has informed the preparation of the Statement of Heritage Impact.
<i>Carry out an Archaeological Assessment</i>	<p>An assessment of the potential for Non-Indigenous archaeology to be present within the former Loco Siding area has been undertaken as part of this report.</p> <p>An assessment of the potential for Indigenous archaeological evidence to be present within the former Loco Siding area has been undertaken as a separate project.</p>
<i>Prepare a maintenance schedule or guidelines</i>	This project does not directly impact upon any standing structures. Remedial works will be carried out to remove invasive vegetation and stabilise the Water Tower brickwork and metalwork, given the proposed activity in its vicinity. In the absence of any information regarding the future ownership and management of the Water Tower, the preparation of management guidelines or maintenance schedules for this structure is beyond the scope of this project.
<i>Carry out interpretation, promotion and/or education</i>	<p>As part of this project, an interpretive edge treatment in either pavement or landscape or both will be installed to represent where the turntable once lay.</p> <p>Signage may also be incorporated as part of the bus terminal area to provide some history of the site. This will be subject to the involvement and approval of the Byron Shire Council.</p>

9 STATUTORY CONTROLS

9.1 Heritage Act 1977

9.1.1 State Heritage Register

The *Heritage Act 1977* provides protection for items of State heritage significance that are listed on the NSW State Heritage Register, as well as for unlisted archaeological relics. Section 57 of the Act requires that works proposed for items protected by the *Heritage Act 1977* are approved by the Heritage Council of NSW or its delegates, as appropriate. 'Byron Bay Railway Station and Yard Group' has been identified as a place of State Significance and is listed on the NSW State Heritage Register. Consequently, proposed works and changes to the site need to be assessed and approved by the NSW Heritage Council in accordance with Section 57(1). The form and process for applying for Approval is set out in Section 60.

9.1.2 Standard and State-Agency Exemptions

Pursuant to Section 57(1) of the Heritage Act, the approval of the Heritage Council of NSW is generally required for the proposed development within a site included on the State Heritage Register, including works to the grounds or structures¹⁸. However, Section 57(2) provides for certain works to be exempt from requiring approval. Minor activities do not require approval under the *Heritage Act 1977*, if undertaken in accordance with the guidelines set out in *Standard Exemptions For Works Requiring Heritage Council Approval* (NSW Heritage Council, 2009). The Standard Exemptions include works relating to:

1. Maintenance and Cleaning
2. Repairs
3. Painting
4. Excavation
5. Restoration
6. Development Endorsed By The Heritage Council or Director-General
7. Minor Activities With Little Or No Adverse Impact On Heritage Significance
8. Non-Significant Fabric
9. Change Of Use
10. New Buildings
11. Temporary Structures
12. Landscape Maintenance
13. Signage
14. Burial Sites and Cemeteries
15. Compliance With Minimum Standards And Orders
16. Safety And Security
17. Moveable Heritage Items

The Heritage Council also has the power to make site-specific and State-Agency-specific Exemptions (ie Statutory Exemptions). Any works outside the parameters of the Standard Exemptions or Statutory Exemptions outlined above will require an application under Section 60 of the Heritage Act 1977 to the NSW Heritage Council. There are no current Statutory (State-Agency) Exemptions applicable to this site (Exemptions granted to RailCorp in 2013 relate to operations on active railway lines and are not applicable to this site).

¹⁸ *Heritage Act 1977*, Part 4, Division 2, Section 57.

Outcomes

The proposed works addressed in this report, being the construction of road pavements, pedestrian waiting areas and ancillary elements to create a bus terminal area, will require an application in accordance with Section 60 to the NSW Heritage Council for approval, as they occur within the curtilage of an area listed on the NSW State Heritage Register.

9.1.3 State Agency Heritage and Conservation Registers

Section 170 of the Heritage Act requires that all Government departments or agencies must maintain a Heritage and Conservation Register, which includes all property and assets owned or in the care and control of the relevant department or agency that are of State or Local heritage significance.

Under Section 170A of *Heritage Act 1977*, the relevant authority is required to provide 14 days prior notice to the Heritage Council of NSW in the event that it:

- (a) removes any item from its register under section 170, or*
- (b) transfers ownership of any item entered in its register, or*
- (c) ceases to occupy or demolishes any place, building or work entered in its register.*

Outcomes

The proposed works for the establishment of a bus terminal within the former Loco Siding area at Byron Bay Station do not trigger any actions required under Section 170A. Should the bus terminal eventually result in the sale (or transfer of ownership to another authority) of any portion of the site, Heritage Council notification will be required.

