

Prepared for  
Transport for New South Wales  
ABN: 18 804 239 602

# Moss Vale Station and Stabling Yard Upgrade

Heritage Impact Assessment

05-Mar-2024  
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Client: Transport for New South Wales

ABN: 18 804 239 602

Prepared by

**AECOM Australia Pty Ltd**

T +61 2 8008 1700 [www.aecom.com](http://www.aecom.com)

ABN 20 093 846 925

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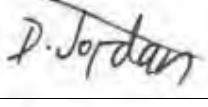
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## Table of Contents

Executive Summary		i
1.0	Introduction	1
	1.1 Project background	1
	1.2 Site identification	1
	1.3 Project scope	1
	1.4 Project methodology	2
	1.5 Report limitations	2
	1.6 Authorship	2
2.0	Statutory context	6
	2.1 Commonwealth	6
	2.1.1 <i>Environment Protection &amp; Biodiversity Conservation Act 1999</i>	6
	2.2 State	6
	2.2.1 <i>Heritage Act 1977</i>	6
	2.2.2 State Environment Planning Policy (Transport and Infrastructure) 2021	7
	2.3 Local	7
	2.4 Summary of statutory controls	8
3.0	Historical context	10
	3.1 Brief chronology	10
	3.2 Settlement of Moss Vale	12
	3.2.1 Throsby Park	12
	3.2.2 Early Moss Vale	13
	3.3 Moss Vale Railway Precinct	14
	3.3.1 1867 Station buildings	14
	3.3.2 1890s Extensions to the Station	16
	3.3.3 Duplication	18
	3.3.4 1960s to date	21
	3.3.5 Courtyard and Gardens	21
4.0	Physical evidence	23
	4.1 Setting	23
	4.2 Station Buildings	24
	4.2.1 Station Platform Building (Building A)	24
	4.2.2 The former Refreshment Room Building (Building B)	26
	4.2.3 Building C (former Booking Office and current Waiting Room)	27
	4.3 Footbridges, stairs and ramps	28
	4.4 Gardens and courtyard	31
	4.5 Platforms	33
	4.6 Signal box, weighbridge, jib crane and yard	34
5.0	Significance assessment	36
	5.3 Statement of significance	40
	5.4 Grading of significant elements	40
	5.5 Commentary on updated significance grading	45
	5.6 Significant views	46
6.0	Preliminary design and optioneering	48
	6.1 Design principles	48
	6.2 Optioneering	51
	6.2.1 Base options	51
	6.2.1 Preferred option	51
7.0	Proposal description	54
	7.1 The proposal	54
	7.1.1 Materials and finishes	76
	7.1.2 Detailing	76
	7.1.3 Fencing	77
	7.1.4 Works to platforms and buildings	77
	7.1.5 Wayfinding	78
8.0	Heritage Impact Assessment	79

8.1	Introduction	79
8.2	Impacts to heritage significance of Moss Vale Railway Station	79
8.3	Visual impacts	89
8.4	Assessment against conservation policies and strategies	92
8.5	Noise and vibration Impacts	98
8.6	Archaeological Potential and Impacts	98
	8.6.1 Non-Aboriginal Archaeological Potential	98
	8.6.2 Impacts to Potential non-Aboriginal Archaeology	101
8.7	Impacts to other heritage items	101
9.0	Statement of Heritage Impact	103
	9.1 Introduction	103
	9.2 Process Questions	103
	9.3 Cumulative impact	106
	9.4 Summary statement of heritage impact	107
10.0	Recommendations	109
	10.1 Recommendation 1 – s60 Approval	109
	10.2 Recommendation 2 – Proposal Changes	109
	10.3 Recommendation 3 – Construction Noise and Vibration	109
	10.4 Recommendation 4 – Design Response	109
	10.5 Recommendation 5 – Heritage Induction	110
	10.6 Recommendation 6 – Heritage Architect	110
	10.7 Recommendation 7 – Heritage Interpretation Plan	111
	10.8 Recommendation 8 – Unexpected Heritage Finds	111
	10.9 Recommendation 9 – Photographic Archival Recording	111
	10.10 Recommendation 10 – Tree Protection Zones	111
	10.11 Recommendation 11 – Update to SHR/S170 Register	112
	10.12 Recommendation 12 – Heritage Opportunities	112
	10.13 Recommendation 13 – Specialist Contractors	113
	10.14 Recommendation 14 – Construction Phase	113
11.0	References	114
Appendix A		A
	Heritage Design Report	A
Appendix B		B
	Materials and Finishes Studies	B

## Figures

Figure 1-1:	The proposal area including stabling yard and compounds	3
Figure 1-2:	Heritage items listing for Moss Vale. Note: Curtilage for Wingecarribee Local Environment Plan (LEP) listing of Moss Vale Railway Station and Yard Group extends to the stabling yard (Heritage NSW)	4
Figure 1-3:	Moss Vale Railway Station and Yard Group (Heritage NSW)	5
Figure 3-1:	Historic phases of development of Moss Vale Railway Station (OCP Architects, 2020a:49)	11
Figure 3-2:	Detail of undated Parish Map of Bong, with location of Moss Vale Railway Station circled (Historical Land Records Viewer, File Name: 13880901.jp2)	12
Figure 3-3:	<i>View of Throsby Park</i> , Conrad Martens c. 1936 (Caroline Simpson Library & Research Collection, Sydney Living Museums, Record No. 30942)	13
Figure 3-4:	The original Moss Vale Railway Station, built in 1867, showing entrance to waiting room and booking office from the East Side (Peter Freeman, 1998 in OCP Architects 2020a:16)	14
Figure 3-5:	“Great Southern Railway: Sutton Forrest Passenger Station”, c. 1867 (NSW State Records and Archives in OCP Architects, 2020a:15)	15
Figure 3-6:	Moss Vale Railway Station, c. 1880 (Berrima District Historical and Family History Society in OCP Architects, 2020:17)	15
Figure 3-7:	1889, alterations and additions to Platform building (Building A) (OCP Architects, 2020a:20)	16

Figure 3-8: 1890, refreshment Room Building (OCP Architects, 2020a:21)	17
Figure 3-9: c. early 1900 Old Court House and Police Station also showing plantings adjacent to Refreshments Room Building (www.berrima.imagegallery.me #106631)	17
Figure 3-10: c.1910, Original entrance to Moss Vale Railway Station showing Post Office (right) Platform Building (Building A beyond) Old Court House and Police Station (left) (www.berrima.imagegallery.me #103019)	18
Figure 3-11: 1914 layout of Moss Vale Railway Station showing proposed demolition of the road and buildings (shown with dotted lines) (Sydney Trains Virtual Plan Room (VPR))	19
Figure 3-12: 1915 drawings of proposed Argyle Street footbridge (VPR)	20
Figure 3-13: 1915 drawings of proposed Lackey Road footbridge (VPR)	20
Figure 3-14: 1930s aerial view of Moss Vale Railway Station (VPR)	21
Figure 4-1: View towards Moss Vale Railway Station from Argyle Street (AECOM, 2023)	23
Figure 4-2: View from station to Argyle Street (AECOM, 2023)	23
Figure 4-3: View towards Dalys Way and the Lackey Road footbridge from the Argyle Street footbridge (AECOM, 2023)	23
Figure 4-4: View of station from Lackey Road footbridge (AECOM, 2023)	23
Figure 4-5: Diagram indicating the key buildings. The top panel shows the ground floor arrangement and the bottom panel the first floor (OCP Architects, 2020a:59)	24
Figure 4-6: Building A, looking southwest (AECOM, 2023)	25
Figure 4-7: A2 Shelter Room, Building A (AECOM, 2023)	25
Figure 4-8: A2 Shelter Room, Building A (AECOM, 2023)	25
Figure 4-9: A4 SSER Room, Building A (AECOM, 2023)	25
Figure 4-10: A4 SSER Room, Building A (AECOM, 2023)	25
Figure 4-11: Room A5 Future Office Building A (AECOM, 2023)	26
Figure 4-12: Room A5 Future Office Building A (AECOM, 2023)	26
Figure 4-13: Family Accessible Toilet/Unisex Toilet (AECOM, 2023)	26
Figure 4-14: Figure 4-15: Family Accessible Toilet/Unisex Toilet (AECOM, 2023)	26
Figure 4-16: Building B, looking west from Argyle Street footbridge (AECOM, 2023)	27
Figure 4-17: Breezeway looking west from Platform 2 to Platform 1. The wisteria boundary of the courtyard can be seen at right and building B at left (AECOM, 2023)	27
Figure 4-18: Building C looking south from the station's forecourt/car park. The steps to the Argyle Street footbridge are at left, and the Governor's Rooms of Building B at right (AECOM, 2023)	27
Figure 4-19: Breezeway between Platforms 1 and 2, looking west from Platform 2. The courtyard and the east-west range of building A can be seen at left, and the southern elevation of Building C at right (AECOM, 2023)	27
Figure 4-20: Waiting Room (former Booking Office) Building C (AECOM, 2023)	27
Figure 4-21: Waiting Room (former Booking Office) Building C (AECOM, 2023)	27
Figure 4-22: Argyle Street footbridge, looking south from Dalys Way overbridge (AECOM, 2021)	28
Figure 4-23: Argyle Street footbridge and ramp looking southeast from Platform 2 (AECOM, 2023)	29
Figure 4-24: Argyle Street footbridge (AECOM, 2023)	29
Figure 4-25: Ramp to Argyle Street looking east (AECOM, 2023)	29
Figure 4-26: Lackey Road footbridge, looking west from Dalys Way (AECOM, 2023)	30
Figure 4-27: Lackey Road stair and footbridge looking north (AECOM, 2023)	30
Figure 4-28: Stairs leading from Argyle Street footbridge to the station's forecourt. Building C is at left, and Platform 2 is at right (AECOM, 2023)	30
Figure 4-29: Stair to forecourt looking south (AECOM, 2023)	31
Figure 4-30: Refreshment Room Gardens from Platform 2, looking southwest (AECOM, 2023)	31
Figure 4-31: Refreshment Room Gardens looking north (AECOM, 2023)	31
Figure 4-32: Courtyard looking north with Building A in centre, the Governors' Rooms of Building B at left and Building C, at right (AECOM, 2023)	32
Figure 4-33: Courtyard looking south showing timber batten finish to platform awning (AECOM, 2023)	32
Figure 4-34: Courtyard looking northeast showing Argyle Street footbridge and marked out area for proposed lift (AECOM, 2023)	32
Figure 4-35: Dalys Way approaching the station forecourt, with the avenue of Lombardy Poplars (AECOM, 2023)	33
Figure 4-36: Platform 1, looking south (AECOM, 2023)	33

Figure 4-37: Platform 1, looking north, with Lackey Road footbridge in centre (AECOM, 2023)	33
Figure 4-38: Platform 2 as seen from the Argyle Street footbridge, looking west. Building B including the former Refreshment Room is at left (AECOM, 2023)	33
Figure 4-39: Platform 2 looking south (AECOM, 2023)	33
Figure 4-40: Dock platform (Governor's Platform) looking north (AECOM, 2023)	34
Figure 4-41: Signal box (1915) (AECOM, 2023)	34
Figure 4-42: Weighbridge (c.1940s/1950s) on the eastern side of the station (AECOM, 2023)	34
Figure 4-43: Jib crane (c.1884) as seen from Railway Street, looking west (AECOM, 2023)	34
Figure 4-44: Jib crane looking southwest toward Platform 2 from Argyle Street footbridge (AECOM, 2023)	34
Figure 4-45: Goods yard looking west, with jib crane at right (AECOM, 2023)	35
Figure 5-1: Overall significance of key items within Moss Vale Railway Station Precinct (OCP Architects, 2020a:100)	44
Figure 5-2: Overlay of 1914 drawing over current aerial (HDR Memo)	45
Figure 5-3: Significant views to and from Moss Vale Railway Station (OCP Architects, 2020a:52)	47
Figure 7-1: Existing overall precinct plan (Architectus, drawings dated 19/1/2024)	60
Figure 7-2: Overall precinct demolition plan (Architectus, drawings dated 19/1/2024)	61
Figure 7-3: Station wide demolition plan (Architectus, drawings dated 19/1/2024)	62
Figure 7-4: Station and Argyle Street – street level plan (Architectus, drawings dated 19/1/2024)	63
Figure 7-5: Station and Argyle Street – footbridge level plan (Architectus, drawings dated 19/1/2024)	64
Figure 7-6: Lackey Road – street level plan (Architectus, drawings dated 19/1/2024)	65
Figure 7-7: Lackey Road west and south elevation (Architectus, drawings dated 19/1/2024)	66
Figure 7-8: Lackey Road east and north elevation (Architectus, drawings dated 19/1/2024)	66
Figure 7-9: Argyle Street ramp section and elevation showing demolished ramp (red) (Architectus, drawings dated 19/1/2024)	67
Figure 7-10: Argyle street footbridge section and elevation (Architectus, drawings dated 19/1/24)	68
Figure 7-11: Station lift elevations (Architectus, drawings dated 19/1/24)	69
Figure 7-12: Station Services Equipment Room demolition and proposed plan (SSER) (Architectus, drawings dated 19/1/2024)	70
Figure 7-13: Station Services Equipment Room section (Architectus, drawings dated 19/1/2024)	71
Figure 7-14: Station Master's Office and Platform 1 section (Architectus, drawings dated 19/1/2024)	72
Figure 7-15: Family accessible toilet details (Architectus, drawings dated 19/11/2024)	72
Figure 7-16: Family accessible toilet elevations and sections (SSER) (Architectus, drawings dated 19/1/2024)	73
Figure 7-17: Ladies waiting room (Architectus, drawings dated 19/1/2024)	73
Figure 7-18: Waiting room details (Architectus, drawings dated 19/1/2024)	74
Figure 7-19: Courtyard lift details (Architectus, drawings dated 19/1/2024)	74
Figure 7-20: Sample board (Architectus, drawings dated 16/11/2023)	75
Figure 8-1: Existing view from the park bench within Diamond Jubilee Park looking north west towards Moss Vale Railway Station entry (Source: AECOM)	89
Figure 8-2: View after proposal from the park bench within Diamond Jubilee Park looking north west toward Moss Vale Railway Station entry (Source: AECOM)	89
Figure 8-3: Existing view looking northeast from Platform 2 at Moss Vale Railway Station (Source: AECOM)	90
Figure 8-4: View after proposal looking north east from Platform 2 at Moss Vale Railway Station (Source: AECOM)	90
Figure 8-5: Existing view from Moss Vale Railway Station looking north along Dalys Way (Source: AECOM)	90
Figure 8-6: View after proposal from Moss Vale Railway Station looking north along Dalys Way (Source: AECOM)	91
Figure 8-7: The existing view from the intersection of Lackey Road and Garrett Street, looking north along Lackey Road towards the station entrance (Source: AECOM)	91
Figure 8-8: The view after proposal from the intersection of Lackey Road and Garrett Street, looking north along Lackey Road towards the station entrance (Source: AECOM)	91
Figure 8-9: Layout of Moss Vale Railway Station c. 1914 with duplication works overlaid (GML Heritage Pty Ltd, 2023:21)	99

Figure 8-10: Layout of Moss Vale Railway Station c. 1914 with duplication works overlaid, and the approximate location of the footbridge marked in red (GML Heritage Pty Ltd, 2023:20)	99
Figure 8-11: Sandstone flagging partially covered with bitumen beneath the eastern awning of Building A, facing the forecourt and car park (AECOM, 2023)	100
Figure 8-12: Sandstone flagging outside the eastern entrance to the former Governor’s waiting room, Building A (AECOM, 2023)	100

## Tables

Table 2-1: Summary of listed heritage items within and adjacent to the proposal area	8
Table 3-1: Timeline of events (OCP Architects, 2020a) (events of highest relevance presented in bold text)	10
Table 5-1: Heritage significance criteria	36
Table 5-2: Significance assessment – Moss Vale Railway Precinct (OCP Architects, 2020c)	37
Table 5-3: Gradings of significance (Heritage NSW, 2023a)	40
Table 5-4: Significance grading for Moss Vale Railway Station (OCP Architects, 2020a:98) and (GML Heritage Pty Ltd, 2023:90– - areas significant to the proposal have been bolded)	42
Table 6-1: Heritage Design Principles (GML Heritage Pty Ltd, 2023b:96)	48
Table 6-2: Design recommendations (GML Heritage Pty Ltd, 2023b:157)	50
Table 6-3: Pros and cons of proposed options (GML Heritage Pty Ltd, 2023: Part 2)	52
Table 7-1: Key features and detail description of the proposal	54
Table 8-1: Impact assessment to the heritage significance of Moss Vale Railway Station	79
Table 8-2: Relevant conservation policies from CMP (OCP Architects, 2020a)	92
Table 9-1: Process questions or ‘Matter for consideration’ (Heritage NSW, 2023b)	103
Table 9-2: Summary of heritage impacts from Stabling Yard works (Aurecon, 2021)	106
Table 9-3: Summary of the nature of the direct impacts	107



## Executive Summary

Transport for NSW is the proponent for the proposed Moss Vale Station and Stabling Yard Upgrade (the 'proposal'). The proposal is designed to improve access to the station to those with a disability, limited mobility, carers with prams and passengers with luggage and to improve stabling capacity to accommodate new Regional InterCity trains.

This Statement of Heritage Impact (SoHI) has been prepared to identify the heritage values of Moss Vale Railway Station and assess the impact of the proposal on these heritage values.

The SoHI assesses the aspects of the proposal relating to the State Heritage Register (SHR) curtilage. Aspects of the proposal relating to the stabling yard are subject to a separate Section 60 (s60) approval (previously issued), with a separate heritage impact assessment/consistency assessment having been produced to support modifications to the approved s60 as well as an additional permit application for new stabling yard works not covered by the existing permit.

The key features of the proposal at Moss Vale Railway Station considered in this assessment include:

- upgrading the station's eastern access from Argyle Street
- formalising the station forecourt including new accessible parking spaces, kiss-and-ride zone and bus/coach drop-off
- adjusting some station doors, and ground levels at the station including resurfacing at Platform 2
- replacing existing unisex toilet with a family accessible bathroom
- installing tactile markers and boarding assistance zones on both platforms
- improving communications equipment, public address (PA) system, and security features/systems
- upgrading station power services, communications room, lighting and closed-circuit television (CCTV), line marking, landscaping, and adjustment to station ticketing facilities
- upgrading the station's western access from Lackey Road, including:
  - new lift providing access to the existing footbridge
  - upgrading existing footbridge and stairs including new handrails and decking
  - upgrading footpath and installing new seating at the new lift entrance near Lackey Road
  - installing pedestrian crossing at Lackey Road and Dalys Way
  - upgrading footpath accessibility at Dalys Way towards the station, including fencing, drainage, car parking and retaining wall.

The proposal is currently subject to an environmental impact assessment as part of a Review of Environmental Factors (REF).

Moss Vale Railway Station is listed in the New South Wales (NSW) State Heritage Register (SHR), the Section 170 register (Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register) and the Wingecarribee Local Environmental Plan (LEP) 2010. It is also part of a conservation area and is located adjacent to a number of other listed heritage items.

The Statement of Significance for Moss Vale Railway Station has identified that the station and its precinct are of State significance as one of NSW's largest regional railway stations, containing a rare and largely intact collection of Victorian and Federation buildings and other structures that remain important landmarks in the town of Moss Vale. At the time of its opening, Moss Vale served as the terminus of the Great Southern Line and at the time was one of only a few substantial railway buildings in NSW. The main wing of the 1867 station building is significant as one of the earliest railway buildings in NSW, and one of the oldest buildings in Moss Vale. It is also the only railway station in Australia that has been substantially designed and modified to accommodate regular Vice-Regal use.

The potential impacts to the listed item 'Moss Vale Railway Station and Yard Group' (SHR 01200) have been assessed against the criteria outlined in the NSW Heritage Division guidelines (Heritage NSW,

2023b). The assessment found that the station component of the proposal would include **moderate adverse** impacts. Specifically, the proposed modification to the Argyle Street ramp and the new lift in the courtyard would have a moderate adverse impact on the heritage significance of the station including irreversible loss of significant fabric. The construction of the lift would also result in a moderate adverse impact on the rarity values of the station. Other identified impacts were of a lower magnitude.

The following mitigation measures are recommended to minimise impacts to the heritage listed 'Moss Vale Railway Station and Yard Group'.

### **Recommendation 1 – s60 Approval**

As the 'Moss Vale Railway Station and Yard Group' is listed on the SHR, a section 60 approval to undertake the works associated with the proposal is required from the Heritage Council of NSW. It is recommended that this SoHI be submitted to the NSW Heritage Branch, together with the requisite forms, for assessment.

### **Recommendation 2 – Proposal Changes**

Any future modifications to the proposal would be subject to further heritage assessment and approval. This assessment would need to demonstrate that heritage impacts resulting from the change have been minimised.

### **Recommendation 3 – Construction Noise and Vibration**

Vibration levels from construction plant and equipment that exceed the minimal distance thresholds identified in the Noise and Vibration Impact Assessment (AECOM, 2023) (refer Appendix D of the REF) will be subject to the vibration mitigation measures identified (in the REF) including monitoring for vibration impact to historic structures. The Construction Noise and Vibration Management Plan should be implemented during construction works. A condition survey of the historic structures should be undertaken at the beginning and end of the main works to identify damage to structures. Construction noise and vibration resulting from the proposal shall be closely monitored to ensure that they do not have physical impact to heritage elements at the station. Any damage to buildings should be avoided and if necessary repaired under the guidance of a Heritage Architect.

### **Recommendation 4 – Design Response**

The proposed elements shall be sympathetic to the original design of the station and seek to emphasise key historic details, whilst not overwhelming or detracting from the heritage significance of the place.

- Design principles and guidelines:
  - New work shall be designed to meet Burra Charter Article 22 including relevant practice notes.
  - Design of new structures shall be of high-quality design and materials.
  - New structures shall be designed in a contextually appropriate manner as detailed in the design principles set out in the *Moss Vale Station, Heritage Design Report* (GML Heritage Pty Ltd, 2023) (HDR) (Appendix A).
- Design detailing, materials and finishes - Design detailing is required for the following elements, to be reviewed and approved by the Transport Heritage Specialist prior to approval for construction. This includes the following listed elements:
  - Furniture and joinery detailing within the Station Master's Office
  - Confirmation on a sympathetic contemporary lighting typology and detail on fixing methodologies, particularly on the two footbridges
  - Remaining detailing and materiality of the Argyle Street ramp brick abutment including brick capping detail, extent of brickwork retained/reused and the interface with the new ramp slab
  - Detail of new fencing along Dalys Way to replace the existing loop top and wire mesh fencing
  - Refinement of wayfinding, including the positioning of the proposed new t-sign and poster cases
  - Confirmation of the location for the proposed rain water tank

- Confirmation of the location, materiality and installation methodology for the proposed wall vents within the Store Room and the Family Accessible Toilet.
- Where practical use reversible construction methods: Applicable areas include Platform buildings, Building A (Rooms A2, A4 SSER, A5, A8, and A18) and Building C (Rooms C1 and C2). Works specifically include where new walls, ceilings, flooring and joinery attach to existing structures.
- Brickwork: As per the recommendations of the HDR (Appendix A), the detailing should not mimic existing brickwork in colour or pattern and be readily identifiable (refer to Article 22, Burra Charter). New brickwork on new elements (such as the lift shaft base) should be complementary to the station and not dominate the surroundings. If similar brick types to surrounding buildings are selected, consider varying the brick height, brick pattern or mortar colour. Final selection and details of brick shall be approved by the Heritage Architect.
- Pavers: New pavers should not mimic existing pavers in colour or pattern and be readily identifiable. Consider creating slight variations to either colour or laying pattern.
- Finishes: Implement the proposed colour palette. Proposed works to Argyle Street are based on the surrounding yellow (of the existing sandstone) and red (of the existing brickwork) colours e.g., steel work for new lifts is proposed to be Dulux 'Deep Indian Red', whilst at Lackey Road a grey colour palette is proposed to be derived from the existing footbridge and stair elements (silver colour) Dulux 'Bridge Grey'. Final selection of colours shall be approved by the Heritage Architect.
- Argyle Street ramp – the details of the ramp should be developed to be sympathetic to the retaining wall and rear stairs of the former Station Master's Residence located in its vicinity. Ensure that the proposed retaining wall continues to be an independently designed structure. Ensure that access to the Station Master's Residence is maintained.
- Lift canopy shelters and glass screens – maintain the height of lift canopy and adjacent glass screen/balustrade at minimal height to reduce visual impacts to the overall station.

#### **Recommendation 5 – Heritage Induction**

As part of the site induction, a heritage induction would be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unexpected heritage items or deposits are located during construction.

#### **Recommendation 6 – Heritage Architect**

A suitably qualified and experienced Heritage Architect who is independent of the design and construction team's personnel shall be engaged. The Heritage Architect shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of this SoHI, and the approval issued by NSW Heritage under s60 of the *NSW Heritage Act 1977*.

- The Heritage Architect shall provide on-site supervision of areas identified as significant elements within the scope of works and ensure that the final design is consistent with the conservation policies in the Conservation Management Plan (CMP), the revised heritage assessment and recommendations made in the HDR.
- The Heritage Architect shall provide design advice on resolving detailing of modifications to platform buildings. The detailed design for the proposal would be provided to the Heritage Architect for approval to ensure refinement of building modifications such as toilet refurbishments; floor installation including floor raising, installation of steps or ramps, or removal of original floors; works to original fireplaces; works to original or early walls, ceilings, doors, and windows; and ventilation upgrades (such as roof cowls or air vents). Fabric should be repaired and restored in accordance with the Heritage Architect's specifications, for example the brickwork around entry thresholds.
- The Heritage architect shall review the contractor's construction methodology or management plan to ensure that the proposed works align with design documentation as well as the heritage assessment and recommendations.
- The Heritage Architect shall ensure resolution of construction details through the detailed design phase to areas of moderate and high significance and areas that have the potential for visual

impact e.g., new works to footbridges, lifts and ramps as well the Dalys Way forecourt modification. The Heritage Architect shall oversee and approve all final material and finishes selections to ensure consistency with the historic significance of Moss Vale Railway Station.

- Detailed design of ancillary works and electrical and data services should be documented in an *Illustrated Services Plan* and approved by the Heritage Architect prior to the commencement of permanent services works.

### **Recommendation 7 – Heritage Interpretation Plan**

Heritage interpretation shall be planned and integrated into the detailed design of the proposal. The heritage interpretation planning shall be prepared by the Heritage Architect (and sub-consultants as required, i.e., graphics) with reference to Sydney Trains *Heritage Interpretation Guidelines*. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. The final HIP must include all details necessary to proceed to fabrication and installation. The HIP should include general historic information as well as target information referencing the significance of the courtyard. Some opportunities for heritage interpretation are identified in the HDR (Appendix A).

### **Recommendation 8 – Unexpected Heritage Finds**

If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's *Unexpected Heritage Finds Guideline* (Transport for New South Wales, 2019) would be followed, and work within the vicinity of the find would cease immediately. The site management shall be immediately notified to co-ordinate a response, which may include direction to seek appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, if required).

Works in the vicinity of the find shall not recommence until written approval to recommence has been received from the Heritage Advisor. The event must be reported in the Transport incident management system as a report only event in accordance with the Transport Environmental Incident Guideline.

### **Recommendation 9 – Photographic Archival Recording**

Archival recording of the station shall be undertaken in accordance with the Heritage NSW guidelines prior to main works commencing. The archival recording shall be reviewed and approved by Transport prior to submission to Heritage NSW or other government body.

Consider providing copies of the archival recording to Wingecarribee Shire Council for reference. The recording should cover the following:

- Whole station.
- Key views and vistas identified in CMP.
- Areas proposed for changes including footbridges, ramps, Dalys Way forecourt, courtyard, and platform buildings focusing on areas of change.

### **Recommendation 10 – Tree Protection Zones**

The proposal includes the removal of and trimming of several trees in the station precinct. The following mitigation measures are to be implemented:

- Poplar trees within the station's SHR curtilage are identified as having high heritage significance in the CMP: Tree Protection Zones (TPZs) should be established around Poplars on the Dalys Way approach. Trimming of trees and tree protection to follow the recommendations in the Arboricultural Impact Assessment (Ecological, 2021) and Arboricultural Impact Assessment Addendum (Urban Tree Management, 2023). An Australian Qualifications Framework (AFQ) Level 5 Arborist should be engaged to supervise the installation of the TPZs around significant trees and monitor works along Dalys Way etc to ensure impacts are mitigated.
- Whilst no work is proposed to the following list of trees and plants (identified as having Little and Moderate significance in the CMP) they should be protected from any accidental damage by providing physical barriers:
  - Cypress and other plantings on both sides of Refreshment Room Garden

- Crepe myrtles and clipped bottlebrushes on northern platform
- Plantings in courtyard
- Plantings in tubs on platforms
- Garden bed between platforms (under footbridge) planted with 'Elephants ears'. In the case that works do propose to impact these plantings or garden beds, reinstatement to the same or greater state is to be implemented, in accordance with advice from the Landscape Architect and endorsement by the Heritage Architect.
- Trees and shrubs removed along Dalys Way and Argyle Street should be replanted with appropriate species of plants that provide a similar level of visual screening of the station.
  - If any Lombardy poplar trees are proposed for removal within the SHR curtilage (i.e. along Dalys Way or along Lackey Road) as a result of design development, they must be replaced with mature specimens of the same species in the exact location as was removed or within the vicinity, in accordance with Heritage Architect advice.

#### **Recommendation 11 – Update to SHR/S170 Register**

On completion of work, an update should be prepared for the SHR and S170 Heritage and Conservation Register listings, with required details.

#### **Recommendation 12 – Heritage Opportunities**

During the detailed design phase, opportunities may be investigated to offset assessed heritage impacts from the proposal. Examples of potential offsets include, but are not limited to:

- Providing all relevant information to Sydney Trains for any future updates to the current CMP, including the amended significance gradings identification of other redundant or current intrusive elements that can be investigated to be removed/relocated from the station.
- Review of the hard and soft landscaping in the courtyard to reduce the visual clutter of the area to create a more visually pleasant aesthetic. This should include the review of the memorials.
- Opportunity works listed in Section 10.3 of the HDR (Appendix A), summarised here as:
  - An audit of existing non-Indigenous interpretation at Moss Vale Railway Station
  - Undertake investigations about recovering, conserving and interpreting the Governor's Platform
  - Interpretation of the vaulted ceiling and removal of intrusive elements in the amenities
  - Investigate opportunity to revitalise the former award-winning gardens by consultation with a Heritage Landscape Architect/consultant and consistent with *Policy 10. Natural Heritage, Gardens and Landscape* of the CMP
  - Restoration of the Refreshments Rooms Garden
  - The removed timber fretwork to the arched doorway of the amenities should be relocated to a sympathetic location such as the breezeway south of the male amenities
  - Undertake and implement a Schedule of Conservation Works across the station.

#### **Recommendation 13 – Specialist Contractors**

The main contractor must demonstrate relevant experience working with heritage structures. Any sub-contractors engaged to work on heritage fabric should also demonstrate relevant heritage experience to mitigate any unnecessary heritage incidents during construction. Specialist heritage sub-contractors should be engaged to work on specific trades such as a heritage stone mason when altering significant fabric such as brickwork or sandstone. Evidence of heritage experience for all sub-contractors working within the SHR curtilage must be provided to Transport Heritage for review and endorsement.

**Recommendation 14 – Construction Phase**

Care should be taken during construction works so as not to damage significant fabric:

- Provide a heritage works methodology for review and endorsement by Transport Heritage and the Heritage Architect, and implement the works for protecting significant fabric during construction. These should include mitigation measures for moving plant, removal of heritage fabric and protective measures (such as barriers and demarcation signage i.e., heritage no-go zones) to ensure significant fabric is not damaged.
- Particular attention shall be paid to where new fabric adjoins significant fabric with the aim of protecting damage to significant fabric from new works.
- Appropriately qualified tradespeople (e.g., bricklayers or builders) should be engaged to undertake these works. They must adhere to the methodology that is developed for protecting significant fabric during construction works.

## 1.0 Introduction

### 1.1 Project background

Transport for New South Wales (NSW) (Transport) is the proponent for the proposed Moss Vale Station and Stabling Yard Upgrade (the 'proposal'). The proposal is designed to improve access to the station for those with a disability, limited mobility, carers with prams and passengers with luggage, as well as to improve stabling capacity to accommodate new Regional InterCity trains. References to the proposal in this assessment relate to the station upgrade elements within the NSW State Heritage Register (SHR) curtilage.

Moss Vale is a major town in the Southern Highlands region with access to services, employment and rail connectivity to Sydney. The station is listed as having State significance for its heritage features.

Moss Vale Railway Station and its surrounds have poor pedestrian connectivity due to road and rail infrastructure barriers. Active transport and pedestrian crossings are limited to a set of stairs to the Lackey Road bridge, north of the station. This means indirect connections and long pedestrian journeys for people with limited mobility.

As a State significant heritage listed item, the purpose of this Statement of Heritage Impact (SoHI) is to identify the heritage values of Moss Vale Railway Station and assess the impact of the proposal on these heritage values to support a Section 60 (s60) application to Heritage NSW.

The SoHI assesses the aspects of the proposal relating to the SHR curtilage. Aspects of the proposal relating to the stabling yard are subject to a separate s60 approval (previously issued), supported by a separate heritage impact assessment/consistency assessment covering modifications to the approved s60 as well as an additional permit application for new stabling yard works not covered by the existing permit.

The proposal is currently subject to an environmental impact assessment as part of a Review of Environmental Factors (REF) (AECOM, 2023) (refer to the project webpage: <https://www.transport.nsw.gov.au/projects/current-projects/moss-vale>).

### 1.2 Site identification

Moss Vale Railway Station is located on the Main Southern railway line, approximately 140 kilometres south of Sydney, in the Southern Highlands region of NSW. The railway station is centrally located in the town of Moss Vale, between Argyle Street and Lackey Road (see Figure 1-1, Figure 1-2 and Figure 1-3).

### 1.3 Project scope

The proposal includes the following upgrades to Moss Vale Railway Station and is discussed in detail in Section 7.1.

#### **Moss Vale Railway Station Upgrade:**

- upgrading the station's eastern access from Argyle Street, including:
  - installing two new lifts, one at each end of the existing footbridge
  - upgrading the existing footbridge stairs and walkway
  - upgrading accessibility to the existing bus stop and taxi drop-off near Jubilee Park
  - converting two one hour parking spaces to an accessible kiss and ride area on Argyle Street, next to Jubilee Park
- upgrading the Argyle Street entrance including seating and signage, and improving the accessible pedestrian footpath at the forecourt
- formalising parking within the station forecourt, including new accessible parking spaces, kiss-and-ride zone and bus/coach drop off point

- adjusting some doors, and ground levels at the station including re-surfacing platform 2 to comply with accessibility requirements
- replacing the existing unisex toilet with a family accessible bathroom
- installing tactile markers and boarding assistance zones on both platforms
- improving communications equipment, public address (PA) system, and security features/systems
- upgrading station power services, communications room, lighting and closed-circuit television (CCTV), line marking, landscaping, and adjustment to station ticketing facilities
- upgrading the station's western access from Lackey Road, including:
  - installing a new lift providing access to the existing footbridge
  - upgrading the existing footbridge and stairs including new handrails and decking
  - upgrading the footpath and installing new seating at the new lift entrance near Lackey Road
  - installing a pedestrian crossing at Lackey Road and Dalys Way
  - upgrading footpath accessibility at Dalys Way towards the station, including fencing, drainage, car parking and retaining wall.

## 1.4 Project methodology

This heritage assessment has been undertaken in accordance with the Heritage NSW document *Guidelines for preparing Statements of Heritage Impact* (Heritage NSW, 2023b). The methodology included:

- desktop searches of relevant heritage registers
- review of design drawings and project descriptions provided by Transport
- review of the following key documents:
  - *Moss Vale Railway Station Precinct Conservation Management Plan, Volumes 1-3* (OCP Architects, 2020a), hereafter referred to as the 'CMP'
  - *Moss Vale Station, Heritage Design Report* (GML Heritage Pty Ltd, 2023a) (Appendix A)
  - previous reports and other relevant documentation provided by Transport
- site inspection carried out on 19 July 2023 by AECOM staff.

## 1.5 Report limitations

All assessments have been based on project information provided by Transport and construction information provided by Degnan (the contractor). Any departures from the proposal and construction information may require an amendment to the heritage assessment and/or its recommendations.

This report has been prepared for the sole use of Transport for the proposal.

Historical research has been based on the CMP and HDR (Appendix A) and no additional historical research has been undertaken by AECOM.

## 1.6 Authorship

This report has been prepared by Senior Heritage Consultant, Deborah Farina and Principal Heritage Architect, Ameera Mahmood. A technical and quality review was undertaken by ANZ Heritage Technical Group Leader, Dr Darran Jordan.



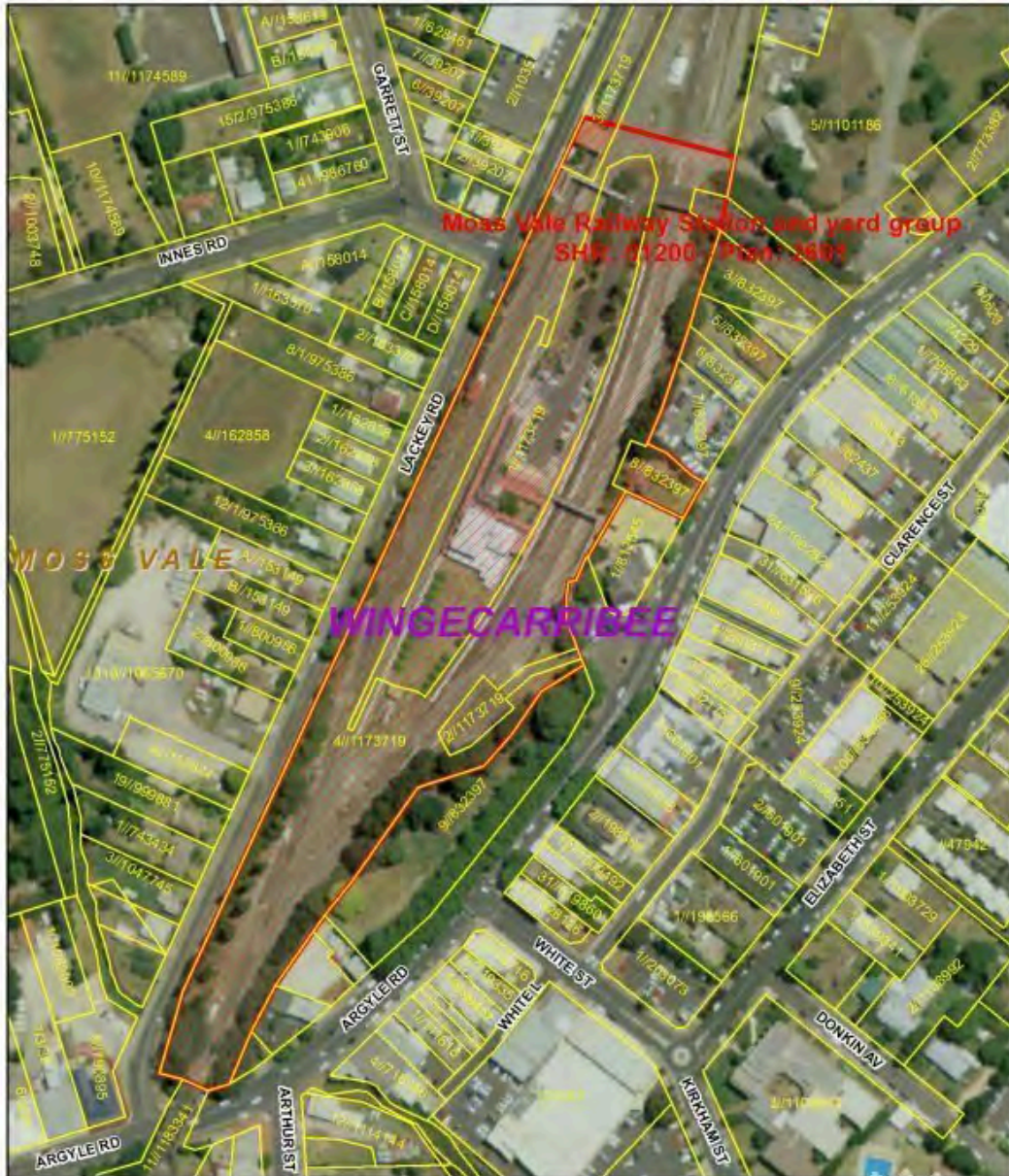


Figure 1-1: The proposal area including stabling yard and compounds



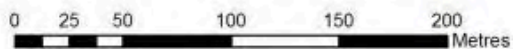
**Figure 1-2: Heritage items listing for Moss Vale. Note: Curtilage for Wingecarribee Local Environment Plan (LEP) listing of Moss Vale Railway Station and Yard Group extends to the stabling yard (Heritage NSW)**

# Heritage Council of New South Wales



## State Heritage Register

Gazettal Date: 2 April 1999



Scale: 1:2,500

Produced by: Michelle Galea

### Legend

- SHR Curtilage
- Land Parcels
- GAs
- Suburbs

Figure 1-3: Moss Vale Railway Station and Yard Group (Heritage NSW)

## 2.0 Statutory context

### 2.1 Commonwealth

#### 2.1.1 *Environment Protection & Biodiversity Conservation Act 1999*

The *Environment Protection & Biodiversity Conservation Act 1999 (EPBC Act)* defines 'environment' as both natural and cultural environments and therefore includes Aboriginal and non-Aboriginal historical cultural heritage items. Under the Act protected heritage items are listed on the National Heritage List (items of significance to the nation) or the Commonwealth Heritage List (items belonging to the Commonwealth or its agencies). These two lists replaced the Register of the National Estate (RNE). The RNE has been suspended and is no longer a statutory list; however, it remains as an archive.

Under Part 9 of the EPBC Act, any action that is likely to have a significant impact on a matter of National Environmental Significance (known as a controlled action under the Act), may only progress with approval of the Commonwealth Minister for the Department of the Environment. An action is defined as a project, development, undertaking, activity (or series of activities), or alteration. An action will also require approval if:

- it is undertaken on Commonwealth land and will have or is likely to have a significant impact on the environment on Commonwealth land; and
- it is undertaken by the Commonwealth and will have or is likely to have a significant impact.

The heritage registers mandated by the EPBC Act have been consulted. Moss Vale Railway Station is not listed on the National Heritage List or the Commonwealth Heritage List.

### 2.2 State

#### 2.2.1 *Heritage Act 1977*

The *Heritage Act 1977* was enacted to conserve the environmental heritage of NSW. Under Section 32, places, buildings, works, relics, moveable objects, or precincts of heritage significance are protected by means of either Interim Heritage Orders (IHO) or by listing on the NSW State Heritage Register (SHR). Items that are assessed as having State heritage significance can be listed on the SHR by the Minister on the recommendation of the NSW Heritage Council.

Proposals to alter, damage, move or destroy places, buildings, works, relics, moveable objects or precincts protected by an IHO or listed on the SHR require an approval under s60 of the Act. There are standard exemptions to the requirement for a s60 permit under Section 57(1) of the Act (see below).

Under Section 170 (S170) of the Act, NSW Government agencies are required to maintain a register of heritage assets.

Moss Vale Railway Station is listed in the SHR (01200) and S170 (4806253) register.

#### **Standard Exemptions**

Under Section 57(1) of the *Heritage Act 1977*, the Minister may from time to time publish exemptions to the requirement for a permit under s60. Such exemptions were gazetted on 13 November 2020 (NSW Gazette, 2020). These exemptions are generally for minor, non-invasive works that allow owners to perform general repair and maintenance to a heritage item.

Standard exemptions do not apply to this proposal.

#### **Site-Specific Exemptions**

In addition to standard exemptions, some heritage items have exemptions specific to that item that relate to certain works. These are usually stated in the SHR listing. The SHR listing does not contain any site-specific exemptions for Moss Vale Railway Station.

## **Permits**

### Fast Track Section 60 permits

For minor works that do not fall within the standard exemptions, a “fast-track” s60 permit may be applicable. Eligible activities/works for the fast-track s60 permit are:

- minor in nature, and
- costs less than \$150,000.

### Section 60 Permits

If the works do not comply with the standard exemptions, site-specific exemptions or are not “minor works” that fall within the “fast-track” s60 permit pathway, or have costs higher than \$150,000, a standard s60 permit is required.

While the assessment of s60 permits take longer to assess than the fast-track s60 permit pathway, they do allow for modifications should the scope of the project be amended. Such modifications are supported by Section 65A of the *Heritage Act 1977*, provided that the approval body is satisfied that the modified approval is substantially the same as the scope authorised by the original approval (Section 65A (1)(a)).

