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## STATEMENT OF HERITAGE IMPACT



### PROPOSED LIQUID FUEL DEPOT AND SERVICE STATION – PART OF EXISTING RAILWAY LAND, HOVELL STREET, COOTAMUNDRA NSW

For: SOUTH WEST FUELS Pty Ltd  
c/o R.J. SINCLAIR Pty Ltd  
PO Box 503  
ROUND CORNER NSW 2158

Author: Trevor King

Date: August 2017

**Statement of Heritage Impact for:**

Proposed liquid fuel depot and service station  
Part of existing railway land, Hovell Street, Cootamundra NSW

**Date:** August 2017

**Reference:**

1. State Heritage Inventory: Database number: 5011976

2. Cootamundra Local Environmental Plan 2013

Locality: Cootamundra  
Item name: Cootamundra Railway Station and Yard group  
Address: Hovell Street  
Property Description: Rail corridor  
Significance: State  
Item number: 163

3. Cootamundra Local Environmental Plan 2013  
Heritage Map – Sheet HER\_005A

**Address and property description:**

Main Southern railway  
Lot 1, DP 1002942

**Prepared by:**

Trevor King Conservation Planning and Design

**For:** SOUTH WEST FUELS Pty Ltd

## INTRODUCTION

This assessment includes, but is not limited to, the following:

- \* Statutory context and heritage listings
- \* An historical outline to provide the cultural context within which the proposal will be situated
- \* An assessment of the significance of the site in relation to adjacent built heritage items and view corridors
- \* An assessment of the site's historical archaeological potential
- \* The archaeological context, impact, assessment and management strategies
- \* Analysis of the design in response to the above factors

## STATUTORY CONTEXT AND HERITAGE LISTINGS

Excerpts from primary planning instruments that are of relevance to an examination of the proposal include:

### Heritage Act 1977

The Heritage Act is administered by the NSW Heritage Branch within the Office of Environment and Heritage. The Act details the statutory requirements for protecting historic buildings and places and includes any place, building, work, relic, movable object, which may be of historic, scientific, cultural, social, archaeological, natural or aesthetic value.

The objects of the Act are:

- (a) to promote an understanding of the State's heritage,
- (b) to encourage the conservation of the State's heritage,
- (e) to encourage the adaptive reuse of items of State heritage significance,
- (g) to assist owners with the conservation of items of State heritage significance.

### Environmental Planning and Assessment Act 1979

The objects of the Act are:

- (a) to encourage:
  - (i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,

- (ii) the promotion and co-ordination of the orderly and economic use and development of land,

### **Cootamundra Local Environmental Plan 2013**

#### **1.2 Aims of Plan**

- (1) This Plan aims to make local environmental planning provisions for land in Cootamundra in accordance with the relevant standard environmental planning instrument under section 33A of the Act.
- (2) The particular aims of this Plan are as follows:
  - (a) to ensure that local amenity is maintained and enhanced,
  - (c) to identify, protect, conserve and enhance areas of environmental and aesthetic significance,
  - (f) to identify and manage the heritage resources of Cootamundra.

#### **Intent of the planning proposal**

The planning proposal seeks to amend Section 1 of the LEP to permit the development of a Service Station and Liquid fuel Depot. The design proposal would be permissible with development consent.

### **The Heritage Status of the Cootamundra Railway Station and Yard group**

The Cootamundra Railway Station and Yard group is an item of state heritage significance.

The six aspects of cultural significance that are of particular relevance in analyzing the impact of the development proposal are nominated within the SHI listing as:

SHR Criteria a) [Historical significance]	Cootamundra Railway Precinct is of historical significance as an important and early railway precinct on the Main Southern line dating from a period of rapid railway expansion in NSW in the 1870s and 1880s, and is a major location on the Main Southern Line. The station building constructed in 1888 demonstrates the importance placed on railway development in country NSW during the earliest period of railway construction in NSW, as evidenced by the quality and scale of the buildings constructed at this site. The station and yard have been continuously altered over time and demonstrate the development of a major facility to accommodate increased services and changes in technology. The barracks building is significant for demonstrating the past custom of providing resting accommodation for railway staff and as an example of a 1920s standard design.
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SHR Criteria c) [Aesthetic significance]	<p>Cootamundra Railway Precinct is a significant part of Cootamundra's townscape and is situated at the terminus of one of the main streets in the town. It includes a large railway yard that extends along a significant portion of the eastern boundary of the town. The Victorian Gothic style station building is an excellent and unusual example of a first-class station building and is an imposing structure with a landmark tower marking the entry vestibule. The platform awning is also of aesthetic significance as a large and highly ornate structure with decorative cast iron columns and brackets.</p> <p>The refreshment rooms have aesthetic significance as a modest interwar building with original detailing and fabric typical of standard railway design.</p> <p>The barracks building at Cootamundra is a utilitarian structure with few architectural refinements; however it still displays some notable features including a large brick chimney, exposed rafters, and simple but elegant verandahs on each side.</p>
SHR Criteria d) [Social significance]	<p>The site is of social significance to the local community on account of its lengthy association for providing an important source of employment, trade and social interaction for the local area. The site is significant for its ability to contribute to the local community's sense of place, is a distinctive feature of the daily life of many community members, and provides a connection to the local community's past.</p>
SHR Criteria e) [Research potential]	<p>The Cootamundra Railway Precinct as a largely intact major railway centre has the potential to provide an understanding of the early use of the site and illustrates how a regional railway centre operated in the late 19th and early 20th century.</p>
SHR Criteria f) [Rarity]	<p>Although the station building follows the general layout of a standard railway platform building, its form, style and long platform awning is rare.</p>
SHR Criteria g) [Representativeness]	<p>The site has representative significance for its collection of railway structures including the footbridge, signal box, turntable and other related items that collectively demonstrate widespread 19th and early 20th century railway customs, activities and design in NSW, and are representative of similar items that are found at other railway places in NSW.</p> <p>The 1927 barracks building, while not as significant as railway barracks at Albury, Bathurst, Goulburn, and Tenterfield, is a good example of 1920s barracks</p>

accommodation for train crews.

The footbridge is noted as the only example of its type in regional NSW.

The signal box is one of the best examples of a type O signal box in NSW, with other examples extant at Bathurst East, Gosford and Newcastle.

**Integrity/Intactness:** The station buildings have a high level of integrity/intactness and later additions have generally been sympathetic to the original design. Substantial modern awnings have been added as part of the Countrylink coach stop at the station. These have been sympathetically designed but are obtrusive in their scale.

Further to this, certain features within the heritage precinct have been included as elements of the Cootamundra Conservation Area including items:

- \* 111 The Heritage Centre in Hovell Street that is an item of local significance
- \* 164 The North gantry in Hovell Street that is an item of local significance, and
- \* 164 The Cootamundra Railway Station and Yard group that is an item of state significance

## ABBREVIATED HISTORICAL OUTLINE

The information presented below is sourced from the Local Government Area Community Based Heritage Study (Black Mountain Projects Pty. Ltd, 2010). This comprehensive study contains a detailed examination of geographic and historical influences, not necessary to duplicate here, that assists in an understanding of the development of the Railway Station Complex and is regarded by the consultant as the best informational source to provide the cultural context within which the proposal will be situated.

*The railway is the most important historical theme for Cootamundra, Wallendbeen and Stockinbingal. It is the reason for the development of these towns... (p. 92)*

*In 1887/88 Cootamundra received a new station, which is still much used after more than a century of great service to both the town and the region. Following some alterations in 1992, the station was made a major Countrylink centre for the transfer of passengers between Sydney-Albury (Daylight) XPTs and the long-distance road coaches that replaced almost all Riverina and South-West Slopes branch line trains once carrying passengers... During 1888 an engine shed was built, followed by another (larger and better?) ten years later. As the*



*town grew so did the importance of the railroad station and yard. From time to time additional ancillaries were installed at the station and/or yard – e.g. a 60ft (18m) turntable in 1910; refreshment rooms – 1918; the station footbridge – 1919... (p. 96)*

## CRITICAL ANALYSIS - VIEWS OF THE SITE IN RELATION TO ADJACENT HERITAGE ITEMS

The site under consideration is presently comprised of a run-down tennis court and vacant land areas typified by sporadically located vegetal elements. Whilst it can be seen that the site makes a positive contribution to the open space of the overall setting of the precinct, the contribution itself is assessed here as comparatively minor.



The proposal will be seen from multiple viewpoints. However the most sensitive heritage views from within the railway precinct will be from the railway station and platform awning. The images on the following page show the site from the car park adjacent to the station and from beneath the awning. In relation to the proposal's impact upon the state listed heritage items, the view from the car park will be less impactful because of the considerable distance between the respective elements, but the view from the platform awning will be clearly apparent. The site currently provides a view corridor to the railway platform when seen from Hovell Street but the viewer's capacity to appreciate the aesthetically significant elements of the station buildings and platform awning when viewed from Hovell Street are mostly obscured by the Heritage Centre and existing vegetation. The following images, viewed in conjunction, demonstrate these relationships.



View from the station car park



View of the site from beneath the awning





It is this consultant's understanding that the primary impact of the proposal will be on upon the adjacent, locally significant Heritage Centre and state significant railway awning whilst the location of the other state significant items are set back, and generally out of view from the proposed development. The site also facilitates an important view corridor in the opposite direction, from the platform back through to Albert Park. This view corridor will be retained because the open wire fencing at the rear of the proposal and the open entry points at its frontage.