9.1.4 Relics

The *Heritage Act 1977* provides protection for unlisted archaeological relics. A relic is defined in the legislation as:

- "relic" means any deposit, artefact, object or material evidence that:*
- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
 - (b) is of State or local heritage significance.*

Section 139 (1) of the Heritage Act states that:

- (1) A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.*

Outcomes

The Loco Siding area at Byron Bay Railway Station has been assessed as having a very low potential for the presence of relics. Consequently, there are no specific requirements arising from the 'relics' provisions of the Heritage Act. Should a relic be discovered or exposed, Section 139(2) requires that an Excavation Permit be obtained before any further work is undertaken.

9.2 Byron Local Environmental Plan 2014

Schedule 5 (Heritage Items) of the *Byron Local Environmental Plan 2014* (LEP) includes several heritage items relevant to the Loco Siding area. These are listed in Section 3.1.3 above.

Clause 5.10 of the LEP includes provisions to protect heritage items within the Byron Shire Council area. Inter alia, these provisions require that Development Consent must be sought to undertake works that affect a Heritage Item or a Heritage Conservation Area identified in Schedule 5 of the LEP. Section 5.10(4) requires that Council must “*consider the effect of the proposed development on the heritage significance of the item or area concerned*”¹⁹ prior to granting consent to any development.

Clauses 5.10(5) and 5.10(6) provide that, prior to granting consent, Council may 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*”²⁰; or

“*the submission of a heritage conservation management plan*”²¹

Outcomes

This report should be provided to Byron Shire Council as part of any Development Application. However, the approval of the NSW Heritage Council under the Heritage Act is required prior to the approval of Byron Shire Council.

9.3 Byron Development Control Plan 2014

The *Byron Development Control Plan 2014* (DCP) includes a range of general objectives, standards and requirements for development within Byron Shire Council areas. Part C – Chapter C1 includes specific provisions relating to development affecting heritage items and heritage conservation areas.

The provisions of the DCP are many and varied but relevant elements include:

C1.3.1 General Streetscape Context

Performance Criteria...

- 2. The established landscape character of the locality including height of canopy and density of boundary landscape plantings must be retained in any new development.*
- 3. New developments must respect and complement the existing heritage character of the streetscape by maintaining the general scale, height, bulk and proportions of traditional and new buildings in the streetscape.....*

C1.3.3 Gardens and Landscape

Performance Criteria

- 1. The design of gardens and landscaping for development on or in the vicinity of Heritage Conservation Areas or heritage items must be compatible with the traditional character, layout and species composition of gardens and landscaping in the Heritage Conservation Areas or heritage item site....*

C1.4.4 Building Materials

Performance Criteria

¹⁹ *Byron Local Environmental Plan 2014*

²⁰ Op. cit.

²¹ Op. cit.

1. Finishes employed in new development must be compatible with the heritage significance and character of the heritage item they adjoin or of development in the street or Heritage Conservation Area....

6. Any new development on the site of a heritage item must use materials similar to or compatible with those of the original building or item.

Outcomes

The design of the future landscaping and bus waiting area canopy will need to satisfy the requirements of the Byron Bay DCP.

10 CONCLUSION AND RECOMMENDATIONS

10.1 Statement of Heritage Impact

The proposed works to convert the former Loco Siding area at Byron Bay Railway Station for use as a bus and coach terminal will take place within the statutory curtilage of an item listed on the NSW State Heritage Register. The proposed works to construct the bus terminal will have no direct physical impacts upon any significant fabric of the *Byron Bay Railway Station and Yard Group*. However, to achieve operational objectives in its vicinity and in recognition of its particular heritage significance, stabilisation and remedial works will be carried out to the remnant water tower which stands within the former Loco Siding area. The necessary stabilisation works will recover the physical condition of the Water Tower and the reactivation of the immediate area will improve and facilitate the ongoing conservation of the Water Tower in the future.

The Water Tower will be conserved and interpreted within the new bus and coach terminal and will become a prominent feature of this re-activated area. The removal of the regrowth vegetation will reinstate the traditional views across the site, relinking the two sides of the Byron Bay township, and this will reinstate the Water Tower to its former position as a prominent local landmark.