As part of the standard s60 permit application process, if a proposal may have a major impact on the heritage significance of an item, or is in the public interest, Heritage NSW would advertise the application. The standard timeframe for assessment of the applications is 40 days for those that are not advertised, and 60 days for those that are. It should be noted that if Heritage NSW requires additional information or clarification of details within the application, the ‘clock’ is stopped until the proponent provides that additional information/clarification to Heritage NSW.

As the Moss Vale Railway Station and Yard Group is listed as an item on the NSW SHR, a s60 approval to undertake the works associated with the proposal is required.

### **2.2.2 State Environment Planning Policy (Transport and Infrastructure) 2021**

The *State Environmental Planning Policy (Transport and Infrastructure) 2021* (Transport and Infrastructure SEPP) allows for simplified planning and effective delivery of transport and infrastructure projects for NSW Government departments. Division 15 of the Transport and Infrastructure SEPP covers railway and rail infrastructure projects.

Section 2.92 of the Transport and Infrastructure SEPP provides that development for the purpose of a railway or rail infrastructure facility may be carried out on or on behalf of a public authority without consent on any land. This includes construction works, emergency or routine maintenance works and the development for car parking or markets.

## **2.3 Local**

### **2.3.1 Wingecarribee Local Environmental Plan 2010**

Part 5 Section 5.10 of the Wingecarribee Local Environmental Plan (LEP) 2010 deals with heritage conservation within the Wingecarribee local government area (LGA). All heritage items listed on the LEP are included in Schedule 5 of the document. The LEP states:

#### (1) Objectives

The objectives of this clause are as follows—

- (a) to conserve the environmental heritage of Wingecarribee,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

#### (2) Requirement for consent

Development consent is required for any of the following —

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance) —
  - (i) a heritage item,
  - (ii) an Aboriginal object,
  - (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while 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,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land —
  - (i) on which a heritage item is located or that is within a heritage conservation area, or
  - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land —
  - (i) on which a heritage item is located or that is within a heritage conservation area, or
  - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

However the Transport and Infrastructure SEPP prevails over all other environmental planning instruments (including LEPs) except where there is an inconsistency with *State Environmental Planning Policy (Precincts) 2021* or certain provisions of *State Environmental Planning Policy (Resilience and Hazards) 2021*.

As Moss Vale Railway Station is listed on the SHR, a s60 approval will be required from Heritage NSW. The station is also listed in the LEP and hence Wingecarribee Shire Council should be notified of the works.

## 2.4 Summary of statutory controls

Moss Vale Railway Station has been identified as holding State heritage significance and is listed on the NSW SHR, Transport Asset Holding Entity (TAHE) and ARTC s170 register and Wingecarribee LEP 2010. In addition, the register search was extended to 100 metres from the curtilage of Moss Vale Railway Station to establish if there were surrounding registered items or conservation areas that may be affected by the proposal. Table 2-1 summarises the heritage listings identified as a result of this search.

**Table 2-1: Summary of listed heritage items within and adjacent to the proposal area**

Heritage list	Items within the proposal area	Level of significance	Items adjacent to the proposal area	Level of significance	Distance to proposal area (metres)
World Heritage List	Nil	n/a	Nil	n/a	n/a
National Heritage List	Nil	n/a	Nil	n/a	n/a

Heritage list	Items within the proposal area	Level of significance	Items adjacent to the proposal area	Level of significance	Distance to proposal area (metres)
Commonwealth Heritage List	Nil	n/a	Nil	n/a	n/a
Register of the National Estate (non-statutory)	Nil	n/a	Nil	n/a	n/a
State Heritage Register	Moss Vale Railway Station and Yard Group (SHR #01200)	State	Moss Vale rail underbridge over Argyle Street (SHR #010409)	State	<5
Transport Asset Holding Entity (TAHE) Section 170 Heritage and Conservation Register Section 170 ARTC Heritage and Conservation Register, Item number: 4280253	Moss Vale Railway Precinct (#4806253)	State	Nil	n/a	n/a
Wingecarribee LEP 2010	Moss Vale Railway Station (I244)  Argyle Street North Conservation Area (C1836)	Local  Local	Former Station Master's Residence  Leighton Gardens (#1400)  Former Post Office (#1248)  J M Alcorn Memorial (I397)  Moss Vale Courthouse (#1173)  Moss Vale Rail Underbridge (#1178)  Whytes Shop (#1612 and 1547)  Throsby Manor, (former Council Chambers) (#1041)  Argyle/Browley St Conservation Area (C1837)	Local  Local  Local  Local  Local  Local  Local	<3  <3  <5  <10  <20  <5  <30  <75  <20

## 3.0 Historical context

### 3.1 Brief chronology

A summary of significant events associated with Moss Vale Railway Station is provided in Table 3-1. Figure 3-1 demonstrates the historic phases of development of Moss Vale Railway Station.

**Table 3-1: Timeline of events (OCP Architects, 2020a) (events of highest relevance presented in bold text)**

Date	Event
1819	Land granted to Dr Charles Throsby by Governor Macquarie for his "Throsby Park" estate
1864	Land resumed for construction of railway
<b>1866</b>	<b>Construction of rail line</b>
<b>1867</b>	<b>First platform, platform building and shed constructed (Building A); station opened as "Sutton Forest"</b>
1869	Station master's residence constructed
1877	Station renamed "Moss Vale"
<b>1889</b>	<b>Alterations to platform building (Building A) and additions to the south, including Governor's Waiting Room</b>
<b>1890</b>	<b>Work commences on Refreshment Room Building (Building B); Carriage shed for State car erected</b>
1891	Refreshment Room and Governor's Rooms open
<b>1914</b>	<b>New down platform constructed</b>
<b>1915</b>	<b>Footbridges to Lackey Road and Booking Office (Building C) constructed; courtyard formed</b>
<b>1916</b>	<b>Footbridges to Argyle Street constructed</b>
1918	Moss Vale wins first prize in its region in the annual railway and tramway garden competition
<b>1919-1927</b>	<b>Refreshments Room Building extended east</b>
<b>1927</b>	<b>Additional two-storey accommodation wing added to Refreshment Room building and building extended east</b>
1934	Down Platform awning extended
1967	Refreshment room closed
1986	Major renovations including revitalising of gardens
1988	Restoration of Governor's dining room (Building B)
<b>1992</b>	<b>Remodelling of courtyard</b>
2006	Parcel of land including Barracks sold for redevelopment
2008	Section of southern goods yard incorporated into Leighton Gardens; weighbridge hut repaired
2010	Barracks demolished
<b>2013</b>	<b>New station car park constructed over the site of the former barracks (outside heritage listing curtilage)</b>
<b>2014</b>	<b>New station car park constructed over the site of the former barracks (outside heritage listing curtilage)</b>  <b>Remediation works to Lackey Road footbridge undertaken</b>





FIGURE 2-45: MOSS VALE STATION, SHOWING THE MAIN PHASES OF DEVELOPMENT.



FIGURE 2-46: REFRESHMENT ROOM BUILDING, FIRST FLOOR, SHOWING THE MAIN PHASES OF DEVELOPMENT.

**DEVELOPMENT PHASES**

- 1867 original ■
- 1889 ■
- 1890 ■
- 1915 ■
- 1919-1927 ■
- 1927 ■

Figure 3-1: Historic phases of development of Moss Vale Railway Station (OCP Architects, 2020a:49)

### 3.2 Settlement of Moss Vale

The town of Moss Vale is located at the intersection of three large land grants: Charles Throsby’s “Throsby Park”, John Waite’s “Browley”, and an unnamed grant made to William Hutchinson (Figure 3-2). However, most of the village land and that of the railway station came from Throsby Park.

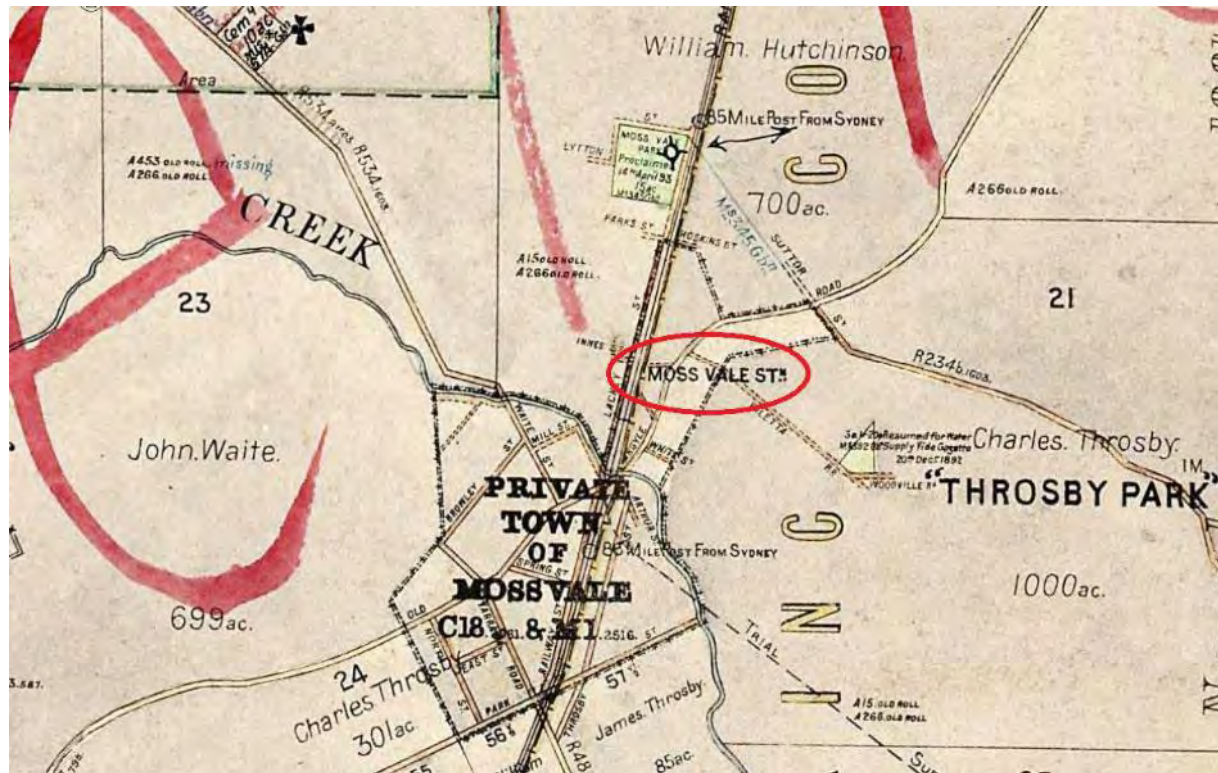


Figure 3-2: Detail of undated Parish Map of Bong, with location of Moss Vale Railway Station circled (Historical Land Records Viewer, File Name: 13880901.jp2)

#### 3.2.1 Throsby Park

Charles Throsby was a surgeon who came to Australia in 1802 and after holding various government posts, retired in 1808 to become a pastoralist on his property, Glenfield, in what is now Casula, a suburb in western Sydney. In expanding his pastoral interests, he was one of the first explorers of the Illawarra district, installing a stockman there to care for his stock. He began exploring with a family friend, Hamilton Hume, on expeditions west from Sutton Forest in 1817, and with Surveyor-General James Meehan from Cowpastures through Sutton Forest and on to Jervis Bay in 1818. In 1819, Governor Lachlan Macquarie granted Throsby 1,000 acres in what is now Moss Vale, which he named “Throsby Park” (Parsons, 1967). Throsby Park is located to the south east of Moss Vale Railway Station (Figure 3-2 and Figure 3-3).



Figure 3-3: *View of Throsby Park*, Conrad Martens c. 1836 (Caroline Simpson Library & Research Collection, Sydney Living Museums, Record No. 30942)

Charles Throsby died in 1828 and his property was inherited by his nephew, Charles Throsby Junior. Throsby Park stayed in the Throsby family until 1975, when the homestead was acquired by the National Parks and Wildlife Service (Heritage NSW, 2000).

### 3.2.2 Early Moss Vale

Plans for a railway line through the Moss Vale district can be traced to as early as August 1846, but it was not until 1860 that definite plans were made to extend the Great Southern Line to Picton, with an extension to Goulburn. The station, originally called Sutton Forest, opened in 1867. By the time the railway was open, the settlement already had a store, a postal service and a hotel. These facilities were developed to cater to railway workers who had moved to the area (Heritage NSW, 2000).

Sutton Forest was the terminus until the line to Marulan was opened on 6 August 1868. In anticipation of the coming railway, Throsby Park subdivided some of its land for the village of Moss Vale. The name honours an ex-convict servant of the Throsby family, Jemmy Moss, who had a hut on the Throsby Park estate, near modern day Spring Street (Heritage NSW, 2000). Between 1875 and 1877, the name Moss Vale gradually gained acceptance and was officially adopted by 1877.

### 3.3 Moss Vale Railway Precinct

#### 3.3.1 1867 Station buildings

The first station building was erected in 1867 on the eastern side of the present Up platform. It was built to a standard Georgian-influenced design, the features of which included a rectangular shape, symmetrical plan, attached pavilions with lower rooves at both ends and a hipped roof of uncluttered appearance and posted awnings. The first building comprised the following rooms and structures (north and south) (Figure 3-4 and Figure 3-5):

- Porters and lamp room
- Parcels office, with chimney/fireplace to the northern wall. This was the most northerly room of the main station building
- Booking office, with counter to southern wall and chimney/fireplace to the northern wall
- General waiting room – the largest room which also acted as station entry with southern chimney/fireplace and opposite French doors
- Ladies waiting room, the most southerly room of the main station building (i.e., the hip roof section)
- Southern chimney and fireplace
- Privy and urinals (male toilet) and privy (female) with low roof
- Low platform fence between station and tank
- Water tank (a tank structure set into the platform, separate from main station building).

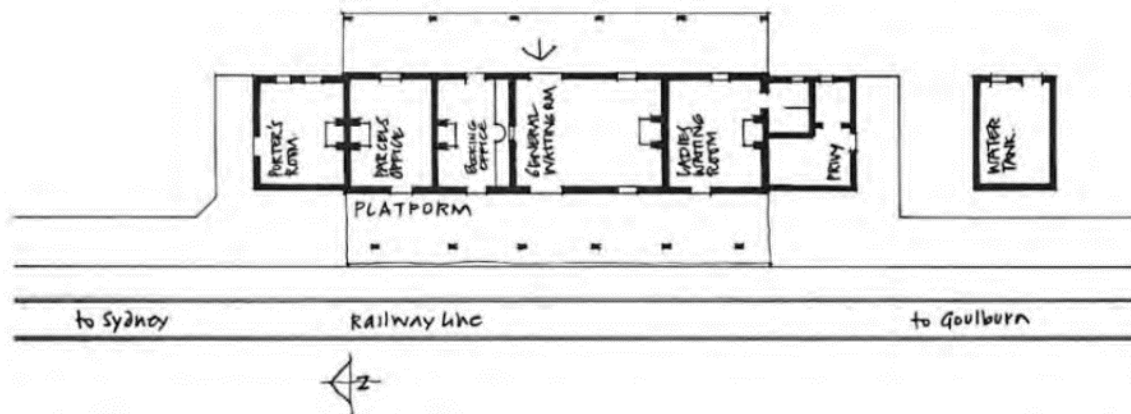


Figure 3-4: The original Moss Vale Railway Station, built in 1867, showing entrance to waiting room and booking office from the East Side (Peter Freeman, 1998 in OCP Architects 2020a:16)

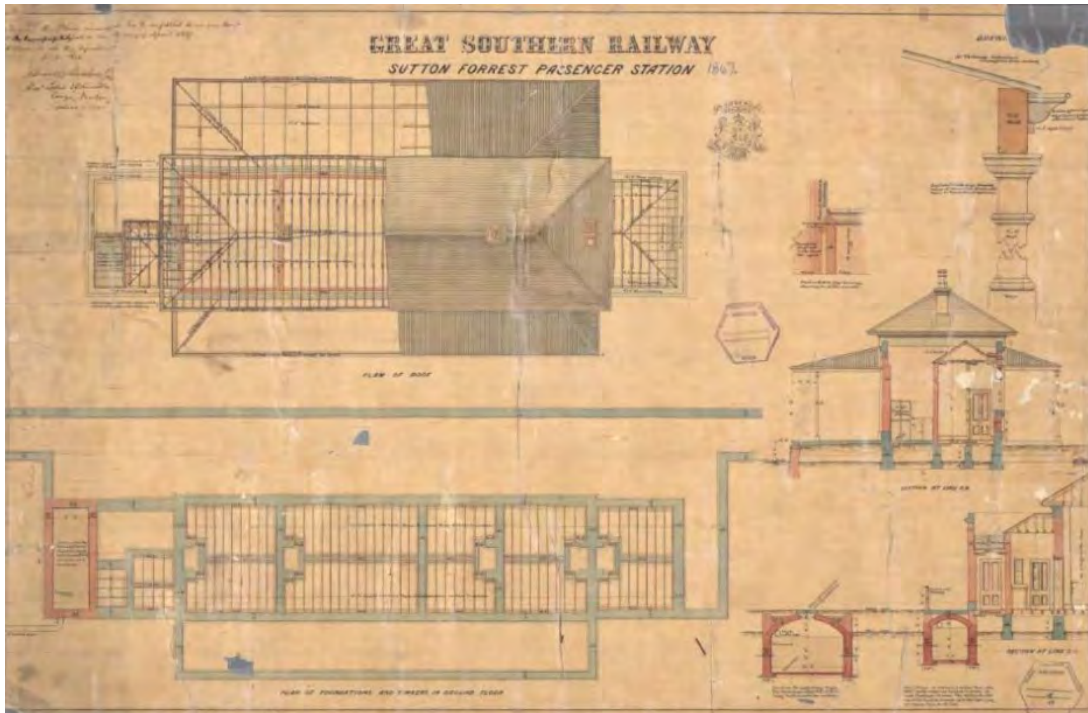


Figure 3-5: “Great Southern Railway: Sutton Forrest Passenger Station”, c. 1867 (NSW State Records and Archives in OCP Architects, 2020a:15)

The original single-line platform was 277 feet (91 metres) long and was located on the west side of the station buildings. With the later duplication of the Great Southern Line, the new Up line to the west of the original station building, and the new Down line were located further to the east.

With the completion of the first station buildings, Moss Vale (Sutton Forest) joined Mittagong Station and other stations closer to Sydney as ‘prototype’ mid-nineteenth century station buildings (Figure 3-6).



Figure 3-6: Moss Vale Railway Station, c. 1880 (Berrima District Historical and Family History Society in OCP Architects, 2020:17)

### 3.3.2 1890s Extensions to the Station

In 1868, the Earl of Belmore, Governor of NSW, leased nearby Throsby Park for four years to escape the Sydney heat. His lease commenced a month after the Sutton Forest (Moss Vale) station opened. The succeeding Governor, Sir Hercules Robinson, leased nearby Mount Valdimah for holiday use, and in 1883, Robinson's successor, Lord Loftus, became the first resident of the newly acquired Vice-Regal Country residence of 'Hillview' at Sutton Forest. Until 1946, Governors of NSW would stay at 'Hillview' for holidays, which in turn raised the popularity of the Sutton Forest/Moss Vale area as a holiday resort (OCP Architects, 2020a:18).

With NSW Governors making frequent trips between Sydney and Moss Vale, a carriage shed was built for the Governor's carriage at Moss Vale in 1884. Baron Carrington, Governor from 1885 to 1891, appears to have had a profound impact on the development of the station. Baron Carrington is credited with being the instigator of the refreshment room being moved from Mittagong to Moss Vale so that he would not be delayed on his journey back to Sydney, as the practice of the time was for the Governor's carriage to be attached to the rear of a passenger train. This resulted in additions to the station, including the Governor's Waiting room and a suite of rooms on the first floor of the Refreshment room building (Figure 3-7 and Figure 3-8). During his term as Governor, work was commenced on building a special State carriage as well as a state car carriage shed being erected at Moss Vale. The next Governor, the Earl of Jersey, was the first to take advantage of the new facilities at Moss Vale, as well as the car, constructed in 1891.

Figure 3-9 and Figure 3-10 show Moss Vale Railway Station prior to duplication with the original entry to the station. The area of the current courtyard is circled in these photos.

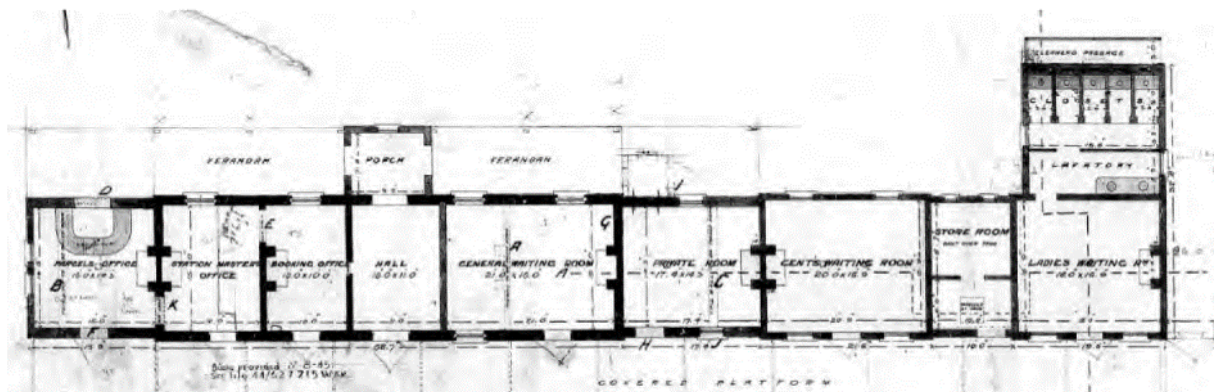


Figure 3-7: 1889, alterations and additions to Platform building (Building A) (OCP Architects, 2020a:20)

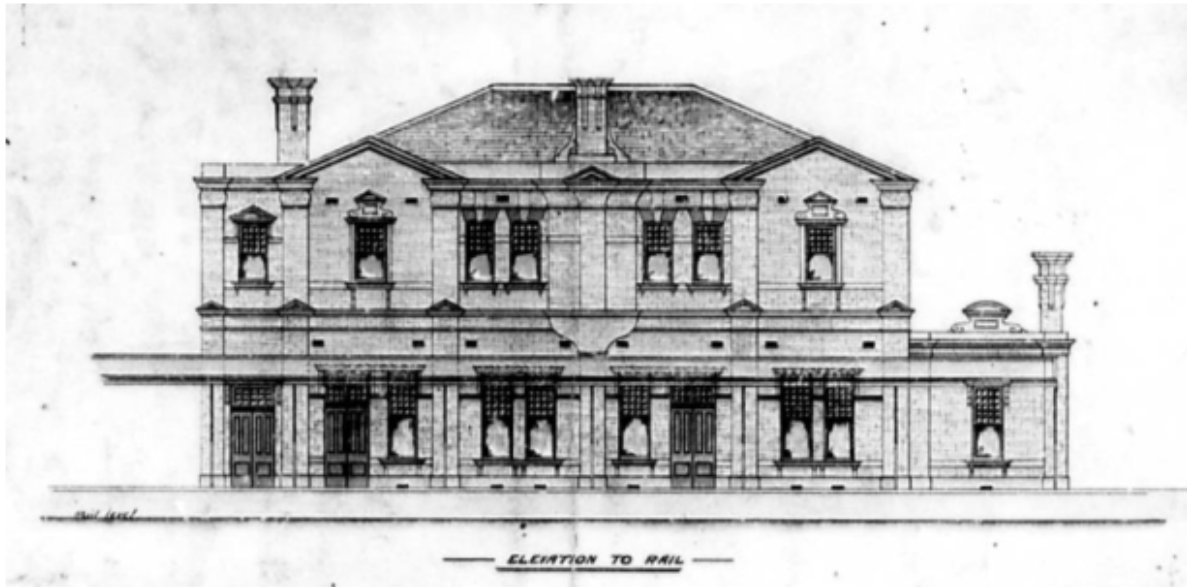


Figure 3-8: 1890, refreshment Room Building (OCP Architects, 2020a:21)



Figure 3-9: c. early 1900 Old Court House and Police Station also showing plantings adjacent to Refreshments Room Building ([www.berrima.imagegallery.me](http://www.berrima.imagegallery.me) #106631)

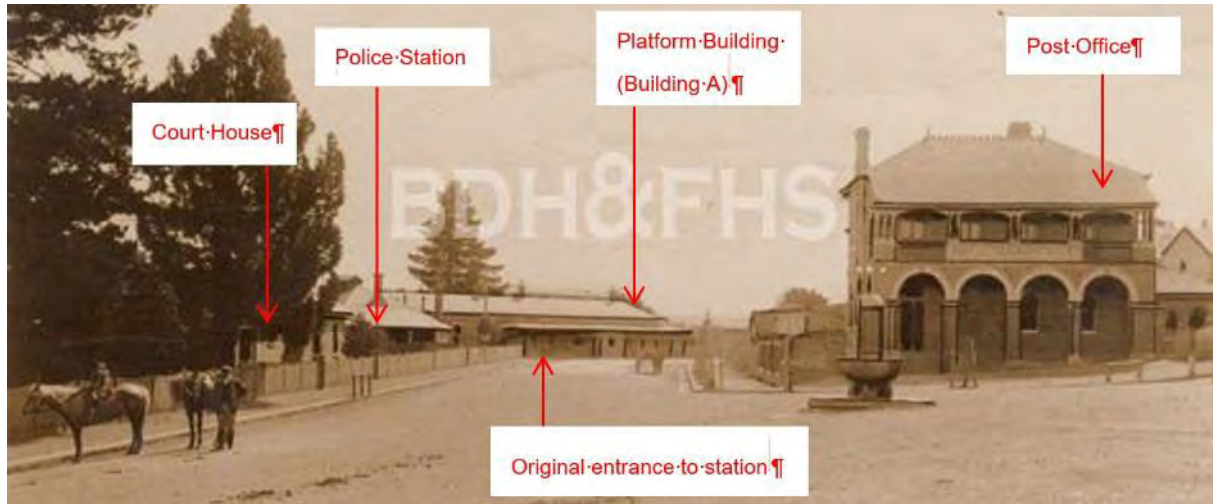


Figure 3-10: c.1910, Original entrance to Moss Vale Railway Station showing Post Office (right) Platform Building (Building A beyond) Old Court House and Police Station (left) ([www.berrima.imagegallery.me](http://www.berrima.imagegallery.me) #103019)

### 3.3.3 Duplication

The duplication of the line began in 1914 and was opened 1915. The duplication required a new platform as well as the road closure from Argyle Street and the removal of the Goods and Carriages Shed (Figure 3-11). It is also said that as part of the duplication works in 1915, Governor Strickland requested road access to the platform and a special loading dock for the State carriage. The reason for this was to provide privacy for his wife, Lady Edeline Strickland, who suffered a physical condition impeding her ability to walk (Hector Abrahams Architects, 2021:3). This resulted in the present configuration of a wide island platform connected by a brick and iron road bridge to Argyle Street, and steel truss pedestrian overbridges to Lackey Road and Argyle Street (Figure 3-12 and Figure 3-13). The hill on the western side of the station was cut to accommodate the Down main, down refuge loop, goods side and goods yard and a retaining wall supporting the Station master's residence. A former store room in the 1889 building was also demolished to allow access between the Up and Down lines, and to the new booking office (Building C) (OCP Architects, 2020a:27-28). Figure 3-14 shows the station after duplication.

It is important to note that the footbridges were part of the infrastructure works from 1915 for line duplication that provided pedestrian access to the platforms and station buildings. In September 1915 Mayor Ald. E. G. Moon and Ald. J. R. Seroggie met with the acting Chief Commissioner for Railways to "urge upon him the necessity of providing a more convenient approach to the new railway station at Moss Vale" ("Moss Vale Railway Station - Improvements Sought," 1915). Whilst the Argyle Street footbridge was not part of the original duplication plans, it was added in 1916 as a result of reconsideration and the aforementioned community pressure (GML Heritage Pty Ltd, 2023b:15).



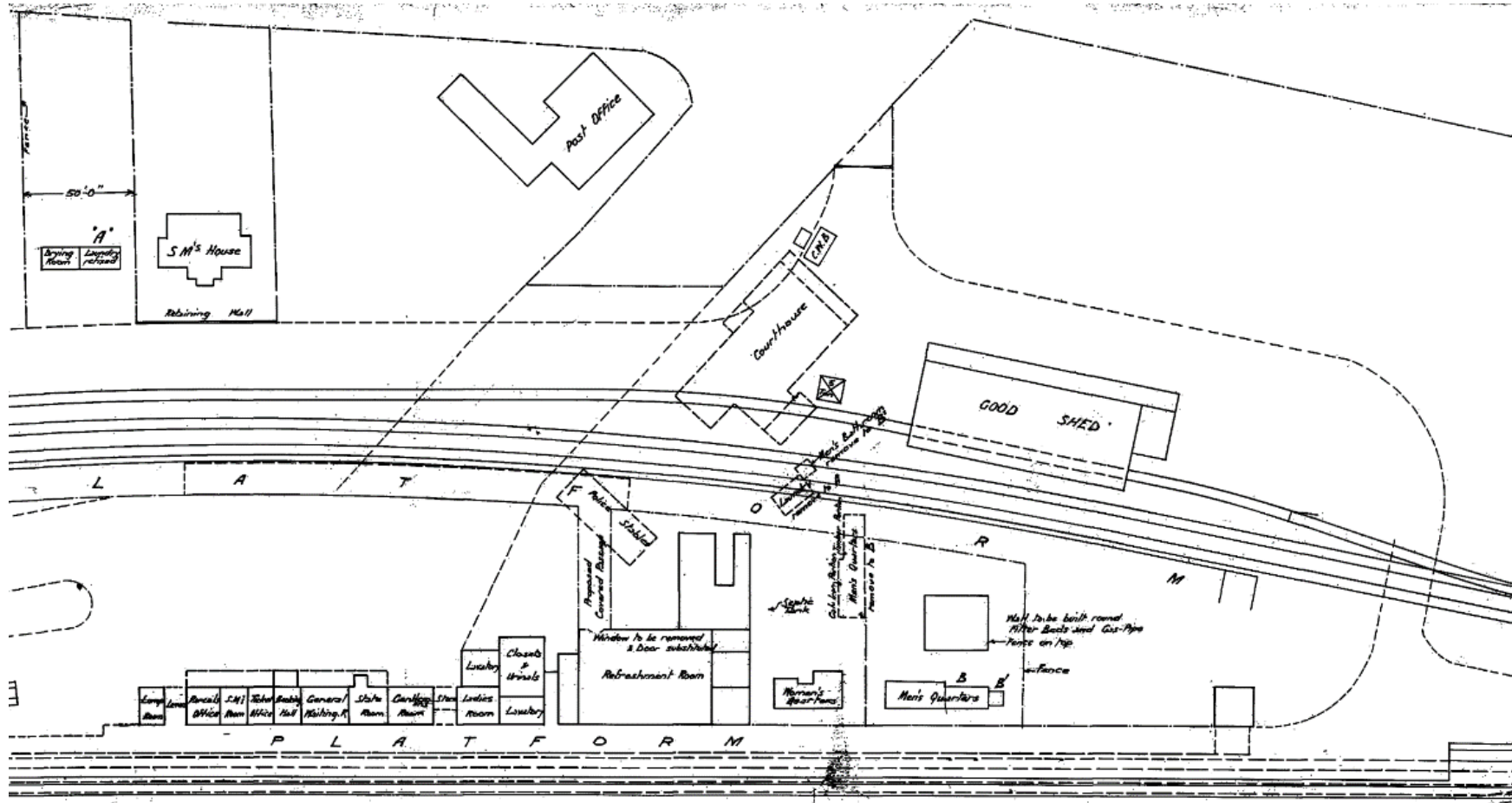


Figure 3-11: 1914 layout of Moss Vale Railway Station showing proposed demolition of the road and buildings (shown with dotted lines) (Sydney Trains Virtual Plan Room (VPR))

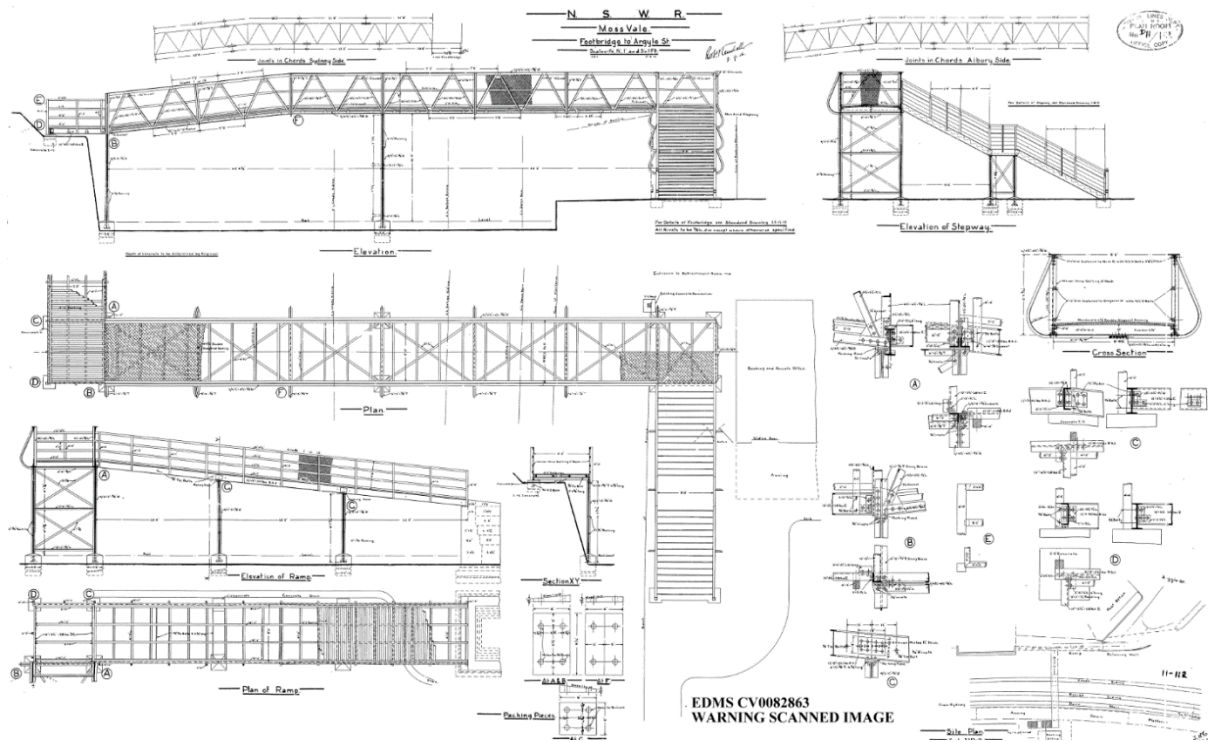


Figure 3-12: 1915 drawings of proposed Argyle Street footbridge (VPR)

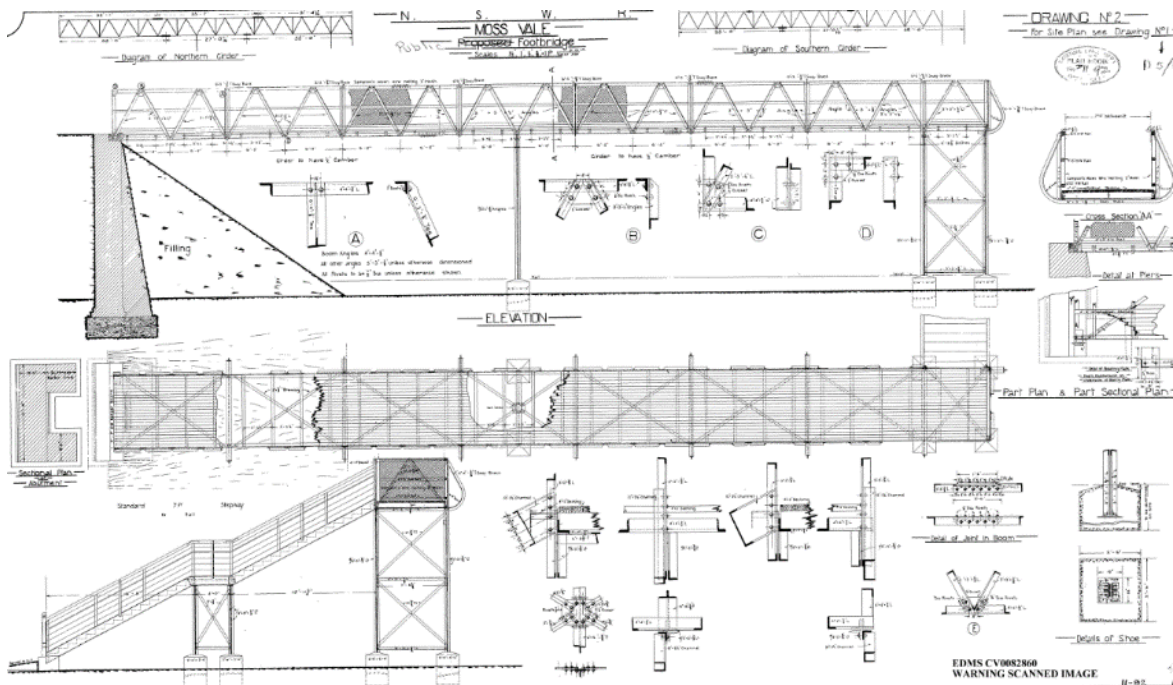


Figure 3-13: 1915 drawings of proposed Lackey Road footbridge (VPR)



Figure 3-14: 1930s aerial view of Moss Vale Railway Station (VPR)

### 3.3.4 1960s to date

By the early 1960s, Moss Vale Railway Station comprised the following buildings:

- the 1867/1889 station building (Building A)
- the c.1890/1927 Refreshment Rooms and Accommodation/Governors' Rooms (Building B)
- the 1915 Booking Office (Building C)
- the 1915 Signal Box (shown in Section 34)
- the Refreshment Room was closed in 1967, with the rooms subsequently reconfigured and reused for a variety of functions.

### 3.3.5 Courtyard and Gardens

The configuration of the three main station buildings and the new rail line after duplication created the courtyard space, and there was a further garden south of the Refreshment Room (see Section 5.5). To beautify railway stations, in the late nineteenth century, station masters were encouraged by the Railway and Transport Institute to plant gardens in and around railway stations. In 1889 a Railway and Tramway Horticultural Society was formed, to encourage skills in horticulture among rail staff (Buckley, 2017:14-15). Moss Vale won first prize for the Goulburn area for gardens attended by railway staff in 1918, 1919 and 1921, and second prize in 1920, 1922 and 1924. In 1938, a gardener was appointed to improve the appearance to the approaches to Moss Vale Railway Station and to care for existing gardens. It was reported that:

*The plan for improvements is an extensive one, and includes a landscape scheme in the area of land at the rear of Station House and the barracks, as well as the laying down of a flower bed inside the goods yard fence. Choice flowering shrubs will be used in the scheme and when completed, the approach to the station will be much more inviting.*

(The Southern Mail, 1938:2)

There is little detail in archival recordings regarding the plantings at Moss Vale Railway Station prior to World War One. Some historic photographs show shrubs in the Refreshment Room Garden, and some trees within the station precinct (OCP Architects, 2020a:41). Trees and shrubs were provided by the Railway Nursery at Homebush, and in 1926 three labourers from the nursery were despatched to Mittagong, Bowral, Moss Vale, Tallong, Marulan, North Goulburn and Goulburn to lay out station gardens and plant trees. There are no details of the species planted at Moss Vale, however the embankments and station surroundings at Goulburn had been planted with wattles, cypresses, pines, mixed eucalypts, silky oaks, poplars and photinia, as well as evergreen flowering shrubs adjacent to the station (OCP Architects, 2020a:42).

It is noted that the Lombardy poplars on the embankment to the north of the station were likely to have been planted between the 1930s and 1947, possibly as a war memorial planting. It is noted further that:

*Lombardy poplars were popular for this purpose, as their fastigiate habit was symbolic of soldiers standing to attention, and they also reminded veterans of the trees lining many of the roads in France and Belgium.*

(OCP Architects, 2020a:43)

The railways nursery at Homebush was closed in 1975 and railway gardeners were made redundant shortly after (Buckley, 2017:15). This led to a shortage of staff to tend the gardens, which in turn led to the deterioration and eventual removal of many of the railway gardens.

## 4.0 Physical evidence

An inspection of the Moss Vale Railway Station was undertaken by AECOM Principal Heritage Architect, Ameera Mahmood, and Senior Heritage Consultant, Deborah Farina on 19 July 2023. The purpose of the inspection was to assess the heritage values of the station building and their sensitivity to change. Key elements of the station relevant to the proposal are described below.

### 4.1 Setting

Moss Vale Railway Station has an island platform with two sides. There are three street entrances to Moss Vale Railway Station. The principal entry is from the forecourt at the Argyle Street entrance, which forms part of the commercial centre of Moss Vale. The forecourt includes the former Post Office building, Diamond Jubilee Park and Fountain, Dr J. M. Alcorn Memorial and Leighton Gardens (Figure 4-1 and Figure 4-2). From here a footbridge gives access to the island platform. The island platform can be directly accessed from Dalys Way (second entry) (Figure 4-3). The third entrance is from Lackey Road and a footbridge that connects to Dalys Way (Figure 4-4).



Figure 4-1: View towards Moss Vale Railway Station from Argyle Street (AECOM, 2023)



Figure 4-2: View from station to Argyle Street (AECOM, 2023)



Figure 4-3: View towards Dalys Way and the Lackey Road footbridge from the Argyle Street footbridge (AECOM, 2023)



Figure 4-4: View of station from Lackey Road footbridge (AECOM, 2023)

## 4.2 Station Buildings

Figure 4-5 shows the general layout of the station buildings.



**Figure 4-5: Diagram indicating the key buildings. The top panel shows the ground floor arrangement and the bottom panel the first floor (OCP Architects, 2020a:59)**

### 4.2.1 Station Platform Building (Building A)

There are two sections of this building (Figure 4-6). The northern section comprises the original 1867 Moss Vale Railway Station building, while the southern section comprises the 1889 extension that doubled the length of the platform building and included the provisions for the Governor's waiting room, and additional public bathrooms. Further modifications were made in 1915, which included opening a storeroom to allow access through to the Down platform after duplication. This building is a long, roughly "L" shaped single-storey building constructed of brick with a hipped slate roof (Figure 4-5). Building A is arranged laterally along the Up platform (Platform 1), being the original platform. Both internally and externally, the building retains many of its nineteenth-century features.

Room A2 (Shelter Room) (Figure 4-7 and Figure 4-8) is at the northern end of Building A, the original 1867 building. The room was used as a shelter for luggage trolleys and is now used as a storeroom. The floor has been altered with a cement floor finish and a steel gate has been added (GML Heritage Pty Ltd, 2023:49).

Room A4 (SSER Room) (Figure 4-9 and Figure 4-10) was originally part of the 1867 Parcels Office and converted to the Station Master's Office in 1889. Modifications include openings to A3, timber boarded partitions added to c.1908 doorways and the chimney being removed.

Room A5 (Future Office) (Figure 4-11 and Figure 4-12) was originally built in 1867 as the Booking Office and used until 1915. It is currently used as a Locker room. Modifications include an opening added to the northern wall, timber boarded partitions added to old doorways, the chimney being removed, ticket cupboards removed and ticket windows infilled.

Room A18 (Family Accessible Toilet /Unisex toilet) (Figure 4-13) was built subsequently after 1889 addition and contained two spaces for ladies' and gentlemen's toilets (Figure 4-5). Since then there have been several modifications of the area including the recent addition of a unisex toilet. There are modifications to the entry from the walkway, internal walls and ceilings (GML Heritage Pty Ltd, 2023:75).