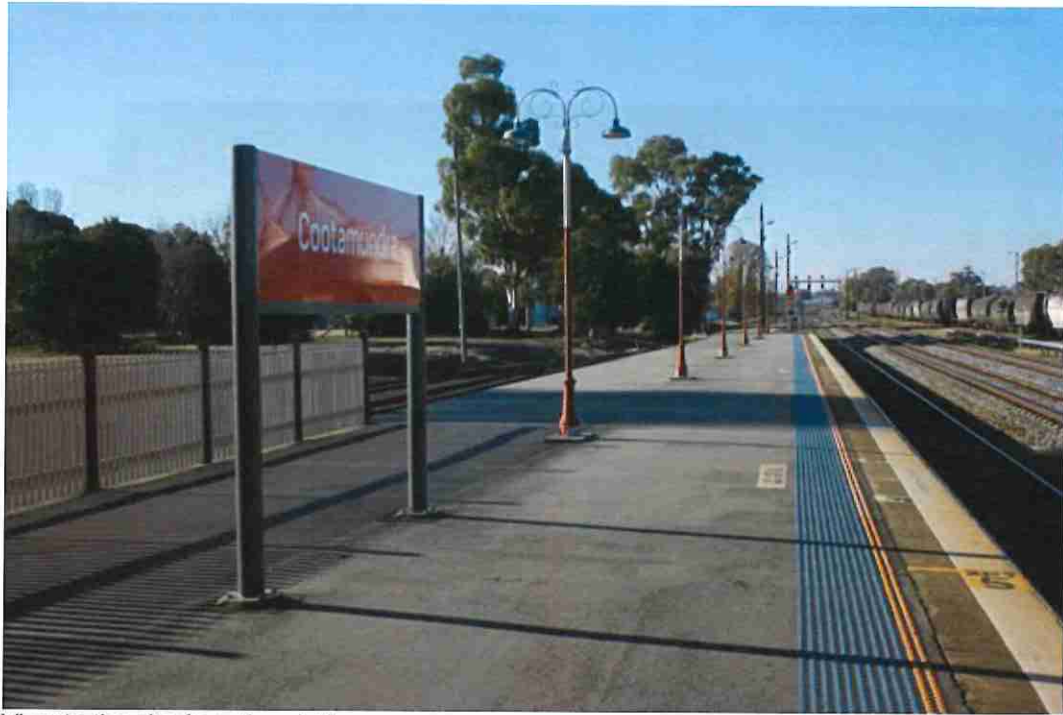






View corridor to Albert Park from the railway precinct





View to the site from the platform

## RETENTION OF VIEWS TOWARD STATE LISTED ITEMS

The station can be clearly seen when looking west along Hovell Street but it becomes much less visible when looking back east towards the station from the area of the proposed development. From this perspective, views to the station are largely obscured by the locally significant Heritage Centre, and the Arts and Craft Cottage along with established mature vegetal elements.

Therefore the primary view corridors to the station will be retained and will not be impacted by the proposed development because, as already outlined above, of the amount of the significant spatial separation between them. These relationships are demonstrated within the following images of the railway precinct when viewed from successive westerly aspects along Hovell Street.





## CONCLUSION

The critical analysis above demonstrates that the impact upon views to state listed railway station will be negligible. The impact of views to the state listed railway platform awning will be low to moderate, while the impact of views to the locally significant heritage centre will be only affected when viewed from the position shown in the image immediately above.



## HISTORICAL ARCHAEOLOGICAL POTENTIAL

### The Status of the subject area as an archaeologically disturbed site

The area of land that is the subject of this review lies within an established railway station precinct. Within this context it is reasonable to take into consideration the high degree of disturbance that would inevitably have resulted during the initial development phase associated with constructing the railway station and platform, along with subsequent urban developmental stages that have led to the present character of the site. With this in mind it is considered that the archaeological potential of the site is moderate to low.

### Archaeological management strategies

Part 6, Division 9, Section 139 (1) of the Heritage Act states:

- (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.

However, it should be noted that:

*The Heritage Act allows the Minister for Planning, on the recommendation of the Heritage Council, to grant exemptions for certain activities which would otherwise require approval under the NSW Heritage Act.<sup>1</sup>*

*There are two types of exemptions which can apply to a heritage item listed on the State Heritage Register:*

- 1. **standard exemptions** for all items on the State Heritage Register. Typical activities that are exempted include building maintenance, minor repairs, alterations to certain interiors or areas and change of use.*
- 2. **site specific exemptions** for a particular heritage item can be approved by the Minister on the recommendation of the Heritage Council.*

### Standard Exemption 4: Excavation

Standard Exemption 4 allows for minor excavation works to be undertaken without approval under subsection 57(1) of the Act where an archaeological zoning plan or management plan has been prepared in accordance with Guidelines published by the Heritage Council, and where a

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<sup>1</sup> STANDARD EXEMPTIONS FOR WORKS REQUIRING HERITAGE COUNCIL APPROVAL, Heritage Branch, Department of Planning 1999 Pages 4 and 15

statement describing the proposed excavation demonstrates that evidence relating to the history or nature of the site, such as its level of disturbance, indicates that the site has little or no archaeological research potential.

If substantial intact archaeological relics not identified in the zoning plan, or this statement, are unexpectedly discovered during site excavations the correct protocols must be followed. All work must cease in the affected area and the Heritage Council must be notified in writing in accordance with section 146 of the Act. Depending on the nature of the discovery, additional assessment and possibly an excavation permit may be required prior to the recommencement of excavation in the affected area.

To reiterate, the proposed excavation works are to occur within a site that has been highly disturbed. With all of these factors in mind, it is this consultant's view that Standard Exemption 4 can potentially be applied. If this view is contested, then an application for site-specific exemptions may be pursued as a feature of the heritage management process.

### **Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales<sup>2</sup>**

The code of practice is meant to assist organisations, such as the proponent, to exercise due diligence when carrying out activities that may harm Aboriginal objects and to determine whether they should apply for consent in the form of an Aboriginal Heritage Impact Permit (AHIP).

The code states,

*The National Parks and Wildlife Act 1974 (NPW Act) provides that a person who exercises due diligence in determining that their actions will not harm Aboriginal objects has a defence against prosecution for the strict liability offence if they later unknowingly harm an object without an AHIP.*

However, in a similar vein to the utilization of Standard Exemption 4, it is this consultant's view that the site excavations constitute a low impact activity and that any requirement to go through the due diligence process is, in this instance, an unnecessary and needlessly expensive process to impose upon the proponent especially in consideration of the following sections of the code which state,

*The NPW Regulation removes the need to follow the due diligence process if you are carrying out a specifically defined low impact activity.*

*If your activity is included in this list you are not required to go through the due diligence process. Proceed with caution, and if Aboriginal objects are later found when you are carrying out your activity, you*

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<sup>2</sup> Due Diligence Code of Practice for the Protection of Aboriginal Objects in New South Wales Pages 2 and 7

*must stop work, notify DECCW and apply for an AHIP if you intend to harm those known objects.*

*The following low impact activities are prescribed in the NPW Regulation as a defence against the strict liability s86 (2) offence.*

**Clause 80B Defence of carrying out certain low impact activities: section 87 (4)**

- (4) *For the purposes of this clause, land is disturbed if it has been the subject of human activity that has changed the land's surface, being changes that remain clear and observable.*

*Examples of activities that may have disturbed land include the following:*

- (e) construction of buildings and the erection of other structures,*
- (f) construction or installation of utilities and other similar services (such as above or below ground electrical infrastructure, water or sewerage pipelines, stormwater drainage and other similar infrastructure)*

In conclusion, the proponent will be able to exercise due diligence in regard to both the Heritage Act and the National Parks and Wildlife Act if the correct protocols, being the directives to proceed with caution and the cessation of work if relics are discovered, are followed during the process of excavation and other site works. The builder must be fully briefed on the protocols before works proceed.

## **GENERAL RECOMMENDATIONS REGARDING A SUITABLE DESIGN RESPONSE TO THE ABOVE FACTORS**

### **General context, conservation and analytical approach**

The existing context will be examined in order to further inform the analysis. Both the heritage implications and appropriateness of the draft design proposal will then be able to be assessed.

Appreciation of context involves past, present and future elements viewed in conjunction, and proposals that seek to change significant places must demonstrate a measured approach that achieves a balance between these oftentimes-competing influences.

### **Adaptations to heritage places**

Planned adaptations to heritage-listed places must ensure that the new development is compatible with the historical context, the existing physical setting and sympathetic to established heritage values. They should also respect the social context by reinforcing identity or the sense of place that has

evolved over time, along with the attachment of people to that identity. However sense of place is not necessarily a fixed entity as it too continues to evolve in response to changing natural and socio-cultural influences through time.

### The Burra Charter and the management of change

The Burra Charter, its Articles and the statement of Conservation Principles, Processes and Practice contained in the document, provide the standard for the best practice of heritage conservation. Any proposed changes to the Cootamundra Railway Station precinct must be assessed in relation to standard heritage processes and protocols that underpin heritage practice in Australia. These general practices are:

- 1.4 Conservation means all the processes of looking after a place so as to retain its cultural significance.
- 1.5 *Maintenance* means the continuous protective care of a *place*, and its *setting*.  
Maintenance is to be distinguished from repair which involves *restoration* or *reconstruction*.
- 1.6 *Preservation* means maintaining a *place* in its existing state and retarding deterioration.
- 1.7 *Restoration* means returning a *place* to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
- 1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material.
- 1.9 Adaptation means changing a place to suit the existing use or a proposed use.

The two heritage practices most pertinent to this analysis are italicized and underlined above. These practices are fundamental to the development approach that should be instituted in relation to this important heritage precinct.

Additional definitions from the Charter that inform this analysis include:

- 1.10 *Use* means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
- 1.11 *Compatible use* means a *use* which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.
- 1.12 *Setting* means the immediate and extended environment of a *place* that is part of or contributes to its *cultural significance* and distinctive character.

Article 3 advocates a cautious approach to change, typically stated as:

*“changing as much as necessary but as little as possible”.<sup>3</sup>*

The development proposal under review herein involves an interplay of conservation and adaptation processes as new uses are introduced into a state significant heritage place. The proposal is regarded as a compatible use.