The proposed future use of the western edge of the Railway Station for a bus and coach terminal is consistent with the overall transport history and heritage of the Byron Bay Railway Station. The activation of the area for public transport activities will restore the traditional activity and civic role of Byron Bay Railway Station as a transport hub, as a link to outside places and as the cultural heart of the town.

The proposed works will have a minor adverse impact upon the surviving evidence of the turntable and any buried evidence of other structures but, as their heritage significance largely contextual, the consequent adverse impacts upon the significance of the *Byron Bay Railway Station and yard group* would be negligible. The archaeological research potential of the land affected by the proposed works is negligible and no relics are expected to be disturbed by the proposed works.

The proposed works to convert the former Loco Siding area at Byron Bay Railway Station for use as a bus and coach terminal will not have any substantive adverse impact on the heritage significance of the *Byron Bay Railway Station and Yard Group*. In many respects, the proposed works will result in a substantive benefit to the heritage significance of the Station, restoring its former role and importance.

10.2 Recommendations

Based upon the analysis and conclusions carried out above, the following recommendations and conclusions should be considered:

- This report should be provided to the NSW Heritage Council and Byron Shire Council as part of any Application for Approval under Section 60 of the *Heritage Act 1977* and any Development Application.
- The water tower will need to be adequately protected during construction works.
- Excavation works in the loco siding area should be undertaken in the presence of an archaeologist to observe and record the remnants of the turntable and possible remnants of the ash pit and footings of the coal stage.
- The bus and coach terminal and its associated landscaping should include interpretation information regarding the water tower, the railway station and the history of the Byron Bay region.

From: [PANICH, ANDRE](#)
To: [Jessica ADAMS](#); [Bernie LARIVIERE](#)
Cc: phil.warner@byron.nsw.gov.au
Subject: FW: Byron Bay Bus Interchange - consultation under the State Environmental Planning Policy (Infrastructure) 2007
Date: Monday, 25 March 2019 2:12:48 PM
Attachments: [image001.jpg](#)

Hi Jess

Please find the response to the ISEPP letter email.

Phil- Mel has now left and Jess is taking over relating to Environmental matters in the design at Byron Bay.

Thanks!

Andre Panich
Project Manager
Sydney Trains

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PO Box 533 Burwood NSW 1805
Sydney Trains is a NSW Government agency

Description: Sydney-Trains-logo



From: Warner, Phil [mailto:PWarner@byron.nsw.gov.au]
Sent: Thursday, 21 March 2019 2:07 PM
To: 'Melissa LAGINHA'
Cc: Lunney, John; PANICH, ANDRE; Holloway, Phillip; McGarry, Claire; Arnold, Mark
Subject: Byron Bay Bus Interchange - consultation under the State Environmental Planning Policy (Infrastructure) 2007

Melissa

Apologies for not responding directly in writing to you on this matter. It was an oversight on my behalf.

Council staff and representatives have been liaising and working directly with the Sydney Trains project team on all the matters you have listed below pertaining to the need for consultation.

These matters have been addressed in the Interchange detailed design and the work involved in integrating this design with the adjoining Bypass design.

I note there have been several briefings of the elected Council by representatives of Sydney Trains throughout the delivery of this project.

In response to one of those briefings in May 2018 the acting General Manager Mr Arnold wrote to Mr Lunney advising in part “ that the project was seen by Councillors as a key element of the proposed collaborative revitalization of the Byron Rail Precinct”

The support of Councillors has also been reflected in a range of public statements including a 20 February 2018 press release where Mayor Richardson said - “I thank the Minister and the Department for their commitment to getting the bypass and interchange completed in ways that meet our community’s needs and for listening and acting on our requests.” Most recently in the 20 March 2019 edition of the Byron Shire Echo, Acting Mayor Lyon is quoted as saying “the bus interchange project is a good one for Byron as it will take traffic out of the centre of town”.

In addition to feedback on the Interchange location, design and features, Council has also urged Transport for NSW to engage and consult directly with the community. This has occurred in part through the Office of Environment and Heritage approval process. Features of this process included:

- Public announcement of the project (10th December 2018)
- Advertisement of the project in local media
- Provide hard copies at Council’s Mullumbimby office
- Provide electronic copies upon request
- Install signage on site notifying people of the project.

Council understands the Interchange construction tenders are being assessed and that an announcement on a successful tenderer will now occur in April.