Figure 4-6: Building A, looking southwest (AECOM, 2023)



Figure 4-7: A2 Shelter Room, Building A (AECOM, 2023)



Figure 4-8: A2 Shelter Room, Building A (AECOM, 2023)

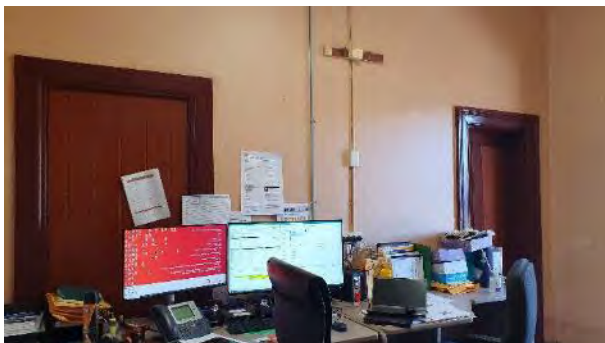


Figure 4-9: A4 SSER Room, Building A (AECOM, 2023)



Figure 4-10: A4 SSER Room, Building A (AECOM, 2023)



Figure 4-11: Room A5 Future Office Building A (AECOM, 2023)



Figure 4-12: Room A5 Future Office Building A (AECOM, 2023)



Figure 4-13: Family Accessible Toilet/Unisex Toilet (AECOM, 2023)



Figure 4-14: Figure 4-15: Family Accessible Toilet/Unisex Toilet (AECOM, 2023)

#### 4.2.2 The former Refreshment Room Building (Building B)

Building B is a two-storey brick building with a corrugated iron roof. It is located adjacent to Building A to its south (Figure 4-16). It has frontages on both the Up (Platform 1) and Down (Platform 2) platforms, with the building facing Platform 1 being the Governors' Rooms. The main west façade is heavily ornamented with brick pilasters and stucco moulded string courses, cornices and pedimented gables. There are eight chimneys in the roofline, and both windows and doors are typical of late Victorian style. A breezeway separates Buildings A and B and Building B and the courtyard, as well as providing a pedestrian link between Platforms 1 and 2 (Figure 4-17).





Figure 4-16: Building B, looking west from Argyle Street footbridge (AECOM, 2023)



Figure 4-17: Breezeway looking west from Platform 2 to Platform 1. The wisteria boundary of the courtyard can be seen at right and building B at left (AECOM, 2023)

**4.2.3 Building C (former Booking Office and current Waiting Room)**

This building is located perpendicular to Building A, faces the forecourt of the station and was originally built in 1915 during the duplication of the line and construction of Dalys Way (Figure 4-18 to Figure 4-21). It is a single storey painted brick gabled building with awning and steel curved bracket. The style is Edwardian. The interior has been largely altered and includes particle board floors, painted plaster walls and painted composition panelled ceilings (OCP Architects, 2020a:61).



Figure 4-18: Building C looking south from the station's forecourt/car park. The steps to the Argyle Street footbridge are at left, and the Governor's Rooms of Building B at right (AECOM, 2023)



Figure 4-19: Breezeway between Platforms 1 and 2, looking west from Platform 2. The courtyard and the east-west range of building A can be seen at left, and the southern elevation of Building C at right (AECOM, 2023)



Figure 4-20: Waiting Room (former Booking Office) Building C (AECOM, 2023)

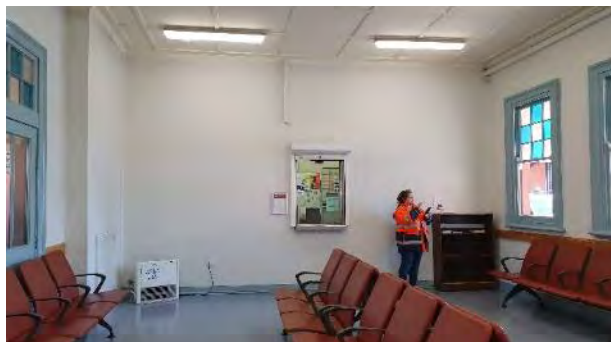


Figure 4-21: Waiting Room (former Booking Office) Building C (AECOM, 2023)

### 4.3 Footbridges, stairs and ramps

There are two footbridges within the curtilage of the Moss Vale Railway Station precinct, being the Argyle Street footbridge and the Lackey Road footbridge. The Argyle Street footbridge (Figure 4-22 – Figure 4-25) was constructed in c.1916 and the Lackey Road footbridge in c. 1915 (Figure 4-26 and Figure 4-27). Both bridges are Warren Truss types, with the Argyle Street footbridge painted a 'deep Indian red', and the Lackey Road footbridge 'bridge grey'. Within the fabric of the eastern footbridge are supporting posts embossed "Lanarkshire Steel Co. Ld Scotland". The eastern end of the Argyle Street footbridge is ramped.

The Argyle Street footbridge connects to Argyle Street via a ramp partly supported by a steel framed structure and partly by a brick retaining wall. The steel framed structure is also dated 1916. The retaining wall and associated ramp dates between 1916-1930. A set of stairs are located at the western end of the Argyle Street footbridge and lead to the Dalys Way forecourt (Figure 4-28 and Figure 4-29). On the underside of the steps, the risers are embossed 'BHP 152 x 76' (AMBS Ecology & Heritage, 2017).

The footbridges, ramps and stairs are in good condition, with some wear and tear to paint work.

Modifications include:

- Lackey Road footbridge – Remediation works is noted to be carried out on the in 2014/2015 but the works are not described. The Design Report notes that the decking is CARBONLOK (SMEC Australia Pty Ltd, 2023:42). Replacement steel members in 1990 dating from embossed 'BHP 152 x 76' (GML Heritage Pty Ltd, 2023:42).
- Argyle Street footbridge – The original timber bridge deck has been replaced by 120 millimetres of thick reinforced concrete Bondek metal decking on steel beams (alteration date unknown) (SMEC Australia Pty Ltd, 2023:42). A contemporary metal screen has been inserted on both sides of the footbridge.
- Argyle Street ramp – The balustrading is contemporary. Brick piers were added after 1930.
- Stair to forecourt – Concrete steps, steel framing and metal screens have been added in the 1990s. The timber balustrade has also been modified during this time.



Figure 4-22: Argyle Street footbridge, looking south from Dalys Way overbridge (AECOM, 2021)



Figure 4-23: Argyle Street footbridge and ramp looking southeast from Platform 2 (AECOM, 2023)

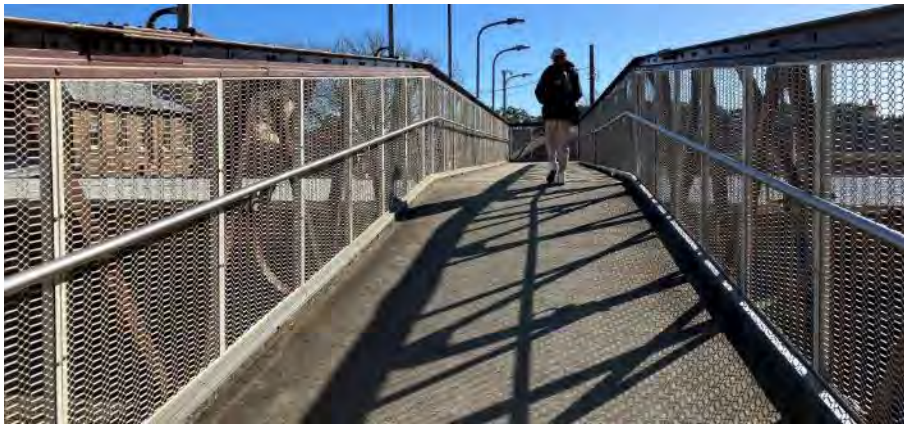


Figure 4-24: Argyle Street footbridge (AECOM, 2023)



Figure 4-25: Ramp to Argyle Street looking east (AECOM, 2023)



Figure 4-26: Lackey Road footbridge, looking west from Dalys Way (AECOM, 2023)



Figure 4-27: Lackey Road stair and footbridge looking north (AECOM, 2023)



Figure 4-28: Stairs leading from Argyle Street footbridge to the station's forecourt. Building C is at left, and Platform 2 is at right (AECOM, 2023)



Figure 4-29: Stair to forecourt looking south (AECOM, 2023)

#### 4.4 Gardens and courtyard

The gardens at Moss Vale Railway Station comprise of the former Refreshment Gardens, adjacent to and at the south side of Building B and the courtyard (Figure 4-30 and Figure 4-31). Dating from 1889, the Refreshment Room Garden was once part of the former Refreshment Rooms and comprised features such as ornamental plantings and a white brick feature spelling the letters “NSWGRRR” (New South Wales Government Railways Refreshment Room) (OCP Architects, 2020b:77). The Refreshment Room Garden is rated as being of high heritage significance in the CMP, with the potential for its significance being increased to exceptional if its lost features were reconstructed/recreated (OCP Architects, 2020a:98-99).



Figure 4-30: Refreshment Room Gardens from Platform 2, looking southwest (AECOM, 2023)



Figure 4-31: Refreshment Room Gardens looking north (AECOM, 2023)

The courtyard is located between Buildings A, B and C (Figure 4-32 to Figure 4-34).



**Figure 4-32: Courtyard looking north with Building A in centre, the Governors' Rooms of Building B at left and Building C, at right (AECOM, 2023)**



**Figure 4-33: Courtyard looking south showing timber batten finish to platform awning (AECOM, 2023)**



**Figure 4-34: Courtyard looking northeast showing Argyle Street footbridge and marked out area for proposed lift (AECOM, 2023)**

The approach road dates from duplication (c. 1915) and the avenue of Lombardy poplars (Figure 4-35) dates from the 1930s-1940s.



Figure 4-35: Dalys Way approaching the station forecourt, with the avenue of Lombardy Poplars (AECOM, 2023)

## 4.5 Platforms

There are two platforms currently in use at Moss Vale Railway Station, the Up Platform (Platform 1) and the Down Platform (Platform 2) (Figure 4-36 to Figure 4-39). There is also a short siding platform, formerly used for the Governors' carriage (Figure 4-40).



Figure 4-36: Platform 1, looking south (AECOM, 2023)



Figure 4-37: Platform 1, looking north, with Lackey Road footbridge in centre (AECOM, 2023)



Figure 4-38: Platform 2 as seen from the Argyle Street footbridge, looking west. Building B including the former Refreshment Room is at left (AECOM, 2023)



Figure 4-39: Platform 2 looking south (AECOM, 2023)



Figure 4-40: Dock platform (Governor's Platform) looking north (AECOM, 2023)

#### 4.6 Signal box, weighbridge, jib crane and yard

Other key elements within and adjacent to the station include the signal box, weighbridge, jib crane and goods yard (Figure 4-41 to Figure 4-45). These are shown below for context.



Figure 4-41: Signal box (1915) (AECOM, 2023)



Figure 4-42: Weighbridge (c.1940s/1950s) on the eastern side of the station (AECOM, 2023)



Figure 4-43: Jib crane (c.1884) as seen from Railway Street, looking west (AECOM, 2023)



Figure 4-44: Jib crane looking southwest toward Platform 2 from Argyle Street footbridge (AECOM, 2023)





**Figure 4-45: Goods yard looking west, with jib crane at right (AECOM, 2023)**

## 5.0 Significance assessment

### 5.1 Introduction

In order to understand how a development would impact on a heritage item, it is essential to understand why an item is significant. An assessment of significance is undertaken to explain why a particular item is important and to enable the appropriate site management and curtilage to be determined. Cultural significance is defined in *The Australia ICOMOS Charter for Places of Cultural Significance 2013* (Australia ICOMOS, 2013) as meaning “aesthetic, historic, scientific, social or spiritual value for past, present or future generations” (Article 1.2). Cultural significance may be derived from a place’s fabric, association with a person or event, or for its research potential. The significance of a place is not fixed for all time, and what is of significance to us now may change as similar items are located, more historical research is undertaken and community tastes change.

The process of linking this assessment with an item’s historical context has been developed through the NSW Heritage Management System and is outlined in the guideline *Assessing Heritage Significance Guidelines for assessing places and objects against the Heritage Council of NSW criteria* (Heritage NSW, 2023a), part of the NSW Heritage Manual (Heritage Branch, Department of Planning). The *Assessing Heritage Significance* guidelines establish seven evaluation criteria (which reflect four categories of significance and whether a place is rare or representative) under which a place can be evaluated in the context of State or local historical themes. Similarly, a heritage item can be significant at a local level (i.e., to the people living in the vicinity of the site), at a State level (i.e., to all people living within NSW) or be significant to the country as a whole and be of National or Commonwealth significance.

In accordance with the guideline *Assessing Heritage Significance*, an item would be considered to be of State significance if it meets two or more criteria at a State level, or of local heritage significance if it meets one or more of the criteria outlined in Table 5-1. The Heritage Council requires the summation of the significance assessment into a succinct paragraph, known as a Statement of Significance. The Statement of Significance is the foundation for future management and impact assessment.

Table 5-1: Heritage significance criteria

Criterion	Inclusions/Exclusions
<b>Criterion (a)</b> – an item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area).	The site must show evidence of significant human activity or maintains or shows the continuity of historical process or activity. An item is excluded if it has been so altered that it can no longer provide evidence of association.
<b>Criterion (b)</b> – an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the cultural or natural history of the local to area).	The site must show evidence of significant human occupation. An item is excluded if it has been so altered that it can no longer provide evidence of association.
<b>Criterion (c)</b> – an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).	An item can be excluded on the grounds that it has lost its design or technical integrity, or its landmark qualities have been more than temporarily degraded.
<b>Criterion (d)</b> – an item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.	This criterion does not cover importance for reasons of amenity or retention in preference to proposed alternative.
<b>Criterion (e)</b> – an item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the cultural or natural history of the local area). Significance under this criterion must have the potential to yield new or further substantial information.	Under the guideline, an item can be excluded if the information would be irrelevant or only contains information available in other sources.

Criterion	Inclusions/Exclusions
<b>Criterion (f)</b> – <i>an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).</i>	An item is excluded if it is not rare or if it is numerous, but under threat. The item must demonstrate a process, custom or other human activity that is in danger of being lost, is the only example of its type or demonstrates designs or techniques of interest.
<b>Criterion (g)</b> – <i>an item is important in demonstrating the principal characteristics of a class of NSW's (or local area's): cultural or natural places cultural or natural environments.</i>	An item is excluded under this criterion if it is a poor example or has lost the range of characteristics of a type.

## 5.2 Moss Vale Railway Station

The following significance assessment is quoted from the CMP (OCP Architects, 2020c).

**Table 5-2: Significance assessment – Moss Vale Railway Precinct (OCP Architects, 2020c)**

Criterion	Assessment
(a) Historical evolution	<p><i>For a time, Moss Vale (Sutton Forest) served as the terminus of the Great Southern Line, at which time it was one of only a few substantial railway buildings in NSW. It is significant as one of the earliest railway buildings in NSW and one of the oldest buildings in Moss Vale.</i></p> <p><i>The Moss Vale Railway Station Precinct, uniquely, embodies in its fabric the importance and status of the Governor in nineteenth century and early twentieth century New South Wales. It is the only railway station in Australia that has been substantially designed and modified to accommodate regular vice-regal use. Most major alterations and additions to the site subsequent to the initial 1867 station building fell within this Vice Regal context. This includes the 1890 additions to the station building for a Governor's Waiting Room, the Refreshment Room's location at Moss Vale and corresponding closure at Mittagong at the behest of Baron Carrington, a suite of rooms for Vice-Regal accommodation in the former Refreshment Room Building, and the unique platform and entry arrangement with the station buildings and platform accessible by road.</i></p> <p><i>The former Refreshment Room building is one of the largest such buildings in NSW, and contains remnants of an impressive and elaborate Main Room, and a former suite of rooms used by the Governors of NSW. These rooms are probably unique in Australia. The elaborate Refreshment Room demonstrates the historical importance of such facilities to rail travel, and was an early and impressive example of such a facility in NSW. It was one of only four major railway refreshment stops between Melbourne and Sydney, emphasising Moss Vale's importance as a station through the nineteenth and much of the twentieth centuries. It remains an important functioning station linking Moss Vale to Sydney, and to Canberra, southern NSW and Victoria.</i></p> <p><i>Moss Vale also has significance arising from its connection with the Australian military effort in the world wars as a transit and billeting point for soldiers and nurses.</i></p> <p><i>The cantilevered awning structure of the main station platform buildings (1867, 1898, c. 1890 buildings) are comparatively early, being amongst the first use of cantilevered (bracketed) awnings in NSW.</i></p> <p><i>The expansion of the precinct over time from the first 1867 station building shows both the development of Moss Vale into a thriving town in the NSW Southern Highlands; the historical importance of rail travel; and the importance of Moss Vale within the NSW rail network as well as an important link between Sydney and Melbourne – including at a time when Melbourne was Australia's capital city.</i></p>

Criterion	Assessment
	<p><i>The station retains significant evidence of the gardens that enhanced many railway properties in NSW from the 1890s and includes a unique courtyard garden created as a result of the unusual configuration of the station buildings.</i></p> <p><i>Moss Vale Railway Station Precinct satisfies this criterion at a <b>STATE</b> level.</i></p>
(b) Historical association	<p><i>Moss Vale Railway Station Precinct is significant for its close association with a succession of Governors of NSW from the late nineteenth century until the 1940s. The 1889 additions to the Station Platform building included the unique arrangement of a Governor's Waiting Room within an Australian railway station. The former Railways Refreshment Room building appears to have been constructed directly as a result of Governor Carrington's request not to be delayed during his railway journeys from Moss Vale to Sydney. In this regard it is probably unique in the history of railway buildings in Australia. The Booking Office building has a unique siting arrangement which appears directly from Governor Strickland's request to have road access to the platform for his daughter.</i></p> <p><i>The 1867 station building is associated with Engineer-in-Chief of the NSW Railways, John Whitton (known as "father of the Railways").</i></p> <p><i>Moss Vale Railway Station Precinct satisfies this criterion at a <b>STATE</b> level.</i></p> <p><i>Correction: The Booking Office building has a unique siting arrangement which appears directly from Governor Strickland's request to have road access to the platform for his wife. See additional research undertaken in 2021 (Hector Abrahams Architects, 2021:3).</i></p>
(c) Aesthetic values	<p><i>The original 1867 building, and its 1889 additions, are significant as good examples of the Victorian Georgian architectural "Railways" style of the mid-nineteenth century. The 1867 Moss Vale Station building is now a comparatively rare exemplar of this building type.</i></p> <p><i>The former Railway Refreshment Room building is an impressive example of the Victorian Free Classical style (with Queen Anne influences). The Moss Vale building was the largest of its type within the NSW Railway system, and is a comparatively rare example of this functional type.</i></p> <p><i>The Booking Office is significant as an example of the Federation Free Classical architectural style (with Queen Anne influences).</i></p> <p><i>The cantilevered awnings to both the Up and Down platforms are significant because they are amongst the earliest in NSW; and homogenous throughout the station precinct.</i></p> <p><i>The 1929 Signal Box is of significance because of its architectural style, and for its visual prominence as a tower adjacent the Moss Vale Railway Station Precinct.</i></p> <p><i>The surviving garden elements on the platforms, in the courtyard and elsewhere in the precinct enhance the setting of the building heritage items and contribute to the aesthetic values of the precinct. With the adjacent Leighton Gardens, they enhance the aesthetic values of the Moss Vale CBD.</i></p> <p><i>Moss Vale Railway Station Precinct satisfies this criterion at a <b>STATE</b> level.</i></p>
(d) Social values	<p><i>The location of the Railway Station and buildings adjacent the main street of Moss Vale demonstrates the social and functional significance of the station; the importance of the Great Southern Line (and its linkages to Melbourne and Sydney); the physical linkages between Moss Vale and Sydney; and the surrounding region, including through its strong connection with a series of NSW Governors.</i></p> <p><i>Moss Vale Railway Station Precinct satisfies this criterion at a <b>LOCAL</b> level.</i></p>

Criterion	Assessment
(e) Research Values	<p><i>The above-ground industrial heritage of the goods yard, including the five-ton crane weighbridge and hut, sidings and loading dock, and station platforms retained within their original form and layout provide an understanding of a nineteenth and early twentieth century operational good yard associated with a major railway station that is becoming increasingly rare.</i></p> <p><i>The research potential of the above-ground industrial heritage associated with the Moss Vale Railway Station Precinct is locally significant.</i></p> <p><i>Moss Vale Railway Station Precinct satisfies this criterion at a <b>LOCAL</b> level.</i></p>
(f) Rarity	<p><i>Moss Vale Railway Station Precinct is unique as the only railway station in Australia that has been substantially designed to accommodate Vice-Regal use, including the 1890 additions to the station building for a Governor's Waiting Room, a Vice-Regal accommodation suite and a unique entry arrangement to the station.</i></p> <p><i>The Railway Refreshment room is rare as one of the largest remaining of such buildings that once played an important role on the NSW rail network, and one of only four such refreshment stops between Melbourne and Sydney.</i></p> <p><i>The original 1867 station building is now a comparatively rare example of Victorian Georgian mid-nineteenth century railway style of buildings.</i></p> <p><i>The layout and form of the southern goods yard and the extant industrial heritage of the southern goods yard provides an increasingly rare example of a goods yard operational group associated with a major transport hub that is becoming increasingly rare.</i></p> <p><i>Moss Vale Railway Station Precinct is thought to be the only station in NSW with a courtyard garden.</i></p> <p><i>Moss Vale Railway Station Precinct satisfies this criterion at a <b>STATE</b> level.</i></p>
(g) Representativeness	<p><i>The place has representative significance for its collection of railway structures and other related items that collectively demonstrate widespread nineteenth and early twentieth century railway customs, activities and design in NSW, and are representative of similar items that are found in many other railway sites across the state. Originally the station featured an extensive yard, and while some elements are no longer extant, the surviving examples, including the jib crane, weighbridge and hut, are all good examples of their type.</i></p> <p><i>Other representative items all dating from duplication of the line in 1915 include the decorative cantilevered awning to the platforms which was one of the first of its type in NSW, booking office, the two-storey signal box, the brick overbridge and the two steel Warren Truss footbridges.</i></p> <p><i>Moss Vale Railway Station Precinct site satisfies this criterion at a <b>STATE</b> level.</i></p>

### 5.3 Statement of significance

The following Statement of Significance is quoted from the CMP (titled “Summary of Statement of Cultural Significance”) (OCP Architects, 2020a:93-94):

*Moss Vale Railway Station Precinct is of state significance as one of NSW’s largest regional railway stations, containing a rare and largely intact collection of Victorian and Federation buildings and other structures that remains an important landmark in the town of Moss Vale.*

*At the time of its opening, Moss Vale served as the terminus of the Great Southern Line and at the time was one of only a few substantial railway buildings in NSW. The main wing of the 1867 station building is significant as one of the earliest railway buildings in NSW, and one of the oldest buildings in Moss Vale. The Railway Refreshment Room Building dating from 1890 is significant as one of the largest in NSW remaining and contains remnants of an impressive and elaborate Main Room, and a former suite of rooms used by Governors of NSW. These rooms are probably unique in Australia. Moss Vale Railway Station Precinct is thought to be the only railway station in NSW with a courtyard garden.*

*Moss Vale Railway Station Precinct is significant and unique for its association with a succession of NSW Governors from the 1880s until 1946. The 1889 additions to the Station Platform building included the unique arrangement of a Governor’s Waiting Room within an Australian railway station. The former Railways Refreshment Room building appears to have been constructed directly as a result of Governor Carrington’s request not to be delayed during his railway journeys from Moss Vale to Sydney. In this regard, it is probably unique in the history of railway building in Australia. The Booking Office building has a unique siting arrangement which appears directly from Governor Strickland’s request to have road access to the platform for his daughter. The station is also associated with the ‘Father of Railways’, John Whitton, who designed the first station building.*

*Moss Vale also has significance arising from its connections with the Australian military effort in the world wars as a transit and billeting point for soldiers and nurses.*

*Many items within the precinct have representative significance, including the 1867 station building which was built to a standard design. The decorative cantilevered awning to the platforms was one of the first of its type in NSW. The Booking Office, two-storey signal box, brick overbridge, the two steel Warren Truss footbridges, jib crane, weighbridge and hut are all good representative examples of their type.*

Correction: *The Booking Office building has a unique siting arrangement which appears directly from Governor Strickland’s request to have road access to the platform for his wife. See additional research undertaken in 2021 (Hector Abrahams Architects, 2021:3).*

### 5.4 Grading of significant elements

Table 5-4 identifies the levels of significance as described in the Heritage NSW publication, *Assessing Heritage Significance* (Heritage NSW, 2023:19) which has been used in the CMP to assess individual elements at Moss Vale Railway Station (Table 5-4). The overall significance of key items is shown in Figure 5-1.

The HDR (GML Heritage Pty Ltd, 2023a) prepared for this proposal has undertaken targeted historical research and fabric analysis to provide an updated significance grading of the station (summarised in Table 5-4). The HDR is included in Appendix A.

**Table 5-3: Gradings of significance** (Heritage NSW, 2023a)

Grading	Description of grading	Status
<b>Exceptional</b>	<p><i>Rare or outstanding element directly contributing to an item’s (the site’s) local and State significance.</i></p> <p><i>Usually high degree of undisturbed fabric or attributes that embody heritage significance. Loss or alteration, or</i></p>	<p><i>Fulfils criteria for local or State listing.</i></p> <p><i>Elements and fabric that embody/demonstrate significance values must be preserved. Preserve, restore, reconstruct in accordance with the Burra Charter. If adaptation is necessary for the continued use of the item, minimise changes, do</i></p>

Grading	Description of grading	Status
	<i>incompatible works to it or in its vicinity would greatly diminish its heritage value. Has a high degree of interpretability.</i>	<i>not remove or obscure significant fabric. Design changes so they are reversible.</i>
<b>High</b>	<p><i>High degree of original or early fabric.</i></p> <p><i>Demonstrates a key element of the items' (site's) significance. Alterations do not detract from significance. Can be easily interpreted and understood providing information about the changing patterns of use of the place.</i></p> <p><i>Existing disturbance and evidence of change does not detract from its individual or contributory significance. Loss or unsympathetic further disturbance or change of it or in its vicinity would diminish significance.</i></p>	<p><i>Fulfils criteria for local or state listing.</i></p> <p><i>Elements and fabric that embody/demonstrate significance values should be preserved. Preserve, restore, reconstruct in accordance with the Burra Charter. If adaptation is necessary for the continued use of the item, minimise changes, do not remove or obscure significant fabric. Design changes so they are reversible. In this case the condition of some of the elements will affect the feasibility of conserving them.</i></p>
<b>Moderate</b>	<p><i>Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item (site). The elements are capable of being interpreted.</i></p> <p><i>Loss or unsympathetic further disturbance or change is likely to diminish heritage significance.</i></p>	<p><i>Fulfils criteria for local or State listing.</i></p> <p><i>Aim to retain most of the significant fabric. Conservation of the overall form and configuration is desirable. Some of these items are already substantially altered and can accommodate further major changes. Compatible new construction can be added and fabric may be removed in part as necessary to accommodate new uses. If adaptation is necessary, more changes can be made than would be possible for fabric of state significance, but the same principles apply. Wherever possible, additions should be designed to be reversible. Retention may depend on issues other than heritage value, such as financial viability.</i></p>
<b>Little</b>	<p><i>Alterations may detract from significance and may be difficult to interpret.</i></p> <p><i>Loss or unsympathetic disturbance may diminish individual heritage significance but would not diminish the overall significance of the place.</i></p> <p><i>Includes modifications where, although they indicate the changes in use over time, the actual fabric is not significant.</i></p>	<p><i>Does not fulfil criteria for local or state listing.</i></p> <p><i>Fabric of little significance may be retained, modified or removed as required for the future use of the place, provided that its removal causes no damage to more significant fabric. In the case where the fabric is neutral and the configuration is significant, the fabric should be retained until replacement is required.</i></p>
<b>Intrusive</b>	<p><i>Elements that, in their present form, damage the item's heritage significance. This category includes visually intrusive fabric, which obscures the reading of the significant uses and periods of development.</i></p>	<p><i>Does not fulfil criteria for local or state listing.</i></p> <p><i>Remove or alter intrusive fabric to reduce the adverse impact when the opportunity arises, whilst minimising damage to adjacent fabric of significance.</i></p>

**Table 5-4: Significance grading for Moss Vale Railway Station (OCP Architects, 2020a:98) and (GML Heritage Pty Ltd, 2023:90) – areas significant to the proposal have been bolded**

Building, Structure or Space	Level of significance (CMP)	Updated level of significance (HDR)
<b>Vice-Regal spaces, including courtyard garden space</b>	<b>Exceptional</b>	Courtyard - <b>High</b>
Original Refreshment Room space*	High	n/a
<b>Station Platform Building (Building A)</b>	<b>High</b>	n/a
Former Refreshment Room Building (Building B)	High	n/a
<b>Booking Office (Building C)</b>	<b>High</b>	n/a
Inspector's Office A9 (former Governor's Waiting Room)	High	n/a
Signal Box	High	n/a
Cantilevered awnings	High	n/a
Refreshment Room Garden**	High	n/a
Hurdle-type platform sign "Moss Vale/Junction for Wollongong" with smaller sign suspended under "Elevation/2,296 Ft/Above Sea Level"	High	n/a
Poplar planting in precinct	High	n/a
1927 additions to Building B	Moderate	n/a
<b>Down Platform and Associated Walkways</b>	<b>Moderate</b>	n/a
Remnant items of southern goods yard (jib crane, weighbridge, hut)	Moderate	n/a
Brick and iron overbridge	Moderate	n/a
<b>Footbridges (Argyle Street and Lackey Road)</b>	<b>Moderate</b>	<b>High</b> (Overall location, configuration and design is graded High and refers to overall structure of both footbridges)
Cypress and other plantings on both sides of Refreshment Room Garden	Moderate	n/a
Crepe myrtles and clipped bottlebrushes on northern platform	Moderate	n/a
<b>Plantings in courtyard</b>	<b>Moderate</b>	n/a
Early bench seats in courtyard and on platforms	Moderate	n/a
2018 Commemorative Arch at entrance to Courtyard Garden	Structure: Little Association: Moderate	n/a
Recent bench seats (Street furniture Australia)	Little	n/a



Building, Structure or Space	Level of significance (CMP)	Updated level of significance (HDR)
Timber edged beds and plantings on western platform	Little	n/a
Plantings in tubs on platforms	Little	n/a
Garden bed between platforms (under footbridge) planted with Elephants ears	Little	n/a
Galvanised steel weldmesh fence to footpaths of road from overbridge to station	Little/intrusive	n/a
Privets beside southern side of eastern platform	Little/intrusive (Class 4 weed)	n/a
Recently planted crepe myrtles on the 'North Dock' platform formerly for governor's carriage	Little/intrusive	n/a
White painted loop-top metal picket fence to Refreshment Room garden and between Up platform and car parking	Intrusive	n/a
Concrete garden edging in Courtyard Garden	Intrusive	n/a

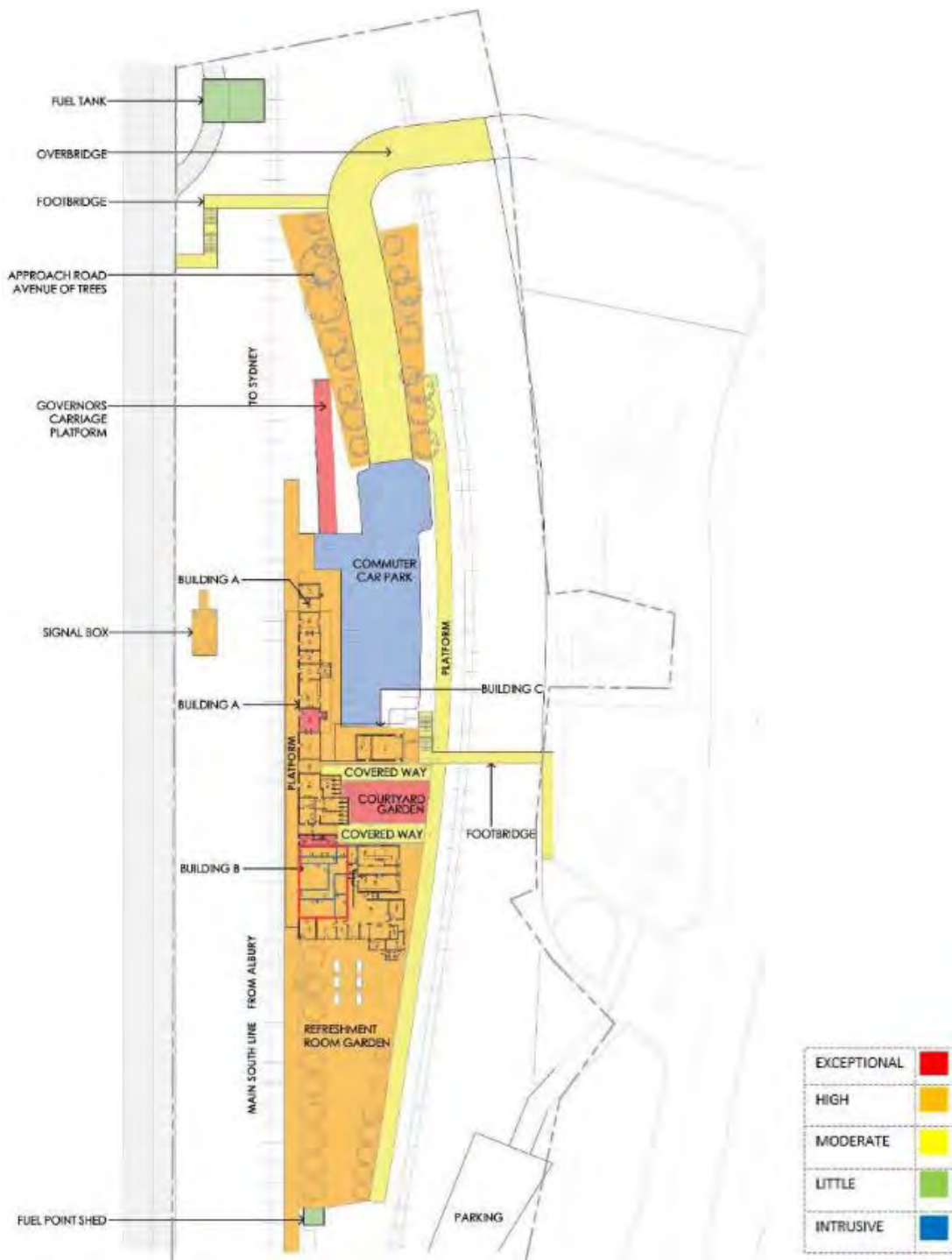


Figure 5-1: Overall significance of key items within Moss Vale Railway Station Precinct (OCP Architects, 2020a:100)

## 5.5 Commentary on updated significance grading

The HDR (GML Heritage Pty Ltd, 2023a) (Appendix A) concluded the courtyard garden developed to its present form following the construction of adjacent buildings over a 37-year period.

*The courtyard garden developed to its present form following the enclosure associated with the construction of several buildings over a 37-year period. The courtyard took its form due to the 1889 extension of the original 1867 platform buildings, the erection of the Refreshment Rooms in 1890 and its extension in 1927, the 1915 Booking Office, and the line duplication in 1915 which resulted in significant resumption of Leighton Gardens (GML Heritage Pty Ltd, 2023a:19).*

The courtyard begins to take its current rectangular form in the 1915 proposed plans (Figure 3-11 and overlay Figure 5-2) of the railway duplication when the Booking Office, Platform No.2 and awning connections are built (GML Heritage Pty Ltd, 2023: Memo).

In reviewing the early photographs of Bay Street, the following observations are made:

- A photograph dated c.1900 (Figure 3-9) shows some plantings are present in the area but is further south of the current courtyard
- The area of the current courtyard is shown to have a picket fence running through the middle of the current courtyard and chimney stacks are shown adjacent (likely to be associated with servicing Refreshments Room Building). (Figure 3-10 and Figure 5-2). There is a possibility that the area may have been used as a service yard or garden.

Hence, it is concluded the rectangular courtyard relates to the latter phase of significance of the station (i.e., railway duplication phase) and hence should be graded High significance and not Exceptional. Prior to this date, the area was a triangular shape and is likely to have been a service yard or garden with a picket fence to its northern boundary along Bay Street. It is important to note that the courtyard is still a unique element in the NSW rail network.



Figure 5-2: Overlay of 1914 drawing over current aerial (HDR Memo)

## 5.6 Significant views

Moss Vale's station location in the centre of the town makes it a prominent visual feature of the landscape. The following discussion of the significant views to and from the station is quoted from the CMP (OCP Architects, 2020a:51) (refer also Figure 5-3):

*Clear views of the eastern facades of the Moss Vale Railway Station buildings are possible from the access road and Leighton Gardens and Diamond Jubilee Park (which provide access to a footbridge leading to the station) off Argyle Street (Illawarra Highway). The views from here, continuing as one ascends the steel truss pedestrian overbridge from the east, show the evolution of the station over time, including the twentieth century expansions to the former Railway Refreshment Room Building, and the Down Platform Shelter.*

*Views from the west (from Lackey Road) are somewhat obscured by vegetation, however glimpses of the primary western facades of the former Refreshment Room building and Station building are possible... The scale and florid detailing captured from here emphasise the importance of Moss Vale as a station in its own right and of its grand Refreshment Room Building in particular.*

*Within the station precinct, there are views of the station buildings and grounds from the southern ends of both the up and down platforms... From the brick and iron two-lane road overbridge (coming off Argyle Street/Illawarra Highway), there are extensive views up and down the railway line, though views of the station buildings are limited.*

*As one descends further south down the road providing access to the station buildings, there are views of the station buildings, especially the booking office and the northern end of building A... From this vantage point, a sense of Moss Vale's unique siting arrangements, influenced by its vice-regal associations, can be gleaned.*

*There are a number of outward views from the Moss Vale Railway Station Precinct. The first floor of the former Refreshment Room building offers westward, southward and eastward views.*

*Collectively, the nominated views contribute to the public's appreciation of the aesthetic, social and historic significance of the station precinct; its historical evolution; and its importance to the community.*



- Inward views
- Outward views

FIGURE 3-2: MOSS VALE RAILWAY STATION PRECINCT, SIGNIFICANT INWARD AND OUTWARD VIEWS

Figure 5-3: Significant views to and from Moss Vale Railway Station (OCP Architects, 2020a:52)

## 6.0 Preliminary design and optioneering

### 6.1 Design principles

During the early design stage, heritage design principles were developed as part of the HDR (Appendix A), considering the character of Moss Vale Railway Station and using the *Design in Context: Guidelines for Infill Development in the Historic Environment* by NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter, 2005. Table 6-1 includes overarching heritage design principles and specific principles for each design criteria developed for the proposal (GML Heritage Pty Ltd, 2023b:96).

Table 6-1: Heritage Design Principles (GML Heritage Pty Ltd, 2023b:96)

Heritage Design Principles	
<b>Overarching principles</b>	<ul style="list-style-type: none"> <li>• The Transport Access Program (TAP) project should conserve and interpret the distinctive qualities of the late-nineteenth and early-twentieth century Victorian and Federation buildings, gardens and setting at Moss Vale Railway Station and township.</li> <li>• The character of the station is defined by its staged development from 1867 to 1927, with buildings designed typical of their period. The new works provide an opportunity to incorporate a twenty-first century addition to the site with a distinct contemporary design. The design of the Moss Vale Railway Station TAP upgrade works should adopt a contemporary approach referencing the traditional forms and materials without mimicking them.</li> <li>• The proposed lifts, ramps and stairs should be simple to reduce visual bulk and clutter and to reinforce the railway station's complex setting, and the views and vistas from the town centre and heritage items within the visual catchment.</li> <li>• The design should aim to revitalise the historic award-winning railway gardens with sympathetic planting strategies for the following garden locations — Refreshment Rooms, courtyard, Dalys Way, forecourt war memorial and platforms.</li> <li>• The design should provide connections with the original entry to Moss Vale Railway Station — Argyle Street, Diamond Jubilee Park and Leighton Gardens.</li> </ul>
Design criteria	
<b>Scale</b>	<ul style="list-style-type: none"> <li>• Vertical lift structures should be slender and elegant.</li> <li>• The design of ramps and lift towers should take into consideration the proportion of their vertical height to width ratio so they appear tall and fine, rather than squat and bulky.</li> <li>• The roof lines of Moss Vale Railway Station should maintain their landmark qualities.</li> <li>• The design of vertical lift structures should be lower in height (Relative Level—RL) than the maximum height of the ridge line of all two-storey station buildings.</li> <li>• Balustrades, throw-screens, stairs and footbridge elements should not add to the overall height. The vertical lift towers should be designed to read as complementary to the existing footbridges, the railway station buildings and courtyard landscape. The design of new stairs and ramps should consider</li> </ul>

Heritage Design Principles	
	<p>lightweight materials that reduce the scale of the new structures.</p>
<b>Form</b>	<ul style="list-style-type: none"> <li>• Respond to the verticality of slender chimney forms, windows and door openings at Moss Vale Railway Station.</li> <li>• Proposed lifts may reference and adopt the traditional chimney forms, using a contemporary approach without mimicking.</li> <li>• Lift designs should reference the eaves lines of existing two-storey buildings and be below the two-storey ridgelines.</li> </ul>
<b>Siting</b>	<ul style="list-style-type: none"> <li>• Site all new elements in places of lesser heritage significance and outside historic view corridors, such as looking south from Dalys Way and from Diamond Jubilee Park looking west.</li> <li>• The new works should assimilate within the existing groupings and circulation patterns rather than altering historic layouts and configurations.</li> <li>• Site any proposed lifts away from spaces or elements of exceptional and high heritage significance. GML's targeted historic research of the Courtyard Garden determined that this place would not reach the grading of exceptional significance — rather, this space is assessed as having high significance. There is, therefore, opportunity to locate the lift within this space, providing it is undertaken in a manner that blends with the surrounding context and enables the activation of the space.</li> <li>• When locating the proposed lift, stair and ramp structures, ensure adequate curtilage is retained to protect the heritage significance of built heritage elements or structures in close proximity.</li> </ul>
<b>Material and colour</b>	<ul style="list-style-type: none"> <li>• Interpret and reference existing materials at Moss Vale Railway Station, including sandstone, timberwork, brickwork, rendered masonry and metalwork.</li> <li>• New lift structures should complement, rather than compete with or mimic, this traditional material character.</li> <li>• Lift structures are essential modern additions to the railway station. A masonry base should be considered to complement the existing masonry along the ground level and materiality on the site. Consideration should be given to adopting 'light weight' structures for the upper level of lifts. Consideration may be given to a masonry (solid) and glass (void) option, which is likely to provide a contextually appropriate response.</li> <li>• Adopt a recessive colour palette, inspired by the traditional colour scheme at Moss Vale Railway Station.</li> <li>• It is recommended a 'light weight' structure be used to complement the materials currently used on the site.</li> </ul>
<b>Detailing</b>	<ul style="list-style-type: none"> <li>• Use a consistent palette of elements and modern details to reinterpret traditional elements and create new relationships between old and new.</li> <li>• To ensure a coherent design, consider using simple and consistent detailing for all the lift, ramp and stair elements. Use a consistent pattern of elements throughout the TAP upgrade works to frame the proposed lifts, ramps and stairs.</li> <li>• Minimise the removal and alterations of the original/early fabric of the footbridge and stairs.</li> <li>• Consider interpreting distinctive details from Moss Vale Railway Station in a contemporary manner including the selection of materials and form.</li> </ul>

Additionally, design recommendations were developed specifically for the lifts, SSER room (A4) and amenities and included in Table 6-2.

**Table 6-2: Design recommendations (GML Heritage Pty Ltd, 2023b:157)**

Design recommendations	
<b>Lifts</b>	<ul style="list-style-type: none"> <li>• In principle, from a heritage perspective traditional brickwork should be used — this should be undertaken sympathetically and not be tokenistic (e.g., imitating Flemish bonds).</li> <li>• For lift shaft materials, it was agreed to use brickwork rather than brick tiles (mounted on precast panel).</li> <li>• The painting of brickwork throughout the station is not good heritage practice. This practice was introduced by Transport in the early twentieth century to regularise additions in station precincts. Painting brickwork does not allow the material to breathe and creates further dampness. Future works should be reviewed to recover original face brickwork.</li> <li>• Colour of brickwork is to be determined. It should not be based on matching the existing painted brickwork colours. New brickwork should be complementary to the character of the station.</li> <li>• Further consideration should be given to the materiality, scale, bulk and height of the canopies and screening at the footbridge level at the detailed design stage to reduce their visual impacts.</li> <li>• The design of the Argyle Street ramp should be developed to be sympathetic to the retaining wall and rear stairs of the former Station master's residence located in its vicinity.</li> </ul>
<b>SSER Room</b>	<ul style="list-style-type: none"> <li>• Retain original flooring and subfloor structure where possible (based on condition) should reversibility be desirable.</li> <li>• Any replacement works of fabric of heritage significance should be like-for-like.</li> <li>• The fireplace should be conserved, retained and covered for protection.</li> <li>• The original skirtings should be conserved in situ.</li> <li>• The integrity of the original ceilings under the plasterboard ceilings is currently unknown. The design development at further stages should be informed by investigations.</li> <li>• The design of the replacement doors should be sympathetic to the character and design of the original and existing doors.</li> </ul>
<b>Amenities</b>	<ul style="list-style-type: none"> <li>• The design of the archway and proposed new door to the southern wall of the amenities should be sympathetic to the character and design of the original and existing doors.</li> <li>• The proposed new tiling should match the existing tiling within the amenities and be sympathetic to the character of the station.</li> </ul>



## 6.2 Optioneering

### 6.2.1 Base options

The proposal was chosen as the preferred option by Transport following extensive options analysis. Four initial options were considered which are described in Chapter 2 of the REF.