With respect to managing change, built fabric that demonstrates the differing times and construction phases that have occurred during the life of a place is acknowledged as being worthy of respect. However a distinction is made between the differing degrees of significance that are present, and any changes that diminish the primary significance of the item by placing emphasis on a secondary element cannot be justified.

In relation to new work Article 22 of the Charter states:

*22.1 New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.*

*22.2 New work should be readily identifiable as such, but must respect and have minimal impact on the cultural significance of the place.*

The Explanatory Note for this section states:

*New work should respect the significance of a place through consideration of its siting, bulk, form, scale, character, colour, texture and material. Imitation should generally be avoided.*

The directive to avoid imitation is frequently used to justify changes that are uncompromising in imposing an aesthetic that is at odds with the item and do not respect the character of existing buildings. The justification that is made for such proposals is that the heightened contrast between old and new serves to emphasise the respective qualities of each. However, placing emphasis upon a secondary element is unacceptable when it dominates the character and qualities of the heritage item.

The fabric of the buildings at the Railway Station complex, in the main, continues to exemplify its original built form, although elements that were introduced at later times (the Countrylink structures) could not be reasonably described as assuming a secondary importance. It is considered inappropriate for any newly introduced fabric to draw attention to itself. This is especially the case where heritage items are of state significance.

However in this instance the dominating scale of the tilt-up concrete walls (84 metres long and 5 metres high) that are required for fire-mitigation purposes within the development proposal, along with the uncompromising modernist industrial nature of the proposed service station and ancillary

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<sup>3</sup> *ibid*



structures, mean that the aim to remain visually subservient will be difficult, if not impossible to achieve.

The main mitigating factor that will assist a successful integration of the new and old is the physical separation of the site away from the railway station. However the proposal still lies directly adjacent to the locally significant Heritage Centre and will be seen from the railway station awning.

Strategies designed to integrate the proposal into its setting may therefore require a flexible approach that accepts the imposing scale of these necessary interventions while seeking to integrate them into the sense of place of the precinct by echoing, but not directly imitating, existing aesthetic elements of the railway station complex along with natural heritage factors.

### **Conserving the existing setting**

While the proposed built intervention echoes aspects of the industrial heritage present within the railway precinct, it is the overall setting of the place that is most vulnerable to change in this instance. In relation to the setting of places the Burra Charter (2013) defines 'place' and 'setting' as,

*Place* means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions. (p. 2)

*Setting* means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character. (p. 3)

Article 8 of the Charter provides further guidance in relation to setting:

*Conservation* requires the retention of an appropriate *setting*. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the *cultural significance* of the *place*.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate. (p. 5)

### **Heritage Curtilages and the conservation of settings**

The guiding document, 'Heritage Curtilages' (DUAP 1996) provides additional guidance about the physical setting of heritage items, furnishing a means of analysing landscape or site-specific contexts. This document provides a useful understanding of the meaning of 'curtilage', and it allows us to consider the type of heritage curtilage that is present at the location.

*Heritage curtilage* means the area of land surrounding an item or area of heritage significance which is essential for retaining and interpreting its heritage significance.

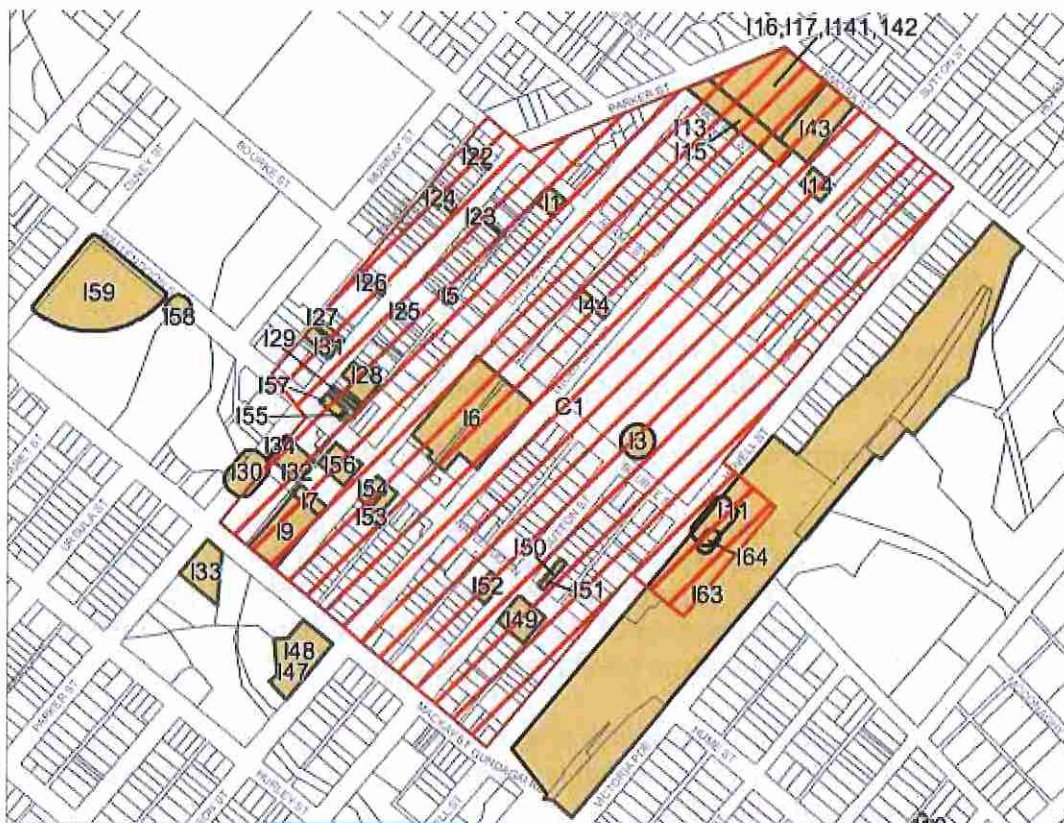
## THE CONSERVATION OF SETTINGS

*Heritage areas consist of a range of natural and built elements. They are usually not just groups of buildings. In order to conserve an area as a whole, its visual setting and character need to be maintained... The conservation objective should be to maintain the heritage area's distinct identity and 'sense of place'. (p. 43)*

Strategic planning that attempts to take account of intangible factors such as changes to the sense of place and aesthetic quality necessarily involves making value judgments that may prove difficult to quantify. In such fluid circumstances it may not be possible to achieve full agreement among all affected parties concerned with retaining the recognised sense of place. As built interventions are formulated and put into place, a helpful strategy that can be employed is to adopt a watching brief and to be prepared to adapt and respond to changing circumstances as they arise. The proposal under critical examination here needs to be viewed within these wide-reaching social, economic and strategic contexts.

## CONSIDERATIONS IN RELATION TO THE SETTING OF THE RAILWAY STATION AND YARD GROUP

In regard to the setting under consideration here, two sources of information are considered most relevant to this analysis. They are the designations provided by the Heritage Map within the Cootamundra LEP and within the State Heritage Register listing.





The specific area under consideration is adjacent to the boundary of the Conservation Area, while the Station lies within the conservation area.

The boundary of the listing within the State Heritage Register is the SRA property boundaries along Victoria Parade and Hovell Street, the level crossing crossing the tracks at Mackay Street to the south-west and a line crossing the tracks approximately 20 metres to the north-east of the end of the platform.

## Heritage Council of New South Wales



### State Heritage Register - SHR 01118, Plan Cootamundra Railway Station and yard group

Gazettal Date: 02 April 1999

0 25 50 100 150 200 Meters

Scale 1:4,000

Datum/Projection: GCS GDA 1994



#### Legend

- SHR Curtilage
- Land Parcels
- LGAs
- Suburbs
- Roads
- Railways

These factors indicate that an appreciation of the curtilage of the railway precinct is complex, being a combination of an Expanded Heritage Curtilage, wherein the curtilage is greater than the property boundary, and a Composite Heritage Curtilage, wherein elements of the railway precinct have been identified as a part of a Conservation Area. The implication here is that the setting also needs to be understood as complex, and that the impact of the proposal needs to be considered from multiple viewpoints.

### **Strategic advice from James Semple Kerr's 'The Conservation Plan'**

The Conservation Plan is a document that is widely used by heritage practitioners both here in Australia and elsewhere, providing guidance about the gathering, analysis and assessment of information that has bearing upon policy decisions pertaining to the management of heritage places and precincts and upon the writing of Conservation Management Plans.

The document advocates that a flexibility of approach be pursued, acknowledging that the achievement of balance between conservation and development imperatives is a delicate and oftentimes contested area, and frequently constitutes a negotiation between existing and unknown or aspirational elements.

*Conservation and development are not mutually exclusive objectives; they should, and can, be part of a single planning process. Conservation projects need provision for development just as surely as competent development requires an adequate approach to determining conservation policy. Developments do not take place in a vacuum but at an existing place, in existing surroundings... The precise balance is important. What is kept gives the inhabitants a sense of continuity, of identity and of stability. It provides a very necessary reassurance. What is newly-created may ensure survival, give vitality or perform a function which could not otherwise be met.<sup>4</sup>*

Kerr's advice on adaptation provides an additional context within which the proposed changes to the Railway Station Complex may be viewed.