Regards

[Phil Warner](#) |Manager Assets & Major Projects| BYRON SHIRE COUNCIL

P: 02 6626 7165 | M: 0407 262 586 | F: 02 6684 3018 | E: phil.warner@byron.nsw.gov.au
PO Box 219, Mullumbimby NSW 2482 | www.byron.nsw.gov.au
Find us on Facebook www.facebook.com/byronshire.council

From: Melissa LAGINHA [<mailto:Melissa.Laginha@smec.com>]
Sent: Wednesday, 21 November 2018 10:44 AM
To: mark.arnold@cr.byron.nsw.gov.au; council
Cc: PANICH, ANDRE; Lunney, John; Bernie LARIVIERE
Subject: RE: Byron Bay Bus Interchange - consultation under the State Environmental Planning Policy (Infrastructure) 2007

Dear Mr Arnold,

Proposed Byron Bay Bus Interchange – consultation under the *State Environmental Planning Policy (Infrastructure) 2007*

I am writing to provide Byron Shire Council with a formal notification and opportunity to both review and make submissions in relation to a Transport for New South Wales (TfNSW) project. TfNSW is proposing to construct a new transport interchange at Byron Bay as part of the Transport Access Program (TAP).

Under the *State Environmental Planning Policy (Infrastructure) 2007*, TfNSW is required to consult with Council under clauses 13(1)(c)(d)(e) and clause 14.

This is due to the proposed works requiring

- a connection to a council owned sewerage system,
- connection to a council owned water supply system,
- installation of a temporary structure on a public space under local council management or control,
- and the presence of a local heritage item within the proposed area of works.

An environmental and heritage assessment has been prepared for the project to meet the requirements of the *Environmental Planning and Assessment Act 1979*. The proposed activities will have environmental management safeguards to a suitable standard implemented in accordance with these assessment.

Attached are the following for your information:

1. One copy, ISEPP statutory notification
2. One copy, Statement of Heritage Impact (as Attachment 1 of the ISEPP notification)

Submissions and information for this project will be considered if received within 21 days of the date of this letter. Submissions and information may be sent via e-mail (melissa.laginha@smec.com), phone call (**02 9925 5567**) or posted to **Level 5, Berry Street North Sydney 2060**.

If no written correspondence is received by the 13th December we will consider that Council does not wish to lodge a submission and we will proceed to schedule work after this date.

Please contact me if you would like to discuss this matter further on 02 9925 5567.

Kind regards,

Melissa Laginha

Experienced Scientist - Environment

T +61 2 9 925 5567

E Melissa.Laginha@smec.com

Local People, Global Experience

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From: [Bernie LARIVIERE](#)
To: [Jessica ADAMS](#)
Subject: FW: HPE CM: RE: Byron Bay Interchange ancillary approvals
Date: Friday, 8 February 2019 3:05:23 PM
Attachments: [image001.jpg](#)

Bernie Lariviere

Technical Officer
SMEC (Member of the Surbana Jurong Group)
T +61 2 9900 7150

From: PANICH, ANDRE [<mailto:ANDRE.PANICH@transport.nsw.gov.au>]
Sent: Saturday, 15 December 2018 8:21 AM
To: Melissa LAGINHA <Melissa.Laginha@smec.com>
Cc: Bernie LARIVIERE <Bernie.Lariviere@smec.com>
Subject: RE: HPE CM: RE: Byron Bay Interchange ancillary approvals

Hi Mel

Thanks for that... good to catch up yesterday!

Regarding below, there aren't any driveway crossings.. only tie ins with the Bypass, but we are capturing these in the redesign through GHD.

As for certification, I think we need to ensure the sewerage connection, and the watermain tap in need Council check, not anything else.

Thoughts?

Andre Panich
Project Manager
Sydney Trains

M 0428 323 978
Level 3, 36-46 George Street, Burwood NSW 2134
PO Box 533 Burwood NSW 1805

Sydney Trains is a NSW Government agency

Description: Sydney-Trains-logo



From: Melissa LAGINHA [<mailto:Melissa.Laginha@smec.com>]
Sent: Thursday, 13 December 2018 9:49 AM
To: PANICH, ANDRE
Cc: Bernie LARIVIERE
Subject: RE: HPE CM: RE: Byron Bay Interchange ancillary approvals

Hi Andre,

I will need to include correspondence that has been received from Council in regards to the

ISEPP as an appendix in the REF. Can you please forward me anything that has been sent to you or John directly in relation to the ISEPP?