- option 1 - Provides the base scope (do minimum) accessibility upgrade at Moss Vale Railway Station to achieve Disability Standards for Accessible Public Transport (DSAPT) compliance.
- option 2 - In addition to the base scope, provides accessibility upgrades and a new bridge that provides a direct east-west connection through Moss Vale Railway Station.
- option 3 - In addition to the base scope, provides improved east-west access by extending the eastern bridge to Argyle Street and improving access from Lackey Road.
- option 3 - In addition to the base scope, provides improved east-west connectivity by repositioning the western bridge at Lackey Road and constructing a new footpath on the rail corridor on the eastern side.

A multi-criteria analysis (MCA) was developed to guide and evaluate the four options during an Option Assessment Workshop. The MCA found:

- option 1 - does not fully realise the place-making and urban improvement opportunities.
- option 2 - changes the visual characteristics of the station by constructing a new pedestrian footbridge across the station footprint. This option provides two new gateways (a total of four) and requires property acquisition.
- option 3 - does not change the station's characteristics; however, it requires property acquisition to construct an alternative gateway to Moss Vale Railway Station through the Australia Post Office car park.
- option 4 - retains the characteristics of the station by repositioning the station upgrade works away from the station. Improvements at Diamond Jubilee Park would complement the heritage characteristics of Moss Vale Railway Station and encourage visitation to the park.

Option Four was selected as the preferred option as it provided both DSAPT and place-making improvements to Moss Vale Railway Station.

Following the selection of a preferred base option, further options were then identified and assessed as part of the HDR (Appendix A). A detailed overview of the options investigated to identify the preferred option is provided in the HDR (Appendix A). These options were developed in consultation with the Heritage Architect to address the proposal requirements to meet accessibility and safety obligations. The specific areas for optioneering included:

- Argyle Street proposed lift, stairs and ramp – three options
- Station forecourt (Dalys Way), stairs, lifts and modification to footbridge (includes lift to courtyard) – 11 options
- Lackey Road lift and stair – two options
- Materiality, colour and detailing for proposed lift in courtyard – five options
- Building a station services equipment room – two options
- Building a family accessible toilet – three options.

Alternatives were generally discarded if they had a greater impact to the physical fabric and visual setting of the station.

### 6.2.1 Preferred option

The HDR identified the pros and cons described in Table 6-3 in relation to the Argyle Street footbridge and Dalys Way forecourt, including the lift to the courtyard.

Table 6-3: Pros and cons of proposed options (GML Heritage Pty Ltd, 2023: Part 2)

Areas of optioneering	Pros	Cons
Argyle Street proposed lift, stairs and ramp	There would be minimal changes to the footbridge, an element of moderate heritage significance.	There would be some visual impacts on the direct view lines between Leighton Gardens and the footbridge, though the overall form of the footbridge would remain visible when viewed from Leighton Gardens.
Station forecourt (Dalys Way), stairs, lifts and modification to footbridge (includes lift to courtyard)	<ul style="list-style-type: none"> <li>• The existing stair and footbridge configuration would be retained, which are identified as having high heritage significance.</li> <li>• Would provide a clear, unimpeded view of the north elevation of the Booking Office/Waiting Room Building from the Dalys Way car park. This building has been graded as having High heritage significance.</li> <li>• The proposed ramp structure connecting the proposed lift tower to the existing footbridge would sit well above the horizontal form of the platform awning.</li> <li>• The location of the lift in the courtyard would provide an opportunity for the activation and interpretation of the courtyard — currently underutilised. This would require that the lift is designed to suit its context.</li> </ul>	<ul style="list-style-type: none"> <li>• The Courtyard is a cultural heritage landscape element assessed in the CMP as having Exceptional heritage significance. Locating the proposed lift within the Courtyard would result in the loss of spatial qualities of the Courtyard, plantings and landscape elements.</li> <li>• The lift tower is likely to result in overshadowing the courtyard and causing the further loss of plantings.</li> <li>• The proposed lift tower is visible above the ridgeline of the Booking Office/Waiting Room Building and the footbridge.</li> <li>• Careful designing needs to be undertaken to ensure the proposed lift tower does not appear as a bulky structure within the railway station group.</li> <li>• When viewed from the ramp at Silver Jubilee Park, the proposed lift tower would be juxtaposed against the platform awning. From this vantage point, the proposed lift tower is likely to appear bulky and oversized when set against the low scale of the platform awning.</li> <li>• To minimise the visual impact of the proposed lift tower, and the scale differentiation between it and the single storey station buildings and awnings, the maximum height of the proposed lift tower should be kept below the eaves line of the Refreshment Room, if feasible.</li> <li>• Would result in the loss of a section of the southern portion of the footbridge balustrading (High/Moderate significance).</li> <li>• Would result in the loss of a portion of the walkway awning (Moderate significance).</li> </ul>

A multi-criteria analysis (MCA) analysis measured the design against its impact on the Heritage Design Principles for Moss Vale Railway Station including character, scale, form, siting and materials. The proposed design for Argyle Street, lift and stairs as well as Dalys Way forecourt including lift in courtyard scored high ratings for positive impact for the MCA criteria. Additionally, the materiality analysis for the proposed lift in the courtyard scored high for a full glass and steel frame lift as well as a hybrid glass and steel frame lift with a brick base. Details of the MCA (as summarised in Section 2.4 of the REF) includes the following:

- Platform entrance (from Argyle Street footbridge) - Option B was identified as the preferred option that would best meet the specific objectives of the proposal. The MCA undertaken as part of the HDR (Appendix A) also showed that Option B scored the highest in character, scale, form, siting, materials, colouring and detailing compared to the other options assessed. The selection of this option brings with it a more sympathetic appearance as the location of the lift is concealed within the centre of the station buildings. The positioning within the station buildings would minimise visual impacts from significant view corridors. The character of the station buildings would be retained and the addition of a lift would provide a new amenity to an underutilised area. The materials, colour and detail would reference the traditional appearance of the station.
- Lackey Road entrance - New Option C was identified as the preferred option as this option would include panelling on the Lift landing and footbridge which would match the current panelling being used. This would be the same as the Argyle Street and Courtyard lifts, being a brick base with exposed steel and glazing. The steel colour would match the Lackey Road footbridge.
- Materiality, colour and detailing - New Option B and New Option C were rated equal first (most preferred) in the MCA undertaken. New Option C was subsequently identified as the preferred option. This option met the requirements of referencing traditional materials through use of an overall steel frame within brick infill to the base of the lift shaft, while the use of glass above the lift landing would provide a sense of transparency and reduced scale and a colour applied similar to that of the on the exterior of the station.
- Dalys Way – Forecourt and car park - Only one option (Option 1) was identified for Dalys Way forecourt and car park. Option 1 meets accessibility requirements and heritage conservation principles. This option would successfully meet the proposal objectives as it would retain and interpret a like for like cobbled/crazing stone paving within the concourse (where required), salvage sandstone kerbing along the new alignment of the concourse and retain the memorial tree plantings. These elements would sympathetically address the heritage design of the station.
- Station rooms - The options for the Station room upgrades were chosen based on their ability to meet accessibility requirements whilst minimising heritage impacts including being sympathetic to the existing character and design of the original rooms.

## 7.0 Proposal description

### 7.1 The proposal

As described in Section 1.3, the proposal would involve an accessibility upgrade of the Moss Vale Railway Station, which would improve accessibility and amenities for customers.

The proposal would include the key elements described in Table 7-1 and represented in Figure 7-1 to Figure 7-20. Refer also to the heritage design submission which includes a complete set of drawings and details for each discipline including architectural, civil, communications, Combined Services Route (CSR), drainage, electrical, hydraulic, landscaping, mechanical, security, structural and wayfinding – this being the latest design set that informed this report being dated 19/01/2024.

Further details of proposed materials/finishes and detailing are provided in Section 7.1.1 and Section 7.1.2.

**Table 7-1: Key features and detail description of the proposal**

Key features of the Proposal	Detailed description of works
<p><i>Note: Some features of the proposal appear in a different order below to those in the REF as works have been grouped as they relate to the same heritage elements. This approach provides the framework for the assessment of the heritage impact to key elements of the station in the subsequent chapters of this report.</i></p> <ul style="list-style-type: none"> <li>• Eastern access from Argyle Street upgrade, including:                             <ul style="list-style-type: none"> <li>- two new lifts, one at each end of the existing footbridge</li> <li>- upgrades to the existing footbridge stairs and walkway, with the addition of new lighting poles</li> <li>- accessibility upgrades to the existing bus stop and taxi drop-off near Jubilee Park</li> <li>- upgrades to the Argyle Street entrance, including seating and signage, and an improved accessible pedestrian pathway at the forecourt.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The proposal includes the installation of a new lift stair, and ramp to the eastern end of the Argyle Street footbridge. It also requires modifying the existing ramp (bridge deck) section of the eastern end of the footbridge itself.                             <ul style="list-style-type: none"> <li>- The proposed lift includes a steel lift shaft supported on reinforced concrete with a lift over-run (below ground). The lift would connect to the footbridge deck via a steel link structure supported by two new steel columns and the lift itself would be cantilevered. The lift has been kept to a minimum size and height. An entry canopy would be provided for shelter and include an adjacent glass screen. A rest area would be incorporated at the top of the stair to break up the travel distance (Figure 7-4 and Figure 7-5).</li> <li>- Argyle Street ramp: The existing ramp would be demolished. The existing steel posts and steel bracings to the ramp (original fabric from 1916) would be demolished to construct the new DSAPT compliant ramp and stair. The contemporary balustrade would be replaced. The original brick retaining wall would be partially demolished but the brick piers would be retained. A new retaining wall and planter bed would be added. The existing steps and gate to the Station master’s residence would be retained and a new retaining wall and landing would be constructed to facilitate access to the Station master’s residence. Three new lighting poles would also be added.</li> <li>- Argyle Street footbridge: The proposal includes the insertion of a ramp at the eastern end of the footbridge (the Argyle Street ramp as described above). Currently the Argyle Street footbridge is nine metres in length and has a 1:20 slope which does not comply with DSAPT requirements. The proposal is to build a lightweight bridge deck on top of the existing concrete deck which would comprise a rectangular hollow section of varying height, EA (Equal angles) and two layers of 18 millimetre fibre cement sheeting. No original fabric would be removed on the footbridge but new fabric would be inserted (Figure 7-10). A new balustrade is to be installed to the</li> </ul> </li> </ul>

Key features of the Proposal	Detailed description of works
	<p>proposed deck.</p> <ul style="list-style-type: none"> <li>• A second lift is proposed in the north-eastern corner of the courtyard to facilitate access between the station and Argyle Street footbridge.                             <ul style="list-style-type: none"> <li>- The proposed works include constructing a steel lift shaft supported on a reinforced concrete lift overrun pit below ground level piles (includes excavation). The lift shaft would be connected to the footbridge deck via steel link structure supported by two new steel columns and the lift structure would be cantilevered. The lift has been kept to a minimum size and height.</li> <li>- To connect the lift to the Argyle Street footbridge, a portion of the top cord and diagonal members to the warren truss (original 1916 fabric) would need to be removed (Figure 7-10 and Figure 7-11).</li> </ul> </li> <li>• The existing forecourt stair would be modified to comply with DSAPT. This would include replacing the existing concrete stair treads. The stair was constructed at a similar time as the footbridge, c.1916 but the treads are contemporary.</li> <li>• The proposal also includes accessibility works to the existing bus stop and taxi drop-off near Jubilee Park including allowance for wheelchair spaces at bus shelter and tactile markers (Figure 7-1).</li> <li>• The entrance to Argyle Street is proposed to be upgraded with seating, signage and regrading of footpaths. Where possible, existing pavers will be reused to regrade areas.</li> </ul>
<ul style="list-style-type: none"> <li>• Western access from Lackey Road upgrade, including:                             <ul style="list-style-type: none"> <li>- new lift to provide access to the existing footbridge</li> <li>- upgrading the existing footbridge and stairs including new handrails and decking</li> <li>- upgrading footpath and installing new seating at the new lift entrance near Lackey Road</li> <li>- installing a pedestrian crossing at Lackey Road and Dalys Way and garden beds</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The proposal includes a new lift, modification of existing stair, installation of footpaths and low-grade ramps to facilitate access between Lackey Road and the Lackey Road footbridge (1915).                             <ul style="list-style-type: none"> <li>- The proposed works include a steel lift shaft supported on reinforced concrete lift over run pit below ground level piles. The lift would be connected to the footbridge deck via an elevated steel link structure supported by two new steel columns and the lift would be cantilevered. A section of the footbridge railing would be demolished to provide access from the lift to the footbridge. A new balustrade is to be installed to the proposed deck (Figure 7-6 to Figure 7-8).</li> <li>- An entry canopy would be provided for shelter and include an adjacent glass screen.</li> <li>- The proposed work includes replacing one section of the stair and the existing concrete stair treads (stair is a contemporary structure) with new concrete treads and new landing for DSAPT compliance. Existing handrails are to be replaced.</li> <li>- The Lackey Road footbridge CARBONLOK decking (deck is contemporary) would be replaced with 2/18 millimetre fibre cement sheeting.</li> <li>- New footpaths and low-grade ramps are proposed to Lackey Road to tie in with existing footpaths.</li> <li>- A pedestrian crossing across Lackey Road is proposed as well</li> </ul> </li> </ul>

Key features of the Proposal	Detailed description of works
	<p>as garden beds, a footpath upgrade, new seating and modification to fencing.</p> <ul style="list-style-type: none"> <li>- New brick retaining walls are also proposed.</li> </ul>
<ul style="list-style-type: none"> <li>• Dalys Way forecourt modification                             <ul style="list-style-type: none"> <li>- formalising of parking within the station forecourt, including provision of accessible parking spaces, kiss-and-ride zone and bus/coach drop off point.</li> <li>- upgrading footpath accessibility at Dalys Way towards the station, including fencing, drainage, car parking and retaining wall.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The proposal includes formalisation of vehicular and pedestrian access including new commuter car parking, new turning circle, new pedestrian crossing, upgrade to footpath (eastern side of Dalys Way), including modifications to fencing, paving, drainage and installation of a retaining wall.                             <ul style="list-style-type: none"> <li>- Widening Dalys Way to accommodate nine parallel parking spaces, two bus parking bays, construction of DDA compliant footpath on eastern area, a pedestrian crossing to top of Dalys Way, reconfiguration of existing angled parking, kiss and ride facility, creating of one-way turning circle at forecourt, addition of motorcycle car parking and integration of DDA compliant car spaces (Figure 7-1 and Figure 7-3).</li> <li>- The works would require the removal and relocation of existing heritage kerb (eastern side). It also proposed that the road is raised to be flush with the pavement level and that existing drainage is utilised. The new surface would include a permeable pavement. Note: Regular flooding of the forecourt area was investigated and noted that it was due to the shallow nature of the pits. Regular maintenance and cleaning are proposed to ensure that heritage pits are not blocked.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Works to platforms and buildings:                             <ul style="list-style-type: none"> <li>- adjusting and demolishing some station doors and ground levels at the station including resurfacing at Platform 2 to comply with accessibility requirements.</li> <li>- replacing the existing unisex toilet with a family accessible bathroom.</li> <li>- installing tactile markers (to both platforms) and Boarding Assistance Zones on the platform.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The proposal includes adjustments to and demotion of station doors, offices and rooms, ticket counter and ground levels throughout the station to comply with accessibility requirements. It also includes the installation of some new doors and the following works to the buildings:                             <ul style="list-style-type: none"> <li>- Building A Room A2 (Shelter Room): Air conditioning condensers to serve two off ceiling mounted split air conditioning units to the adjacent rooms, with the condensers to be stacked and mounted to the wall with a custom made stand. A concrete plinth is to be built to support the outdoor units. The floor has been previously modified.</li> <li>- Building A Room A4 SSER Room: Demolition of internal partitions, new infill wall, new entry door, installing communication racks, wall mounted AC units, entry door threshold modifications and new floor are proposed to these rooms. The entry threshold and timber floor framing are original fabric. The particle timber floorboard is contemporary. The new timber floor (framing and decking) is proposed to be installed over the existing framing. The floor would be of reversible construction with no fixings to existing structure, i.e., relying on the weight of the floor to keep in place. The new timber frame is to line up with the existing framing (Figure 7-3, Figure 7-13 and Figure 7-14).</li> <li>- Building A Room A5 Store: new entry, door threshold modifications and new floor finish.</li> <li>- Building A Room A8 General Office and Station Master's Office: Removal of existing balustrade, demolition and removal</li> </ul> </li> </ul>

Key features of the Proposal	Detailed description of works
	<p>of a portion of the existing flooring, removal of ramp on platform, new raised flooring (floating floor structure) to be installed, fixed in place to the original timber floor, removal of the insect screen, demolition of the partition wall, retaining existing joinery and salvaged existing skirting for reuse, returning the ceiling to its existing condition and replacing joinery (where required) in room.</p> <ul style="list-style-type: none"> <li>- Building A Room A13: Replace entry door, demolish floor at entry of Female toilet and replace with new floor to match toilet level creating a step. Insert balustrade and kerb rail.</li> <li>- Building C – Works to the Waiting Room include addition of free-standing door release buttons, modification to ticket counter and installation of automatic door openers. The Waiting Room is in Building C (former Booking office dated 1915). The ticket counter has been previously modified.</li> </ul> <ul style="list-style-type: none"> <li>• The proposal includes reconfiguration of the existing unisex toilet into a family accessible toilet which is located in Building A southern extension (1889) Room A18 (Figure 7-15 and Figure 7-16). Works include:             <ul style="list-style-type: none"> <li>- Demolition of existing walls, construction of new walls and finishes.</li> <li>- Modification to entry doors to A18 and A17 including door with timber panelling highlight converted to glass highlight.</li> <li>- Modification of the sanitary drainage and potable water.</li> <li>- A new mechanical exhaust is proposed in the ceiling space.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Communications and services:             <ul style="list-style-type: none"> <li>- Improving communications equipment public address (PA) system, audio and security features</li> <li>- upgrading station services (power, communications, gas, etc.), communications room, lighting, CCTV, line marking, landscaping and adjustment to station ticketing facilities.</li> </ul> </li> </ul>	<p>The proposal would include:</p> <ul style="list-style-type: none"> <li>• Upgrades to lighting and CCTV cameras: This includes addition of three light pole fittings to both footbridges.</li> <li>• Relocation of the existing station’s communication room with new and existing communications equipment, installation of compliant public address (PA) system, audio frequency induction loop system (AFILS), Safety Performance Indicators (SPI) and other security features.</li> <li>• Adjustment to station ticketing facilities, including relocation of one Opal card reader.</li> <li>• Installation of new underground CSRs within the station and along Dalys Way, including a new pad mount and main switch board, and the installation and re-use of existing above ground Galvanised Steel Trough (GST) routes. The CSRs would provide:             <ul style="list-style-type: none"> <li>- power supply and communications services for the communications rooms, station main switchboard, lifts and other equipment.</li> <li>- water sewerage and gas supply.</li> <li>- installation, relocation and protection of other services and utilities as required.</li> </ul> </li> <li>• Installation of signage, including safety and wayfinding signage.</li> </ul>

Key features of the Proposal	Detailed description of works
	<ul style="list-style-type: none"> <li>• Line marking to suit changed configurations of road and pedestrian accesses around the station precinct.</li> <li>• Ancillary construction work including tree removal and trimming, and establishment of construction ancillary facilities/laydown areas. Tree removal works are to those trees not identified in the CMP as significant trees or plantings. Tree trimming is proposed to the Poplar trees on Dalys Way which have been identified as significant in the CMP. Removal of Poplars may be required if civil works are found to impact their structural root zones, however if any are removed they would be replaced with mature plantings of Lombardy poplar <i>Populus nigra</i> species. The majority of trees proposed to be removed are outside of the SHR curtilage. Trees that are also significant arboriculturally are proposed to be removed along Dalys Way and Argyle Street.</li> <li>• Landscaping:             <ul style="list-style-type: none"> <li>- Dalys Way forecourt: Reinstatement of garden beds, the addition of new garden beds, new brick paving and concrete to footpaths. Currently the area is finished with natural concrete. Brick pavers are proposed to the approach of the station to match existing pavers. Stone pavers of a different colour are to define the turning circle. These materials are intended to improve the quality of finishes in this area.</li> <li>- Courtyard: shrubs to screen lift base and reinstatement of garden bed.</li> <li>- Lackey Road entry: Soft landscaping and turf adjacent to footpaths, stair and lift.</li> <li>- Argyle Street: Soft landscaping above retaining wall to be planting on grade.</li> <li>- Materials and finishes have been selected by first undertaking materials studies of the station (Refer to Appendix B). The selection has also considered areas where existing materials need to be matched, as well as areas of transition. For detailed drawings refer to Landscaping set including materials and finishes schedule.</li> </ul> </li> <li>• The above works would also result in the following:             <ul style="list-style-type: none"> <li>- Argyle Street footbridge: addition of approximately six conduits and one distribution box to the underside of the bridge deck.</li> <li>- Argyle Street footbridge (adjacent stair): The discreet elements of work on the Argyle Street footbridge would include a new Combined Services Route (CSR) to the existing bridge, being a penetration in the eastern wall of the waiting room to allow communications reticulation, and new columns for the new lift upper landing. There would be no modifications structurally to the bridge trestle columns but rather upsizing of the existing containment to cater for the new communications and low voltage services.</li> <li>- Lackey Road footbridge (alongside existing conduits): addition of approximately four conduits to each side of the wishbone supports of the Lackey Road footbridge (alongside existing</li> </ul> </li> </ul>



Key features of the Proposal	Detailed description of works
	<p>conduits).</p> <ul style="list-style-type: none"> <li>- Platform 2 awning and B8 Luggage room: wall penetrations and GST mounted on Platform 2 awning.</li> <li>- Room A2, A3 and A4 SSER: wall penetrations for conduits.</li> <li>- Room A1: 300 by 150 millimetre cable tray reticulates installed above existing cabinet and mounted on wall. Installation of underground electrical conduits through floor,</li> <li>- Room A4 SSER: penetration through false floor, insertion of risers, insertion of suspended cables, ceiling and roof opening for exhaust.</li> <li>- Rooms A4 SSER, A5, A6, A8, A9, A11, A12, A13, A15/A16 and A17.2: Installation of cable trays in ceiling space.</li> <li>- Building C: penetration and surface mounted duct to the eastern external wall.</li> <li>- Room A18: penetration to ceiling and roof for exhaust as well as insertion of door grille.</li> <li>- Dalys Way including along the road and under forecourt footpaths: excavations and trenching works for installing number of underground conduits and service pits for electrical and communications.</li> </ul>

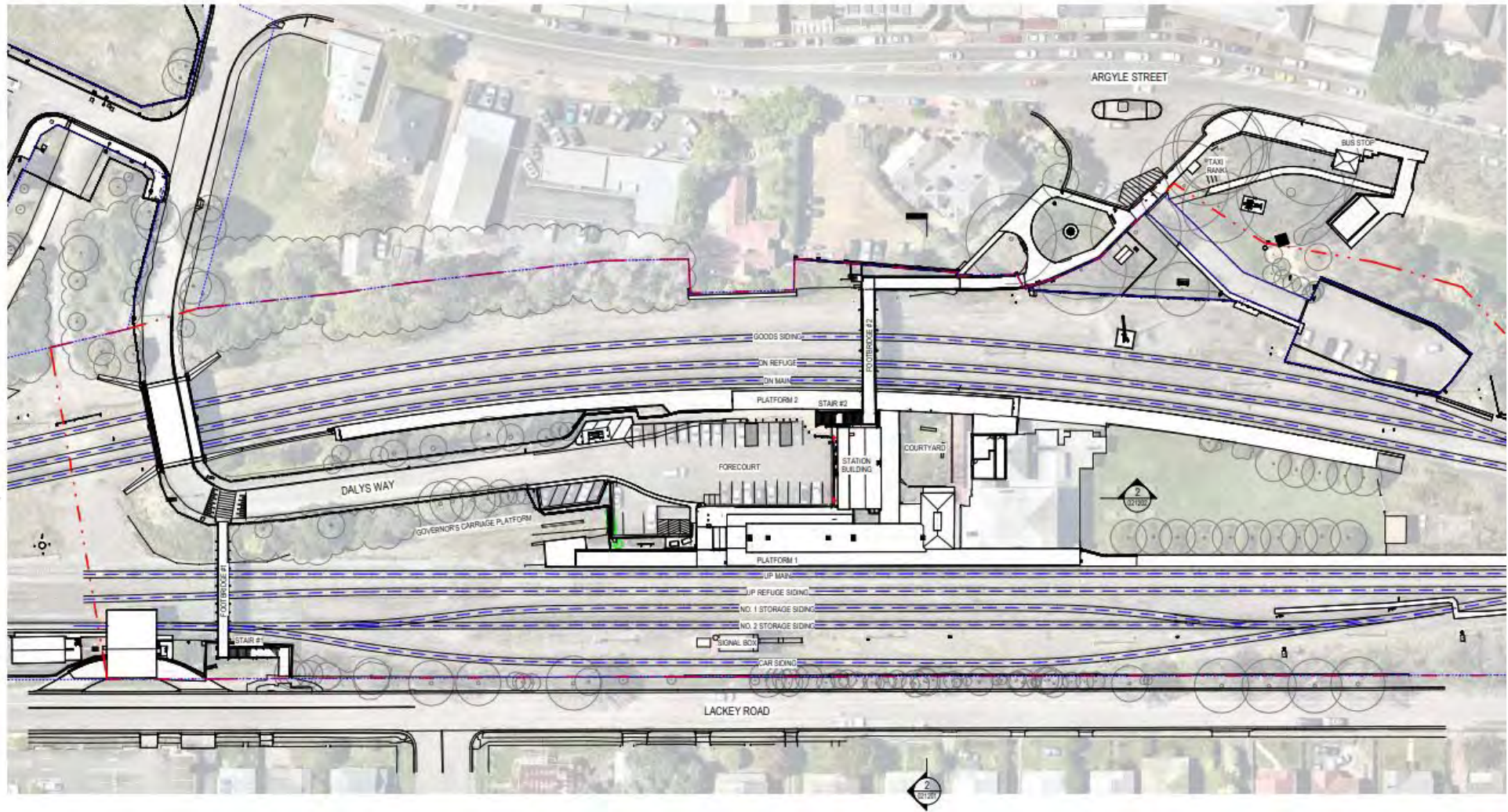


Figure 7-1: Existing overall precinct plan (Architectus, drawings dated 19/1/2024)





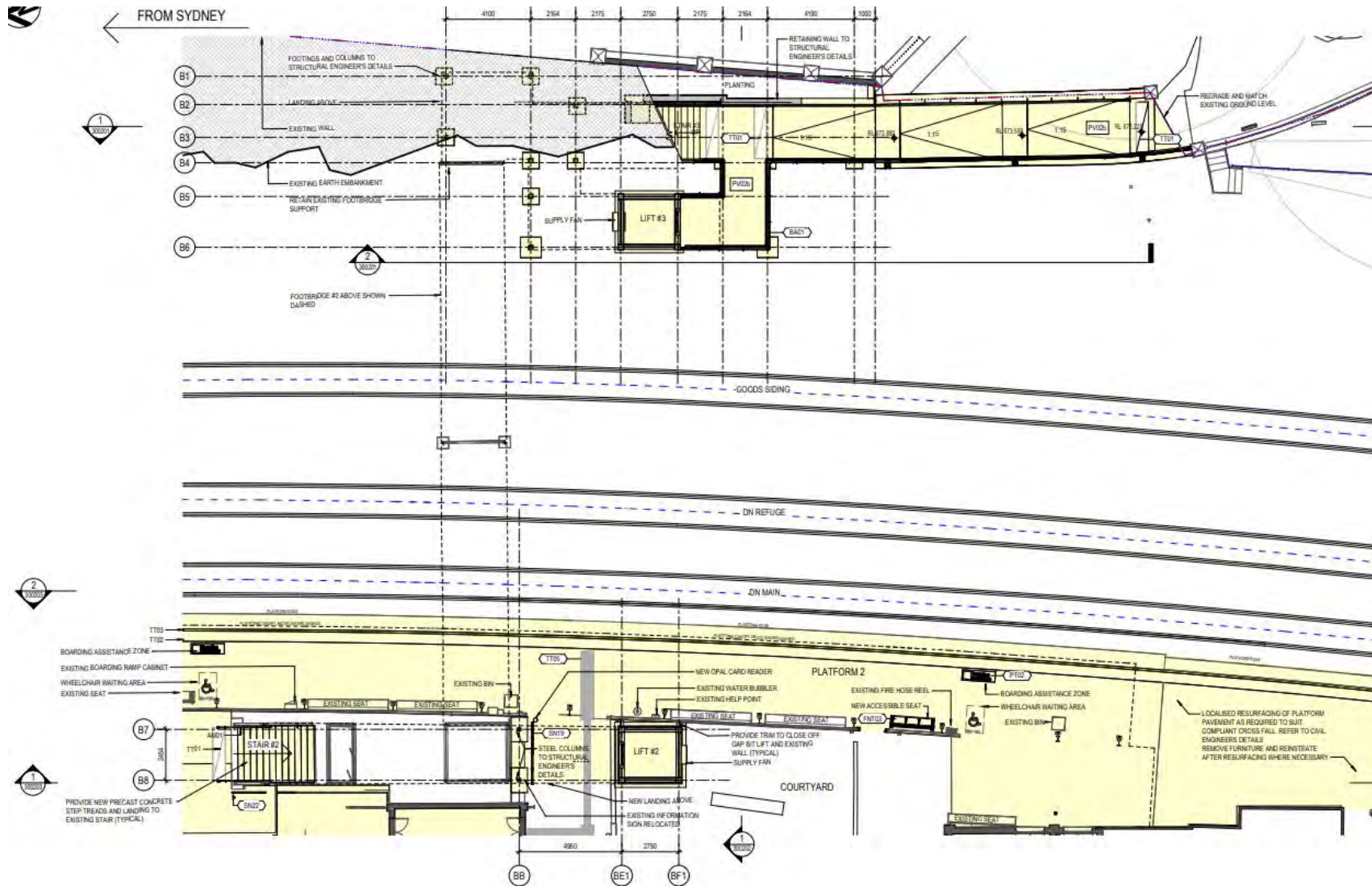


Figure 7-4: Station and Argyle Street – street level plan (Architectus, drawings dated 19/1/2024)

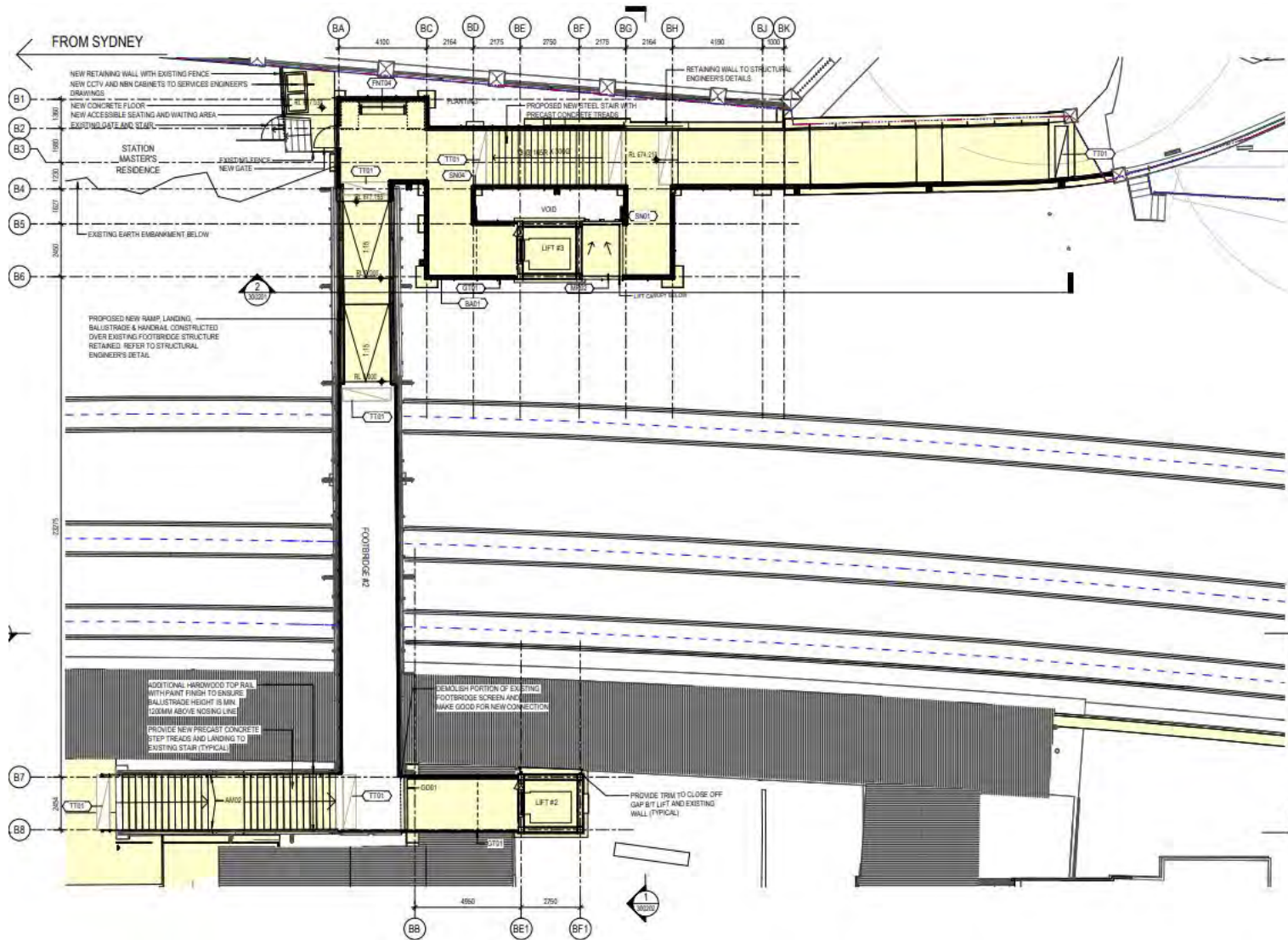


Figure 7-5: Station and Argyle Street – footbridge level plan (Architectus, drawings dated 19/1/2024)

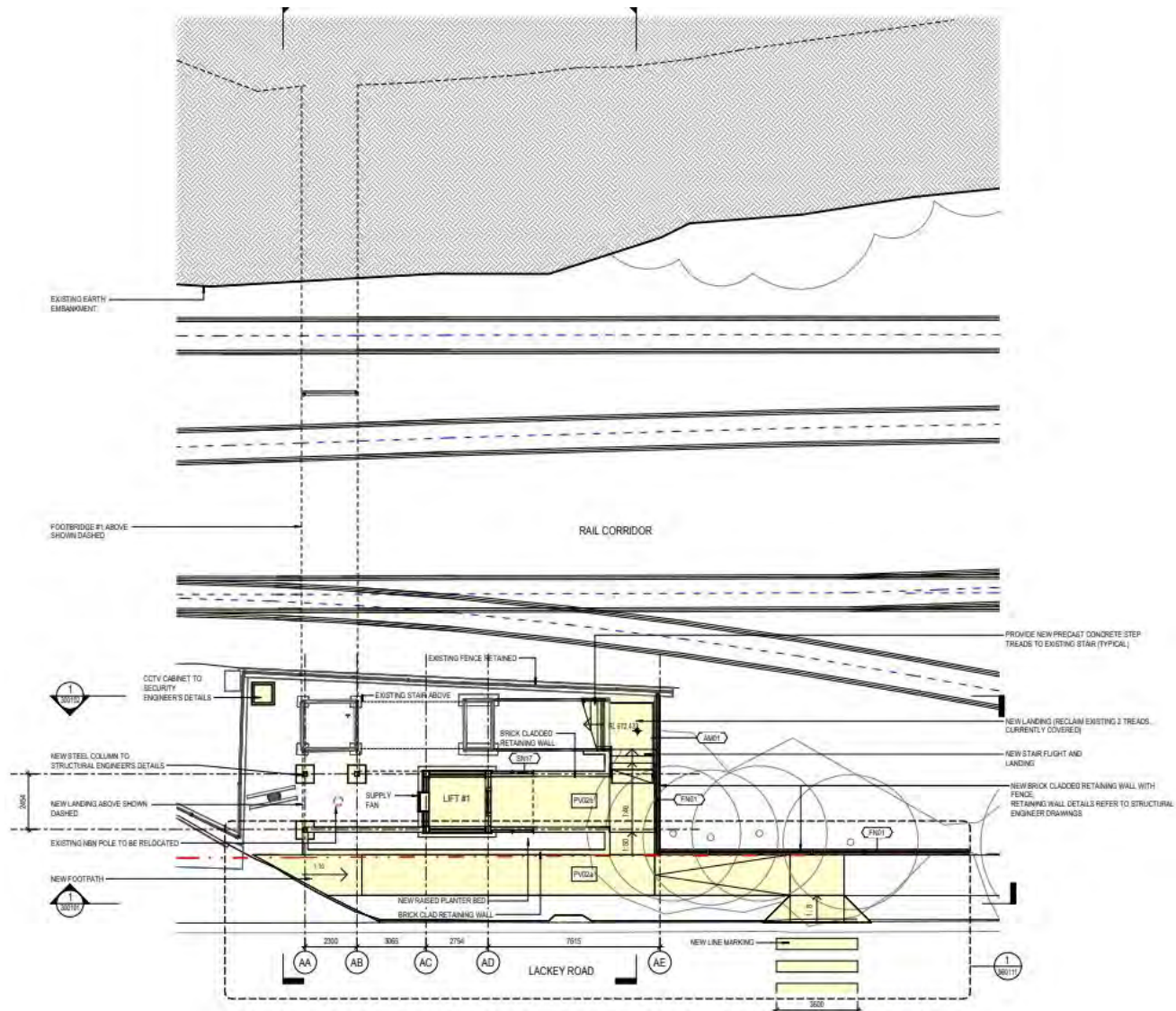


Figure 7-6: Lackey Road – street level plan (Architectus, drawings dated 19/1/2024)

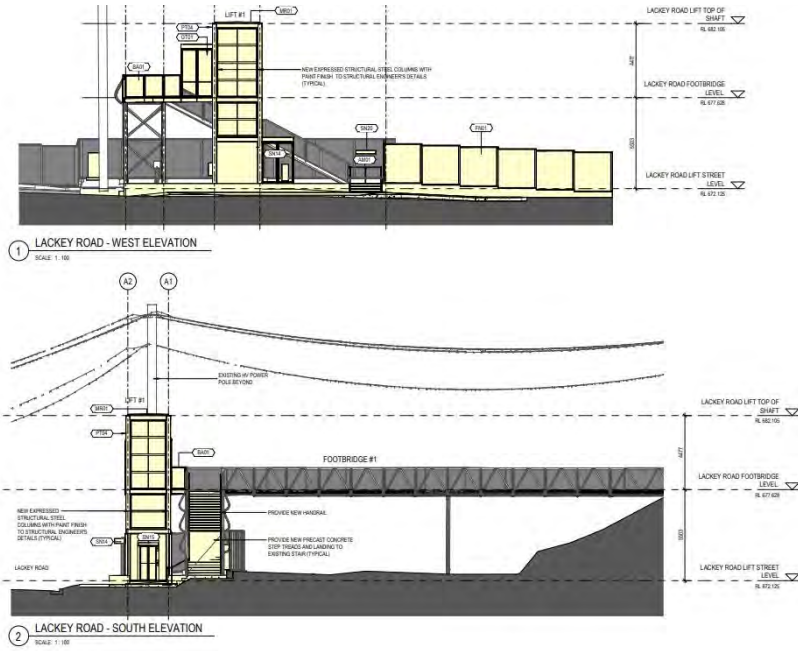


Figure 7-7: Lackey Road west and south elevation (Architectus, drawings dated 19/1/2024)

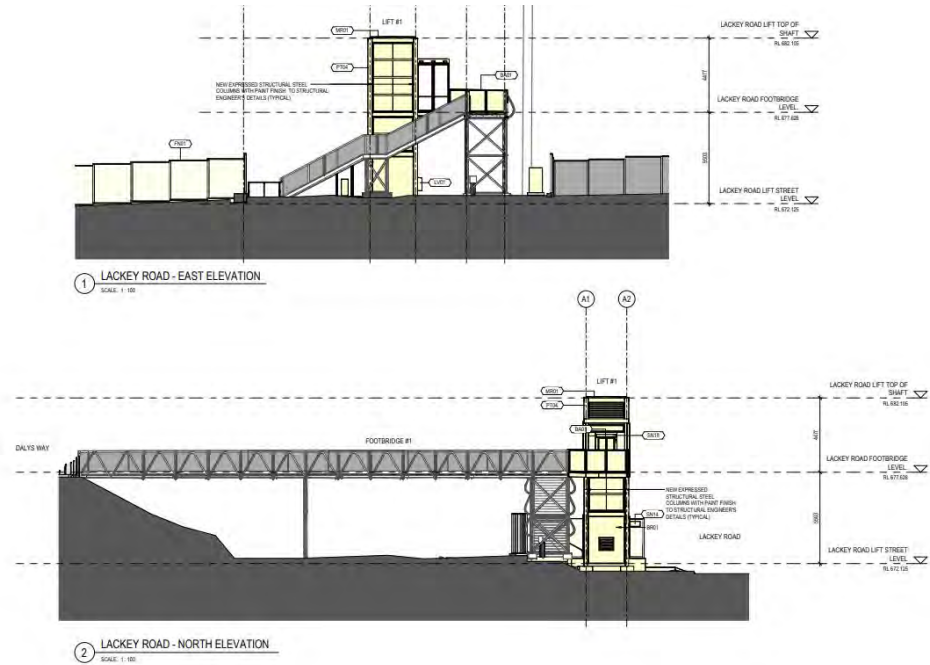


Figure 7-8: Lackey Road east and north elevation (Architectus, drawings dated 19/1/2024)



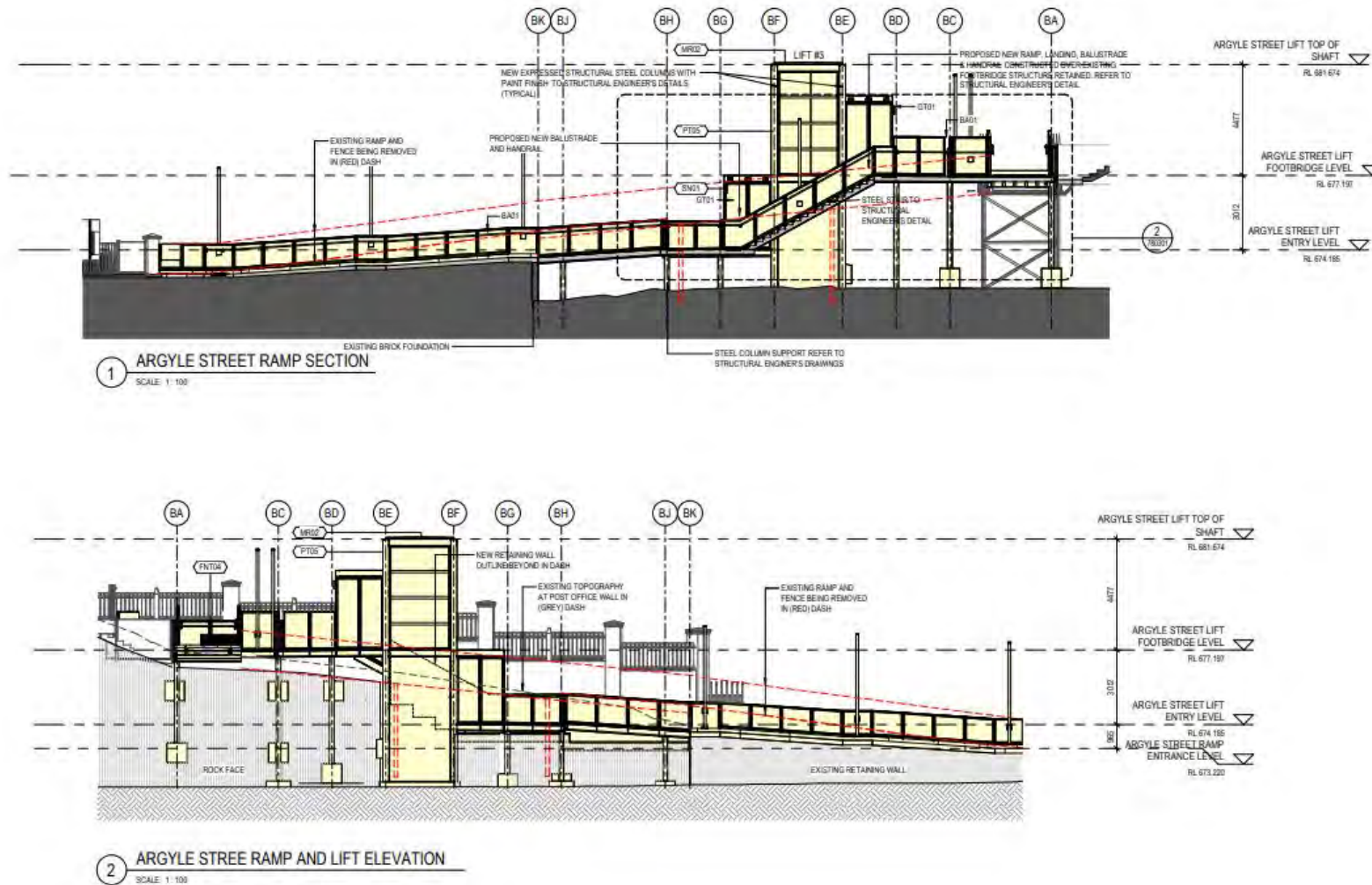


Figure 7-9: Argyle Street ramp section and elevation showing demolished ramp (red) (Architectus, drawings dated 19/1/2024)