#### *Adaptation*

*The process of adaptation introduces a sufficient degree of flexibility to the treatment of a place to enable change to be managed and still fulfill conservation objectives.*

#### *Adaptation is acceptable:*

- *where conservation cannot otherwise be achieved;*
- *where it provides facilities for a continuation of a necessary use or change of use;*
- *where the changes are the minimum necessary and do not detract from the significance of the place.*

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<sup>4</sup> Conservation Plan: A Guide to the preparation of Conservation Plans for places of European Cultural Significance, James Semple Kerr and Australia ICOMOS 2013. Introduction

*The ability to plan adaptations which have a minimal effect on significance is facilitated by the earlier assessment of a hierarchy of significance. For example, domestic and commercial structures which have parts of varying levels of significance can usually be adapted for convenient use without adversely affecting their significance.<sup>5</sup>*

In relation to Conservation Management Plans, Kerr provides a further useful frame of reference that is relevant to the method followed within this assessment of heritage impact,

*When contemplating changes to a setting, two questions can help with the decision-making process.*

**First**, *will the change, even if modified, be simply too overwhelming an intrusion upon the place to be acceptable?*

**Second**, *can the change be made compatible with the characteristics and functions that made the place significant by:*

- the choice of site, scale, form and materials of any new development within the setting and of the way it is to relate to the key elements and characteristics of the place?*
- the retention and creation of spaces that set off the key elements to best advantage?*
- the retention and creation of views and vistas to, from and between key elements?*
- the retention and recovery of links to non visual associated features that help to reinforce the meaning of the place and make it more understandable?<sup>6</sup>*

A consideration of all of the above factors has underpinned this analysis of the development proposal.

### **Management of Heritage Significance**

The statement of cultural significance for the Cootamundra Railway Station and yard group describes:

Cootamundra is a major railway complex with a variety of buildings and an unusually designed first class station building not seen elsewhere. It is of significance both in the townscape and in the development of railways. The railway yard extending for almost the length of the town along its eastern boundary is a major element in the development of the town and the station buildings are at the terminus of one of the main streets in the town. The station building and its major platform awning are of particular significance with very fine detail in both the building and the cast iron columns and brackets of the canopy. The station building has been substantially altered over its history and is an

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<sup>5</sup> *ibid* Glossary Page 30

<sup>6</sup> *ibid* Page 50



excellent example of the development of a major facility and the homogenous way in which buildings can grow. Of particular interest is the marking of the station entry with a tower over the entry vestibule. Another important feature of the site is the particularly fine awning to the branch platform with extensive use of cast iron panels and columns. This is one of the finest such awnings in the State. The other elements of the site contribute to the understanding of it and illustrate how a major railway centre operated and was developed. The site also contains a number of mature trees that provide a pleasant setting for the complex.

As previously outlined, the aspects of cultural significance that are of particular relevance in analysing the impact of the development proposal are historical, aesthetic, social, research potential, rarity, representativeness and intactness.

In response to the above classifications, the following considerations have informed the development of the proposal:

#### Criterion a – Historic significance

The established historical significance of the Railway Station structures and curtilage cannot be impacted by the proposed intervention.

#### Criterion c – Aesthetic significance

The aesthetic contribution made by the Victorian Gothic style station, refreshment rooms and platform awning may be affected by the proposal for reasons already outlined on pages 7 - 13 above.

#### Criterion d – Social significance

There is a risk that the social significance of the site, and in particular the community's sense of place, may be impacted by the proposal. It is therefore important that all reasonable measures be taken to introduce the new Service Station and Liquid Fuel Depot into the precinct in a manner that meets with a measure of public acceptance. These measures will be outlined in the analysis of the proposal to follow.

#### Criterion e – Research potential

Excavations associated with the proposed development have the potential to contribute to an understanding of the early developmental evolution of the precinct although, for reasons outlined on pages 12 – 14 above, this possibility is considered to be moderate to low.

#### Criterion f – Rarity

The rarity of the station building and platform awning will be unaffected by the proposed development.

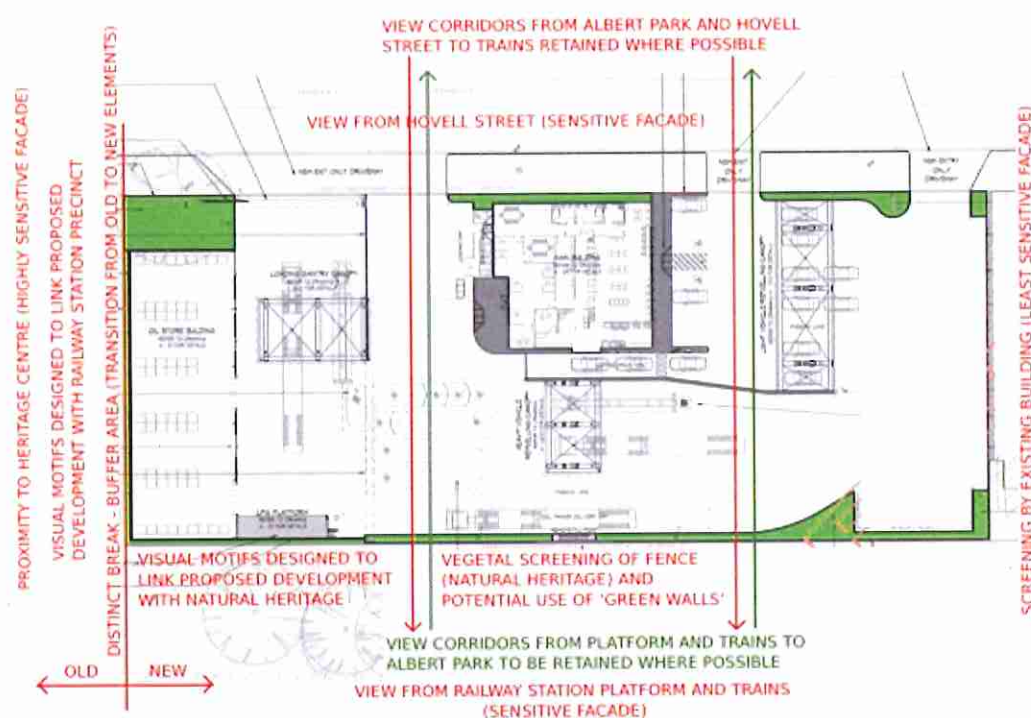
### Criterion g – Representativeness

The representativeness of the collection of railway structures within heritage precinct will be similarly unaffected by the proposed development.

### ANALYSIS OF THE PROPOSAL

The proponent is seeking to introduce a group of uncompromising industrial-styled structures, including an Oil Store Building, Loading, Heavy Vehicle Refueling and Light Vehicle Refilling Canopies and Main Building, into an established heritage precinct. The risk towards the aesthetic and social values is that they will be diminished by an unsympathetic development that makes no attempt to respond to the established qualities of the precinct.

At a pre-DA meeting with planner Ms. Grace Foulds (14<sup>th</sup> June 2017) the following priorities in relation preliminary site planning were established.

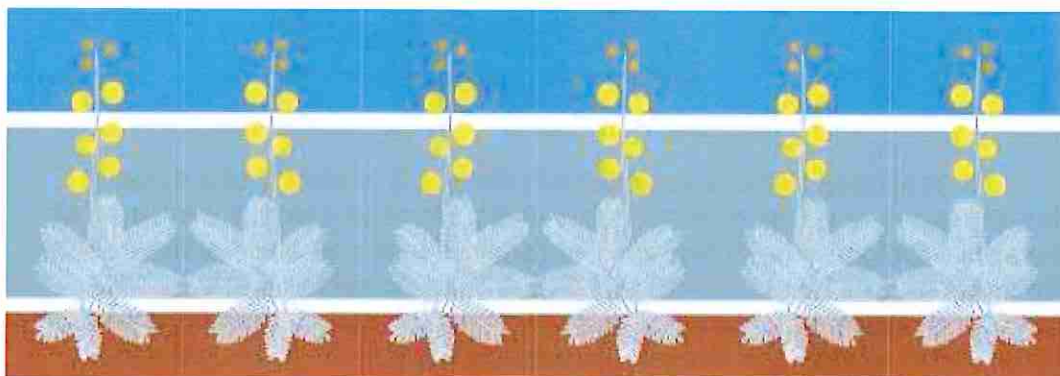
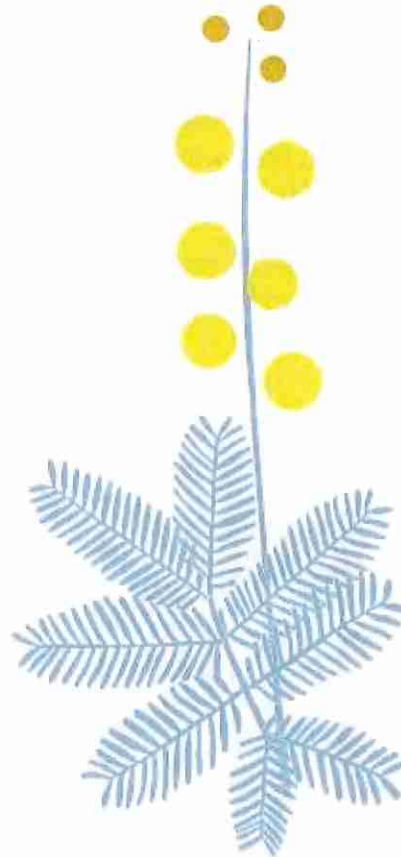


In response to these established priorities it is clear that a suitable design response will involve boundary wall treatments that will enable all of the above factors to be achieved. The required bulk and scale of the panels (84 linear metres in total length and 5 metres high) means that they will inevitably impose a strong visual presence. In light of this, the aim to achieve visual subservience appears an unattainable aspiration. Thus, rather than seeking to de-emphasise their visual impact it is considered appropriate in this instance that the panels present a visual statement that makes a positive and recognizable contribution to the precinct and town by building upon the established sense of place through a positive aesthetic contribution to the overall setting. The following surface treatments seek to achieve these aims.