Based on the thread below I had two clarifications:

1. Any temporary driveway crossing if the BBI is completed before the bypass should be included as a note in the REF as per the ISEPP. My understanding is there are no driveway crossings.
2. If this facility is handed over to Council, I suggest an inspection by Council certification team be undertaken incase works don't meet BCA or our standards. Does ST agree with Councils suggestion to certify the works?

Kind regards,
Melissa

From: PANICH, ANDRE [<mailto:ANDRE.PANICH@transport.nsw.gov.au>]
Sent: Monday, 10 December 2018 2:19 PM
To: Bernie LARIVIERE <Bernie.Lariviere@smec.com>
Subject: FW: HPE CM: RE: Byron Bay Interchange ancillary approvals

Hi Bernie

Just catching up and ensuring you got this memo. See yellow email below.

The main point being meeting Council Standards across the street, for Sewerage.

Andre Panich
Project Manager
Sydney Trains

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PO Box 533 Burwood NSW 1805
Sydney Trains is a NSW Government agency

Description: Sydney-Trains-logo



From: Warner, Phil [<mailto:PWarner@byron.nsw.gov.au>]
Sent: Friday, 23 November 2018 8:17 AM
To: PANICH, ANDRE; Lunney, John
Cc: McGarry, Claire
Subject: FW: HPE CM: RE: Byron Bay Interchange ancillary approvals

Andre

Just so there are no surprises.

Dean is right. I recall we had a big stoush with NSW Health and ultimately won such that they paid S64's on the new Byron Bay Hospital

It would be best to factor in payment. I'll get Dean to take you through the S64's

Thanks

Phil

From: Baulch, Dean
Sent: Thursday, 22 November 2018 4:16 PM
To: Warner, Phil; McCarthy, Stephen
Cc: Larkin, Chris; McGarry, Claire; Begovic, Jeff
Subject: HPE CM: RE: Byron Bay Interchange ancillary approvals

Thanks Guys, the quick answer in relation to the s64's is that they link to the Water Management Act that the Crown 'is not' exempt from complying with [hence the state govt was required to pay for the s64's]

Regards Dean

Dean Baulch | Principal Engineer - Systems Planning, Utilities
P: 02 6685 9305 | M: 0418 463 885

From: Warner, Phil
Sent: Thursday, 22 November 2018 3:02 PM
To: McCarthy, Stephen
Cc: Larkin, Chris; McGarry, Claire; Begovic, Jeff; Baulch, Dean
Subject: RE: Byron Bay Interchange ancillary approvals

Thanks very much Stephen - I really appreciate the help

I just need to check with Dean the difference in this case relative to the new Byron Hospital where we certainly charged S64s

Regards

Phil

From: McCarthy, Stephen
Sent: Thursday, 22 November 2018 2:55 PM
To: Warner, Phil
Cc: Baulch, Dean; Begovic, Jeff; McGarry, Claire
Subject: Byron Bay Interchange ancillary approvals

Hi Phil,

Our meeting today with representatives for the BBI found the following clause under the LG Act 1993. Given this our advice is that as part of the REF for this development that they consult with Council via you in relation to Council requirements for protecting our infrastructure (Sewer, water, stormwater). Inspections of connections to our infrastructure are recommended.

Sewer and water are to be incorporated into the REF and tender package for the trades to quote off. Designs are to meet Council standards for sewer main extension from existing main to boundary shaft. Once inside their property they will need to meet AS3500. Works inside

boundary would be self certification.

Presented plans show stormwater overflow discharging onto their land as sheet flows and not connecting to Council infrastructure. This is considered exempt from S68 as well.

Division 2 Crown activities

69 Crown exemption from approval to do things incidental to erection or demolition of building
Section 68 does not require the Crown or a person prescribed by the regulations to obtain the approval of a council to do anything that is incidental to the erection or demolition of a building.

Definition:

Crown includes any statutory body representing the Crown.

Any temporary driveway crossing if the BBI is completed before the bypass should be included as a note in the REF as per the ISEPP.

If this facility is handed over to Council, I suggest an inspection by Council certification team be undertaken incase works don't meet BCA or our standards.

Kind regards

Stephen McCarthy
Building Services Supervisor
Building & Construction

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