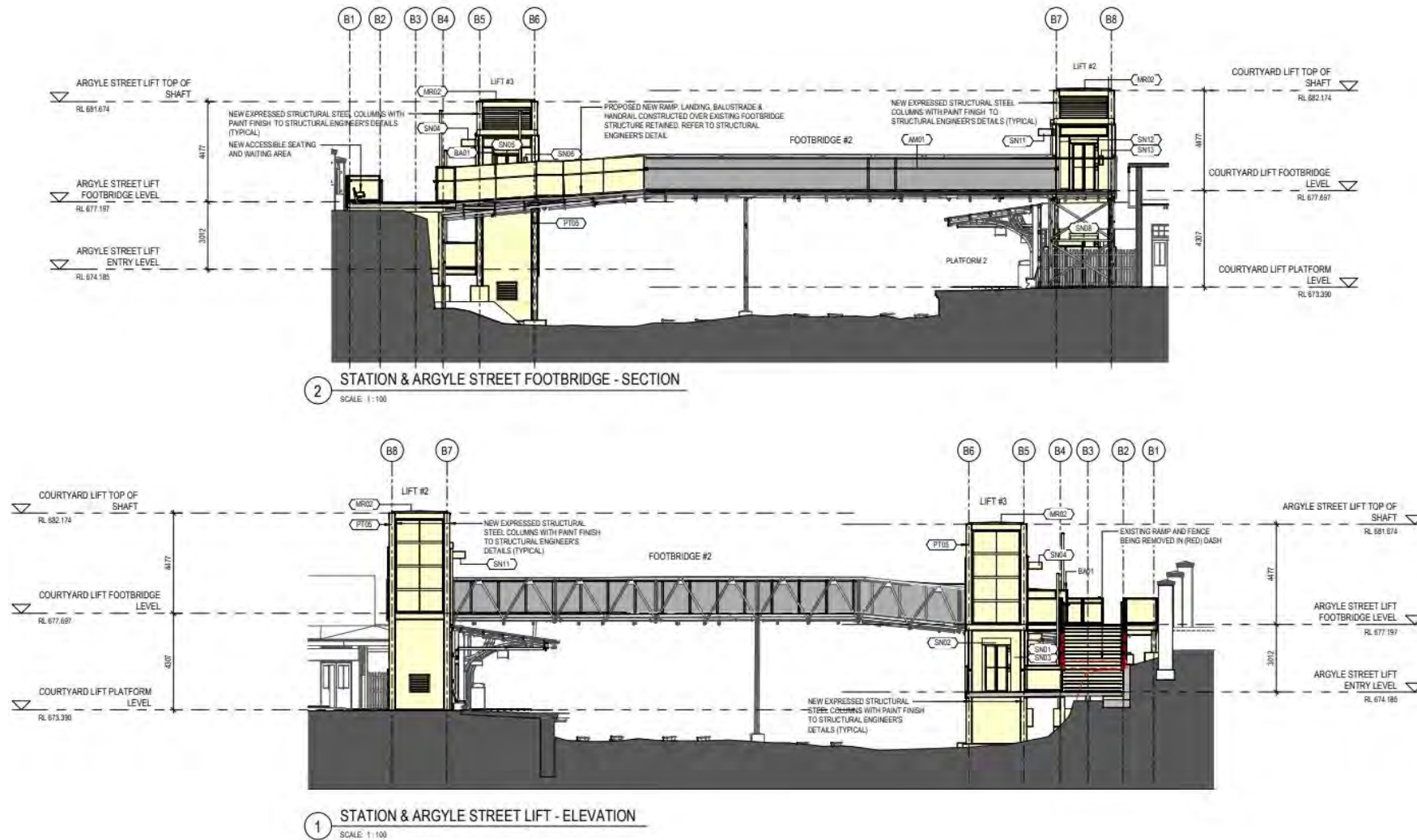


Figure 7-10: Argyle street footbridge section and elevation (Architectus, drawings dated 19/1/24)

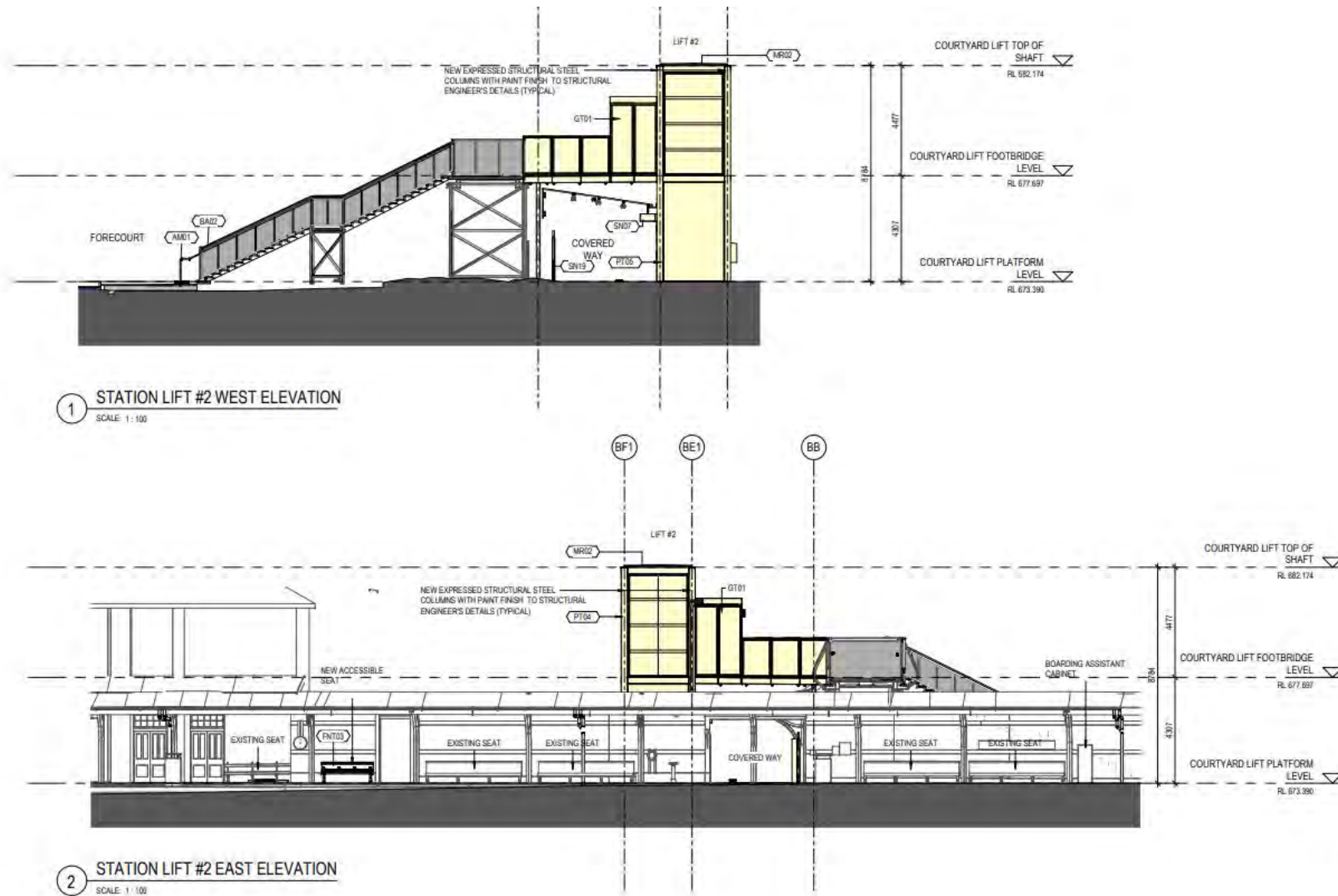
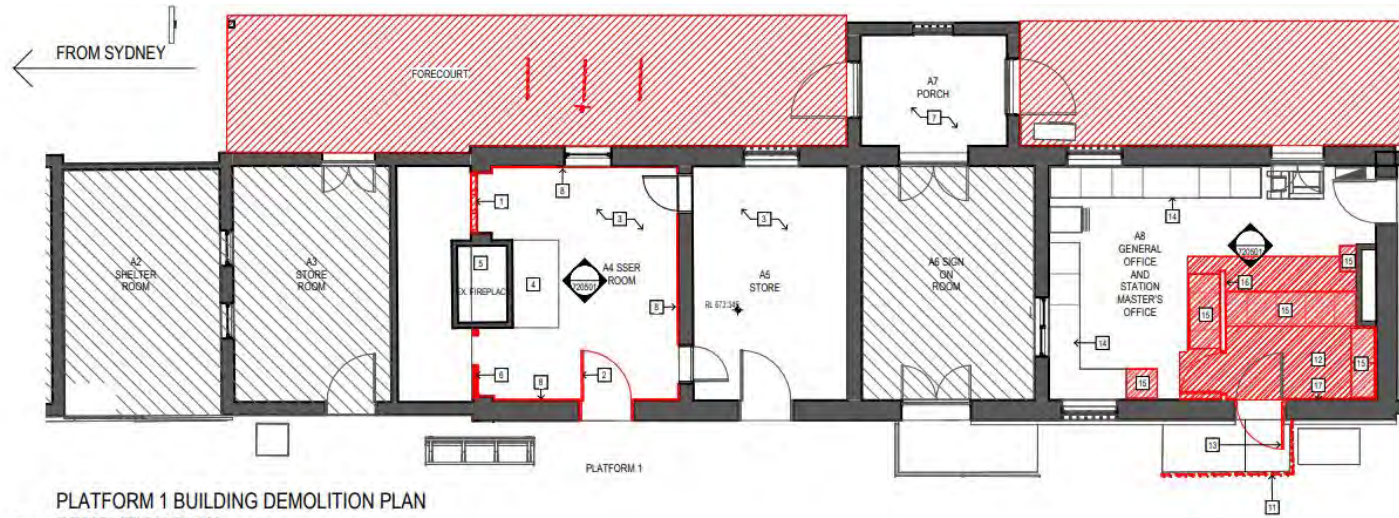
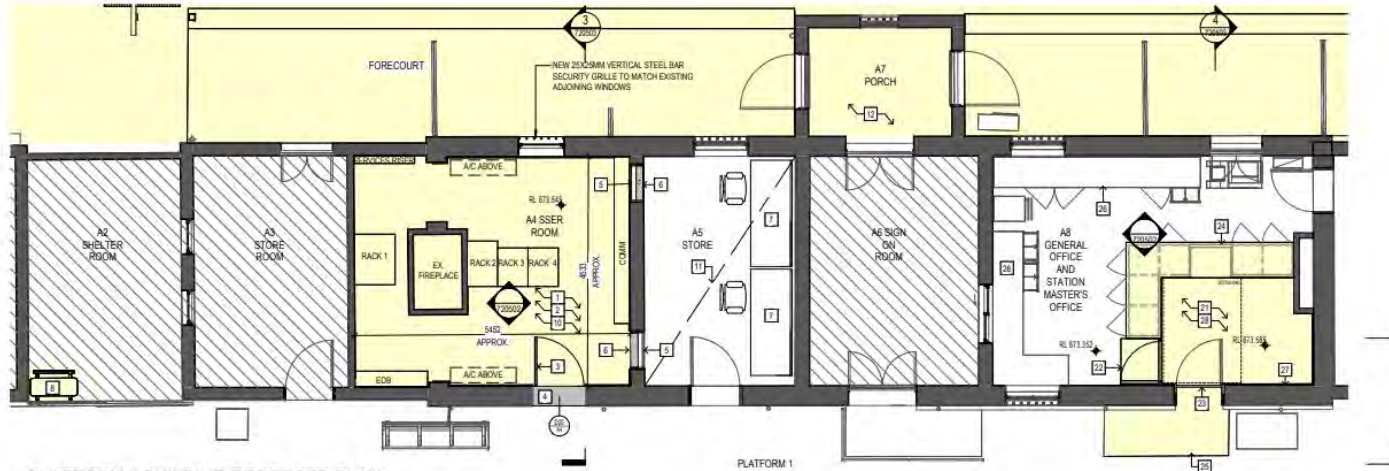


Figure 7-11: Station lift elevations (Architectus, drawings dated 19/1/24)



1 Platform 1 Building Demolition Plan  
DEMOLITION PLAN  
SCALE: 1:50



1 Platform 1 Building Proposed Plan  
PROPOSED PLAN  
SCALE: 1:50

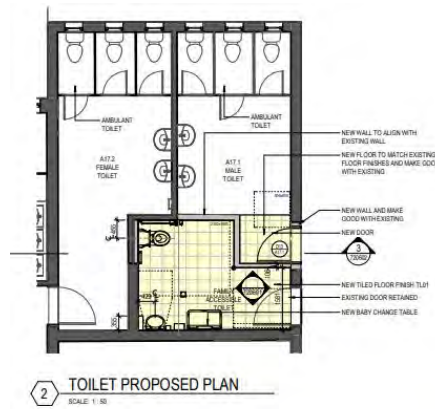
Figure 7-12: Station Services Equipment Room demolition and vertical steel bar plan (SSER) (Architectus, drawings dated 19/1/2024)



Figure 7-13: Station Services Equipment Room section (Architectus, drawings dated 19/1/2024)



Figure 7-14: Station Master’s Office and Platform 1 section (Architectus, drawings dated 19/1/2024)



2 TOILET PROPOSED PLAN  
SCALE: 1:50



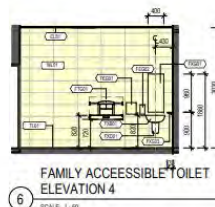
3 FAMILY ACCESSIBLE TOILET ELEVATION 1  
SCALE: 1:50



4 FAMILY ACCESSIBLE TOILET ELEVATION 2  
SCALE: 1:50



5 FAMILY ACCESSIBLE TOILET ELEVATION 3  
SCALE: 1:50



6 FAMILY ACCESSIBLE TOILET ELEVATION 4  
SCALE: 1:50

Figure 7-15: Family accessible toilet details (Architectus, drawings dated 19/11/2024)

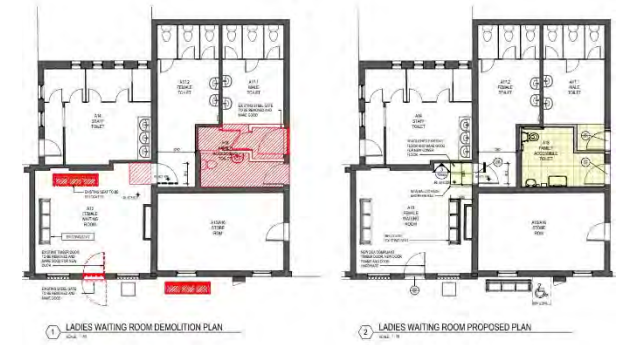


Figure 7-17: Ladies waiting room (Architectus, drawings dated 19/1/2024)

Figure 7-16: Family accessible toilet elevations and sections (SSER) (Architectus, drawings dated 19/1/2024)

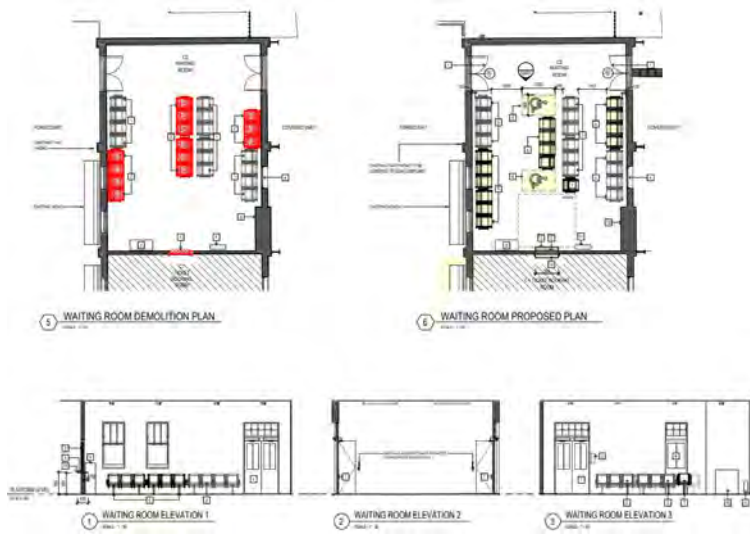


Figure 7-18: Waiting room details (Architectus, drawings dated 19/1/2024)

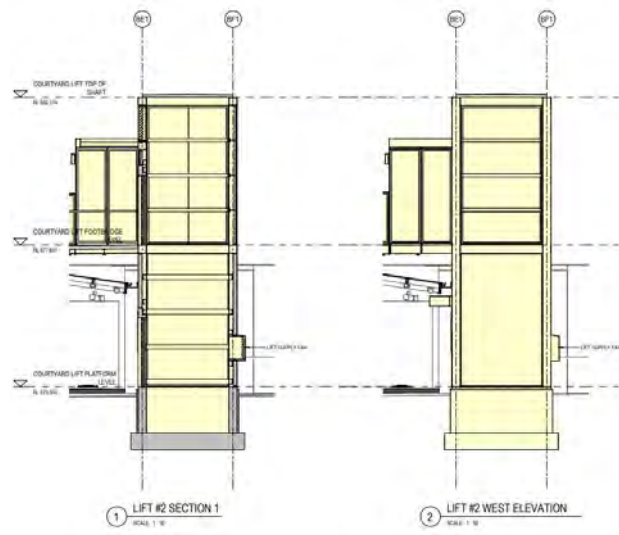


Figure 7-19: Courtyard lift details (Architectus, drawings dated 19/1/2024)



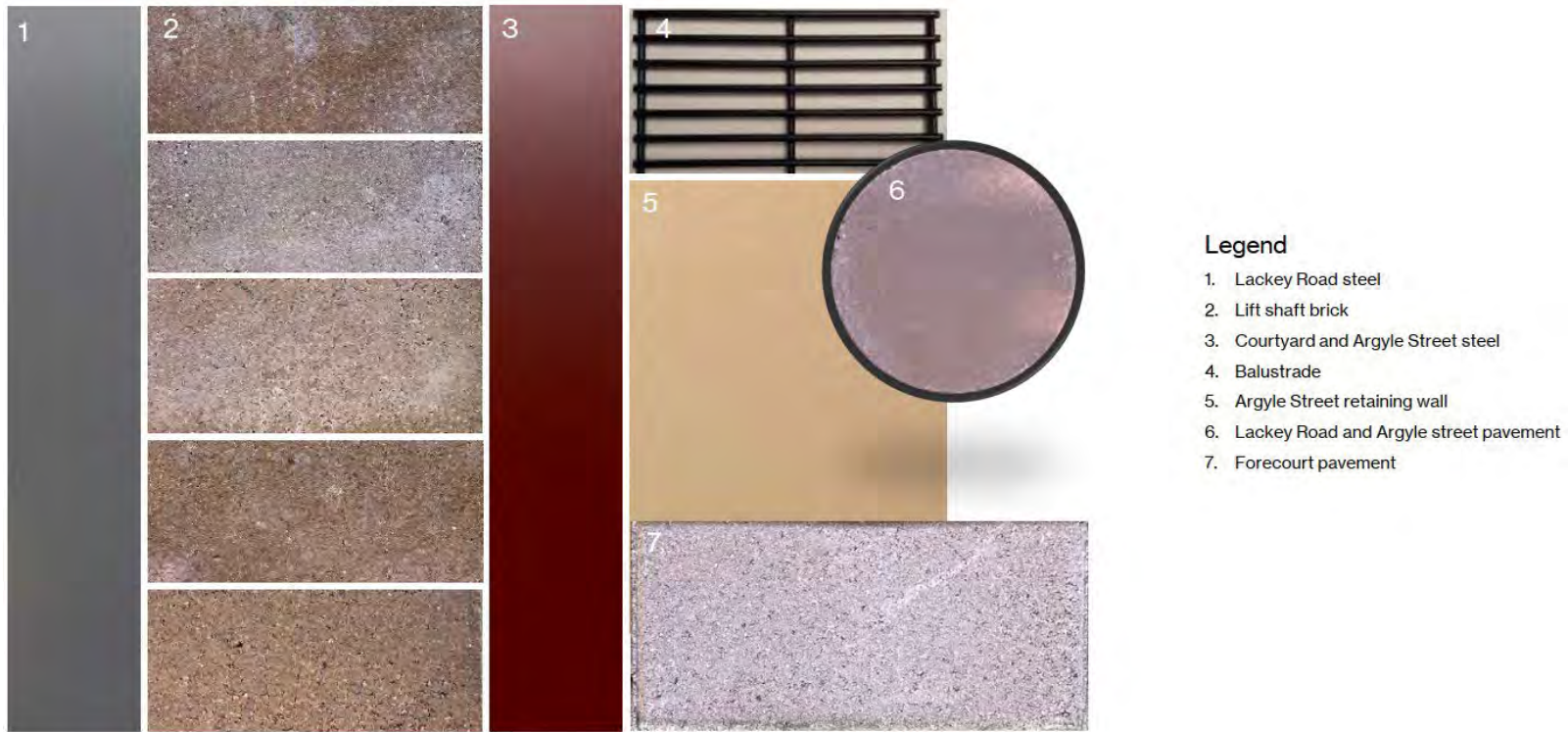


Figure 7-20: Sample board (Architectus, drawings dated 16/11/2023)

### 7.1.1 Materials and finishes

Materials and finishes for the proposal have been selected based on the criteria of durability, low maintenance and cost effectiveness, as well as to accord with heritage requirements, to minimise visual impacts and to be aesthetically pleasing.

Availability and constructability are also important criteria to ensure that materials are readily available, and any structures can be built with ease and efficiencies. Materials would also be selected based on their suitability for meeting design requirements.

Each of the upgraded or new features would be constructed from a range of different materials, with a different palette for each architectural element. Materials that would be used for the most visible key features of the proposal include the following:

- lift shafts – concrete lift shaft and steel frame
- lift doors – stainless steel
- lift sides– Stretcher bond brickwork (lower level), clear glass and steel (upper level), aluminium louvres
- lift roof and canopies – steel plate roof
- platform resurfacing – concrete
- footbridge decking and footpaths – concrete.
- handrails – stainless steel
- balustrades – Welded mesh security screen
- fencing – Welded mesh (Lackey Road), tubular crimped top fence (Dalys Way)
- pavers – Brick paving to match existing and contemporary detail (Dalys Way forecourt) and concrete broom finish (Lackey Road, Dalys Way, Argyle Street ramp)
- Family accessible toilet – ceramic tile to floor and wall.

An analysis of the existing station's material and finishes including brickwork, stone and pavers has been undertaken to help identify materials that are contextually appropriate and are described below (also refer to Appendix B for studies which includes a proposed materials palette):

- The Brick study examines the different types and colours of bricks found at the station and identifies a matching contemporary brick in each instance. The proposed brick to the lifts is a brick mix derived from these colour matches. The pattern proposed is a stretcher bond to match existing brick pattern.
- The Post Office fence study examines the existing colour of the sandstone retaining wall adjacent the existing ramp at Argyle Street and identifies a matching paint colour for the proposed retaining wall at this location.
- Diamond Jubilee Park Pavers Oxide study and Station study examine the existing mix of colours found at the station and its entries and identifies matching colours for proposed concrete and paved areas.

A detailed list of proposed materials is provided in Material Schedule (T-Schedule, Revision B) included in the heritage design submission submitted with the s60 application.

Generally, the colour palette proposed to the work on Argyle Street has been derived from existing colours at this side of the station being yellow (existing sandstone) and red (existing brickwork) colours. Whilst a grey colour palette proposed to Lackey Road is derived from existing footbridge and stair elements (silver colour).

### 7.1.2 Detailing

Further design detailing is required for elements included in the design to date that need further development to mitigate heritage impacts. This includes the following listed elements:

- Furniture and joinery detailing within the Station Master's Office
- Confirmation on a sympathetic contemporary lighting typology and detail on fixing methodologies, particularly on the two footbridges
- Remaining detailing and materiality of the Argyle Street ramp brick abutment including brick capping detail, extent of brickwork retained/reused and the interface with the new ramp slab
- Detail of new fencing along Dalys Way to replace the existing loop top and wire mesh fencing
- Refinement of wayfinding, including the positioning of the proposed new t-sign and poster cases
- Confirmation of the location for the proposed rain water tank
- Confirmation of the location, materiality and installation methodology for the proposed wall vents within the Store Room and the Family Accessible Toilet.

Following the preparation of the REF, additional details have been developed to refine and resolve key design elements of the proposal that are likely to have a visual influence on heritage elements at the station. These are included below.

#### **7.1.2.1 Lifts**

The design of lifts incorporates expressed Square Hollow Section (SHS) columns at corners with shadow line detail to brick panels (to the base of lift), and glass panels to the upper level. The horizontal steel frame banding design (upper level) and addition of brickwork to the base of the lift is intended to mitigate any possibility of a tube-like form of proposed lift shafts. Additionally, brickwork has been selected to the base to reference existing brickwork at the station. An entry canopy is incorporated for shelter at each level with a glass screen to the upper level. Refer to architectural drawings 790101 to 790502.

#### **7.1.2.2 Argyle Street ramp**

The new DSAPT compliant ramp design is a 1:15 ramp (lower than the existing ramp) and would incorporate two landings. The ramp would be supported by a concrete slab on the ground (southern end) and new steel columns and new retaining wall at the northern end. The retaining wall would extend to become a balustrade on the western side of the ramp and follow the grade of the ramp. The retaining wall would be painted concrete whilst the ramp would be a broom finished painted concrete. The new concrete retaining wall will have a paint finish as per the landscaping materials and finishes schedule. The southern end of the ramp would have a stainless-steel handrail on flat bar steel posts (west side of ramp) and a security welded mesh balustrade (east side of ramp). Existing brick pillars are to be retained. A new retaining wall and garden bed would be installed on the eastern side of the ramp.

Design detailing is required for the detailing and materiality of the Argyle Street ramp brick abutment, including brick capping detail, the extent of the brickwork that will be retained or reused and the interface with the new ramp slab.

#### **7.1.2.3 Footbridge link to courtyard lift**

The proposed steel footbridge link structure includes a balustrade that would align with the height of the existing footbridge balustrade and have a security welded mesh. The entry canopy would be a lower height to the lift and together with the balustrade, step down in height towards the footbridge.

Confirmation on a sympathetic contemporary lighting typology and detail on fixing methodologies is required for the two footbridges to avoid heritage impacts.

#### **7.1.3 Fencing**

Design detailing is required for the proposed new fencing along Dalys Way, which is to be installed to replace the existing loop top and wire mesh fencing.

#### **7.1.4 Works to platforms and buildings**

Design detailing is required for the furniture and joinery detailing within the Station Master's Office. Confirmation is also required for the location for the proposed rain water tank, the location, materiality and installation methodology for the proposed wall vents within the Store Room and the Family Accessible Toilet.

### **7.1.5 Wayfinding**

Design detailing is required for wayfinding, which includes the positioning of the proposed new t-sign and poster cases.

## 8.0 Heritage Impact Assessment

### 8.1 Introduction

The objective of a SoHI is to evaluate and explain how the proposed development, rehabilitation or land use change would affect the heritage value of the site and/or place. A SoHI should also address how the heritage value of the site/place can be conserved or maintained, or preferably enhanced by the proposal.

### 8.2 Impacts to heritage significance of Moss Vale Railway Station

This section provides the heritage impact assessment for the elements of the proposal related to the station upgrade. Details of the proposal are outlined in Section 1.0 and Section 6.0 and these were used to inform this assessment.

Potential impacts to the heritage significance of Moss Vale Railway Station as a result of the proposal are summarised in Table 8-1.

**Table 8-1: Impact assessment to the heritage significance of Moss Vale Railway Station**

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p><b>Proposal element:</b> Eastern station access from Argyle Street.</p> <p><b>Elements Impacted:</b> Argyle Street footbridge – overall, original steel members on the footbridge and ramp, courtyard (regraded <b>High</b>), replacement structural steel members (<b>Moderate</b>), deck and stairs and landing to forecourt (<b>Little</b>), ramp/retaining wall, track possession work areas.</p> <p><b>Impact analysis:</b></p> <ul style="list-style-type: none"> <li>- Argyle Street ramp: The proposed demolition of original steel members on the ramp and retaining wall to construct a new DSAPT compliant lift, stairs, ramp, entry canopy, glass screen, retaining wall and garden bed would result in the loss of original fabric of the overall footbridge. However, the modifications to the footbridge have been kept to a minimum and the proposed option has been the result of an extensive optioneering process that has considered the least impact to heritage significance. The existing wall would be saw cut and stripped of brickwork, which would then be removed from site, impacting fabric. The design is to retain as much original brickwork as possible.</li> <li>- Argyle Street footbridge: The addition of new fabric on the footbridge which includes a lightweight bridge deck and insertion of new structural</li> </ul>	<p><b>Relevant elements from statement of significance:</b> Largest regional railway station, rare / intact collection of Victorian/Federation buildings and structures, landmark in the town of Moss Vale, representative significance of the Warren Truss footbridges.</p> <p>Proposed modifications to the footbridge would modify the footbridge and ramp that are High significance and contribute to the broad collection of structures and landmark features of Moss Vale. However, it should be noted that the footbridges relate to the latter phase of development that is the duplication of the line in 1915/1916 and are unrelated to the Victorian/Federation structures. The Argyle Street footbridge was also not planned as part of the duplication and resulted from community pressure to improve accessibility at the station. This scope adds to this continued need for accessibility and provides amenity to the community of Moss Vale.</p> <p>The upgrades to the eastern station access would also have a visual impact on the overall station's values as a landmark, however this has been minimised by careful design considerations to ensure that the new work is both sympathetic and contextually appropriate.</p> <p><b>Relevant elements from significance criteria:</b></p> <p>(a) Historical: Expansion of the precinct over time; a unique courtyard garden</p>	<p>The proposed upgrades provide equitable access throughout the station, would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line. The configuration of the station and its key elements that contribute to the station's historical significance (station buildings, footbridges, overbridges) would largely remain intact.</p> <p>The proposal is a community focussed initiative to ensure ongoing access for the broadest possible cross section of the community which continues that story of connection and access to the station.</p> <p>The Moderate Adverse impact is mitigated through design. The current design has used the Heritage Design Principles outlined in the HDR (Appendix A), informed by the <i>Design in Context</i> guidelines, to produce lift and ramp structures which are appropriate within the setting of Moss Vale Railway Station.</p>	<p><b>Moderate adverse</b></p>

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p>steel members would result in a minor physical impact. This modification minimises the loss of original fabric on the footbridge.</p> <ul style="list-style-type: none"> <li>- The insertion of the lift, new stairs and ramp would also have a visual impact on the overall station including a significant view—(No.3-7 - view to Argyle Street from former Refreshment Room Building) identified in the CMP (OCP Architects, 2020a: 52) (Figure 5-3). The proposed materials and finishes to the Argyle Street entrance have been selected after extensive studies of the materials and finishes at the station. It also considers and responds to the localised character of the Argyle Street entrance to the station.</li> <li>- The removal of steel members on the footbridge to construct the lift in the courtyard would result in the loss of original fabric, however this has been kept to a minimum. The insertion of the lift would impact the character of the courtyard (High) and would impact on significant views (No. 3-10 – view to forecourt and Building C from Dalys Way), identified in the CMP (Figure 5-3). The proposal to install a lift in the courtyard has been the result of extensive optioneering demonstrated in the HDR (Appendix A). Other options were discarded as they would have had a worse outcome to the overall station. The proposed lift is designed to be slender in shape and complementary to the courtyard by interpreting and referencing the existing materials at the station such as brickwork and colouring of materials.</li> <li>- The proposed accessibility works near Jubilee Park and entrance to Argyle Street are outside the SHR curtilage for the station but within the Argyle Street North Conservation Area listed in the Wingecarribee LEP. These have been separately assessed in Section 8.7.</li> <li>- Design detailing is required for the detailing and materiality of the Argyle Street ramp brick abutment, including brick capping detail, the extent of the brickwork that will be retained or reused and the interface with the new ramp slab.</li> </ul>	<p>created because of the unusual configuration of the station buildings.</p> <p>The proposal to upgrade the Argyle Street footbridge would modify fabric associated with the expansion of the station over time. However, the modification to the footbridge has been kept to a minimum by only altering the eastern end of the footbridge. The proposal to install a lift into the courtyard would modify the unique courtyard garden. It is to be noted that whilst the courtyard is long established and valued, it developed because of the layout of the buildings rather than a deliberate action to form a courtyard. The impact to the courtyard has been minimised by ensuring the lift design is carefully detailed and responds to the character of the courtyard. <b>The impact is considered moderate adverse.</b></p> <p>(b) Association: Moss Vale Railway Station Precinct is significant for its close association with a succession of Governors and this Vice Regal association is represented in the Building A extension, Railway Refreshment Room, Governor’s Waiting Room and configuration of Dalys Way and station forecourt.</p> <p>The proposed upgrade to the eastern station access from Argyle Street would not lose the historical association, it would however, modify the overall configuration of the station which has historical associations. <b>The impact is considered moderate adverse.</b></p> <p>(c) Aesthetic: Surviving garden elements in the courtyard enhance the setting and contribute to the aesthetic values of the precinct.</p> <p>The proposed lift in the courtyard would only have a small footprint on the courtyard garden and most of the garden would be retained. <b>The impact is considered moderate adverse.</b></p> <p>(f) Rarity: Moss Vale Railway Station Precinct is thought to be the only station in NSW with a courtyard garden.</p> <p>Whilst a small footprint within the courtyard is lost as a garden space, the overall courtyard and its garden are still retained, retaining its rarity value. The lift design would be carefully detailed to ensure it is complementary to the character of the courtyard. <b>The impact is considered moderate adverse.</b></p> <p>(g) Representative: The two Warren Truss footbridges represent the</p>		

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
	<p>duplication of the line. The modification to the Argyle Street footbridge would impact the representative values.</p> <p>As discussed above the footbridges relate to the latter phase of development and whilst the impact to the footbridge itself has been minimised, the upgrade would permanently alter the representative values of the footbridge.</p> <p><b>The impact is considered moderate adverse.</b></p> <p>Social and research values would not be impacted by the works.</p> <p>If the approved design detailing results in appropriate heritage outcomes for this work the impact for these elements may be mitigated further. Where design detailing is still required (for the detailing and materiality of the Argyle Street ramp brick abutment) the impacts remain as <b>moderate adverse</b>, until further design development is approved by Transport Heritage and the Heritage Architect.</p>		
<p><b>Proposal element:</b> Western access from Lackey Road.</p> <p><b>Elements Impacted:</b> Lackey Road–footbridge - overall, original steel members on the footbridge and ramp (regraded <b>High</b>), replacement structural steel members (<b>Moderate</b>), deck, handrail, timber rail, safety barriers, stairs and landing (<b>Little</b>), track possession work areas.</p> <p><b>Impact analysis:</b></p> <ul style="list-style-type: none"> <li>- The proposed partial demolition of original steel members on the footbridge to construct a new DSAPT compliant lift and stairs would result in the loss of original fabric of the overall footbridge. The remaining works are to areas of lesser significance e.g., handrails, stairs and decking. Hence, the modifications to the footbridge have been kept to a minimum and the proposed option has been the result of an extensive optioneering process that has considered the least impact to heritage significance.</li> <li>- The addition of new fabric on the footbridge which includes an entry canopy, glass screen, lightweight bridge deck and insertion of new structural steel members would result in a minor physical impact. This modification ensures that no original fabric is removed on the</li> </ul>	<p><b>Relevant elements from statement of significance:</b> Largest regional railway station, rare/intact collection of Victorian/Federation buildings and structures, landmark in the town of Moss Vale, representative significance of the Warren Truss footbridges.</p> <p>Proposed modifications to the footbridge would modify the footbridge and ramps that are High significance and contribute to the broad collection of structures and landmark features of Moss Vale. However, it should be noted that the footbridges relate to the latter phase of development that is the duplication of the line 1915/1916 and unrelated to the Victorian/Federation structures.</p> <p>The upgrades to the western access from Lackey Road would also have a visual impact on the overall station’s values as a landmark, however this has been minimised by careful design considerations to ensure that the new work is both sympathetic and contextually appropriate.</p> <p><b>Relevant elements from significance criteria:</b></p> <p>(a) Historical: Expansion of the precinct over time.</p> <p>The proposal to upgrade the Lackey Road footbridge would modify fabric associated with the expansion of the station over time. However, the</p>	<p>The proposed upgrades provide equitable access from Lackey Road and would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line. The configuration of the station and its key elements that contribute to the station’s historical significance (station buildings, footbridges, overbridges) would largely remain intact.</p> <p>The proposal is a community focussed initiative to ensure ongoing access for the broadest possible cross section of the community which continues that story of connection and access to the station.</p> <p>The Moderate Adverse impact is mitigated through design. The current design has used the Heritage Design Principles outlined in the HDR (Appendix A), informed by the Design in Context guidelines, to produce new footbridge fabric and pedestrian access ways which are appropriate within the setting of Moss Vale Railway Station.</p>	<p><b>Moderate adverse</b></p>

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p>footbridge.</p> <ul style="list-style-type: none"> <li>- New footpaths, low-grade ramps, pedestrian crossing across Lackey Road, new seating, modification to fencing and new brick retaining walls would result in a minor physical and visual impact.</li> <li>- The proposed materials and finishes to the Lackey Road entrance have been selected after extensive studies of the materials and finishes at the station. It also considers and responds to the localised character of the Lackey Road entrance to the station.</li> <li>- Confirmation is required on a sympathetic contemporary lighting typology and detail on fixing methodologies for the two footbridges, in order to avoid heritage impacts.</li> </ul>	<p>modification to the footbridge has been kept to a minimum by largely altering fabric of lesser significance. <b>The impact is considered moderate adverse.</b></p> <p>(b) Association: Moss Vale Railway Station Precinct is significant for its close association with a succession of Governors and this Vice Regal association is represented in the Building A extension, Railway Refreshment Room, Governor’s Waiting Room and configuration of Dalys Way and station forecourt.</p> <p>The proposed upgrade to the eastern station access from Argyle Street would not lose the historical association, it would however, modify the overall configuration of the station which has historical associations. <b>The impact is considered moderate adverse.</b></p> <p>(g) Representative: The two Warren Truss footbridges represent the duplication of the line.</p> <p>The modification to the Lackey Road footbridge would impact the representative values. As discussed above the footbridges relate to the latter phase of development and whilst the impact to the footbridge itself has been minimised, the upgrade would permanently alter the representative values of the footbridge. <b>The impact is considered moderate adverse.</b></p> <p>Aesthetic and research values would not be impacted by the works.</p> <p>If the approved lighting typology and fixing methodologies for the two footbridges results in appropriate heritage outcomes for this work, the impact for these elements may be mitigated further. Where confirmation is still required the impacts remain as <b>moderate adverse</b>, until further design development is approved by Transport Heritage and the Heritage Architect.</p>		
<p><b>Proposal element:</b> Dalys Way forecourt modification.</p> <p><b>Elements Impacted:</b> Footpaths adjacent Building A and C, Poplar trees (<b>High</b>), Dalys Way (<b>Moderate</b>) and Commuter car park (<b>Intrusive</b>).</p>	<p><b>Relevant elements from statement of significance:</b> Unique association with a succession of NSW Governors from 1880s until 1946, the arrangement of the Booking Office (Building C) and road access from Dalys Way association with Governor Strickland.</p> <p>Dalys Way forecourt is associated with the Governors of NSW and the</p>	<p>The proposed Dalys Way forecourt modifications provide equitable access at the station with footpaths, drainage and kerbing which would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line. The configuration of the station and its key</p>	<p><b>Minor adverse</b></p>



Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p><b>Impact analysis:</b></p> <ul style="list-style-type: none"> <li>- Upgrade to footpaths, drainage and kerbing (including sandstone flagging) adjacent to building A and C would have a physical impact to fabric of high significance. The proposed works to the commuter car parking is in an area that is graded as intrusive. The proposed car parking and footpath along Dalys Way would have a physical impact on fabric graded as moderate significance, as would the trenching along Dalys Way and under the footpath for the CSR route. The proposed modification is required to improve equitable access to the station. The works would still retain the original layout of Dalys Way including the Poplar plantings. However there is a potential for some impact to the Poplars as a result of the civil works, which may result in their removal. Any significant trees would be replaced like-for-like, i.e. with mature species. The trees are noted as near end of life in the CMP, so any removal and replacement would align with the CMP Policy 10.7 which explicitly calls for their replacement. The design has been carefully considered to minimise impact to areas of high significance and focusing on areas of intrusive value. Any removed significant fabric such as the trachyte kerbing and sandstone flagging would be reinstated.</li> <li>- The formalising of parking, coach drop off point, fencing and retaining wall would impact on a significant vi-w (No.3-10 - view looking south towards station building (refer Figure 5-3)) showing the station's siting arrangements influenced by Vice-Regal associations. However, the original alignment of the access way has been retained.</li> <li>- The proposed materials and finishes to the Dalys Way forecourt have been selected after extensive studies of the materials and finishes at the station. It also considers and responds to the localised character of the Dalys Way entrance to the station.</li> </ul>	<p>modification which includes commuter car parking, footpaths, coach drop off point, drainage and kerbing would modify the forecourt area that is graded as High and Moderate significance.</p> <p><b>Relevant elements from significance criteria:</b></p> <p>(a) Historical: Embodies in its fabric the importance and status of the Governor in nineteenth century and early twentieth century NSW (represented in the road access from Dalys Way).</p> <p>The modifications to Dalys Way would modify fabric associated Governors of NSW, however the original road access alignment has been retained. <b>The impact is considered minor adverse.</b></p> <p>(b) Association: Dalys Way (as an access road) is directly associated with Governor Strickland.</p> <p>The modifications to Dalys Way would modify fabric associated with Governor Strickland, however, the road access would still convey this association. <b>The impact is considered minor adverse.</b></p> <p>(c) Aesthetic: The Booking Office (Building C) has been identified as a significant example of the Federation Free Classical architectural style (with Queen Anne influences).</p> <p>(d) Although the change to parking configuration would result in a change to the existing connectivity, overall the proposal would improve safety and access to and within the station and would have a major positive impact on the social values of the station, rather than a negative impact.</p> <p>As the modifications to Dalys Way are directly adjacent to the Booking Office, the works would have a visual impact. <b>The impact is considered minor adverse.</b></p> <p>(f) Rarity: The only railway station in Australia that has been substantially designed to accommodate Vice-Regal use.</p> <p>The modifications to Dalys Way would have an impact on the rarity values of the station as a place designed to accommodate Vice-Regal use by modifying the original design, however the physical evidence of these values, are represented in the road access, Platform buildings and Refreshments Room</p>	<p>elements that contribute to the station's historical significance (station buildings, footbridges, overbridges) would largely remain intact.</p> <p>The proposal is a community focussed initiative to ensure ongoing access for the broadest possible cross section of the community which continues that story of connection and access to the station.</p> <p>The Minor Adverse impact is mitigated through design. The current design has used the Heritage Design Principles outlined in the HDR (Appendix A), informed by the Design in Context guidelines, to produce footpaths, drainage and kerbing which are appropriate within the setting of Moss Vale Railway Station.</p>	