## NORTH-WESTERN PERSPECTIVE FROM HOVELL STREET

This sensitive façade is characterized by the use of chain wire security fencing with barbed wire over and landscaping elements along with the exclusive use of 5 metre tilt-up concrete panels for a length of 14.4 metres. Appropriate visual integration strategies include:

- \* The use of low-combustible vegetative elements adjacent to the fuel store that are derived from non-indigenous plant species that directly link the proposed development to Albert Park, and
- \* Visual motifs derived from the Cootamundra Wattle (bi-pinnate leaf form and cylindrical yellow inflorescences) imprinted into the concrete panels (see image below)





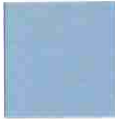


- \* Where possible, climbing native plants that are indigenous to the Cootamundra area should be used to soften the visual impact of the chain and barbed wire fencing.



## SOUTH-EASTERN PERSPECTIVE FROM TRAIN CARRIAGES AND THE RAILWAY STATION PLATFORM

This sensitive façade is characterized by the use of chain wire security fencing with barbed wire over, landscaping elements and a fire wall section along the southern façade of the Oil Store building composed of 5 metre tilt-up concrete panels for a length of 31.2 metres. Appropriate visual integration strategies could include:

- \* Visual motifs (including the colours shown below) designed to link the proposed development to the Railway Station precinct and to the railway platform located nearby.

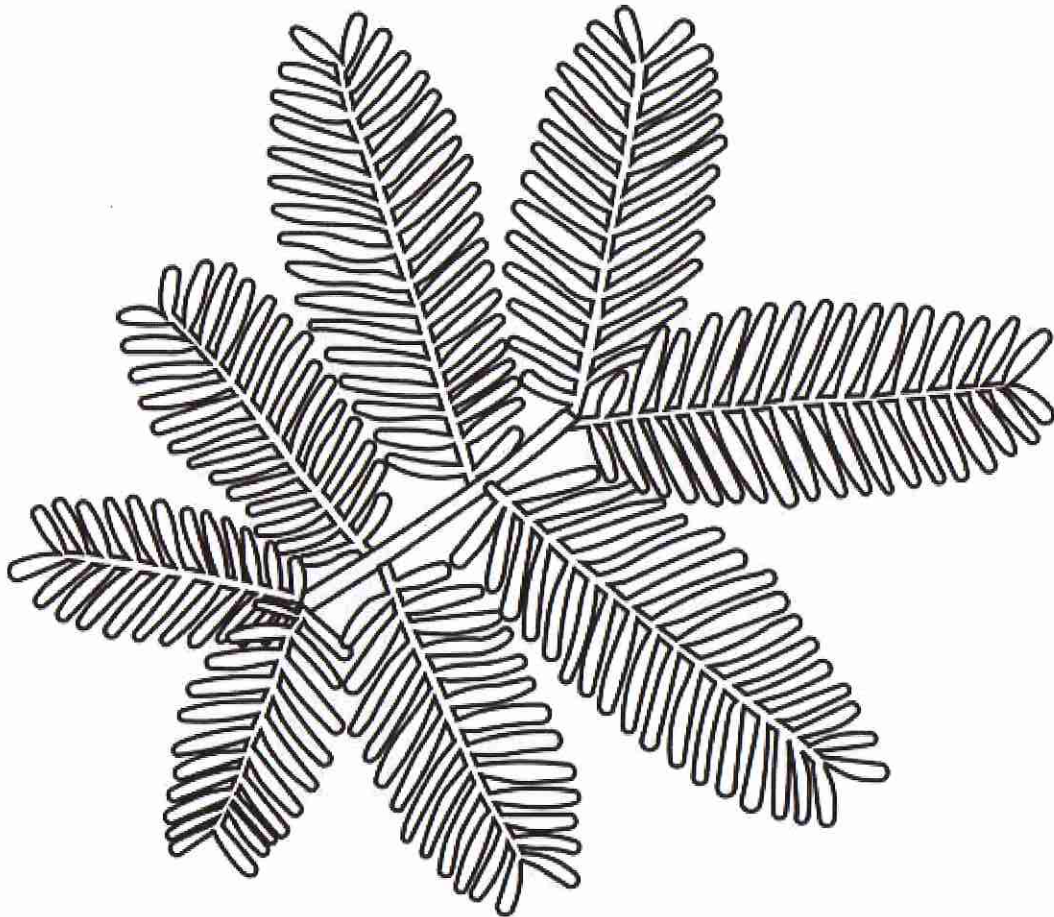
VISUAL ELEMENT	COLOUR	COLOUR CODE
SELECTED YELLOW 1 FOR COOTAMUNDRA WATTLE FLOWER BUDS		RGBA dbb035ff
SELECTED YELLOW 2 FOR COOTAMUNDRA WATTLE FLOWER		RGBA fff146ff
SELECTED BLUE-GREY FOR COOTAMUNDRA WATTLE LEAF		RGBA a0bdcdff
RAILWAY STATION BRICKWORK SWATCH		RGBA b96648ff
RAILWAY STATION PAINTED ELEMENTS SWATCH		RGBA f9d8b2ff

A fundamental concept that underpins the design is to introduce a strong horizontal element that echoes the railway platform. The dimensions and colours of this grounding element have been derived from the platform (900 mm high) and by employing a representative colour of the bricks that form the walls of the railway station. Above this element a strong white horizontal band (200mm) replicates the concrete platform itself while serving to articulate the surface of the wall. This design response is also utilized in the white, triangular gable face of the abstracted awning and its horizontal extension, along with a blue-sky element above the white that will emphasise the whiteness and resonate with the grey-blue of the wattle leaf, thus further serving to articulate the wall façade by breaking the surface mass into a grouping of discrete design elements.

- \* The use of vegetative elements derived from indigenous plant species, located at a safe distance from the Oil Store, that directly link the proposed development to the wider landscape (including the use of climbing native plants that are indigenous to the Cootamundra area

used to soften the visual impact of the chain and barbed wire fencing, and

- \* Visual motifs derived from the Cootamundra Wattle (bi-pinnate leaf form and cylindrical yellow inflorescences) imprinted into the concrete panels



The motif derived from the railway awning should be employed across this façade as well as upon the façade facing the Heritage Centre in order to visually integrate the two wall surfaces (see below).

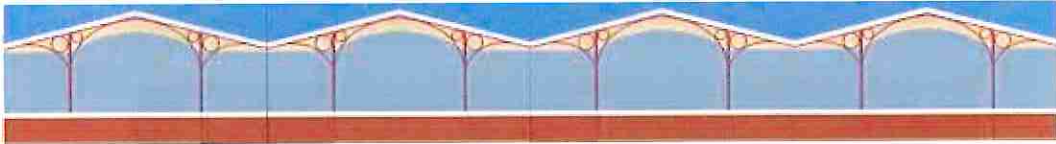




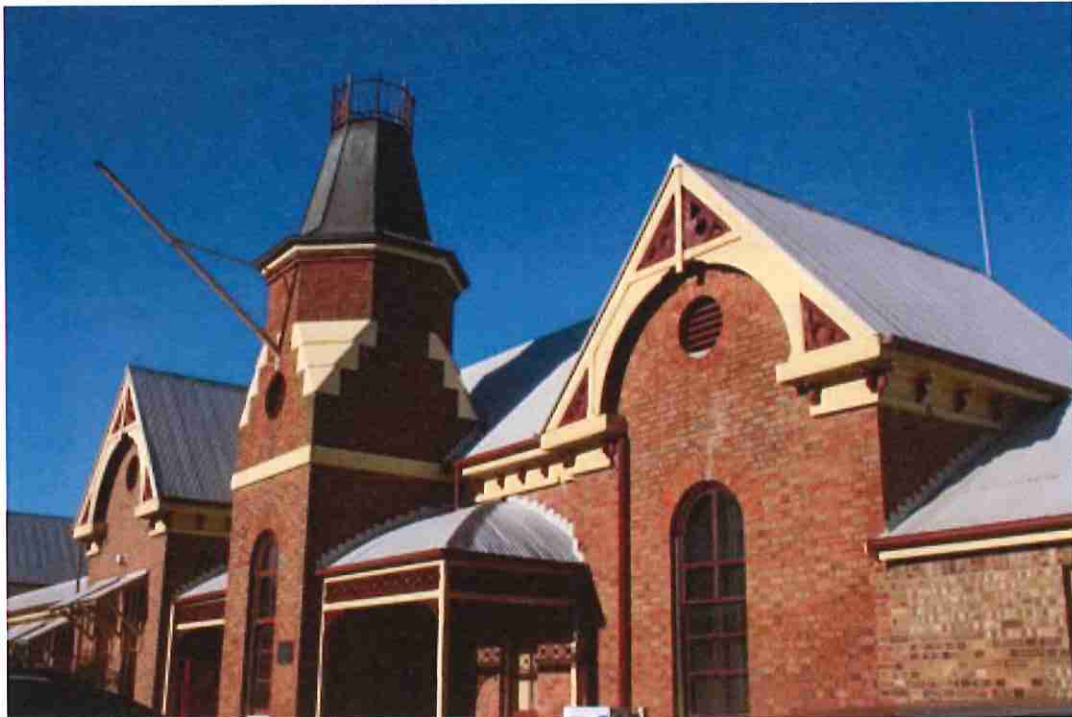
## SOUTH-WESTERN PERSPECTIVE FROM THE HERITAGE CENTRE, HOVELL STREET AND THE RAILWAY STATION PRECINCT

This highly-sensitive façade is characterized by the exclusive use of 5 metre tilt-up concrete panels extending to a combined length of 38.4 linear metres. An appropriate visual integration strategy can be achieved by utilising:

- \* Visual motifs designed to link the proposed development to the Railway Station precinct. With cost considerations in mind, it will be important that the panels are modular. The visual patterning that occurs from the combination of multiple panels needs to be readily discernable and clearly related to existing Railway Station elements and, in particular, to the railway platform located nearby.



Some images of the station platform awning, from which the abstracted surface treatment and colours for the panels has been derived, are detailed on the following pages.



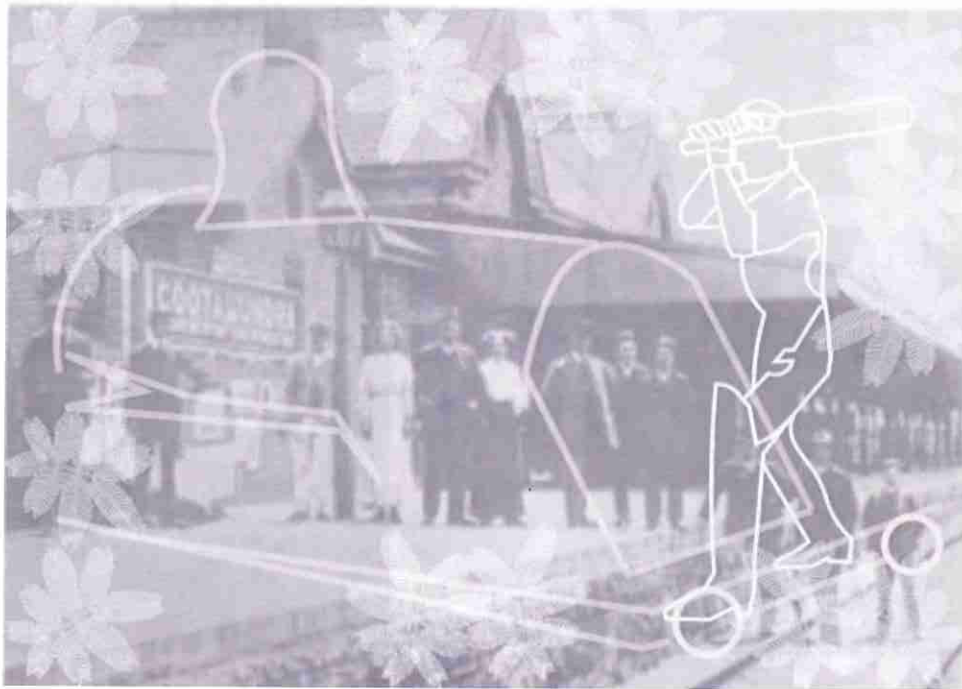






#### NORTH-EASTERN PERSPECTIVE FROM THE RAILWAY PLATFORM

The adjacent Salvation Army building will partially screen this least-sensitive view of the proposed development when viewed from areas further along Hovell Street to the south-west. However this wall will be clearly seen when approaching the entry point to the site from the south-east, from the railway platform, from within railway carriages and from within the site itself. This prominent wall surface will be of exposed block work and it is considered that, if retained in this state, its appearance will compromise the design quality of the development as a whole. The most appropriate design strategy to employ will be to affix a sign-written mural, inspired by a combination of historical photographs of the railway yard along with old trains and carriages and photographs of historical personages associated with the development of Cootamundra and as the birth place of Donald Bradman interspersed with images of the Cootamundra Wattle to add interest and relief to the mural and to provide visual connections to other wall surfaces within the development. The proponent will engage artists living within the Cootamundra area in order to achieve this result. The following basic image should therefore be regarded as indicative only.



Additional opportunities for visual integration are found in the inside face of the south-eastern wall surface adjacent to the railway line and it is recommended that this area also be treated as a suitable surface for a mural that links with themes on the Salvation Army building wall. Texture treatment for the surface of the panels that is comprised of indented lines reflecting the geometric relationships present within the Cootamundra Wattle leaf (angles of 80.5 for top and bottom branchlets, 144 for upper central branchlets and 166 for lower central branchlets) can also be employed.

## DESIGN RESPONSE

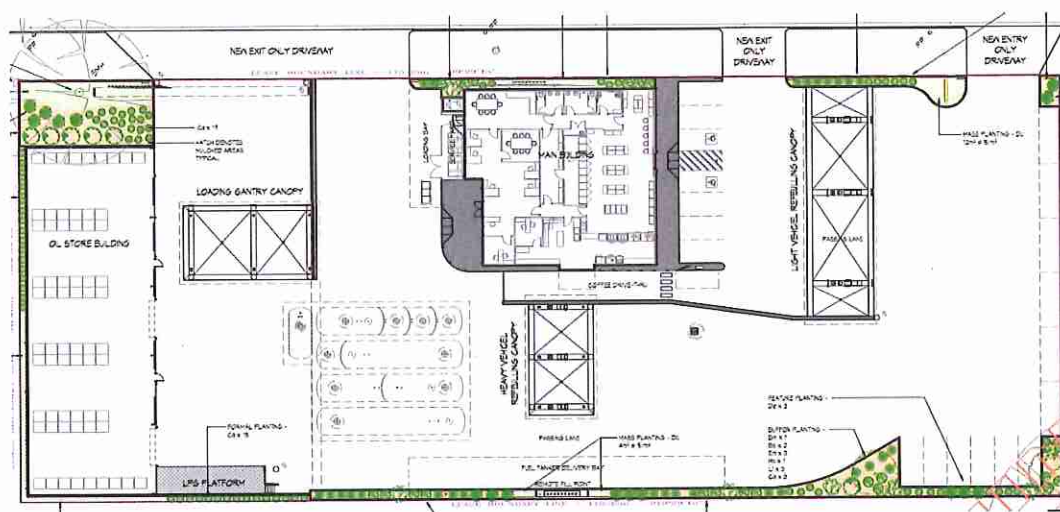
### ANALYSIS OF FIRE AND SECURITY RISKS

In support of the safe and sustainable operation of the business contained therein, it will be necessary to include wire-mesh security fencing and tilt-up fire mitigation panels along three sides of the oil store building along with landscaped sections along boundary areas intended to soften the visual impact of the proposal. These risks must be weighed against the legitimate aspiration to achieve an acceptable level of integration of the proposed development into the established heritage and social settings.

As previously outlined, the primary mitigating factors that will assist a successful integration of the new and old are the physical separation of the site away from railway buildings and additional designed interventions (both man-made and natural landscaped features) that echo, but do not directly imitate, existing stylistic elements of the railway station's awning along with the natural heritage setting. The object is to provide discernable visual links between new and older elements, reinforcing the existing sense of place.



Extracts from the development proposal that demonstrate the aforementioned integration strategies are shown below. The Site Development Plan below shows landscaping elements.



The following perspectives show the proposal from western and southern perspectives and that will be adjacent to the Heritage Centre. It is important to bear in mind that a distance of approximately 16 metres separates this facade from the adjacent Heritage Centre and the presence of established trees that are located between the two sites will further soften the impact of the development upon this locally significant setting.





## RETENTION OF VIEW CORRIDORS THROUGH THE SITE

The pre-DA meeting with planner Ms. Grace Foulds identified the importance of retaining view corridors through the site when looking from Hovell Street towards the platform and when looking back through the site from the platform to Albert Park. The following images of the proposal demonstrate how this design objective has been achieved through the open planning at the property's frontage and the use of wire fencing to its rear. Although the background aspects beyond the site are not shown in the images below, their presence will be apparent and these important views in both directions will be successfully retained.



North-western perspective from Hovell Street towards the railway platform



South-eastern perspective looking back towards Albert Park from the railway platform



Northern perspective

## CONCLUSION

The design responds sympathetically to the established cultural heritage values that are present at the place. Views to the state significant railway station will be unaffected while the development's impact upon aesthetic and social values will be negligible.

## STATEMENT OF HERITAGE IMPACT

This Statement of Heritage Impact (SoHI) has been prepared in order to assess the potential impact of the proposal on the acknowledged heritage values of the Cootamundra Railway Precinct. A statement of significance was prepared for the SHR listing card (appended to this document).

The foregoing analysis has covered the wide range of elements that impinge upon the situation that the consent authority is obliged to consider in relation to the development proposal. With this step completed, the Statement of Heritage Impact will now be presented.

The following pro-forma from the NSW Heritage Branch has been adapted in order to address, in summarised form, the points made above.

### **New development adjacent to a heritage item**

#### **• How is the impact of the new development on the heritage significance of the item or area to be minimised?**

As outlined above, the impact will be minimized by a combination of interventions including:

- the employment of landscaping elements selected to integrate the development into its natural and cultural setting
- the employment of design motifs selected from the natural and cultural heritage settings to be utilised on boundary surfaces through painted applications (including a mural), along with images in relief within the concrete surfaces.
- the physical separation of the development away from the state listed railway station

#### **• Why is the new development required to be adjacent to a heritage item?**

The development is considered to be a compatible use for inclusion into the heritage precinct.

#### **• How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?**

The proposal is set at a distance away from most state listed elements of the heritage precinct and this factor will assist in the retention of their heritage significance. The locally listed Heritage Centre is the only element immediately adjacent to the proposal and, with the exception of views from a northerly aspect along Hovell Street, views from all other aspects will remain unaffected by the proposal.

- **How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?**

Primary views to state listed heritage elements will be unaffected by the proposal. The impact upon views to the Heritage Centre will be minimal.

- **Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?**

No.

- **Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?**

Yes. Mitigation strategies designed to achieve a sympathetic relationship with state and locally listed heritage items have been detailed above.

- **Will the additions visually dominate the heritage item? How has this been minimised?**

Visual dominance has been mitigated by a variety of strategic interventions designed to integrate the new development into its aesthetic and social settings.

- **Will the public, and users of the item, still be able to view and appreciate its significance?**

Yes.