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
	<p>are still retained. <b>The impact is considered minor adverse.</b></p> <p>Social, research or representative values would not be impacted by the works.</p>		
<p><b>Proposal element:</b> Dalys Way fencing.</p> <p><b>Elements Impacted:</b> Dalys Way (<b>Minor</b>).</p> <p><b>Impact analysis:</b></p> <p>- New fencing along Dalys Way, which is to be installed to replace the existing loop top and wire mesh fencing.</p>	<p><b>Relevant elements from significance criteria:</b></p> <p>(a) Historical: Embodies in its fabric the importance and status of the Governor in nineteenth century and early twentieth century NSW (represented in the road access from Dalys Way).</p> <p>The modifications to Dalys Way would modify fabric associated with the Governors of NSW, however the original road access alignment has been retained. <b>The impact is considered minor adverse.</b></p> <p>(b) Association: Dalys Way (as an access road) is directly associated with Governor Strickland.</p> <p>The modifications to Dalys Way would modify fabric associated with Governor Strickland, however, the road access would still convey this association.</p> <p>If the approved design detailing results in appropriate heritage outcomes for this work the impact of it may be mitigated further. As design detailing is still required for the proposed fencing, the impacts are assessed as <b>minor adverse</b>, until further design development is approved by Transport Heritage and the Heritage Architect.</p>	<p>The Minor Adverse impact can be further mitigated through design. Design detailing is required for the proposed new fencing along Dalys Way, which is to be installed to replace the existing loop top and wire mesh fencing.</p>	<p><b>Minor adverse</b></p>
<p><b>Proposal element:</b> Works to platforms and buildings.</p> <p><b>Elements Impacted:</b> Building A, Building C (<b>High</b>).</p> <p>Room A2 Shelter Room: Flooring (<b>Intrusive</b>).</p> <p>Room A4 SSER: Door surrounds, skirting, south wall (<b>High</b>), door panelled (<b>Moderate</b>), timber partition wall north (<b>Low</b>), particleboard floor finish (<b>Low</b>).</p> <p>Room A5 Future Office: Door surrounds, skirting, door panelled (<b>Moderate</b>), particleboard floor finish (<b>Low</b>).</p> <p>A13: Door and floor (<b>High</b>).</p> <p>Room C2: Overall (<b>High</b>).</p>	<p><b>Relevant elements from statement of significance:</b> Rare / intact collection of Victorian / Federation buildings and structures.</p> <p>The works to platforms and buildings would modify the rare and intact collection of Victoria and Federation buildings and structures which includes Building A and C.</p> <p><b>Relevant elements from significance criteria:</b></p> <p>(a) Historical: Building A is significant as one of the earliest railway buildings in NSW and one of the oldest buildings in Moss Vale. Building C is also significant as the Governor's waiting room added in 1890.</p> <p>The proposed works to the platforms and buildings would modify the historical significance of the buildings, however the works are generally located in areas</p>	<p>The proposed works to platforms and buildings would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line. The configuration of the station and its key elements that contribute to the station's historical significance (station buildings, footbridges, overbridges) would largely remain intact.</p> <p>The proposal is a community focussed initiative to ensure ongoing access for the broadest possible cross section of the community which continues that story of connection and access to the station.</p> <p>The Moderate Adverse impact is mitigated through design.</p>	<p><b>Moderate adverse</b></p>

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p>A17/18 Unisex toilets: Rendered plaster walls, arched doorway (<b>High</b>), Timber fretwork over door (<b>Moderate</b>) partition walls, flooring (<b>Low</b>).</p> <p>Platform 2: <b>Moderate</b>.</p> <p><b>Impact analysis:</b></p> <ul style="list-style-type: none"> <li>- Room A2 (Shelter Room): The installation of a mounted custom made stand to stack the off ceiling split air conditioning units would only have a physical impact to fabric that is graded as intrusive. There would also be a visual impact in the installation of air conditioning condensers. The modifications have been kept to a minimum area.</li> <li>- Room A4 SSER: The alterations to the door surrounds including skirtings would impact fabric graded as high significance. The removal of the timber partition wall would have a minor impact as the fabric is graded low. The new infill wall, floor finish, entry door communication rack and AC units would have a physical and visual impact. The modifications have been kept to areas of lower significance. The HDR (Appendix A) has looked at other alternatives to house the SSER but remaining rooms did not meet the required criteria for the SSER. Refer to Section 9.3 of HDR.</li> <li>- Room A5 (Store): The alterations to the door surrounds including skirtings would impact fabric graded as high significance. There would also be a physical and visual impact from the new door and floor finish. The modifications have been kept to areas of lower significance.</li> <li>- Room A8 (SM Office): The removal of the entry ramp and handrail would impact fabric graded intrusive (contemporary ramp). The installation of a new door would impact fabric graded high (early door). The new raised floor would not impact the original floor which would be retained beneath a new fixed floor. The removal of the internal partition and replacement of some joinery would impact fabric graded as low (contemporary fabric). The skirting is to be salvaged and reused, negating impact.</li> </ul> <p>A13 (Female Waiting Room): Replacing the entry door, demolishing the floor at entry and adding new floor, balustrade and kerb rail would</p>	<p>of lesser significance or element which have been previously modified.</p> <p><b>The impact is considered moderate adverse.</b></p> <p>(b) Association: Association with Governor’s of NSW is directly represented in Building A, Building A extension and Building C. Additionally Building C is associated with Governor Strickland.</p> <p>The proposed works to the platforms and buildings would modify the fabric, so whilst the Vice Regal associations of the buildings are still present, the condition is altered from the period of Vice Regal use, distancing the efficacy of surrounds evoking the historical period.</p> <p><b>The impact is considered minor adverse.</b></p> <p>(c) Aesthetic: Building A and its extension is considered good examples of Victorian Georgian architectural “Railways” style of the mid-nineteenth century and is also a rare example of this building type.</p> <p>The proposed works to the platforms and buildings would modify the aesthetic values of Building A, however these modifications would not compromise the Victorian Georgian aesthetic.</p> <p><b>The impact is considered minor adverse.</b></p> <p>(f) Rarity: Building A is now a comparatively rare example of Victorian Georgian mid-nineteenth century railway style of buildings.</p> <p>The proposed works to the platforms and buildings would modify the rarity values of Building A, however the works are generally located in areas of lesser significance.</p> <p><b>The impact is considered moderate adverse.</b></p> <p>Social, research or representative values would not be impacted by the works.</p> <p>If the approved design detailing results in appropriate heritage outcomes for this work the impact for these elements may be mitigated further. Where design detailing is still required (for the furniture and joinery detailing within the Station Master’s Office, rain water tank, and wall vents within the Store Room and the Family Accessible Toilet) the impacts remain as <b>moderate adverse</b>, until further design development is approved by Transport Heritage and the</p>	<p>The current design has used the Heritage Design Principles outlined in the HDR (Appendix A), informed by the Design in Context guidelines, to produce outcomes which are appropriate within the setting of Moss Vale Railway Station</p>	

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p>impact fabric graded as high significance.</p> <ul style="list-style-type: none"> <li>- Room C2 (Building C Waiting Room): Addition of free-standing door release buttons and alteration to ticket counter (previously modified) would have a minor physical impact.</li> <li>- A18 Family accessible toilet: The proposed removal of partition walls and flooring of low significance would have a minor physical impact. The partial removal of an original wall would have a physical impact to fabric of high significance. The modification of the entry door, door surround and highlight would impact fabric of moderate significance. New partitions, door, finishes and fittings would have a physical and visual impact. Alternative designs have been extensively examined in the HDR (refer Section 9.4) and were generally discarded as they had greater impact on heritage fabric.</li> <li>- Platform 2 resurfacing works, and addition of tactile markers are to areas that have been previously resurfaced and hence would result in a minor physical and visual impact.</li> <li>- Design detailing is required for the furniture and joinery detailing within the Station Master's Office. Confirmation is also required for the location for the proposed rain water tank, the location, materiality and installation methodology for the proposed wall vents within the Store Room and the Family Accessible Toilet.</li> </ul>	<p>Heritage Architect.</p>		
<p><b>Proposal element:</b> Communications and services.</p> <p><b>Elements Impacted:</b> Footbridges, Building A, Building B, Building C, Platform 2 awning, Poplar trees, Dalys Way footpaths (<b>High</b>), Platform 2 (<b>Moderate</b>) commuter carpark (<b>Intrusive</b>).</p> <p><b>Impact analysis:</b></p> <ul style="list-style-type: none"> <li>- Installation of light pole fittings, CSR, CCTV services/equipment,</li> </ul>	<p><b>Relevant elements from statement of significance:</b> Rare / intact collection of Victorian / Federation buildings and representative significance of the Warren Truss footbridges.</p> <p>The works to communications and services would modify the rare and intact collection of Victoria and Federation buildings and structures which is directly represented in Buildings A, B and C. It would also modify the representative value of the footbridges.</p>	<p>The proposed communication and service upgrades would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line. The configuration of the station and its key elements that contribute to the station's historical significance (station buildings, footbridges, overbridges) would largely remain intact.</p>	<p><b>Moderate adverse</b></p>

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p>conduits, risers (Argyle Street footbridge), distribution box (to underside of Argyle Street footbridge deck), insertion of new columns (Argyle Street stair) to both footbridges would have a physical and visual impact to a high significant element at the station.</p> <ul style="list-style-type: none"> <li>- The required penetrations for services are extensive and would impact significant fabric (Rooms A2, A3 and A4 SSER, A18, B8 and Building C eastern external wall) as well as having a visual impact to these items. Design of services has been captured in an Illustrated Services Plan to ensure location of services routes and penetrations are limited to areas of lesser significance or to align with existing services routes. The services design considers best heritage practice for services installation including using existing penetrations, condensing services as far as possible, colour matching to existing fabric and removing redundant services.</li> <li>- The proposed GST mounted on Platform 2 awning would have a physical and visual impact.</li> <li>- Excavation and trenching works for CSRs and GSTs to provide underground services are also extensive and are located along Daly Way forecourt to platforms, and along footpaths, which would impact on both significant and intrusive fabric.</li> <li>- The proposed works to the Poplar trees, which are of high significance, are contained to tree pruning and hence maintenance works. There is potential for some of these Poplars to be impacted by the civil works, which may result in their removal and replacement. There is some loss of visual screening of the station from the removal of plants along Dalys Way and Argyle Street, but any significant trees would be replanted like-for-like.</li> <li>- Installation of signage, road line marking, tree removal (to non significant trees), and proposed landscaping works (Dalys Way forecourt, courtyard, Lackey Road, Argyle Street) would have a minor and physical and visual impact.</li> </ul> <p>The HDR (Appendix A) demonstrates the alternative options that have been considered and discarded due to their impact on significant fabric.</p>	<p><b>Relevant elements from significance criteria:</b></p> <p>(a) Historical: Expansion of the precinct over time (represented by the footbridges), Building A as one of the earliest railway buildings in NSW and Building B/C associated with Vice Regal use.</p> <p>The upgrades to communications and services would modify fabric associated with the expansion of the precinct, one of the earliest railway buildings in NSW and Vice Regal use of the station. However, the modifications are generally located in areas of lesser significance and can also adopt reversible construction methods.</p> <p><b>The impact is considered moderate adverse.</b></p> <p>(b) Association: Association with Governor’s of NSW is directly represented in Building A, Building A extension and Building C. Additionally Building C is associated with Governor Strickland.</p> <p>The proposed works to the platforms and buildings would modify the fabric, so whilst the Vice Regal associations of the buildings are still present, the condition is altered from the period of Vice Regal use, distancing the efficacy of surrounds evoking the historical period.</p> <p><b>The impact is considered minor adverse.</b></p> <p>(c) Aesthetic: Building A and its extension is considered good examples of Victorian Georgian architectural “Railways” style of the mid-nineteenth century and is also a rare example of this building type. The former Railway Refreshment Room building is an impressive example of the Victorian Free Classical style (with Queen Anne influences). The Booking Office (Building C) has been identified as a significant as an example of the Federation Free Classical architectural style (with Queen Anne influences).</p> <p>The proposed works to communications and services would modify the aesthetic values of Building A, B and C, but are generally isolated to underground service routes or in concealed containments.</p> <p><b>The impact is considered moderate adverse.</b></p> <p>(f) Rarity: Building A is now a comparatively rare example of Victorian Georgian mid-nineteenth century railway style of buildings.</p>	<p>The proposal is a community focussed initiative to ensure ongoing access for the broadest possible cross section of the community which continues that story of connection and access to the station.</p> <p>The Moderate Adverse impact is mitigated through design. The current design has used the Heritage Design Principles outlined in the HDR (Appendix A), informed by the Design in Context guidelines, to outcomes which are appropriate within the setting of Moss Vale Railway Station</p>	

Proposal element and Impact to heritage fabric	Impact to heritage significance	Overall Assessment	Overall Impact grading
<p>Generally, services have been located in concealed spaces and are reversible. Where possible, existing cable trays and ducting have been used.</p>	<p>The proposed works to communications and services would modify the fabric of Building A. However, the modifications are generally located in areas of lesser significance and can also adopt reversible construction methods.</p> <p><b>The impact is considered moderate adverse.</b></p> <p>Social, research or representative values would not be impacted by the works.</p>		
<p><b>Proposal element:</b> Wayfinding.</p> <p><b>Elements Impacted:</b> Platforms and buildings (<b>Moderate</b>).</p> <p><b>Impact analysis:</b></p> <p>- Design detailing is required for wayfinding, which includes the positioning of the proposed new t-sign and poster cases.</p>	<p><b>Relevant elements from significance criteria:</b></p> <p>(a) Historical: Building A is significant as one of the earliest railway buildings in NSW and one of the oldest buildings in Moss Vale. Building C is also significant as the Governor’s waiting room added in 1890.</p> <p>The proposed new wayfinding signage including a t-sign and poster cases may impact on the buildings, depending on their placement.</p> <p><b>The impact is considered minor adverse.</b></p> <p>(c) Aesthetic: Building A and its extension are considered good examples of Victorian Georgian architectural “Railways” style of the mid-nineteenth century and are also a rare examples of this building type.</p> <p>The proposed new wayfinding signage including a t-sign and poster cases may impact on the existing aesthetic, depending on their placement.</p> <p><b>The impact is considered minor adverse.</b></p> <p>(f) Rarity: Building A is now a comparatively rare example of Victorian Georgian mid-nineteenth century railway style of buildings.</p> <p>The proposed new wayfinding signage including a t-sign and poster cases may impact on the existing aesthetic, depending on their placement.</p> <p><b>The impact is considered minor adverse.</b></p> <p>If the approved design detailing results in appropriate heritage outcomes for this work, the impact of it may be mitigated further. As design detailing is still required for the wayfinding, which includes the positioning of the proposed new t-sign and poster cases, the impacts are assessed as <b>minor adverse</b>, until further design development is approved by Transport Heritage and the Heritage Architect.</p>	<p>The Minor Adverse impact can be further mitigated through design. Design detailing is required for the wayfinding.</p>	<p><b>Minor adverse</b></p>

### 8.3 Visual impacts

A Visual Impact Assessment was undertaken for the proposal (AECOM, 2023) (refer Appendix E of the REF).

The assessment found that the most visually prominent changes resulting from the proposal include installation of three lifts, changes to the footbridges, removal of vegetation and changes to the footpaths and station entrances, and stabling yard infrastructure. Other changes within the rail corridor would be difficult to see from the surrounding landscape due to the existing landform, surrounding built form and plantings.

The assessment also noted that the station precinct, while elevated above the sloping landscape to the west, is visually shielded with views to and from the station, limited mostly by the buildings within the town centre. Views to the station are predominantly seen by visual receivers directly surrounding the station, including receivers passing the station in vehicles and trains.

The assessment concluded that the effects of the proposal on landscape character would range between 'no change' and 'moderate (adverse)', and effects on views and visual amenity would range between 'low (neutral)' and 'moderate (adverse)'. As such, the report found that there would be no significant effect on either landscape character or on views and visual amenity as a result of the proposal (i.e., there were no ratings of high (adverse), or moderate-high (adverse)). Figure 8-1 to Figure 8-8 are photomontages that demonstrate the proposal.



Figure 8-1: Existing view from the park bench within Diamond Jubilee Park looking north west towards Moss Vale Railway Station entry (Source: AECOM)



Figure 8-2: View after proposal from the park bench within Diamond Jubilee Park looking north west toward Moss Vale Railway Station entry (Source: AECOM)



Figure 8-3: Existing view looking northeast from Platform 2 at Moss Vale Railway Station (Source: AECOM)



Figure 8-4: View after proposal looking north east from Platform 2 at Moss Vale Railway Station (Source: AECOM)



Figure 8-5: Existing view from Moss Vale Railway Station looking north along Dalys Way (Source: AECOM)





Figure 8-6: View after proposal from Moss Vale Railway Station looking north along Dalys Way (Source: AECOM)



Figure 8-7: The existing view from the intersection of Lackey Road and Garrett Street, looking north along Lackey Road towards the station entrance (Source: AECOM)



Figure 8-8: The view after proposal from the intersection of Lackey Road and Garrett Street, looking north along Lackey Road towards the station entrance (Source: AECOM)

## 8.4 Assessment against conservation policies and strategies

Policies for managing change to Moss Vale Railway Station has been outlined in the CMP. Relevant policies have been identified and used to assess the station upgrade in Table 8-2.

Table 8-2: Relevant conservation policies from CMP (OCP Architects, 2020a)

Policy No.		CMP Policy	Compliance	Assessment
<i>Policy 1 – Best practice heritage management</i>		<i>Background: The primary purpose of this CMP is to develop functional and practical policies to retain the cultural significance of Moss Vale Railway Precinct through best practice heritage management.</i>		
	1.2	<i>The Statement of Significance, Grading of Significant Fabric, Recommendations and Policies presented within, should be endorsed and adopted by all relevant parties as a basis for future planning and conservation works for the Moss Vale Railway Precinct.</i>	Yes	This SoHI has considered the Statement of Significance, Grading of Significant Fabric, Recommendations and Policies presented within the CMP.
<i>Policy 2 – Recognizing and protecting cultural significance</i>		<i>Background: Moss Vale Railway Precinct is a place of exceptional significance to the state of NSW, the cultural significance of which must be recognised and protected in its totality.</i>		
	2.1	<i>Heritage Induction Program based on the policies of this CMP should be developed for Moss Vale Railway Precinct to ensure awareness of cultural significance by all parties working within the site in order to avoid unintended heritage impacts arising from ignorance.</i>	Yes	A project specific Heritage Induction Program will be developed during the Construction stage of the proposal.
<i>Policy 4 – Managing Change</i>		<i>Background: Moss Vale Railway Precinct continues to function as a major railway station, and as such, may require future changes to passenger and staff facilities and infrastructure to reflect and support the evolving needs of the station. Decisions for any change should be guided by the cultural significance of the place and understanding of the impacts of any proposed change.</i>		
	4.1	<i>Any changes should be carefully considered in the context of this CMP and include an appropriate heritage impact assessment in accordance with statutory guidelines. Impact assessments should be commensurate with the level of proposed impact.</i>	Yes	This SoHI has carefully considered the CMP and has included appropriate heritage impact assessment in accordance with statutory guidelines.

Policy No.	CMP Policy	Compliance	Assessment
4.2	<i>Any alterations or additions to significant heritage structures and buildings should be minor in nature and avoid adverse impact to heritage significance.</i>	<b>No</b>	<p>Alterations and additions that have been proposed to significant heritage structures buildings are not minor in nature and do have adverse impacts. Currently the station does not comply with DSAPT compliance and requires the installation of lifts and modifications to stairs and ramps. Alterations to the footbridges are also proposed.</p> <p>The key elements that contribute to the station's heritage significance will largely be retained.</p> <p>The construction of lifts providing equitable access would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line.</p> <p>Extensive optioneering guided by a heritage consultant has considered alternatives and selected a design that has the least physical impact on the overall heritage values of the station.</p>
4.3	<i>Any required alterations or additions should be of a high design standard using quality materials</i>	<b>Yes</b>	<p>The proposed design is based on good design principles that has been specifically identified for Moss Vale Railway Station in the HDR (Appendix A) and considers character, scale, form, siting, and materials based on <i>Design in Context: Guidelines for Infill Development in the Historic Environment by NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter, 2005.</i></p>
6.5 C	<i>The courtyard as identified in Figure 1.4 should remain free of any intrusive permanent structures</i>	<b>No</b>	<p>Whilst the insertion of a lift in the courtyard is a permanent structure, extensive design and detailing has been undertaken to ensure that the addition is not intrusive but is complementary to the character of the courtyard. The courtyard already has a vertical physical barrier (platform awning timber wall) on the southern side. The lift will have brickwork to the lower level and glass to the upper level, materiality choices which reflect the surrounding aesthetic of the station. The design also has</p>

Policy No.		CMP Policy	Compliance	Assessment
				been refined to make sure that the verticality and elegance of the lift is maintained.
<i>Policy 8 – Conservation of Built Heritage and Fabric</i>		<i>Background: The aim should be to retain and conserve all significant buildings, structures and historic fabric within the Moss Vale Railway Station Precinct, including the 1867 station building and extensions, the former Railway Refreshment Room building and extensions, the Booking Office building, the platforms and awning structures, and road and pedestrian bridges; also to conserve the overall form of the buildings generally including their roof forms, and to retain the precinct's Victorian and early twentieth century character. A register of significant spaces and fabric has been provided in Volume Two of this CMP.</i>		
	8.1	<i>Significant building fabric, both internally and externally, should be retained and conserved in accordance with the Grading of Significance</i>	Mostly	Significant building fabric, both internally and externally, is largely retained and conserved in accordance with the Grading of Significance.  The courtyard and footbridges which have been re-graded as High significance are proposed to be altered. The proposed alterations are the result of extensive optioneering. Materiality, finishes, positioning and fixing of new elements have all been informed by extensive heritage design advice. The modifications would provide equitable access across the station, which would allow a wider range of the community to appreciate the heritage significance of the station.
	8.2	<i>Fabric of Exceptional, High and Moderate Significance as identified in the CMP should be retained and conserved where possible</i>	Mostly	Fabric of Exceptional, High and Moderate Significance as identified in the CMP is mostly retained and conserved where possible.  The proposed change to significant fabric is necessary for the continued use of the item and complies with the management method for High significant fabric in the

Policy No.		CMP Policy	Compliance	Assessment
				CMP.
	8.5	<i>Where change or removal of fabric is necessary, it should be undertaken to fabric of lesser significance where possible. Removal of significant fabric is encouraged only where it allows for conservation of fabric of a greater significance or is essential for conservation and/or ongoing use of the place as a whole.</i>	Yes	Some of the proposed changes (Buildings A and C) and elements of the footbridge and stairs are located in previously altered spaces, which have little value.  The proposal for the removal of some significant fabric (i.e. on Argyle Street ramp) is deemed essential for the ongoing use of the place as whole and to be compliant with current legislation.
	8.6	<i>All significant spaces should be preserved and retained in their original configuration. Where the spaces have been compromised by alterations they should be returned to their former configuration, wherever possible. For example, modern partitions within the former Railway Refreshment Room should be removed to reinstate the original design layout.</i>	Mostly	Significant spaces are largely preserved and retained in their original configuration.  The courtyard regarded as High significance would be altered by the installation of a lift. Extensive optioneering and consultation with various stakeholders has demonstrated that other alternatives are likely to have a worse outcome for the station's overall operations and character. The impact of the lift has been mitigated through design.  The proposed alterations to spaces in Building A, Building C are moderate in nature and would retain the predominant character of these spaces. Adverse impacts can be mitigated by ensuring design details are carefully considered to ensure reversible construction methods and minimise impacts to significant fabric.
	8.12	<i>Works on all significant built fabric should be implemented according to the standards outlines in the Sydney Trains Heritage Repair guidelines – November 2014 (or its latest equivalent).</i>	Yes	Works on all significant built fabric will be implemented according to the standards outlined in the Transport for NSW <i>Heritage Repair Works Specification (2023)</i> .
<i>Policy 10 – Natural Heritage, Gardens and Landscape</i>		<i>Background: Gardens around railway stations in New South Wales have been an important part of the state's cultural landscape since the late nineteenth century. Moss Vale Railway Station Precinct and the adjoining Moss Vale CBD combine to create a significant townscape of built and landscape elements. It is important that the gardens and landscape be managed and maintained to retain heritage significance,</i>		

Policy No.	CMP Policy	Compliance	Assessment
	<i>minimise public safety risks, provide amenity for passengers and integrate the railway station group into the landscape of the town.</i>		
10.4	<p><i>Retain and conserve the Courtyard Garden as an important landscape character area, with particular emphasis on the following:</i></p> <ul style="list-style-type: none"> <li>- <i>retain and conserve the timber seating and commemorative stones and plaques.</i></li> <li>- <i>replace intrusive concrete edging with more traditional edging consistent with 1930s railway garden character e.g. bricks angled at 45 degrees.</i></li> <li>- <i>recreate typical railway garden character by use of clipped and shaped shrubs and topiary form.</i></li> <li>- <i>do not replace specimen of Acer negundo 'like-for-like' when it becomes over-mature.</i></li> <li>- <i>do not replace unsympathetic steel and timber arch if its condition deteriorates.</i></li> </ul>	Mostly	<p>The Courtyard Garden has been largely retained as an important landscape character area by retaining the identified significant landscape elements. The installation of the lift would reduce the courtyard space, however extensive optioneering has demonstrated that other alternatives are likely to have a worse outcome for the station's overall operations and character.</p> <p>The Landscape design implements a cohesive approach to landscape treatments across the proposal area, including in the Courtyard Garden. Plantings, furniture and finishes chosen to align with this CMP policy.</p>
<i>Policy 11 – Historical Archaeology</i>	<i>Background: The archaeological potential of the site has been assessed as High Research Potential in the area adjacent to, and within the original footprint of, the southern goods yard (if with good integrity). All other areas within the SHR footprint would have Moderate research potential. Refer to the archaeological assessment prepared by AMBS Ecology &amp; Heritage, as summarised in Section 4 and Appendix 10.1 of this CMP.</i>		
11.1	<i>The guidelines provided in the AMBS Ecology &amp; Heritage, Moss Vale Railway Station Historical Archaeological and Industrial Heritage Assessment,, 2017 should be consulted prior to any statutory archaeological procedure is undertaken.</i>	Yes	<p>The guidelines provided in the AMBS Ecology &amp; Heritage, Moss Vale Railway Station Historical Archaeological and Industrial Heritage Assessment (Appendix 10.1, Section 5), have been consulted for this assessment. No works are proposed in the former southern goods yard identified as high research potential.</p> <p>The proposed lift in the courtyard has been assessed in the HDR (Appendix A) and it concluded that works would have little to no impact on potential archaeology. The potential archaeology has been assessed in this area as</p>

Policy No.		CMP Policy	Compliance	Assessment
				<p>nil to low.</p> <p>The proposed civil, drainage and services works to Dalys Way would have a minor impact to the sandstone flagging in the area, however it is proposed that they be retained in situ within the Landscape plan.</p>
<i>Policy 13 – Setting, Context and Associated Sites</i>		<i>Background: Much of the significance and character of the Moss Vale Railway Station Precinct springs from the visual and heritage qualities of its setting, which remains substantially intact. The broader setting includes railway-related elements now outside Sydney Trains ownership and/or control, i.e., the former Stationmaster’s cottage, the signal box, the jib crane, weighbridge and Leighton Gardens, all of which help to integrate the precinct into the historic fabric of the town.</i>		
	13.1	<i>Significant identified views to, from and within the site as identified in the CMP (see Section 3.1.1), should be conserved.</i>	Mostly	<p>Significant identified views to, from and within the site as identified in the CMP (and included in Figure 5-3), are largely conserved.</p> <p>The addition of lifts, modification to stair, arrangement of commuter car parking and coach drop off would impact significant views (No.3-10 – view to forecourt and Building C from Dalys Way), however, the overall original configuration of Dalys Way has been retained and the design detailing of lifts and stair would ensure that the insertion is contextually appropriate.</p>
	13.3	<i>Views to and from the courtyard should be retained and enhanced. The courtyard should be kept free from development activities.</i>	Mostly	<p>Views to and from the courtyard are largely retained with the proposal to install a lift. The courtyard is not kept free from development activities, however the physical impact to the courtyard has been kept to a minimum. The lift has been designed to ensure that it is complementary to the character of the courtyard.</p>

## 8.5 Noise and vibration Impacts

A Noise and Vibration Impact Assessment has been undertaken for the proposal (AECOM, 2023) (Refer to Appendix D of the REF). The report identified that vibration intensive work would likely be required within the minimum working distances of the heritage listed station building. Excessive vibration would be mitigated by the Construction Noise and Vibration Management Plan (CNVMP) which includes noise and vibration monitoring procedures for heritage structures. Additionally building condition surveys of sensitive historical structures would be completed before construction work begins.

## 8.6 Archaeological Potential and Impacts

### 8.6.1 Non-Aboriginal Archaeological Potential

The CMP included a historical archaeological and Industrial heritage assessment by AMBS Ecology & Heritage as an appendix (AMBS Ecology & Heritage, 2017). Overall, that assessment concluded that areas within the SHR footprint would have moderate archaeological potential, with the exception of locations such as the courtyard lift. The assessment largely focused on the goods yard and concluded that in that area of the precinct there was potential for subsurface remains relating to former structures that would contribute to the current understanding of the former goods yard.

The following works have the potential to impact archaeological deposits within the proposal area:

- installation of the lift in the Courtyard
- installation of lift and ramp works in Argyle Street
- civil, CSR and drainage works in Dalys Way forecourt.

#### ***Lift works in Courtyard***

These works would involve excavation in the north-east corner of the courtyard to accommodate the proposed lift, connecting with the footbridge. Significant archaeological deposits in the vicinity of these works would relate to structures and features that were located adjacent to the original station platform and building before duplication in 1915. A newspaper article from 1914 stated that:

*The new line will take up the lockup-keeper's quarters, police yards and stables...Later on the land on which the courthouse stands will be required by the railway department...*

(The Scrutineer and Berrima District Press, 1914:2)

Another article from May 1914 notes that "the prisoners' yard and the police stables will have to go" (The Wollondilly Press, 1914:4).

As well as the stables, prisoners' yard and lockup keeper's quarters, former road surfaces/kerbing associated with the western end of Bay Street were also demolished (Figure 8-9).

However, it should be noted that these features are located to the south of the courtyard, and therefore not likely to be impacted by the ground disturbance works associated with the proposal.



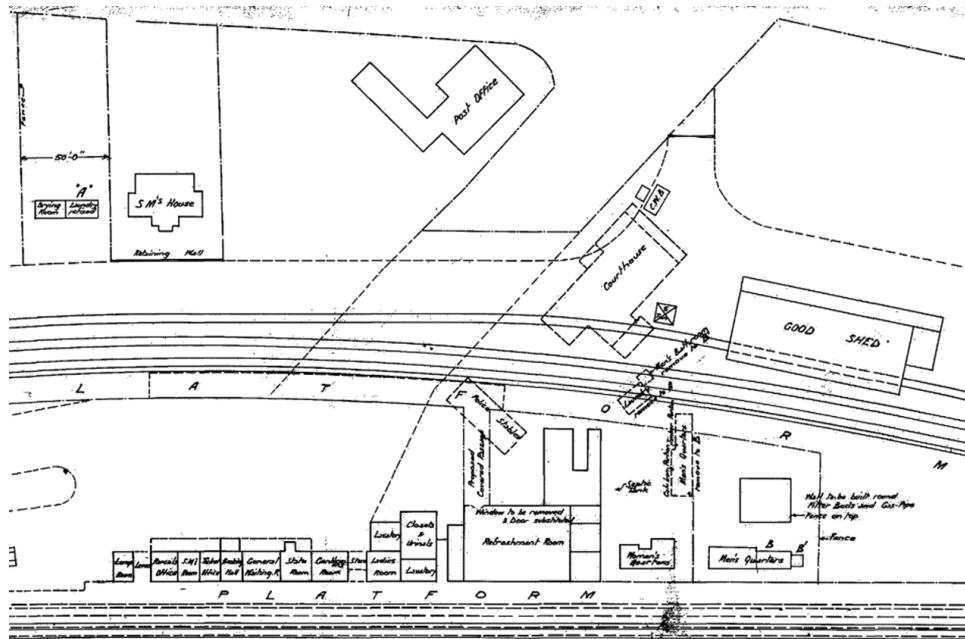


Figure 8-9: Layout of Moss Vale Railway Station c. 1914 with duplication works overlaid (GML Heritage Pty Ltd, 2023:21)

Furthermore, the HDR (memo) (Appendix A) has concluded that the lift work is in an area of nil to low archaeological potential (GML Heritage Pty Ltd, 2023: Memo).

**Lift and ramp works in Argyle Street**

These works would involve excavation in the rail corridor to accommodate a lift on the Argyle Street side of the footbridge. As can be seen from Figure 8-10, this places the shaft within the vicinity of the former road corridor of Bay Street. Similarly, the works associated with the ramp upgrade would require piling for supports.

It is considered unlikely that the former street would contain any significant archaeological material, although some remnant kerbing may be encountered. Should such kerbing be identified during these works, the Unexpected Heritage Items Guidelines should be followed.

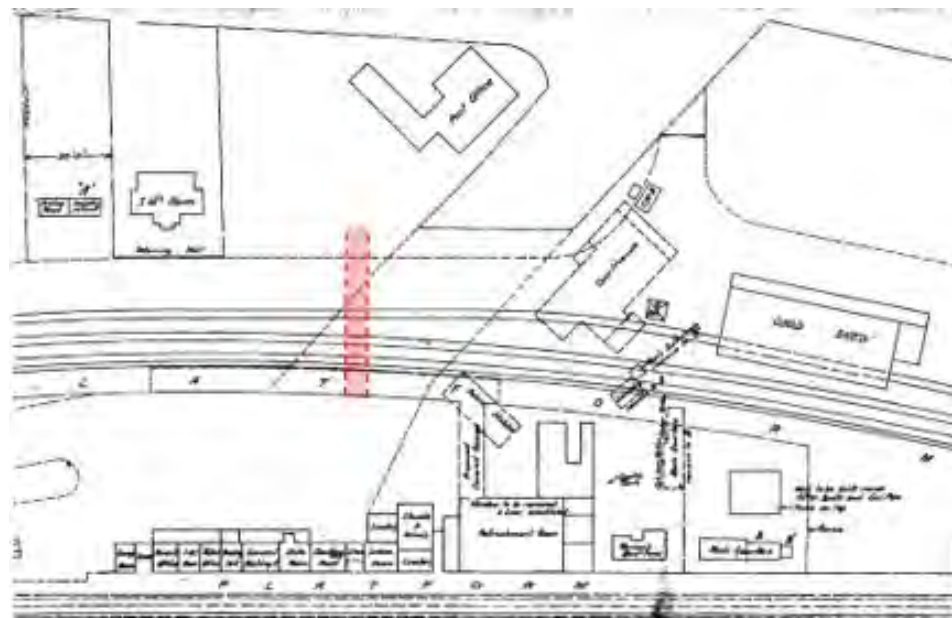


Figure 8-10: Layout of Moss Vale Railway Station c. 1914 with duplication works overlaid, and the approximate location of the footbridge marked in red (GML Heritage Pty Ltd, 2023:20)

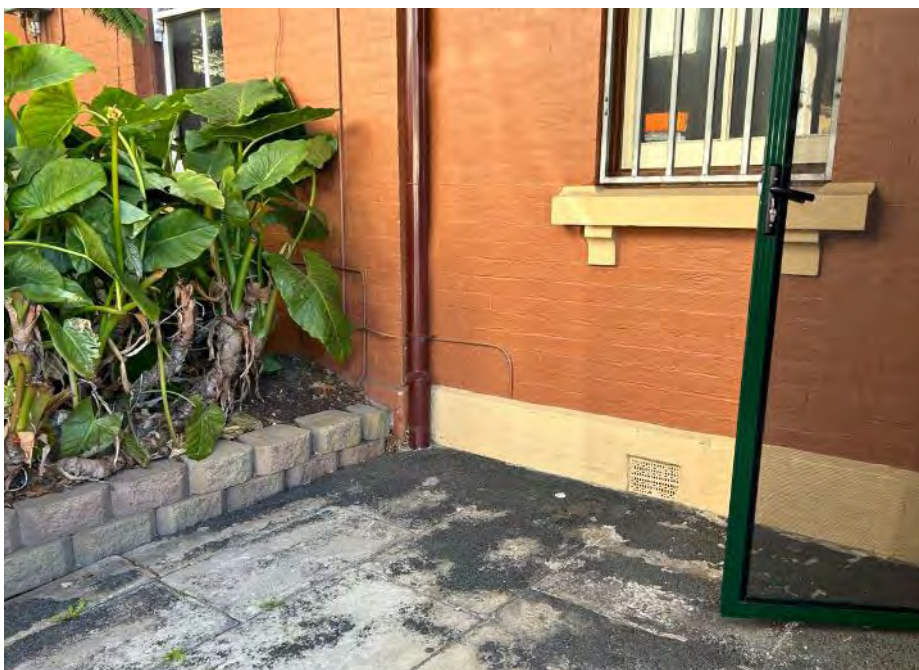
### ***Civil and Drainage Works in Dalys Way Forecourt***

Drainage, services and civil works would be undertaken in and around the Dalys Way forecourt, involving ground disturbance associated with reconfiguring the forecourt. No known former structures are recorded in this area, and any archaeological material is likely to be ephemeral.

However, it should also be noted that evidence of sandstone flagging partially covered with bitumen was observed along the eastern elevation of building A, facing the forecourt (Figure 8-11 to Figure 8-12). The extent of the flagging is unknown, however it is reasonable to assume by the extent of the visible flagging that it extends along the length of building A beneath the existing eastern awning. These sandstone flags were likely to have been laid as part of the 1890s work and are part of the significant fabric of building A. Impact to the sandstone flagging is therefore to be avoided during these works.



**Figure 8-11: Sandstone flagging partially covered with bitumen beneath the eastern awning of Building A, facing the forecourt and car park (AECOM, 2023)**



**Figure 8-12: Sandstone flagging outside the eastern entrance to the former Governor's waiting room, Building A (AECOM, 2023)**

### 8.6.2 Impacts to Potential non-Aboriginal Archaeology

There are no known previous structures in the areas that would be impacted by the proposal. Although AMBS assessed that archaeological potential is moderate throughout the station, it was also considered that such archaeological resources are likely to be ephemeral in nature and would merely confirm existing understanding of the precinct (AMBS Ecology & Heritage, 2017:41). Based on the known structures associated with Moss Vale Railway Station and its environs, it is considered that no significant archaeological deposits would be impacted by the proposal.

Given the history and long occupation of the site, it is possible that significant features not previously recorded could exist within the station complex and therefore be inadvertently uncovered during works. To manage such an unlikely event, it is recommended that the *Unexpected Heritage Items Procedure* be followed (Transport for New South Wales, 2019).

### 8.7 Impacts to other heritage items

- Moss Vale Railway Station (I244) – The curtilage for the LEP listed item extends north of the SHR curtilage and therefore works are outside the SHR curtilage. This has been assessed separately below.
  - Statement of significance: *The Moss Vale Railway buildings and their precinct are significant in the pattern of railway history in the State. They are a grouping which reflects the main phases of railway development from the 1860's to the 1930's when train travel was at its peak and represent fine examples of their respective railway building types. The station complex is also significant to State history in relation to the association with Governors of NSW. It is the only example of railway buildings in Australia containing Vice Regal facilities and having been developed partly to provide these facilities. The group is also significant in contributing to the nineteenth century character of the town centre. Together with the related landscaped park, platform and access roads they make a substantial townscape contribution to Moss Vale.* (State Heritage Inventory (SHI) listing).
  - Proposal works including tree removal, landscaping and ancillary works are outside the SHR curtilage.
  - **Impact:** The proposed modification to the overall station would have a physical and visual impact which are assessed to be **minor adverse** given the heritage fabric which contributes to the LEP listing is largely retained.
- Argyle Street Conservation Area (C1836) – The proposal includes works contained within the Conservation Area.
  - The boundary of the conservation area encompasses Moss Vale Railway Station to the north and west, Clarence Street to the east and Arthur Street to the south.
  - **Impact:** The proposed modification to the station would have a visual impact to the conservation area. However, views to the station from Argyle Street are oblique and set back, hence the proposed modification would have a **minor adverse** visual impact.
- Moss Vale rail underbridge over Argyle Street (SHR #010409) – The proposal is outside the curtilage of this item. No impacts are expected to this item.
- Leighton Gardens (#I400) – The proposal is directly adjacent to the heritage item.
  - Statement of significance: *Leighton Gardens makes a strong contribution to the streetscape and the sense of place within the town centre of Moss Vale (SHI listing).*
  - **Impact:** The proposed works to Argyle Street entrance (installation of seating and signage, re-grading of pavement and footpath upgrade, accessibility upgrade to the existing bus stop and taxi drop off near Jubilee Park, tree trimming) are directly adjacent to Leighton Gardens. These works would have a **negligible** visual impact on this item given the gardens are retained as part of the proposal.
- Former Post Office (#I248) – The proposal is adjacent to the heritage item.
  - Statement of significance not included in SHI listing.

- Description: *A somewhat altered, two storey late Victorian Commercial building. It is similar in style and period to the former National Australia (CBC) Bank in Argyle Street (SHI listing).*
- **Impact:** The proposed works to the Argyle Street ramp, tree removal, retaining wall construction, garden bed installation, construction of lift and stair would have a **minor adverse** visual impact given the proximity of the works to this item. Vibration management will ensure no direct impacts occur.
- J M Alcorn Memorial (I397) - The proposal is adjacent to the heritage item.
  - Statement of significance: *The Memorial clock is of aesthetic significance as a landmark within its setting of the park, former Post Office and Railway Station. The Memorial is also of historical significance as it is associated with both the commemoration of Queen Victoria's Diamond Jubilee in 1897 and of social significance in association with Doctor John Macquarie Alcorn. The memorial may also be of technical interest (SHI listing).*
  - **Impact:** The proposed works to the Argyle Street ramp, construction and of lift and stair would have a **negligible** visual impact as the memorial would not be altered or impeded by these works.
- Moss Vale Courthouse (#1173), Whytes Shop (#1612 and 1547), Throsby Manor, (former Council Chambers) (#1041) and Argyle/Browley Street Conservation Area (C1837) are greater than 20 metres from the proposal. The proposal would have no impact on these items.

## 9.0 Statement of Heritage Impact

### 9.1 Introduction

The objective of a SoHI is to evaluate and explain how the proposed development, rehabilitation or land use change would affect the heritage value of the site and/or place. A SoHI should also address how the heritage value of the site/place can be conserved or maintained, or preferably enhanced by the proposal.

### 9.2 Process Questions

This report has been prepared in accordance with the *Guidelines for preparing a statement of heritage impact* (Heritage NSW, 2023b). The guidelines pose a series of questions as prompts to aid in the consideration of impacts based on the type of proposal. The proposal involves major alterations and additions to the station, being the proposed construction of new lifts, modifications to the footbridges, new stairs and ramps, alterations to platform buildings, as well as ancillary works. The guideline suggests particular questions be used to direct discussion in relation to these modification types. Relevant questions or 'Matters for consideration' to the proposal have been selected and responses are included in Table 9-1.

**Table 9-1: Process questions or 'Matter for consideration' (Heritage NSW, 2023b)**

Process questions	
<b>Partial demolition of a heritage items (including internal elements): relating to demolition of elements on footbridges, existing ramps, stairs</b>	
Is the partial demolition essential for the heritage item to function?	The partial demolition is essential for the station to function. The proposed upgrade would provide equitable access throughout the station and would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line.
Are important features and elements of the heritage item affected by the proposed partial demolition (e.g., fireplaces in buildings)?	Important elements of Moss Vale Railway Station including the footbridges, courtyard and platform buildings are affected by the proposal. The proposal has arisen from upgrade requirements for accessibility which is essential for the heritage item to function.
Will the proposed partial demolition have a detrimental effect or pose a risk to the heritage item and its significance? If yes, what measures are proposed to avoid/mitigate the impact?	The loss of original fabric on the Argyle Street ramp and Argyle Street footbridge (members) would be a permanent loss however the footbridge will still be retained. The design ensures new elements are of a high quality and an archival recording can be undertaken for demolished elements.
Identify and include advice about how significant elements, if removed by the proposal, will be salvaged and reused.	If opportunity presents, structural steel members may be reused in the new design or used as heritage interpretation.
<b>Alterations and additions</b>	
Do the proposed works comply with Article 22 of The Burra Charter, specifically Practice note article 22 — new work (Australia ICOMOS 2013b)?	The proposed works comply with Article 22 of the Burra Charter, specifically Practice note article 22 — new work. New work will be readily identifiable and will not distort or obscure the cultural significance of the place or detract from its interpretation. The proposed design will meet this article as new fabric is designed as contemporary elements with contemporary fabric that is dissimilar but sympathetic to the heritage fabric.

Process questions	
Are the proposed alterations/additions sympathetic to the heritage item? In what way (e.g., form, proportion, scale, design, materials)?	The proposed new works will be sympathetic as they are designed as simple contemporary elements to reduce the visual bulk and clutter and reinforce the railway station's complex setting. The scale and forms of vertical lift structures are designed to be slender and elegant referencing the verticality of the slender chimney forms. The proportion of lift and stairs have taken into consideration the height to width ratio, so as not to appear squat or bulky. The design, detailing and materials have considered slender profiles, simple detailing and referencing traditional materials (without mimicking them).
Will the proposed works impact on the significant fabric, design or layout, significant garden setting, landscape and trees or on the heritage item's setting or any significant views?	The proposal will impact on the significant fabric, the layout of the station, the courtyard garden and significant views. However, the design has undergone extensive optioneering which has resulted in a proposal which considers its context and provides the best possible outcome to allow the station to be accessible and operable into the future.
How have the impact of the alterations/additions on the heritage item been minimised?	The impact of the alterations/additions on the heritage item has been minimised by extensive options analysis. Further modifications to the Argyle Street footbridge have been minimised by attaining dispensation on non-compliant balustrade/screens, for example.
Are the additions sited on any known or potentially significant archaeological relics? If yes, has specialist advice from archaeologists been sought? How will the impact be avoided or mitigated?	The additions are not sited on any known or potentially significant archaeological relics. The courtyard has been assessed to have nil archaeology. The Dalys Way forecourt has the potential to impact some sandstone flagging but the design identifies that they will be reinstated.
Physical changes to fabric identified as significant	
Has the fabric that will be impacted by the proposed works been assessed and graded according to its significance?	The fabric that will be impacted by the proposal has been assessed and graded according to its significance. The CMP has been used to identify key elements impacted by the proposal. The HDR (Appendix A) has undertaken additional research and analysis to re-grade particular elements and provide amended significant grading to areas. These gradings have been considered in the proposed design and heritage impacts assessments to identify mitigation measures.
Has the specialist advice from a heritage professional, architect, archaeologist or engineer been sought?	Specialist advice from a heritage professional has been sought through the initial design stages and documented in the HDR (Appendix A). Design principles have been proposed by a heritage professional and adopted into the proposed design.

Process questions	
<b>New services and service upgrades</b>	
How have the impacts of the installation of new services on heritage significance been minimised?	The proposal aims to reuse existing service routes before proposing new routes. However, new routes will be proposed. The impact from the service routes have been minimised by locating these in areas of lesser significance, and concealing containments underground or within ceiling spaces. Where they are proposed in areas of high significance, the design and detailing will be carefully considered to ensure they are not intrusive elements and are installed via reversible methods.
Are any known or potential archaeological deposits affected by the proposed new services?	No known or potential archaeological deposits are affected.
Has specialist advice from a heritage consultant, architect, archaeologist or services engineer been sought?	Specialist advice from a heritage consultant has been sought.
<b>Access</b>	
Will the heritage item be accessed by the public? If so, has the advice of an access consultant been sought to investigate options of Disability Discrimination Act compliant access that may have least impact on the heritage item?	Moss Vale Railway Station is accessed by the public and hence the <i>Disability Discrimination Act 1992</i> has been actioned through the DSAPT. Options for the least impact on the heritage item has been investigated through extensive optioneering and documented in the HDR (Appendix A).
<b>Works adjacent to a heritage item or within the heritage conservation area (listed on an LEP)</b>	
Will the proposed works affect the heritage significance of the adjacent heritage item or the heritage conservation area?	The proposal will have a minor effect on the heritage significance of adjacent heritage items and the Argyle Street Conservation area. The impacts and mitigation measures are detailed in Section 8.7.
Will the proposed works affect views to, and from, the heritage item? If yes, how will the impact be mitigated?	The proposal will affect views to, and from, some heritage items. The impacts and mitigation measures are detailed in Section 8.7.
Will the proposed works impact on the integrity or the streetscape of the heritage conservation area?	The proposal will not impact on the integrity of the Argyle Street Conservation area. The impacts and mitigation measures are detailed in Section 8.7.

### 9.3 Cumulative impact

A s60 (ID 717) and Section 140 (s140) Excavation Permit (ID 716) has been approved for the Regional Rail Enabling Works at Moss Vale Stabling Yard which is directly north of the station within the rail corridor. The proposed works extend outside the SHR curtilage of Moss Vale Railway Station. The works include extension of the existing stabling facilities, retaining walls, a noise barrier, diesel exhaust fluid system and mobile train simulator. As part of the application *The Regional Rail Enabling Works – Moss Vale Stabling Upgrade: Statement of Heritage Impact* (Aurecon, 2021) was undertaken in 2021 and additionally *Historical Archaeological Assessment Research Design* (AECOM Australia Pty Ltd, 2022) was also undertaken. The summary of heritage impacts is included in Table 9-2.

**Table 9-2: Summary of heritage impacts from Stabling Yard works (Aurecon, 2021)**

Heritage item	Significance	Proposal	Impact ranking
Moss Vale Railway Station and Yard Group (SHR #01200)	State	<ul style="list-style-type: none"> <li>Provision for and upgrade of Combined Services Route along the Up siding next to the Signal Box.</li> <li>New lighting along the siding.</li> <li>Provision of new pedestrian walkways at the stabling yard and adjacent to the Signal Box.</li> </ul>	Minor adverse
Moss Vale Railway Precinct  Section170 TAHE Heritage and Conservation Register, Item number: 4806253  Section170 ARTC Heritage and Conservation Register, Item number: 4280253	Section 170	<ul style="list-style-type: none"> <li>Provision for and upgrade of Combined Services Route along the Up siding next to the Signal Box.</li> <li>New lighting along the siding next to the Signal Box.</li> <li>Provision of new pedestrian walkways at the stabling yard and adjacent to the Signal Box.</li> </ul>	Minor adverse
Moss Vale Railway Group Wingecarribee LEP 2010, Item number: 1244	Local	<ul style="list-style-type: none"> <li>Lengthening of track at the stabling yard, provision of new buffer stops and analysis of relevant clearances.</li> <li>Provision of new pedestrian walkways at the stabling yard.</li> <li>New fencing and gates at the stabling yard.</li> <li>New lighting along the stabling yard.</li> <li>Provision for and upgrade of Combined Services Route along the stabling yard, including use of existing Galvanised Steel Troughing.</li> <li>Road access and car parking facilities at the stabling yard.</li> <li>Retaining walls, noise barrier and other civil structures as needed.</li> <li>Provisioning facilities at the stabling yard including decanting, potable water, coolant and refuelling equipment.</li> <li>Shore supply to the stabling yard.</li> <li>Building services such as cleaning facilities and amenities, staff storerooms and access.</li> </ul>	Neutral

The approved works have been assessed to be no greater than minor adverse impact to the SHR listed Moss Vale Railway Station which have both physical and visual impacts. Hence, the potential cumulative impact on the SHR listed Moss Vale Railway Station in addition to the proposal assessed in this SoHI would also be no greater than **moderate adverse impact**.



## 9.4 Summary statement of heritage impact

The potential impacts to the 'Moss Vale Railway Station and Stabling Yard Group' have been assessed against the criteria outlined in the NSW Heritage Division guidelines (Heritage NSW, 2023b). The impacts of the proposal have been summarised and graded against the significance of the site as outlined in in Table 9-3.

**Table 9-3: Summary of the nature of the direct impacts**

Impact Type	Impact
Major negative impacts (substantially affects fabric or values of state significance)	None.
Moderate negative impacts (irreversible loss of fabric or values of local significance; minor impacts on State significance)	<p>The eastern access from Argyle Street upgrade would result in the irreversible loss of significant fabric and would also have a <b>moderate adverse</b> impact on historical, association, aesthetic, rarity, representative and associative values of Moss Vale Railway station.</p> <p>The western access from Lackey Road upgrade would result in the irreversible loss of significant fabric and would also have a <b>moderate adverse</b> impact on historical, association, aesthetic, rarity, representative and associative values of Moss Vale Railway station.</p> <p>The works to platforms and buildings would result in a <b>moderate adverse</b> impact on historical, and rarity values of Moss Vale Railway station.</p> <p>The upgrades to communications and services would result in a <b>moderate adverse</b> impact on historical, aesthetic, rarity and associative values of Moss Vale Railway station.</p> <p>The proposed modifications to significant elements at Moss Vale Railway Station are required to provide equitable access station wide. The works would enable the continued use of the station by increasing its efficiency and longevity, thereby ensuring the station is retained as a tangible link to the construction of the line. The configuration of the station and its key elements that contribute to the station's historical significance (station buildings, footbridges, overbridges) would largely remain intact.</p> <p>Extensive optioneering guided by a heritage consultant has considered alternatives and selected a design that has the least physical impact on the overall heritage values of the station.</p> <p>The proposed design is based on good design principles that has been specifically identified for Moss Vale Railway Station and considers character, scale, form, siting and materials based on <i>Design in Context: Guidelines for Infill Development in the Historic Environment by NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter, 2005</i>. Additionally, the proposed materials and finishes are based on extensive studies of the local character at different areas of the station to provide a sympathetic and contextually appropriate solution for newly designed elements.</p>
Minor negative impacts (reversible loss of local significance fabric or where mitigation retrieves some value of significance; loss of fabric not of significance but which supports or buffers local significance)	<p>The Dalys Way forecourt modification and Dalys Way fencing would result in a <b>minor adverse</b> impact on historical, aesthetic, rarity and associative values of Moss Vale Railway station.</p> <p>The required wayfinding signage such as the proposed new t-sign</p>

Impact Type	Impact
values)	and poster cases could result in a <b>minor adverse</b> impact on the historical, aesthetic and rarity values of Moss Vale Railway station.
Negligible or no impacts (does not affect heritage values either negatively or positively)	None.
Minor positive impacts (enhances access to, understanding or conservation of fabric or values of local significance)	None.
Major positive impacts (enhances access to, understanding or conservation of fabric or values of state significance)	The proposal would improve safety and access to and within the station and would have a <b>major positive</b> impact on the social values of the station.

## 10.0 Recommendations

The following mitigation measures are recommended to minimise impacts to the heritage listed Moss Vale Railway Station and Yard Group.

### 10.1 Recommendation 1 – s60 Approval

As the 'Moss Vale Railway Station and Yard Group' is listed on the SHR, a s60 approval to undertake the works associated with the proposal is required from the Heritage Council of NSW. It is recommended that this SoHI be submitted to the NSW Heritage Branch, together with the requisite forms, for assessment.

### 10.2 Recommendation 2 – Proposal Changes

Any future modifications to the proposal would be subject to further heritage assessment and approval. This assessment would need to demonstrate that heritage impacts resulting from the change have been minimised.

### 10.3 Recommendation 3 – Construction Noise and Vibration

Vibration levels from construction plant and equipment that exceed the minimal distance thresholds identified in the Noise and Vibration Impact Assessment (AECOM, 2023) (refer Appendix D of the REF) will be subject to the vibration mitigation measures identified (in the REF) including monitoring for vibration impact to historic structures. The Construction Noise and Vibration Management Plan should be implemented during construction works. A condition survey of the historic structures should be undertaken at the beginning and end of the main works to identify damage to structures. Construction noise and vibration resulting from the proposal shall be closely monitored to ensure that they do not have physical impact to heritage elements at the station. Any damage to buildings should be avoided and if necessary repaired under the guidance of a Heritage Architect.

### 10.4 Recommendation 4 – Design Response

The proposed elements shall be sympathetic to the original design of the station and seek to emphasise key historic details, whilst not overwhelming or detracting from the heritage significance of the place.

- Design principles and guidelines:
  - New work shall be designed to meet Burra Charter Article 22 including relevant practice notes.
  - Design of new structures shall be of high-quality design and materials.
  - New structures shall be designed in a contextually appropriate manner as detailed in the design principles set out in the *Moss Vale Station, Heritage Design Report* (GML Heritage Pty Ltd, 2023) (HDR) (Appendix A).
- Design detailing, materials and finishes - Design detailing is required for the following elements, to be reviewed and approved by the Transport Heritage Specialist prior to approval for construction. This includes the following listed elements:
  - Furniture and joinery detailing within the Station Master's Office
  - Confirmation on a sympathetic contemporary lighting typology and detail on fixing methodologies, particularly on the two footbridges
  - Remaining detailing and materiality of the Argyle Street ramp brick abutment including brick capping detail, extent of brickwork retained/reused and the interface with the new ramp slab
  - Detail of new fencing along Dalys Way to replace the existing loop top and wire mesh fencing
  - Refinement of wayfinding, including the positioning of the proposed new t-sign and poster cases
  - Confirmation of the location for the proposed rain water tank

- Confirmation of the location, materiality and installation methodology for the proposed wall vents within the Store Room and the Family Accessible Toilet
- Where practical use reversible construction methods: Applicable areas include Platform buildings, Building A (Rooms A2, A4 SSER, A5, A8, and A18) and Building C (Rooms C1 and C2). Works specifically include where new walls, ceilings, flooring and joinery attach to existing structures.
- Brickwork: As per the recommendations of the HDR (Appendix A), the detailing should not mimic existing brickwork in colour or pattern and be readily identifiable (refer to Article 22, Burra Charter). New brickwork should be complementary to the station and not dominate the surroundings. If similar brick types to surrounding buildings are selected, consider varying the brick height, brick pattern or mortar colour. Final selection and details of brick shall be approved by the Heritage Architect.
- Pavers: New pavers should not mimic existing pavers in colour or pattern and be readily identifiable. Consider creating slight variations to either colour or laying pattern.
- Finishes: Implement the proposed colour palette. Proposed works to Argyle Street are based on the surrounding yellow (of the existing sandstone) and red (of the existing brickwork) colours e.g., steel work for new lifts is proposed to be Dulux 'Deep Indian Red', whilst at Lackey Road a grey colour palette is proposed to be derived from the existing footbridge and stair elements (silver colour) Dulux 'Bridge Grey'. Final selection of colours shall be approved by the Heritage Architect.
- Argyle Street ramp – the details of the ramp should be developed to be sympathetic to the retaining wall and rear stairs of the former Station Master's Residence located in its vicinity. Ensure that the proposed retaining wall continues to be an independently designed structure. Ensure that access to the Station Master's Residence is maintained.
- Lift canopy shelters and glass screens – maintain the height of lift canopy and adjacent glass screen/balustrade at minimal height to reduce visual impacts to the overall station.

## 10.5 Recommendation 5 – Heritage Induction

As part of the site induction, a heritage induction would be provided to workers prior to construction, informing them of the location of known heritage items and guidelines to follow if unexpected heritage items or deposits are located during construction.

## 10.6 Recommendation 6 – Heritage Architect

A suitably qualified and experienced Heritage Architect who is independent of the design and construction team's personnel shall be engaged. The Heritage Architect shall provide ongoing heritage, design and conservation advice throughout detailed design and any subsequent relevant design modifications to ensure that the final design adheres to the recommendations of this SoHI, and the approval issued by NSW Heritage under s60 of the *NSW Heritage Act 1977*.

- The Heritage Architect shall provide supervision of areas identified as significant elements within the scope of works and ensure that the final design is consistent with the conservation policies in the Conservation Management Plan (CMP), the revised heritage assessment and recommendations made in the HDR.
- The Heritage Architect shall provide design advice on resolving detailing of modifications to platform buildings. The detailed design for the proposal would be provided to the Heritage Architect for approval to ensure refinement of building modifications such as toilet refurbishments; floor installation including floor raising, installation of steps or ramps, or removal of original floors; works to original fireplaces; works to original or early walls, ceilings, doors, and windows; and ventilation upgrades (such as roof cowls or air vents). Fabric should be repaired and restored, for example the brickwork around entry thresholds.
- The Heritage Architect shall review the contractor's construction methodology or management plan to ensure that the proposed works align with design documentation as well as the heritage assessment and recommendations.
- The Heritage Architect shall ensure resolution of construction details through the detailed design phase to areas of moderate and high significance and areas that have the potential for visual

impact e.g., new works to footbridges, lifts and ramps as well the Dalys Way forecourt modification. The Heritage Architect shall oversee and approve all final material and finishes selections to ensure consistency with the historic significance of Moss Vale Railway Station.

- Detailed design of ancillary works and electrical and data services should be documented in an Illustrated Services Plan and approved by the Heritage Architect prior to the commencement of permanent services works.

### **10.7 Recommendation 7 – Heritage Interpretation Plan**

Heritage interpretation shall be planned and integrated into the detailed design of the proposal. The heritage interpretation planning shall be prepared by the Heritage Architect (and sub-consultants as required i.e., graphics) with reference to Sydney Trains *Heritage Interpretation Guidelines*. The heritage interpretation planning shall be captured in a Heritage Interpretation Plan (HIP) that is to be issued as a progress report at each stage of detailed design. The final HIP must include all details necessary to proceed to fabrication and installation. The HIP should include general historic information as well as target information referencing the significance of the courtyard.

### **10.8 Recommendation 8 – Unexpected Heritage Finds**

If previously unidentified or unexpected Aboriginal objects or non-Aboriginal heritage/archaeological items are uncovered during construction, the procedures contained in Transport's *Unexpected Heritage Finds Guideline* (Transport for New South Wales, 2019) would be followed, and work within the vicinity of the find would cease immediately. The site management shall be immediately notified to co-ordinate a response, which may include direction to seek appropriate advice from a suitably qualified and experienced Heritage Advisor (in consultation with Heritage NSW, if required).

Works in the vicinity of the find shall not recommence until written approval to recommence has been received from the Heritage Advisor. The event must be reported in the Transport incident management system as a report only event in accordance with the Transport Environmental Incident Guideline.

### **10.9 Recommendation 9 – Photographic Archival Recording**

Archival recording of the station shall be undertaken in accordance with the Heritage NSW guidelines prior to main works commencing. The archival recording shall be reviewed and approved by Transport prior to submission to Heritage NSW or other government body.

Consider providing copies of the archival recording to Wingecarribee Shire Council for reference. The recording should cover the following:

- Whole station.
- Key views and vistas identified in CMP.
- Areas proposed for changes including footbridges, ramps, Dalys Way forecourt, courtyard, and platform buildings focusing on areas of change.

### **10.10 Recommendation 10 – Tree Protection Zones**

The proposal includes the removal of and trimming of several trees in the station precinct. The following mitigation measures are to be included:

- Poplar trees within the station's SHR curtilage are identified as having high heritage significance in the CMP, but are also explicitly called for replacement in CMP Policy 10.7. Tree Protection Zones (TPZs) should be established around Poplars on the Dalys Way approach. Trimming of trees and tree protection to follow the recommendations in the Arboricultural Impact Assessment (Ecological, 2021) and Arboricultural Impact Assessment Addendum (Urban Tree Management, 2023). Engage an Australian Qualifications Framework (AFQ) Level 5 Arborist to supervise the installation of the TPZs around significant trees and monitor works along Dalys Way etc to ensure impacts are mitigated.

- Whilst no work is proposed to the following list of trees and plants (identified as having Little and Moderate significance in the CMP) they should be protected from any accidental damage by providing physical barriers:
  - Cypress and other plantings on both sides of Refreshment Room Garden
  - Crepe myrtles and clipped bottlebrushes on northern platform
  - Plantings in courtyard
  - Plantings in tubs on platforms
  - Garden bed between platforms (under footbridge) planted with Elephants ears. In the case that works do propose to impact these plantings or garden beds, reinstatement to the same or greater state is to be implemented, in accordance with advice from the Landscape Architect and endorsement by the Heritage Architect.
- Trees and shrubs removed along Dalys Way and Argyle Street should be replanted with appropriate species of plants that provide a similar level of visual screening of the station.
  - If any Lombardy poplar trees are proposed for removal within the SHR curtilage (i.e. along Dalys Way or along Lackey Road) as a result of design development, they must be replaced with mature specimens of the same species in the exact location as was removed or within the vicinity, in accordance with Heritage Architect advice.

### **10.11 Recommendation 11 – Update to SHR/S170 Register**

On completion of work, an update should be prepared for the SHR and S170 Heritage and Conservation Register listings, with required details.

### **10.12 Recommendation 12 – Heritage Opportunities**

During the detailed design phase, opportunities may be investigated to offset assessed heritage impacts from the proposal. Examples of potential offsets include, but are not limited to:

- Providing all relevant information to Sydney Trains for any future updates to the current CMP, including the amended significance gradings identification of other redundant or current intrusive elements that can be investigated to be removed/relocated from the station.
- Review of the hard and soft landscaping in the courtyard to reduce the visual clutter of the area to create a more visually pleasant aesthetic. This should include the review of the memorials.
- Opportunity works listed in Section 10.3 of the HDR (Appendix A), summarised here as:
  - An audit of existing non-Indigenous interpretation at Moss Vale Railway Station
  - Undertake investigations about recovering, conserving and interpreting the Governor's Platform
  - Interpretation of the vaulted ceiling and removal of intrusive elements in the amenities
  - Investigate opportunity to revitalise the former award-winning gardens by consultation with a Heritage Landscape Architect/consultant and consistent with *Policy 10. Natural Heritage, Gardens and Landscape* of the CMP
  - Restoration of the Refreshments Rooms Garden
  - The removed timber fretwork to the arched doorway of the amenities should be relocated to a sympathetic location such as the breezeway south of the male amenities
  - Undertake and implement a Schedule of Conservation Works across the station.

### **10.13 Recommendation 13 – Specialist Contractors**

The main contractor must demonstrate relevant experience working with heritage structures. Any sub-contractors engaged to work on heritage fabric should also demonstrate relevant heritage experience to mitigate any unnecessary heritage incidents during construction. Specialist heritage sub-contractors should be engaged to work on specific trades such as a heritage stone mason when altering significant fabric such as brickwork or sandstone.

### **10.14 Recommendation 14 – Construction Phase**

Care should be taken during construction works so as not to damage significant fabric:

- Provide a methodology and implement the works for protecting significant fabric during construction. These should include mitigation measures for moving plant, removal of heritage fabric and protective measures (such as barriers) to ensure significant fabric is not damaged.
- Particular attention shall be paid to where new fabric adjoins significant fabric with the aim of protecting damage to significant fabric from new works.
- Appropriately qualified tradespeople (e.g., bricklayers or builders) should be engaged to undertake these works. They must adhere to the methodology that is developed for protecting significant fabric during construction works.

## 11.0 References

- AECOM. (2023). *Transport Access Program: Moss Vale Station Upgrade - Landscape Character and Visual Impact Assessment*.
- AECOM Australia Pty Ltd. (2022). *Historical Archaeological Assessment and Research Design - Moss Vale Railway Station and Yard Improvements*.
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# Appendix A

## Heritage Design Report



# Moss Vale Station TAP Upgrade

Heritage Design Report

September 2023



## **Acknowledgement of Country**

We respect and acknowledge the Gundungurra and Tharawal people, their lands and waterways, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with Traditional Owners to support the protection of their culture and heritage. We strongly advocate social and cultural justice and support the Uluru Statement from the Heart.

## **Cultural warning**

Aboriginal and Torres Strait Islander readers are advised that this report may contain images or names of First Nations people who have passed away.

# Report register

The following report register documents the development of this report, in accordance with GML's Quality Management System.

Job No.	Issue No.	Notes/Description	Issue Date
22-0168	1	Working Draft Report – Review of Heritage Design Principles	8 May 2023
22-0168	2	Working Draft Report – TfNSW Review Issue	15 May 2023
22-0168	3	Working Draft Report – Internal Review	6 June 2023
22-0168	4	Working Draft Report – Internal Review	11 July 2023
22-0168	5	Working Draft Report – Internal Review	17 July 2023
22-0168	6	TfNSW Review Issue 2	11 August 2023
22-0168	7	<b>TfNSW and Heritage NSW Issue</b>	26 September 2023

## Quality management

The report has been reviewed and approved for issue in accordance with the GML quality management policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

## Indigenous cultural and intellectual property

We acknowledge and respect the inherent rights and interests of the Gundungurra and Tharawal people in Indigenous Cultural and Intellectual Property. We recognise that Aboriginal and Torres Strait Islander people have the right to be acknowledged and attributed for their contribution to knowledge but also respect their rights to confidentiality. We recognise our ongoing obligations to respect, protect and uphold the continuation of **Traditional Owner's** rights in the materials contributed as part of this project.

## Copyright

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## Cover image

Moss Vale Railway Station. (Source: GML)

# Contents

<b>1</b>	<b>Proposed Works</b> .....	<b>1</b>
1.1	Authorship.....	1
<b>2</b>	<b>Overview Heritage Information</b> .....	<b>2</b>
<b>3</b>	<b>Overall Site Development</b> .....	<b>6</b>
<b>4</b>	<b>Targeted Historical Research</b> .....	<b>15</b>
4.1	Moss Vale Railway Footbridges.....	15
4.2	Dalys Way.....	17
4.3	Moss Vale Gardens.....	19
4.4	Booking Office Fencing.....	29
4.5	Building A – Amenities.....	31
4.6	Endnotes.....	32
<b>5</b>	<b>Illustrated Fabric Analysis</b> .....	<b>33</b>
5.1	Annotated Fabric Analysis and Site Photographs.....	33
5.1.1	General Setting.....	33
5.1.2	Alterations to Argyle Street (east) footbridge.....	35
5.1.3	Alterations Lackey Road (west) footbridge.....	41
5.1.4	Alterations to Building A.....	43
5.1.5	Alteration to Building A (Amenities)—Rooms A13–A17.2.....	65
5.2	Endnotes.....	72
<b>6</b>	<b>Comparative Analysis</b> .....	<b>73</b>
6.1	General Comparison.....	73
6.2	Stations with Garden Settings.....	73
6.3	Stations with Steel Warren Truss Footbridges.....	79
6.4	Endnotes.....	81

<b>7</b>	<b>Gradings of Significance Diagrams .....</b>	<b>82</b>
7.1.1	Gardens at Moss Vale .....	87
7.1.2	Booking Office Fencing .....	87
7.1.3	Footbridges at Moss Vale .....	87
7.1.4	Internal Fabric of Building A .....	89
7.2	Endnotes .....	93
<b>8</b>	<b>Key Heritage Design Principles.....</b>	<b>94</b>
8.1	The ‘Moss Vale Story’ .....	94
8.2	Heritage Design Principles.....	95
8.2.1	Character .....	94
8.2.2	Scale .....	96
8.2.3	Form.....	97
8.2.4	Siting .....	98
8.2.5	Materials and Colour .....	99
8.2.6	Detailing.....	100
<b>9</b>	<b>Analysis of Options.....</b>	<b>101</b>
9.1	Lifts, Landing and Ramps .....	101
9.1.1	Location .....	101
9.1.2	Materiality, Colour and Detailing.....	117
9.2	Dalys Way—Concourse and Urban Design.....	125
9.3	Building A—Station Services Equipment Room (SSER).....	126
9.4	Building A—Amenities, WC and Family Accessible Family.....	129
9.5	Dalys Way and Forecourt—Urban Design.....	134
9.6	Booking Office Waiting Room .....	137
9.7	Booking Office (Building C) Fence .....	138
9.8	Services Upgrade.....	140
9.9	Lighting.....	143

<b>10</b>	<b>Gradings of Significance Diagrams .....</b>	<b>145</b>
10.1	Summary of preferred options and preliminary review .....	145
10.1.1	Lift Location .....	145
10.1.2	Materiality, Colour and Detailing.....	153
10.2	Design recommendations .....	158
10.3	Heritage opportunity works .....	158
<b>11</b>	<b>Definitions .....</b>	<b>165</b>
<b>12</b>	<b>Appendices.....</b>	

# 1 Proposed Works

Detail	Requirement
Transport for NSW Program	Transport Access Program (TAP)
Summary of works	<p>TAP projects aim to provide a better experience for public transport customers by delivering accessibility upgrades at various stations across the Sydney rail network.</p> <p>Moss Vale Station has been identified for customised packages of upgrade and improvement works. The following upgrade works at Moss Vale Station are proposed:</p> <ul style="list-style-type: none"> <li>• Provide a new lift on the eastern side of the rail corridor to provide improved access from the Argyle Street Footbridge to Diamond Jubilee Park and Fountain, Argyle Street, and the Town Centre;</li> <li>• Provide a new lift within the station courtyard to the Argyle Street footbridge;</li> <li>• Provide a new lift to the west of Lackey Road footbridge for improved access from Lackey Road to Dalys Way;</li> <li>• Provide a Disability Standards Accessible Public Transport (DSAPT) compliant bus/coach parking arrangement, formalised motorbike parking, 2 additional Disability Discrimination Act (DDA) carparking spaces, Kiss and Ride and Taxi drop-off are in the Station Forecourt;</li> <li>• Provide a new Family Accessible Toilets (FAT);</li> <li>• Provide Building Code of Australia (BCA) /DDA Upgrade to the existing Toilet facilities and Waiting Room; and</li> <li>• Provide a new Station Services Equipment Room (SSER).</li> </ul>

## 1.1 Authorship

This report has been prepared by Shikha Swaroop, Senior Heritage Consultant, Jack Lee, Heritage Consultant, and Lynette Gurr, Senior Associate, all of GML Heritage.



## 2 Overview Heritage Information

Detail	Requirement
Street Address	Main Southern Railway, Moss Vale NSW 2577
Lot/DP	Lots 1, 2 and 4 of Deposited Plan 1173719
Heritage listings	<ul style="list-style-type: none"> <li>• NSW State Heritage Register (SHR)-01200</li> <li>• Transport Asset Holding Entity (TAHE) S170 Heritage and Conservation Register-4806253</li> <li>• Australian Rail Track Corporation (ARTC) S170 Heritage and Conservation Register-4280253</li> <li>• Wingecarribee Local Environmental Plan (LEP) 2010-Item I244</li> </ul>
Statement of Significance	<p>The following Statement of Significance has been extracted from Moss Vale Railway Station and yard group’s <b>SHR listing</b> on the State Heritage Inventory:</p> <p>Moss Vale is one of the most important station groups in the State. It contains rare examples of early buildings, various later structures, vice-regal buildings, unique entry arrangement, very high quality buildings and the remains of a working yard seen in the signal box and embankments. The early elements of the site are significant buildings in their own right. The site has excellent interiors along with the outstanding architecture and gives many opportunities to demonstrate the wealth and range of railway structures and the importance of rail travel in the past. The site has a strong social historical connection through use by the Governors and is an important focal point of the town of Moss Vale.</p> <p>The following Statement of Significance for the footbridges at Moss Vale has been sourced from the Heritage Conservation Strategy 2016:</p> <p>Moss Vale Railway Station footbridges Nos 1 and 2 are of high heritage significance because of their relatively intact Warren Truss deck support and steel trestle substructure. They contribute strongly to the Moss Vale station precinct which presents a relatively intact group of Victorian station structures together with extensive structures from the duplication of the line in 1915. The station precinct is an important landmark in the town of Moss Vale.</p>

Detail	Requirement
Conservation Management Plan/Strategy/Heritage Asset Action Plan	<p>The following Conservation Management Plans (CMP) has been prepared for Moss Vale Station:</p> <ul style="list-style-type: none"> <li>• <i>Moss Vale Railway Station Precinct CMP 2020</i> prepared by OCP Architects dated May 2020;</li> <li>• <i>Moss Vale Railway Station Precinct Conservation Management Plan</i> prepared by Peter Freeman Pty Ltd dated October 1998; and</li> <li>• <i>Moss Vale Railway Station Conservation and Management Plan</i> prepared by David Sheedy Pty Ltd dated February 1988.</li> </ul> <p>Additionally, the Heritage Design Report also refers to the Railway Footbridges Heritage Conservation Strategy prepared by the NSW Government <b>Architect's Office Heritage Group</b> dated August 2016.</p>
Heritage items in the vicinity	Refer to Table 2.1 and Figure 2.1 for the heritage items in the vicinity.

Table 2.1 Heritage items in the vicinity of Moss Vale Railway Station Precinct.

Listing Name	Significance	Heritage Register	Number
Moss Vale rail underbridge over Argyle Street	State	NSW State Heritage Register	01049
Moss Vale Rail Underbridge	State	Wingecarribee LEP 2010	I178
Moss Vale Station Master's Residence (Former)	State	Wingecarribee LEP 2010	I047
Leighton Gardens pavilion	Local	Wingecarribee LEP 2010	I172
Moss Vale Court House	Local	Wingecarribee LEP 2010	I173
Former Post Office	Local	Wingecarribee LEP 2010	I248
JM Alcorn Memorial	Local	Wingecarribee LEP 2010	I397
Leighton Gardens	Local	Wingecarribee LEP 2010	I400
Argyle St North HCA	Local	Wingecarribee LEP 2010	C1836

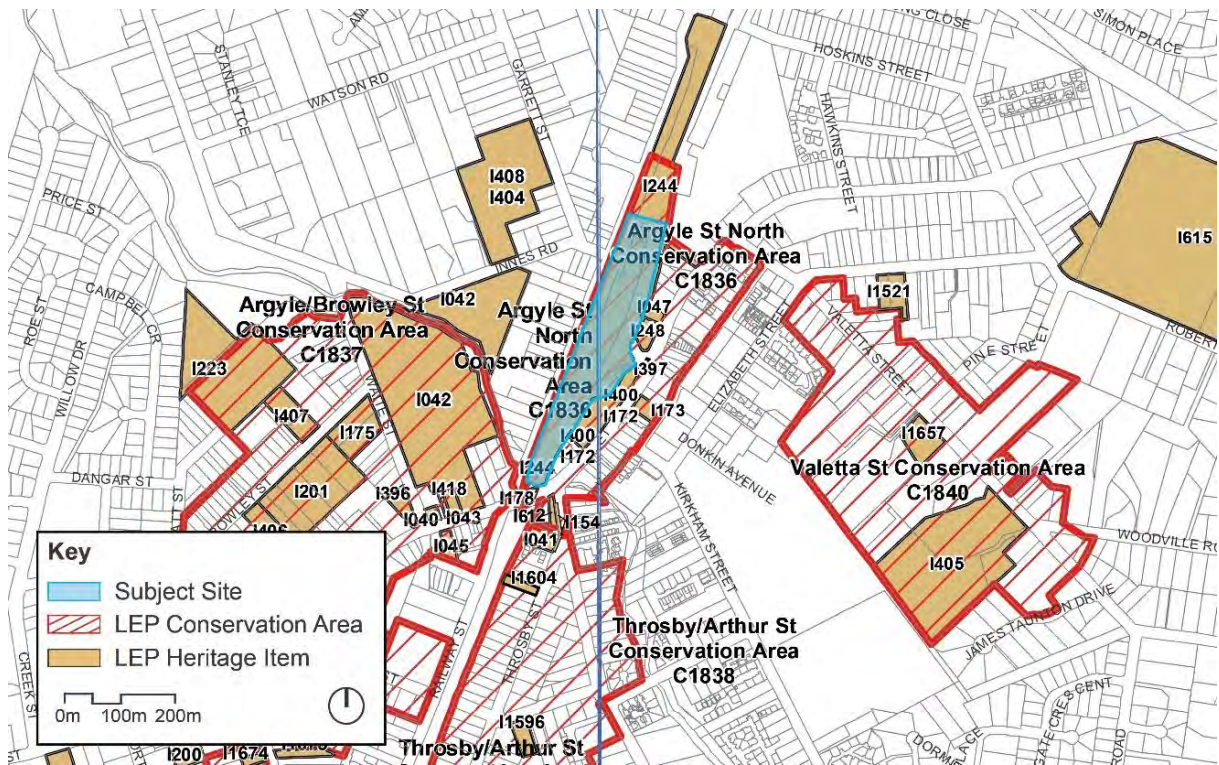
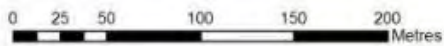


Figure 2.1 Heritage map showing the heritage context of the subject site. (Source: Wingecarribee LEP 2010, HER\_007B and HER\_007E with GML overlay)



**State Heritage Register**

Gazettal Date: 2 April 1999



Scale: 1:2,500

Produced by: Michelle Galea

**Legend**

- SHR Curtilage
- Lot Part A
- Lot Part B
- Sublot

Figure 2.2 Heritage map showing the State Heritage Register (SHR) of the subject site. (Source: NSW Heritage Management System)

### **3 Overall Site Development**

The following section comprises a graphical representation and historical timeline of the development of Moss Vale Station, based on historical development outlined in the CMP 2020. Refer to the CMP for the detailed site history.



1867

MOSS VALE STATION UPGRADE PROJECT



1. Goods Shed - North Elevation



2. Goods Shed - East Elevation



3. Original Station - Looking South



4. Original Station - Looking North

Figure 3.1 Original station building dating from 1867. The goods shed has been relocated since. (Source: Architectus 2023)



1869

MOSS VALE STATION UPGRADE PROJECT



1. Station Masters Residence -

Figure 3.2 Construction of the Station Master's Residence in 1869 which has been sold and the building is currently on the SHR. (Source: Architectus 2023)



1889

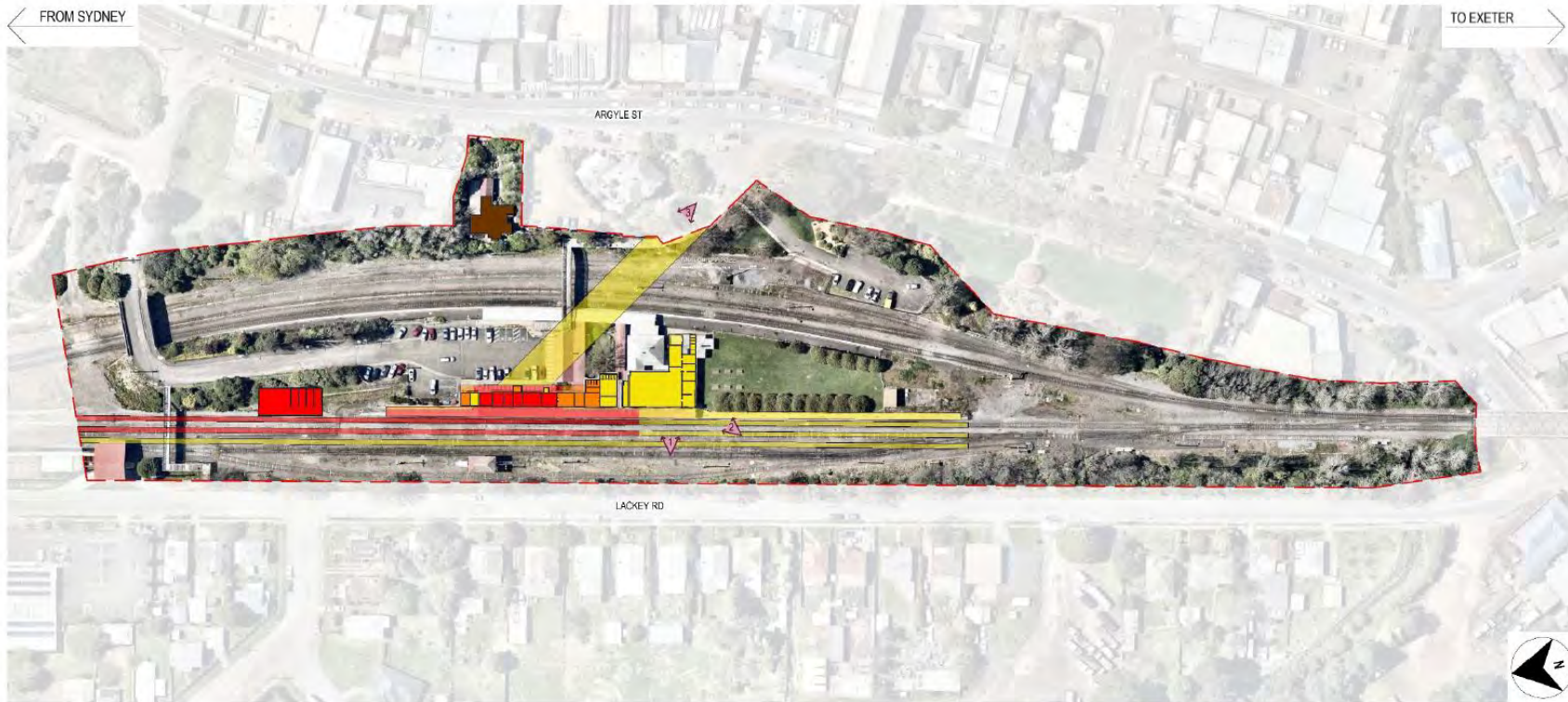
MOSS VALE STATION UPGRADE PROJECT



1. Alterations and Additions to Station - West Elevation

Figure 3.3 Expansion of the original station building to the north and south in 1889. (Source: Architectus 2023)





1890

MOSS VALE STATION UPGRADE PROJECT



1. Refreshment Room - West Elevation

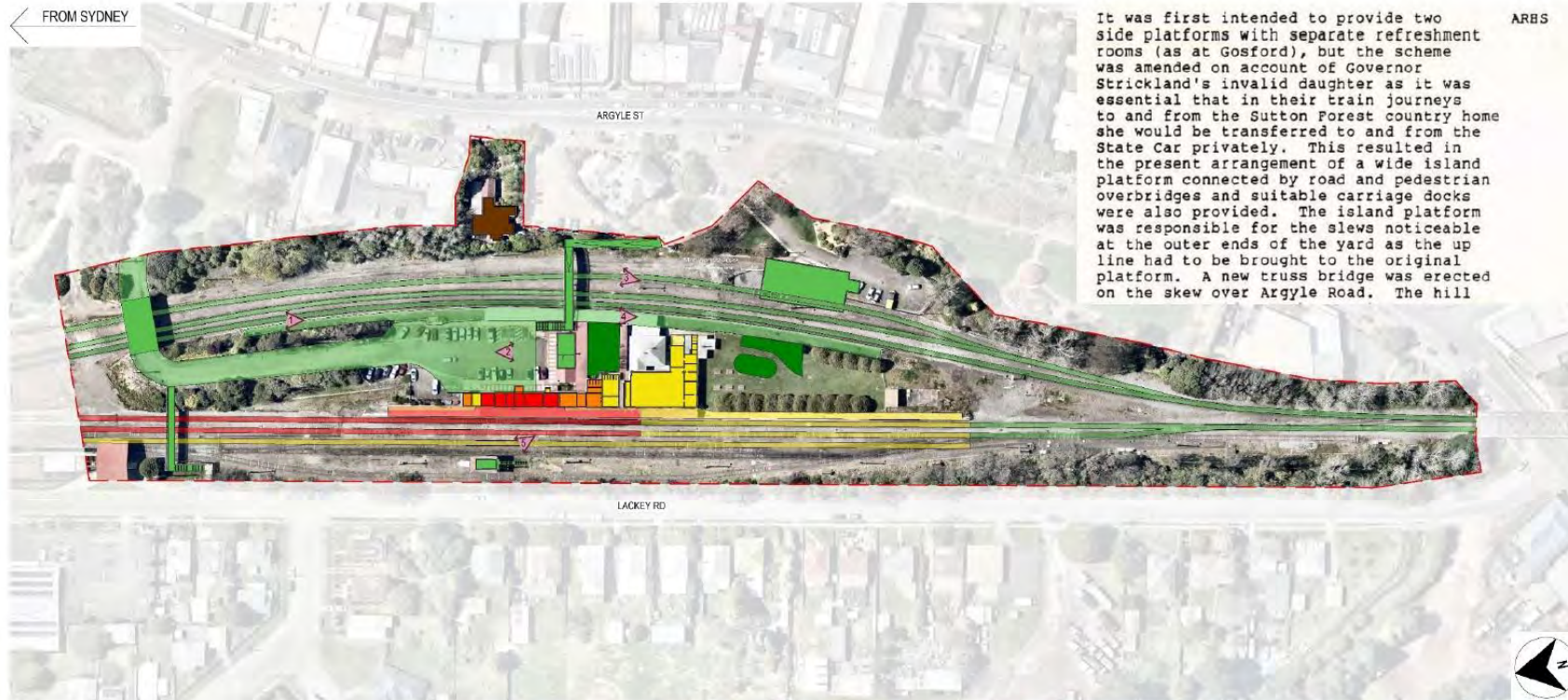


2. Refreshment Room - Looking North



3. Road Approach - Looking West

Figure 3.4 Addition of Refreshment Rooms in 1890. (Source: Architectus 2023)



It was first intended to provide two side platforms with separate refreshment rooms (as at Gosford), but the scheme was amended on account of Governor Strickland's invalid daughter as it was essential that in their train journeys to and from the Sutton Forest country home she would be transferred to and from the State Car privately. This resulted in the present arrangement of a wide island platform connected by road and pedestrian overbridges and suitable carriage docks were also provided. The island platform was responsible for the slews noticeable at the outer ends of the yard as the up line had to be brought to the original platform. A new truss bridge was erected on the skew over Argyle Road. The hill

ARBS

1915

MOSS VALE STATION UPGRADE PROJECT



1. Dalys Way Bridge - Looking North



2. Booking Office - Looking South



3. Footbridge No 2 (South) - Looking North



4. Down Platform and Awning - Looking North



5. Signal Box - Looking North-west

Figure 3.5 Duplication of the track, construction of the Booking Office, Dalys Way and the footbridges in 1915. (Source: Architectus 2023)



1927

MOSS VALE STATION UPGRADE PROJECT



1. Two Storey Accommodation Addition - Looking West

Figure 3.6 Addition of two-storey accommodation building to the south in 1927. (Source: Architectus 2023)

The following table outlines the key historical phases and events at the Moss Vale Railway Station Precinct:

Table 3.1 Historical timeline.