## REFERENCES

1. State Heritage Inventory:  
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=5011976>
2. Heritage Curtilages Department of Urban Affairs and Planning 1996
3. Conservation Plan: A Guide to the preparation of Conservation Plans for places of European Cultural Significance, James Semple Kerr and Australia ICOMOS 2013.
4. The Burra Charter, The Australia ICOMOS Charter for Places of Cultural Significance 2013
5. Statements of Heritage Impact, Heritage Office and Department of Urban Affairs and Planning 1996

## APPENDIX

### Cootamundra Railway Station and yard group

#### Item details

Name of item: Cootamundra Railway Station and yard group  
 Type of item: Complex / Group  
 Group/Collection: Transport - Rail  
 Category: Railway Platform/ Station  
 Location: Lat: -34.6413428052 Long: 148.0303344120  
 Primary address: Main Southern railway, Cootamundra, NSW 2590  
 Local govt. area: Cootamundra  
 Local Aboriginal Land Council: Young  
 Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	1		DP	1002942

**Boundary:** The boundary of the listing is the SRA property boundaries along Victoria and Hovell Streets, the level crossing crossing the tracks at Mackay St to the south-west and a line crossing the tracks approximately 20 metres to the north-east of the end of the platform.

#### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Main Southern railway	Cootamundra	Cootamundra			Primary Address
Hovell Street	Cootamundra	Cootamundra			Alternate Address
Victoria Parade	Cootamundra	Cootamundra			Alternate Address
Mackay Street	Cootamundra	Cootamundra			Alternate Address

#### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	22 Oct 98



## Statement of significance:

Cootamundra is a major railway complex with a variety of buildings and an unusually designed first class station building not seen elsewhere. It is of significance both in the townscape and in the development of railways. The railway yard extending for almost the length of the town along its eastern boundary is a major element in the development of the town and the station buildings are at the terminus of one of the main streets in the town. The station building and its major platform awning are of particular significance with very fine detail in both the building and the cast iron columns and brackets of the canopy. The station building has been substantially altered over its history and is an excellent example of the development of a major facility and the homogenous way in which buildings can grow. Of particular interest is the marking of the station entry with a tower over the entry vestibule. Another important feature of the site is the particularly fine awning to the branch platform with extensive use of cast iron panels and columns. This is one of the finest such awnings in the State. The other elements of the site contribute to the understanding of it and illustrate how a major railway centre operated and was developed. The site also contains a number of mature trees that provide a pleasant setting for the complex.

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.*

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## Description

Physical description:	<p><b>BUILDINGS</b></p> <p>station buildings</p> <ul style="list-style-type: none"> <li>- type 5, first class brick building 1884, alterations 1904/5, 1915, 1943 (remodelled), RNE, HS</li> <li>- additional awning for branch platform, Sydney end (particularly fine), 1894</li> <li>refreshment room - c. 1890 up platform, including 1904 additions, RNE, HS</li> <li>signal box - fibrous cement clad flat roofed, 1942</li> <li>gatekeepers residence, type 3, Cowcumba St</li> <li>barracks - 1932</li> </ul> <p><b>STRUCTURES</b></p> <p>level crossing</p> <p>platform face - brick</p> <p>pedestrian footbridge - steel at south end</p> <p>turntable</p>
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triangle junction  
 LANDSCAPE  
 trees  
 ARTEFACTS  
 signs  
 lights

(Continues into Historical Notes.)

## Assessment of significance

SHR Criteria f) This item is assessed as historically rare. This item is assessed as scientifically rare. This item is assessed as arch. rare. This item is assessed as socially rare.

Assessment criteria:

Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	<p>SCHEDULE OF STANDARD EXEMPTIONS            HERITAGE ACT 1977            Notice of Order Under Section 57 (2) of the Heritage Act 1977</p> <p>I, the Minister for Planning, pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales, do by this Order:</p> <p>1. revoke the Schedule of Exemptions to subsection 57(1) of the Heritage Act made under subsection 57(2) and published in the Government Gazette on 22 February 2008; and</p> <p>2. grant standard exemptions from subsection 57(1) of the Heritage Act 1977, described in the Schedule attached.</p>	Sep 5 2008

			<p>FRANK SARTOR Minister for Planning Sydney, 11 July 2008</p> <p>To view the schedule click on the Standard Exemptions for Works Requiring Heritage Council Approval link below.</p>	
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[Standard exemptions](#) for works requiring Heritage Council approval

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		01118	02 Apr 99	27	1546
Heritage Act - s.170 NSW State agency heritage register					

## References, internet links & images

None



(Click on thumbnail for full size image and image details)

## Data source

The information for this entry comes from the following source:

Name: Heritage Office

Database number: 5011976

## Cootamundra Railway Precinct

### Item details

Name of item: Cootamundra Railway Precinct  
 Type of item: Built  
 Group/Collection: Transport - Rail  
 Category: Railway Platform/ Station  
 Primary address: Hovell Street, Cootamundra, NSW 2590  
 Parish: Cootamundra  
 County: Harden  
 Local govt. area: Cootamundra

**Boundary:** The boundary of the listing is the property boundaries along Victoria and Hovell Streets, the level crossing the tracks at Mackay St to the south-west and a line crossing the tracks approximately 20 metres to the north-east of the end of the platform.

#### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Hovell Street	Cootamundra	Cootamundra	Cootamundra	Harden	Primary Address

### Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	
RailCorp	State Government	

### Statement of significance:

Cootamundra railway precinct is of state significance as a major railway complex on the Main Southern line dating from a period of rapid railway expansion in NSW in the 1870s and 1880s. The Victorian Gothic station building is an excellent and unusual example of a first-class station building and is a major element in the Cootamundra townscape with a landmark tower marking the entry vestibule. The platform awning is also of aesthetic significance as a large and highly ornate structure with decorative cast iron columns and brackets. The quality and scale of the railway station demonstrates the importance attributed to this location during the late nineteenth century.

Other extant elements within the precinct contribute to an

understanding of the development of the place and illustrate how a major railway centre operated. The station and yard have been continuously altered over time and demonstrate the development of a major railway facility during the 20th century. The 1927 barracks building is a good representative example of 1920s barracks accommodation for train crews, demonstrating the past custom of providing accommodation for railway staff.

**Date significance updated:** 26 Aug 08

*Note: There are incomplete details for a number of items listed in NSW. The Heritage Division intends to develop or upgrade statements of significance and other information for these items as resources become available.*

## Description

Physical description: MAJOR STRUCTURES - Managed by RailCorp  
Station Building - type 5, first-class (1888)  
Refreshment Room (1929)  
Platform Awning (c1894)

MAJOR STRUCTURES - Managed by ARTC  
Signal Box - type O (1942)  
Barracks (1927)

OTHER ITEMS - Managed by RailCorp  
Up Platform (c1883)  
Station signs  
Station lights

OTHER ITEMS - Managed by ARTC  
Island Platform (c.1943)  
Footbridge (1918)  
Level crossing  
Turntable

**STATION BUILDING (1888)**  
The station building presents as a grand one-storey Victorian Italianate style station building with large gabled roof and prominent two-storey tower over the vestibule which has an unusual octagonal structure with stucco trim. The station is constructed of face brick laid in Flemish bond with corrugated iron clad roof and bracketed eaves. Two transverse gable ends feature traceried bargeboards and porthole ventilators. Running between the gables and the tower are two bullnose verandahs each with timber posts and cast iron frieze and brackets. The building features lower level attached wings to either side which have been altered from their original configuration. Original



windows and doors are semicircular arched, while windows in the later additions are simple square head timber double hung windows and rendered sills. Corrugated iron awnings are mounted over some windows. Security frame installed to exterior windows match the original window panels and frames.

Major alterations to the station building took place in 1904-5, 1915 and 1943, all largely sympathetic to the original building. Plans dating c1922 show the building as internally comprising of a central public lobby and waiting room, a ladies waiting room, lavatories, a Station Master's office, booking office, and parcels office. Small metal ramp installed provides access to rooms (eg RRR).

#### RAILWAY REFRESHMENT ROOMS (1929)

The RRR is a simple one-storey building with an L-shape plan. The building is constructed of face brick with a low pitch gabled roof. Fenestration features timber double hung windows with multi paned top sashes. French doors with fanlights are located along the platform elevation. The building originally included a main refreshment room, a bar, kitchen and scullery, and a store room and detached out-of shed. The building is connected to the main station building by modern awnings as well as the original 1894 awnings. Interiors of RRR (now a café) have been altered. A portion of the old RRR bar has been retained and is in use.

#### PLATFORM AWNING (c1894)

On the platform side is a finely built platform awning supported on fluted cast iron columns with decorative cast iron brackets. The awning extends past the length of the buildings and features a simple timber valance to each end. Extensive modern awnings which mimic the form of the original building are located along the street façade.

#### SIGNAL BOX (1942)

Simple rectangular fibro structure with flat roof.

#### BARRACKS (1927)

The former barracks building faces Hovell Street, at the north-eastern or Sydney end of yard. It is a relatively large building (108' x 26') with brick walls and chimney, modern metal roof, timber veranda posts, and exposed rafters. There are two 7' wide verandahs off the amenities area (which includes a transverse passageway linking the bedroom area to the linen room and verandas). The kitchen and lavatory are accessed from each veranda with the dining room accessible from both verandas and located at the end of the building. Bedrooms are accessed from a central corridor. In 1937, an additional six bedrooms were provided. In 1991 the toilet block was

demolished, and the building closed as resting accommodation, but later re-opened as a heritage/ tourist centre in c2001.

#### PLATFORMS (c1883, c.1943)

The c1883 Up platform face has stone facing and has been extended in brick. It has also been raised 2-3 courses in brick. The platform features goose neck light poles and signage. The c.1943 Island platform is constructed of brick and is now landscaped with low hedging. Modern bins, seats and signage.

#### FOOTBRIDGE (1918)

Steel girder design consisting of taper-haunched girders resting on platform trestles and brick piers. The stair features timber newel posts at the bottom of the stairs. Railway footbridge (overpass now) previously allowed access to the small narrow island platform. Steps to that platform now removed and platform disused. Timber deck present in footbridge, along with old newels and old handrails.

#### LANDSCAPING

Mature trees adjacent to the station provide a pleasant setting. Sympathetic timber picket fencing along platform, along with other metal rural railway fencing and gates. Rough rubble rock garden surrounds. Platform garden boxes modest/sympathetic.

#### MOVABLE

Seth Thomas clock "1423" in Travel Centre  
 Decorative gooseneck light posts  
 Recent period-style timber fencing  
 Granite-edged garden beds  
 Cast concrete keg-style platform flower pots  
 Wedderburn scales  
 Cast iron Ajax safe still in use in the baggage rooms  
 Display of semaphore signals mounted onto early steel staunchion  
 Three trikes on display on verandah  
 Cast iron and concrete door thresholds and boot scrapers  
 Timber benches  
 Museum display of refreshment room objects, lamps, signs, framed photos and prints and ex-railway objects in ex-barracks buildings  
 Metal stove hood, ex-refreshment room  
 Bakelite lights and switches and timber mounting blocks  
 Blue CountryLink luggage trolleys  
 Large electric Timetic double-sided platform clock, working  
 "Cootamundra" incised timber platform benches  
 Wrought iron and timber platform bench in front garden  
 Timber and iron window hoods

	Wall-mounted flag pole Galvanised steel and wire farm gates Small steel and timber platform in yard Plaque – “Centenary of Rail Services 1 November 1977” Plaque – “Opening of Tourist Information Centre 21 April 1992”
Physical condition and/or Archaeological potential:	Generally in good condition.  <b>Date condition updated:</b> 24 Nov 09
Modifications and dates:	1889 Engine shed constructed 1891 15.2m diameter turntable fixed 1898 Engine shed extended. 1901 Station layout altered with an island platform 1902 Ash pit in the track built at Sydney end of platform. 1907 Transshipping shed provided. 1907 Traffic and Permanent Way Inspectors’ offices provided. 1910 18.288m diameter turntable fixed 1913 Additional rest house accommodation provided. 1922 Railway Institute building constructed. 1927 10-room rest house built. 1967 Wheat depot erected. 2007 Signal gantry relocated behind barracks. Signal box decommissioned. n.d. Former gatekeeper's residence sold for private ownership.
Further information:	The large signal gantry was relocated in 2007 and placed on display in its present position behind the barracks. Signal box decommissioned 2007. The former gatekeeper's residence is privately owned.
Current use:	Operational railway station and railway sidings
Former use:	Station and yard

## History

Historical notes:	Cootamundra Railway Precinct is located on the Main South line.  Contracts were let in 1877 for construction of a temporary timber station building, goods shed, and Station Master's residence, with Cootamundra station opening on 1 November 1877. The line from Harden to Cootamundra was opened by Mr. John Lackey, Minister for Justice & Education, who, along with the Commissioner for Railways, John Rae and other dignitaries, led a procession through Cootamundra before attending a banquet and ball in the newly constructed goods shed (Forsyth, 1989).
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Early additions or improvements at Cootamundra included barracks, a coal stage and turntable (1877) (the barracks were relocated from Harden and then, along with the coal stage, moved to Bethungra in 1878), stockyards, a lamp room (1878), gatehouse at Gundagai Road level crossing (1879), 10 tonne cart weighbridge, office and 5 tonne crane (1880), erection of fences and name boards (1881) and lengthening of the platform (1883). In 1888 a new grand Victorian Italianate station building replaced the original timber building (Forsyth, 1989).

In 1901, alterations were made to the station layout, including the addition of an island platform between the then single Main line and the Branch line to Gundagai. In 1911, a triangle loop was opened for traffic to give access to and from the branch line but was suspended in 1914 due to the cost of providing staff at two signal boxes. In 1917, duplication of the main line was introduced from Wamba Loop to Cootamundra North Junction, and a footbridge constructed across the yard in 1918. A new 10-room barracks was constructed in 1927, and in 1929 the present refreshment rooms replaced the original refreshment rooms.

Further remodelling of the Cootamundra yard also took place in association with duplication works between Cootamundra North to Cootamundra South in 1943, and Cootamundra South to Tanyinna in 1942 (Forsyth, 1989).

Other significant changes within the Cootamundra yard included many attempts to secure a reliable water supply for steam locomotives. Despite initially sourcing water from Jindalee Creek, problems with the water supply continued for many years. In 1877 a 45kl tank was erected and was augmented by a 63kl tank in 1883. In 1907 a circular 90kl tank and two jibs were erected between depot tracks, in 1908 a water column erected at the north end of the platform, and in 1911 two new water tanks erected at the North Junction. Water was also carried from Gundagai for several years and in 1919 a 45kl tank and water column erected at the north end of the platform. In 1920 a 180kl tank was transferred from Muswellbrook to Cootamundra, in 1922 a bore was used, in 1923 a well was sunk, and in 1926 a reservoir was established. Further efforts were made to secure water supplies in the late 1920s and in 1930, including the addition of a 90kl excavated tank and pumping plant in 1927 (Forsyth, 1989).

Cootamundra remains an important, although much altered, operational railway station and yard.



## Historic themes

<b>Australian theme (abbrev)</b>	<b>New South Wales theme</b>	<b>Local theme</b>
3. Economy-Developing local, regional and national economies	Communication-Activities relating to the creation and conveyance of information	Signalling and safe working-
3. Economy-Developing local, regional and national economies	Pastoralism-Activities associated with the breeding, raising, processing and distribution of livestock for human use	Servicing the pastoral industry-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Making railway journeys-
4. Settlement-Building settlements, towns and cities	Accommodation-Activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.	Servicing and accommodating railway employees-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Shaping inland settlements-
8. Culture-Developing cultural institutions and ways of life	Creative endeavour-Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.	Evolution of design in railway engineering and architecture-

## Assessment of significance

SHR Criteria a)  
[Historical  
significance]

Cootamundra Railway Precinct is of historical significance as an important and early railway precinct on the Main Southern line dating from a period of rapid railway expansion in NSW in the 1870s and 1880s, and is a major location on the Main Southern Line. The station building constructed in 1888 demonstrates the importance placed

	<p>on railway development in country NSW during the earliest period of railway construction in NSW, as evidenced by the quality and scale of the buildings constructed at this site. The station and yard have been continuously altered over time and demonstrate the development of a major facility to accommodate increased services and changes in technology. The barracks building is significant for demonstrating the past custom of providing resting accommodation for railway staff and as an example of a 1920s standard design.</p>
SHR Criteria c) [Aesthetic significance]	<p>Cootamundra Railway Precinct is a significant part of Cootamundra's townscape and is situated at the terminus of one of the main streets in the town. It includes a large railway yard that extends along a significant portion of the eastern boundary of the town. The Victorian Gothic style station building is an excellent and unusual example of a first-class station building and is an imposing structure with a landmark tower marking the entry vestibule. The platform awning is also of aesthetic significance as a large and highly ornate structure with decorative cast iron columns and brackets.</p> <p>The refreshment rooms have aesthetic significance as a modest interwar building with original detailing and fabric typical of standard railway design.</p> <p>The barracks building at Cootamundra is a utilitarian structure with few architectural refinements; however it still displays some notable features including a large brick chimney, exposed rafters, and simple but elegant verandahs on each side.</p>
SHR Criteria d) [Social significance]	<p>The site is of social significance to the local community on account of its lengthy association for providing an important source of employment, trade and social interaction for the local area. The site is significant for its ability to contribute to the local community's sense of place, is a distinctive feature of the daily life of many community members, and provides a connection to the local community's past.</p>
SHR Criteria e) [Research potential]	<p>The Cootamundra Railway Precinct as a largely intact major railway centre has the potential to provide an understanding of the early use of the site and illustrates how a regional railway centre operated in the late 19th and early 20th century.</p>
SHR Criteria f) [Rarity]	<p>Although the station building follows the general layout of a standard railway platform building, its form, style and long platform awning is rare.</p>
SHR Criteria g)	<p>The site has representative significance for its collection of</p>


[Representativeness] railway structures including the footbridge, signal box, turntable and other related items that collectively demonstrate widespread 19th and early 20th century railway customs, activities and design in NSW, and are representative of similar items that are found at other railway places in NSW.

The 1927 barracks building, while not as significant as railway barracks at Albury, Bathurst, Goulburn, and Tenterfield, is a good example of 1920s barracks accommodation for train crews.

The footbridge is noted as the only example of its type in regional NSW.

The signal box is one of the best examples of a type O signal box in NSW, with other examples extant at Bathurst East, Gosford and Newcastle.

Integrity/Intactness: The station buildings have a high level of integrity/intactness and later additions have generally been sympathetic to the original design. Substantial modern awnings have been added as part of the Countrylink coach stop at the station. These have been sympathetically designed but are obtrusive in their scale.

Assessment criteria: Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register					

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
State Rail Authority Heritage Register Study	1999	SRA261	State Rail Authority		No
S170 Register Update Project	2009		ARTC/ ORH		Yes
Heritage Platforms	2015		Australian		Yes

Conservation Management Strategy			Museum Consulting		
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### References, internet links & images

Type	Author	Year	Title	Internet Links
Written	Cottee, J.M.	2004	Stations on the track: selected New South Wales country railway stations: an historical overview	
Written	J.H. Forsyth	1989	Stations and tracks: volume 2: Main Southern Line: Granville Junction to Albury	
Written	John H Forsyth	2009	NSW Railway Stations - An Alphabetical Arrangement of Railway Station and Place Names	
Written	McKillop, R	2009	NSW Railways (RailCorp) Thematic History	
Map	RailCorp		RailCorp Historic Plans, various	
Written	Scobie, Love, Ellsmore	2001	Cootamundra Railway Station Crew Barracks CMP	
Written	State Rail Authority of NSW Archives	1993	How and why of station names	
Written	Ward, D./ ARTC	2009	Heritage Study: railway barracks in country NSW	

Note: internet links may be to web pages, documents or images.







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### Data source

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