Year	Event
1819	Land granted to Dr Charles Throsby as his 'Throsby Park' estate by Governor Macquarie.
30 July 1863	Construction of earthworks for line let to D. Williams for £25,788.
November 1864	Railway land resumed on Official Proclaimed Plan.
23 May 1866	Construction of Track let to Messrs. Larkin and Wakeford from Mittagong to near Marulan.
1867	Platform Building and Goods Shed erected.
2 December 1867	Sutton Forest Railway Station opens, a temporary terminus.
1869	<b>Station Master's Residence</b> erected.
July 1871	Post Office was moved from store of D. Levy to the Railway Station.
1877	Sutton Forest Railway Station renamed as Moss Vale Railway Station.
1889	<b>Alterations and additions to Platform Building including Governor's Waiting Room.</b>
24 March 1890	Electric light installed at Moss Vale.
12 January 1891	Refreshment Rooms at Moss Vale officially opened and those at Mittagong closed.
23 January 1891	<b>Opening of Governor's Waiting Room.</b>
January 1898	Completion of second bridge over Argyle Street.
1915	Signal box and footbridges 1 and 2 completed.
1918	Moss Vale Railway Station wins first prize in its region in the annual railway and tramway garden competition.
1919	Moss Vale again awarded first prize in its region in the annual railway and tramway garden competition.
1920	<b>New Station Master's Residence erected in Argyle Street.</b>
1921	Moss Vale again awarded first prize in its region in the annual railway and tramway garden competition.
1926	Moss Vale probably receives some new plantings and other works as part of a beautification scheme for railway gardens on the southern line.
1927	Additional two storey accommodation wing added to Refreshment Rooms building together with alterations to Bars, Dining Room and Kitchen.

Year	Event
1934	Awning to down platform extended.
1986	Major renovations, including small parts of the former Railway Refreshment Rooms <b>building for use as shunters' toilets and a meal and locker room</b> . Major repairs were made to all spaces. An unusual feature <b>was a new room named 'Waiting Room 2' on the down side</b> . The gardens were revitalised.
1988	<b>Restoration of Governor's Dining Room (B19, first floor, former Refreshment Rooms building)</b> as a bicentennial project by members of the Berrima District Model Railway Club. The room was opened by Sir James Rowland, Governor of NSW.
1992	Courtyard Garden remodelled as part of commemoration of the 125th anniversary of the opening of the Great Southern Railway.
2 December 1992	NSW Premier unveils commemorative plaque in Courtyard Garden.
2008	A section of the southern goods yard was incorporated into the surrounding Leighton Gardens and Diamond Jubilee Park; weighbridge hut repaired.
c.2013	New station car park constructed over the site of the former barracks (outside heritage listing curtilage), including construction of vehicle and pedestrian access to the car park off Dalys Way and the installation of road and footpath lighting along the footpath from the new car park to Moss Vale Station.
2014	Station refresh works included minor repairs, painting, garden maintenance, toilet refurbishment, improvements to the forecourt, new bike racks, upgraded footpath and new kiss and ride space plus CCTV improvements.
2 December 2017	NSW Governor unveils plaque in Courtyard Garden to commemorate the 150 <sup>th</sup> anniversary of Moss Vale Railway Station.
23 February 2018	Acting Chief Executive, NSW TrainLink unveils a commemorative artwork arch and plaque to commemorate the centenary of the Great Southern Line Anzac Story.

## 4 Targeted Historical Research

The following section comprises targeted historical research of elements pertaining to the scope of works to determine the tolerance for change of each space. This includes:

- The footbridges at Argyle Street and Lackey Road;
- Dalys Way;
- The gardens at Moss Vale;
- Booking Office fencing; and
- Building A—Amenities.

### 4.1 Moss Vale Railway Footbridges

Moss Vale Railway Station has two steel Warren truss footbridges—Lackey Road (west) and Argyle Street (east). These were constructed in 1915 and 1916 respectively and are listed among eight other surviving examples of this type of structure at railway stations across New South Wales.

The footbridges were part of the infrastructure works developed from 1915 for line duplication – providing pedestrian access to the platforms and station buildings from Lackey Road (see Figure 4.2) and, later, Argyle Street. As Dalys Way was constructed at this time, it was envisioned this would be the sole access to the station from the east. Additional eastern access to the station was reconsidered and the Argyle Street footbridge was added the following year (see Figure 4.3).

Both footbridges were constructed as channel iron footbridges which used railway iron as a deck support structure within the steel Warren truss structure. The footbridges had (with some extant) timber balustrades. The Argyle Street pedestrian ramp leading to the footbridge was supported by steel trestles and a retaining wall embankment (also extant).

Prior to the Second World War, steel for civil engineering projects such as the construction of footbridges was imported to Australia from the United Kingdom. The identified manufacturers of the footbridge components at Moss Vale Railway Station—Lanarkshire Steel, Scotland and Dorman Long, Middlesbrough—were well known and principal suppliers of steel products in Australia during the early twentieth century, with Dorman Long famously constructing the Sydney Harbour Bridge in 1923–1932. Dorman Long manufactured steel footbridges throughout NSW during the early twentieth century—examples include Carlton, Tempe and St Peters stations.

The footbridges at Moss Vale were erected in conjunction with a single phase of work at the railway station including the erection of the Booking Office, platform awnings and

covered platform walkways in 1915. It is evident that these footbridges have undergone alterations and repairs over the years, with a major refurbishment to both documented in the 1990s.

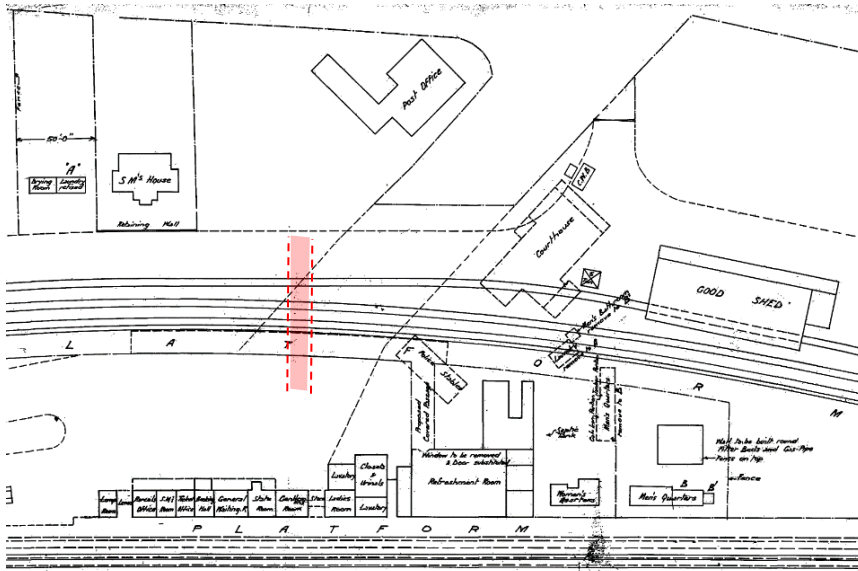


Figure 4.1 Layout of Moss Vale Railway Station in 1914 precinct prior to the construction of the footbridges. Indicative location of the Argyle Street footbridge is shown in red. Between the duplication line works and 1916, the station was only accessed via Dalys Way from the east. (Source: CMP 2020)

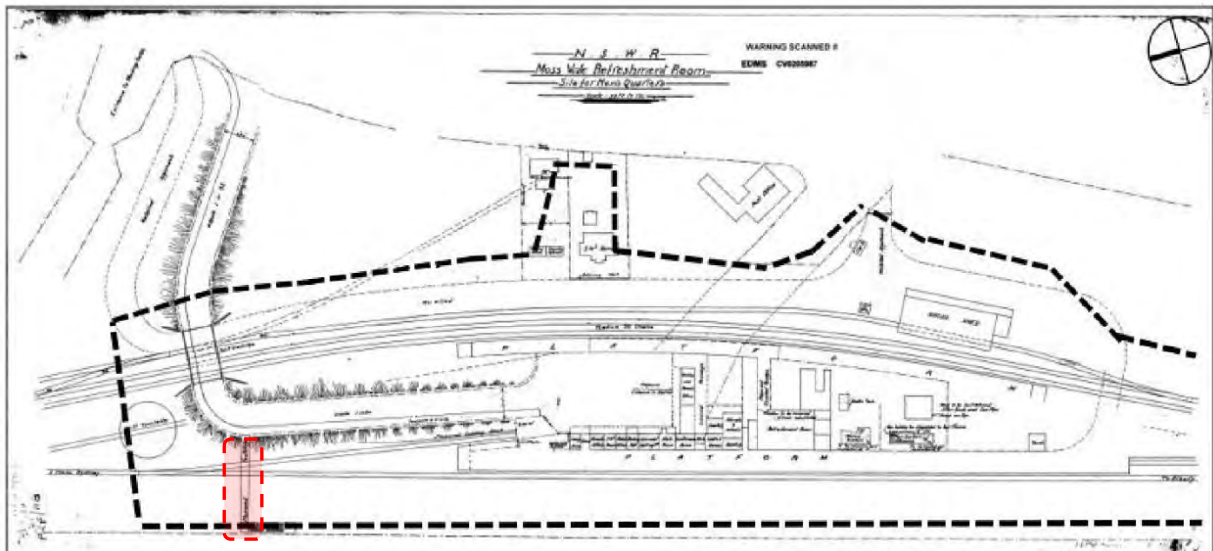


Figure 4.2 Plan of the station layout in 1915 showing the Lackey Road footbridge as 'proposed' (highlighted in red). (Source: CMP 2020)

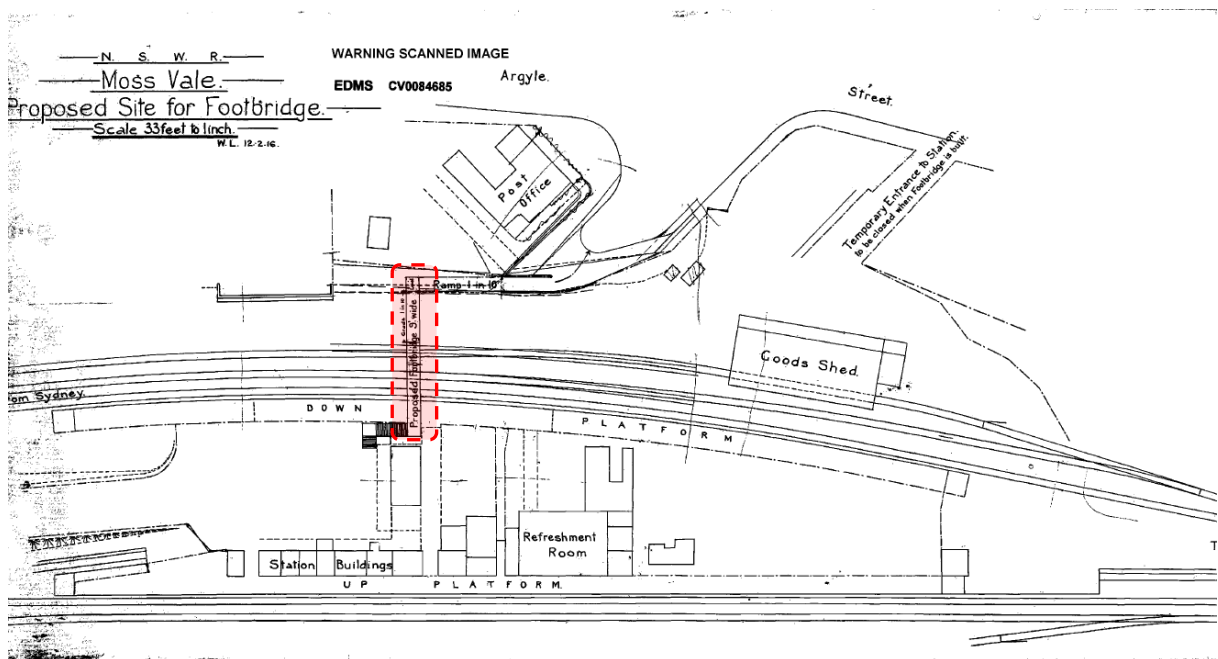


Figure 4.3 Plan of the station layout in 1916 showing the Argyle Street footbridge as 'proposed' (highlighted in red). (Source: CMP 2020)

The physical assessment and addition and alterations to the footbridges have been detailed in Sections 5.1.1 and 5.1.2 below.

## 4.2 Dalys Way

As part of the line duplication works, access to the station from the east, over the new down line, was required. Replacing level crossings, the crossing was first achieved by the ramp approaches and underbridge, providing both pedestrian and vehicular access from Argyle Street to an open paved area at the platform buildings, known as Dalys Way, and a connecting footbridge from Lackey Road.

As the station accommodated Vice-Regal use, Governor Strickland had some sway in the design of the station modifications. **One of Governor Strickland's immediate family** members was reported to have mobility issues, so to ensure privacy and ease of travelling between the platform to their country home, a separate platform connected to Dalys Way was constructed.<sup>1</sup>

The vehicular approach to the station (Dalys Way) was comprised of earthwork ramps, a typical brick and steel I-beam jack-arch bridge with steel girder supports on brick piers, brick parapet walls and granite kerbing. A c1930 aerial photograph shows timber post and rail fencing, painted white, and several Lombardy poplar and pine trees running either side of the length of the new approach. The landscaping lining Dalys Way the fence has been developed over the prevailing years with the timber fencing replaced with steel



mesh fencing, some c1930 planting are extant with later elements introduced such as hedging. The road and footpath has been resurfaced and street lighting installed in the late twentieth century.

The space at the end of Dalys Way, behind the platform buildings, the Refreshment Rooms and Governor's Waiting Room was an important gathering space for various civic events including the welcoming parties for Governors (see Figure 4.4). The space continued to be used for public gatherings after the completion of the Dalys Way approach, Booking Office and line duplication as seen in Figure 4.6 and Figure 4.7.



Figure 4.4 Welcome to Governor of NSW Lord Carrington and Lady Carrington, Bay Street, Moss Vale NSW, 1886. (Source: Berrima District Historical & Family History Society Inc, 102207)



Figure 4.5 Ladies disembarking from a carriage in front of the Governor's Waiting Room shortly after its completion in November 1890. (Source: Berrima District Historical & Family History Society Inc, 104932)



Figure 4.6 Members of the Revellers Social Club at Moss Vale Station in 1933. (Source: Berrima District Historical & Family History Society Inc, 102222)



Figure 4.7 Revellers Social Club, Moss Vale Railway Station, Moss Vale NSW in 1933 (Source: Berrima District Historical & Family History Society Inc, 102221)

## 4.3 Moss Vale Gardens

The gardens of Moss Vale Railway Station were first established c1890 as part of Leighton Gardens (established in 1905 by Mayor Dr Henry Leighton) to the east of the station but the existing configuration dates from the 1915 works arising from the duplication of the rail line. The gardens include a courtyard area to the south of the Booking Office (both established in 1915) and include the Courtyard Garden (located between the Booking Office and the Refreshment Rooms) and the Refreshment Rooms Garden (located south of the Refreshment Rooms).

A postcard photograph dating to c1890s shows a picket fence and dense shrubs extending to the rear of the Refreshment Rooms. An article in the *Scrutineer and Berrima District Press* in November 1909, prior to the line duplication in 1915, notes that Leighton Gardens extended up to the fenced station boundary formed by the alignment of the extended Refreshment Rooms **and recommends the 'flower beds on railway side' be irrigated.**<sup>2</sup>



Figure 4.8 Postcard featuring the Refreshment Rooms with gardens to the southern end. (Source: CMP 2020, with GML overlay)

The Courtyard Garden developed to its present form following the enclosure associated with the construction of several buildings over a 37-year period. The courtyard took its form due to the 1889 extension of the original 1867 platform buildings, the erection of the Refreshment Rooms in 1890 and its extension in 1927, the 1915 Booking Office, and

the line duplication in 1915 which resulted in significant resumption of Leighton Gardens. A newspaper article from May 1914 states that approximately one chain of land along the western side of Leighton Gardens was resumed by the Railway Department for a station yard.<sup>3</sup>

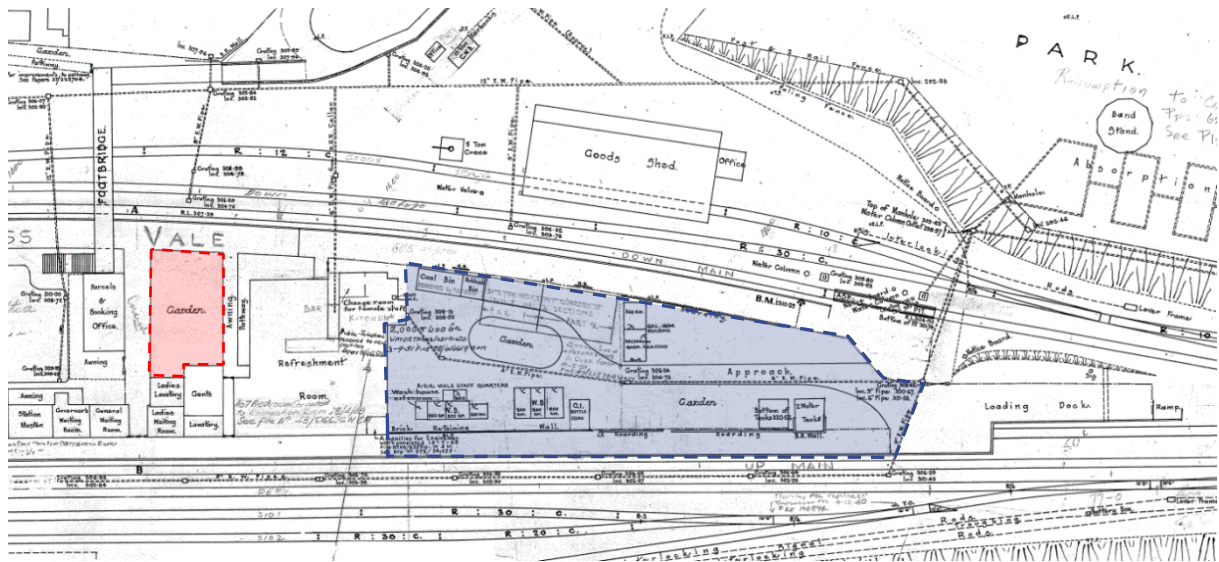


Figure 4.9 Plan of the 1915 rail duplication works showing the Courtyard (in red) and Refreshment Rooms gardens (in blue). (Source: CMP, 2020)



Figure 4.10 Aerial view of Moss Vale Railway Station c1930 with the Courtyard Garden highlighted in red and the Refreshment Rooms Garden highlighted in blue. (Source: CMP 2020, annotated by GML)

These gardens were awarded first prize in the annual regional railway and tramway garden competition first in 1918, again in 1919, 1921 and 1942 (fourth place). In 1926 railway stations along the Southern Railway Line received new plantings and associated

works as part of a beautification scheme. Although not documented, Moss Vale probably received plantings and some associated works.<sup>4</sup>

As seen in c1930 oblique aerial photograph (see Figure 3.23) a formal garden was established by this time, along with ornamental planting, paths and a garden bed planter sign **'NSWRRR' (NSW Railway Refreshment Rooms)**. **Two small weatherboard buildings** (marked as the RRR male staff quarters and amenities in the 1914 plan) were evident within the garden. The southern section of the garden was enclosed and housed a water tank on a stand. The Refreshment Rooms Garden is enclosed with picket fencing and tall advertising hoardings.

Along with other garden and landscape elements within the Moss Vale Railway Station precinct, as it was throughout NSW railway stations, the courtyard and Refreshment Rooms Garden were neglected from the 1960s. The CMP states Network rationalisation and staff cuts to the railways in the 1960s and 1970s meant that the gardens at many railway stations in New South Wales declined and photographic evidence as well as aerial photographs suggest that Moss Vale was no exception.<sup>5</sup>

Due to the dwindling use of rail travel, cuts to the **railway's non-essential** services began in the 1960s. These cuts allowed some station buildings such as the Refreshment Rooms and gardens to fall into disrepair. This was a state-wide issue which lasted into the late 1970s and early 1980s. In an unpublished document provided by ARHS (prepared by Stuart Sharp, 2014) states that it was not until 1984 when Don Archer, Acting Chief Civil Engineer, approved the allocation of funds to repair the Refreshment Rooms, where comprehensive works were carried out. In 1986 other major renovations and repairs were undertaken to all spaces including a revitalisation of the gardens and landscape elements throughout Moss Vale Railway Station, to the designs of architect David Sheedy.

In 1986, landscape designs by David Sheedy show the retention of two pine trees, a gravel drive and the majority of the existing lawn at the Refreshment Rooms Garden. The plans included a planting schedule of blue bellflowers, lavender, plum blossom, **Bechtel's** crabapple, *Magnolia grandiflora*, red rhododendrons, chamomile and hybrid couch turf. It remains unclear as to the extent these plans were undertaken. It is observed in aerial photographs that many of the proposed plantings of larger trees were not undertaken at this time. The following quote, from an article from *The Southern Mail* in 1932, outlines the appointment of a station gardener and the objectives of a garden improvement scheme:

The policy of the Railway Commissioners to improve the appearance to the approaches at the various railway stations has been extended to Moss Vale where upon the recommendation of Inspector Baker, a gardener has been appointed. The plan for the improvements is an extensive one, and includes a landscape scheme in the area of land at the rear of Station House and the barracks, as well as the laying down of a flower bed

inside the goods yards fence. Choice flowering shrubs will be used in the scheme, and when completed, the approach to the station will be much more inviting.<sup>6</sup>

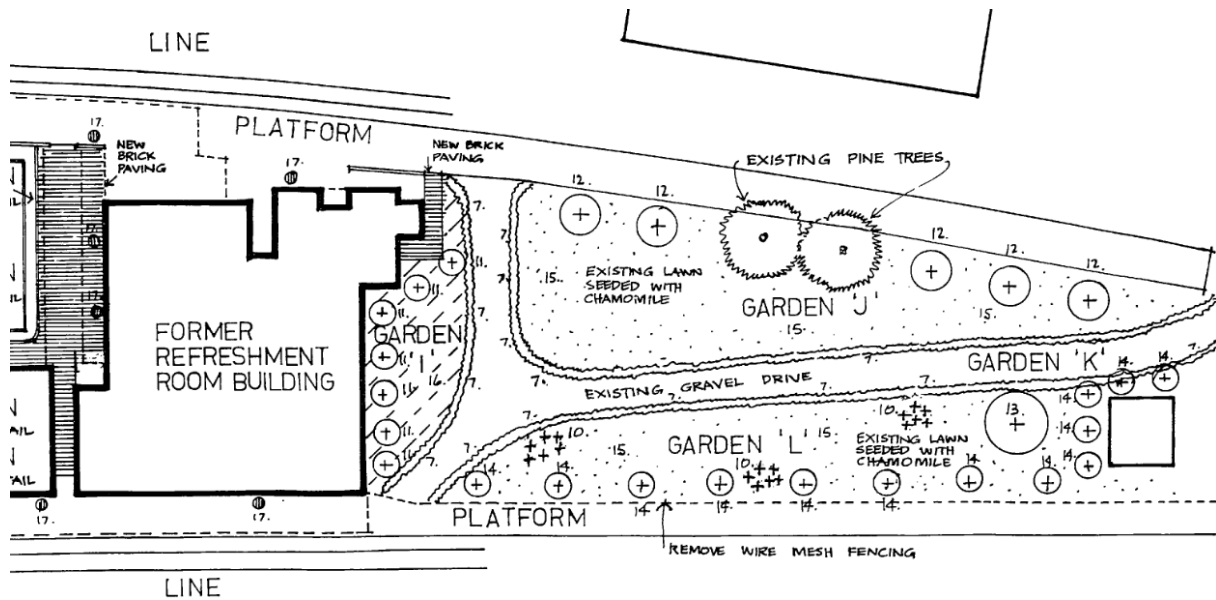


Figure 4.11 Extract of proposed 1986 landscape design plans showing planting schedule in the Refreshment Rooms Garden remodel. (Source: ARHS)

The Refreshment Rooms Garden today bears little resemblance to the photographic and documentary records of its early phases of development. The photographic record shows the garden changed considerably between the 1890s and 1940s. The garden today comprises a grassed area with a row of cypresses on the western side and cypresses and privets on the eastern side. These trees likely date from after 1997 (based on aerial photographs). The garden is enclosed by white metal loop top metal fencing.

Additional research was undertaken for the courtyard for investigation works within the courtyard. The memo is attached as Appendix B.



Figure 4.12 Undated photograph of the Courtyard Garden facing east, showing 'Moss Vale' lettering in the lawn. (Source: ARHS, provided by TfNSW)



Figure 4.13 Undated (likely c1980) southeast view of the Courtyard Garden prior to remodelling and paving works. (Source: ARHS, provided by TfNSW)



Figure 4.14 Moss Vale Station Gardens, 27 January 1987 showing the Courtyard Garden with little attention to detail or maintenance, with historically inappropriate treated pine vertical edging to the shrub in the lawn. (Source: CMP 2020)



Figure 4.15 Eastern view of the Courtyard Garden in 1989 with extensive growth. (Source: ARHS, provided by TfNSW)



Figure 4.16 Courtyard Garden in 1992 showing curved garden bed edging and plantings. (Source: CMP, 2020)





Figure 4.17 A similar eastern view of the Courtyard Garden in 1994 showing the wisteria vine, extensive pruning and remodelling of the garden beds. (Source: ARHS, provided by TfNSW)



Figure 4.18 Southwest view of the Courtyard Garden in 1994 showing the plantings at the time. (Source: ARHS, provided by TfNSW)



Figure 4.19 Another southwest view of the Courtyard Garden c1990s showing the garden in a deciduous state. (Source: ARHS, provided by TfNSW)



Figure 4.20 Southeast view of the Courtyard Garden in 1997 showing a well-maintained garden. (Source: ARHS, provided by TfNSW)



Figure 4.21 The Courtyard Garden in 1997 showing curved garden bed edging. (Source: ARHS, provided by TfNSW)



Figure 4.22 The Courtyard Garden in July 2001 facing north, showing curved garden bed edging, plantings, the rear of the Booking Office and Argyle Avenue footbridge in the distance. (Source: Mark Zanker, <[www.nswrail.net](http://www.nswrail.net)>)

## 4.4 Booking Office Fencing

By 1915, a timber picket fence and gate with 8" x 8" hardwood posts were installed between the Parcels and Booking Office and General Waiting Room, forming the boundary of a covered pathway connecting the new down platform with the existing Moss Vale Railway Station buildings and platform. The pathway was bound by the Parcels and Booking Office and fence to the north and the Courtyard Garden, Ladies Lavatory and Ladies Waiting Room to the south. In the 1915 plans for the Booking Office a small cabin (5' x 3') was located adjacent to the fence – by 1932 this had been removed.

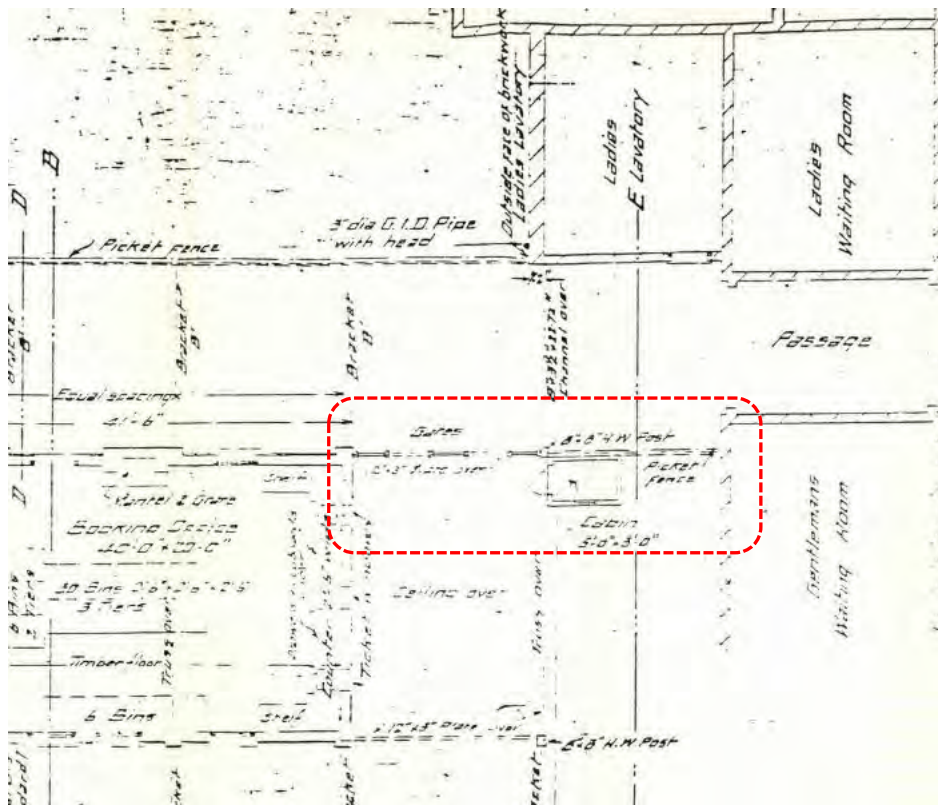


Figure 4.23 Extract from 1915 plans showing fence and gate along passage between platforms. (Source: Sheedy CMP 1988)

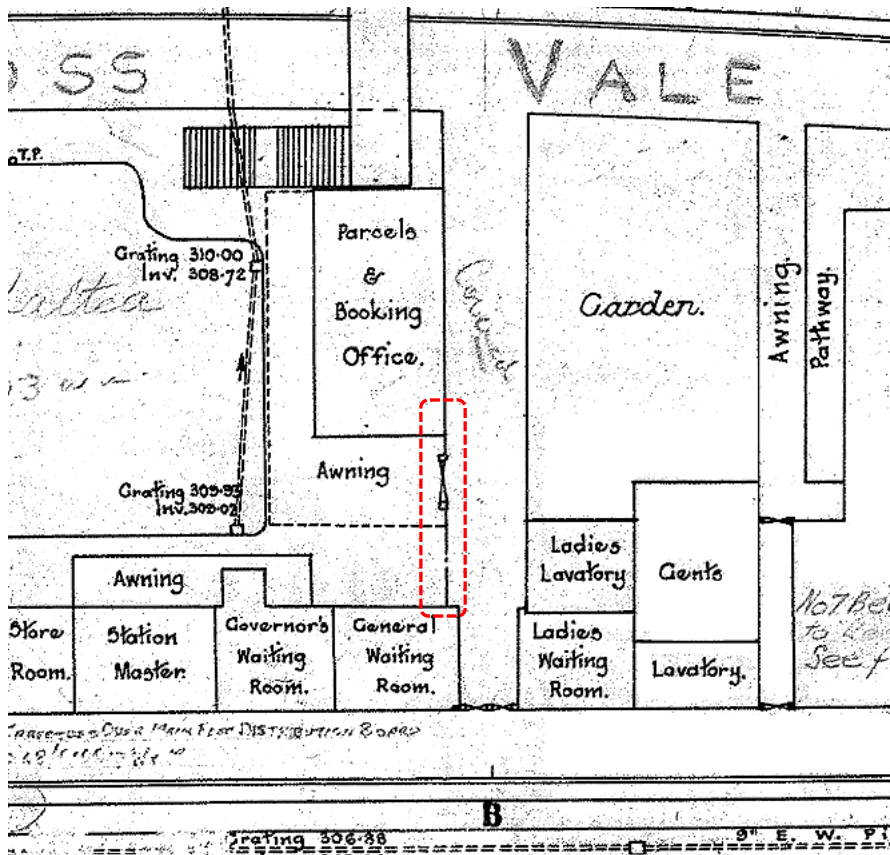


Figure 4.24 Extract from 1932 plans showing extant fence and gate along passage between platforms with cabin removed. (Source: Sheedy CMP 1988)

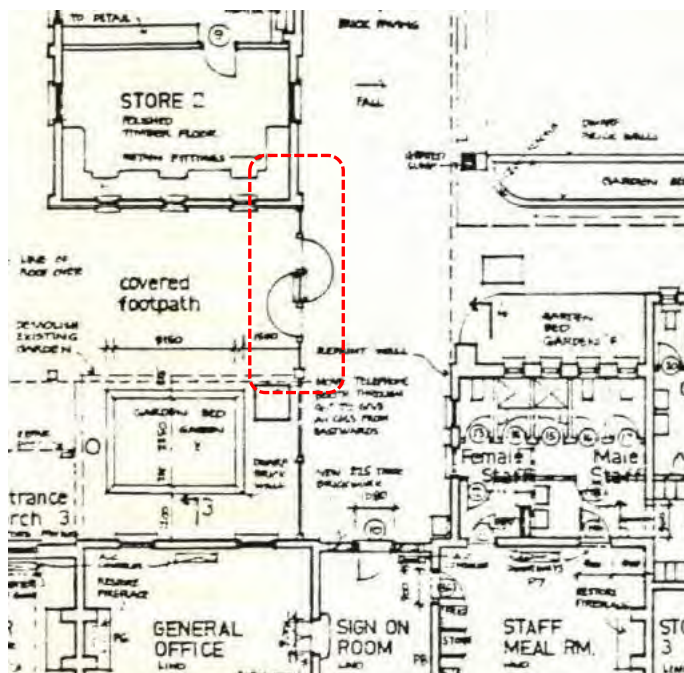


Figure 4.25 Extract from 1986 survey with fence and gate altered. (Source: Sheedy CMP 1988)

Refresh works, including major renovations to station buildings and revitalisation of gardens, were undertaken in 1986; the Courtyard Garden was remodelled in 1992; and general refresh works including refurbishment of buildings, garden maintenance, works to forecourt and footpaths were undertaken in 2014. It is likely that the extant fence and gate were replaced at one of these stages, if not earlier.



Figure 4.26 Extant fence and gate. (Source: GML 2023)

## 4.5 Building A – Amenities

The amenities within Building A were constructed between 1889 and 1890 and their historical developments are outlined, room by room, below:

- A13 – Ladies Waiting Room
  - Originally built 1889 as the Ladies Waiting Room at the southern end of the 1867 platform buildings (still used for this purpose) with fireplace at southern wall, access to platform to west and lavatories to the east (A14)
  - Opening added in southeast corner providing access to female toilet (now in A17) and opening to A14 closed and infilled
- A14 - Ladies Lavatory
  - Originally built 1889 as the Ladies Lavatory (now staff toilet). It comprised of five portioned cubicles and a partition wall between toilets and basins. The lavatory was accessed via the Ladies Waiting Room (A13) to the west and to the south.

- Opening added to northern wall, opening closed in western wall and interior reconfigured as Ladies Lavatory was repurposed as staff toilets
- A15/16 - Gentlemen's Waiting Room
  - Originally part of the 1890 Gentlemen's Lavatory addition
  - Partitioned in 1960 to form two rooms
  - Portions removed in 1998 works (used as store room)
- A17 - Gentlemen's Lavatory
  - Originally built as the 1890 Gentlemen's Lavatory (still used for this purpose)
  - Cubicles on the eastern wall are seen in 1908 drawings
  - Urinals are seen on the northern and western walls in 1912 drawings
  - An airlock is shown on 1960 drawings (urinals do not appear on these drawings).
  - By 1998 survey drawings show urinals are replaced with a urinal trough on northern wall. Internal works in 1998 include a portioning of A17 into female toilets in northern portion (accessed via A13), disabled toilet in small western portion (accessed via breezeway to the south), with remaining space retained as male toilet
- A18 - Breezeway formed when 1890 Refreshment Rooms building erected

See Section 5.1.5 for an annotated historical overview of the physical changes to the amenities within Building A.

## 4.6 Endnotes

<sup>1</sup> Moss Vale Railway Station, Stuart Sharp, 2014, p. 6

<sup>2</sup> 'Moss Vale Council', *The Scrutineer and Berrima District Press*, 6 November 1909, p 2.

<sup>3</sup> 'Leighton garden, Moss Vale', *The Wollondilly Press*, 27 May 1914, p 4.

<sup>4</sup> CMP 2020, Vol. 1, p 47.

<sup>5</sup> CMP, Vol 1, p 43.

<sup>6</sup> 'Moss Vale Railway Station', *The Southern Mail*, 16 August 1938, p 2.

# 5 Illustrated Fabric Analysis

## 5.1 Annotated Fabric Analysis and Site Photographs

All photographs were taken by GML on 18 April 2023, unless stated otherwise.

### 5.1.1 General Setting



Figure 5.1 View of the Booking Office building, looking south from the car park.



Figure 5.2 View of the poplars along Dalys Way, likely planted as war memorial plantings, looking north from the car park.



Figure 5.3 View of the former Post Office building, looking north from Jubilee Park.



Figure 5.4 Queen Victoria Fountain located within Jubilee Park.





Figure 5.5 The former Moss Vale hut associated with the Goods Yard currently used as interpretation.



Figure 5.6 The sandstone wall along the western side of the former Post Office building, adjacent to the footbridge.



Figure 5.7 View of the Moss Vale railway precinct, looking south from the Lackey Road footbridge.



Figure 5.8 View of the Moss Vale railway precinct from Dalys Way looking south from the commuter car park.



Figure 5.9 View of the eastern platform, looking south.



Figure 5.10 View of the eastern platform, looking north.



Figure 5.11 View of the Courtyard Garden, looking northeast.



Figure 5.12 View of the Refreshment Rooms Garden, looking south.

### 5.1.2 Alterations to Argyle Street (east) footbridge

The Argyle Street footbridge was constructed in late 1916. The fabric is comprised of the following components:

- The original and early supporting steel trestle posts and stair frame embossed with “DORMAN LONG CO LTD M’BRO’ and ‘LANARKSHIRE STEEL CO. LD SCOTLAND’;
- Addition of brick piers to the southern end of the ramp after 1930;
- Replacement steel members embossed ‘BHP 152 x 76’, dating from the 1990s, particularly seen in the stairs;
- Contemporary components from maintenance and upgrades of footbridge including repainting, addition of a new concrete deck, installation of a new handrail, safety mesh, new retaining wall, footing downside ramp, replacement of broken/rotten treads and posts and steel work repairs in the 1990s and 2004;
- Reconstructed timber rail and posts along the stairway; and
- Addition of brick piers to the southern end of the ramp after 1930.

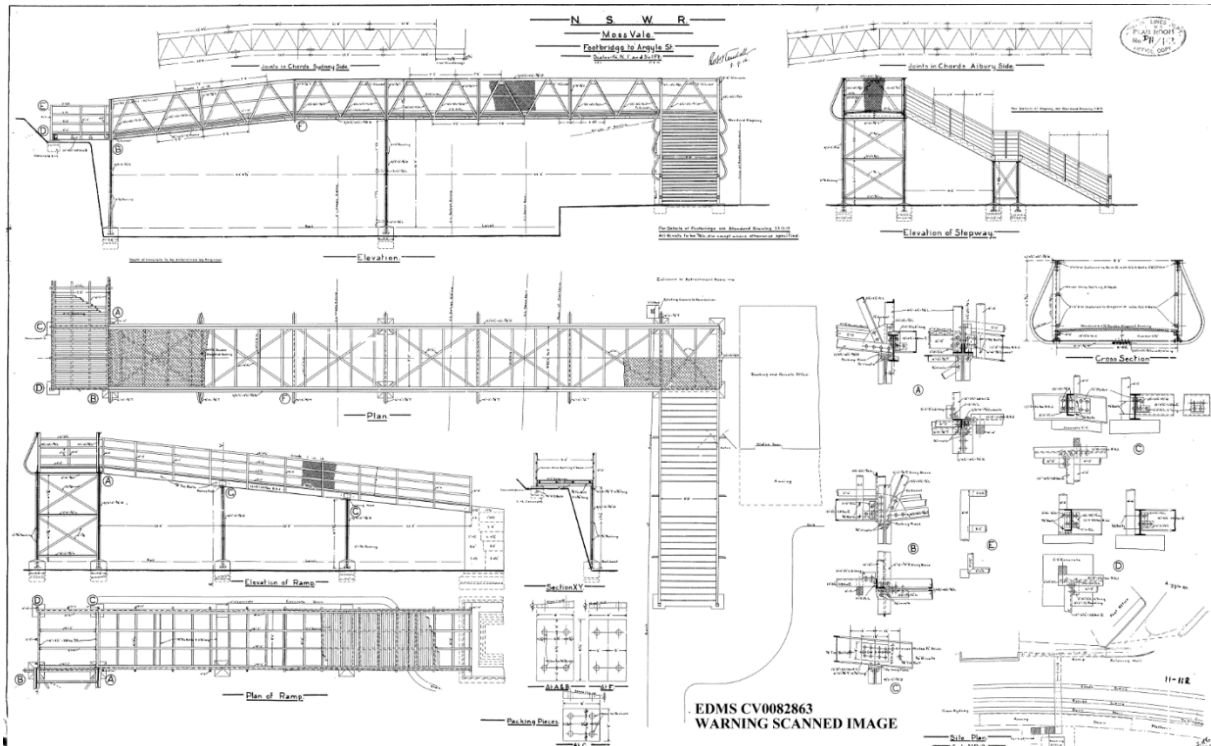


Figure 5.13 Original drawings of the Argyle Street footbridge showing the original configuration and detailing from 1915. (Source: Sydney Trains Virtual Plan Room, provided by Architectus, May 2023)

The major additions and alterations to the Argyle Street Bridge are illustrated below.

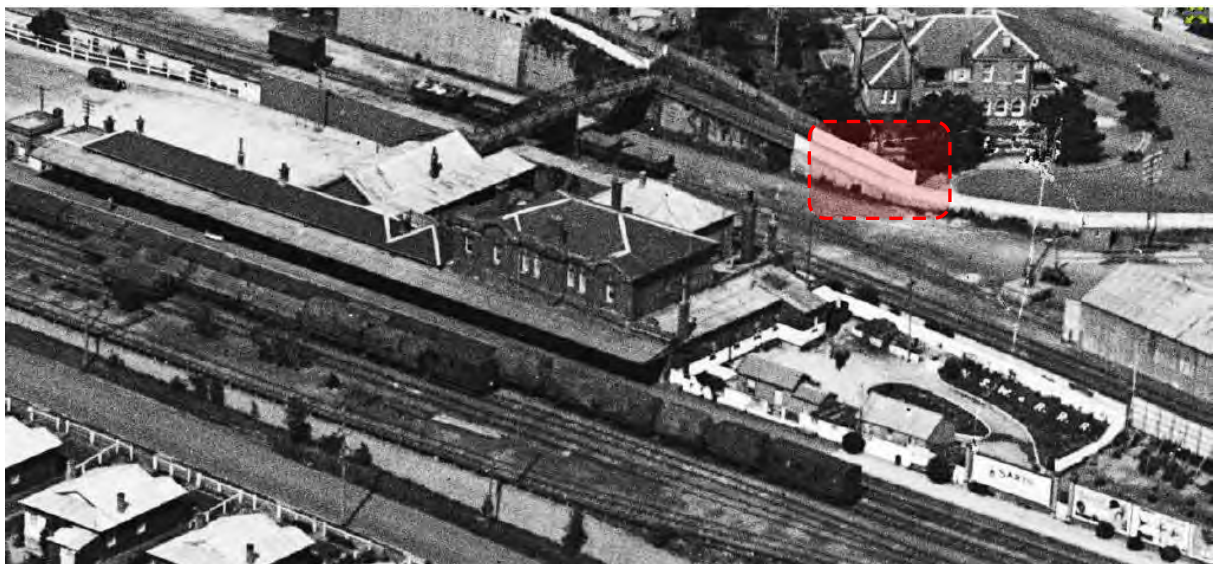


Figure 5.14 Aerial view of Moss Vale Railway Station c1930 with the Argyle Street footbridge indicated showing timber posts to the southern end of the ramp rather than the brick piers currently present. (Source: CMP 2020, annotated by GML)

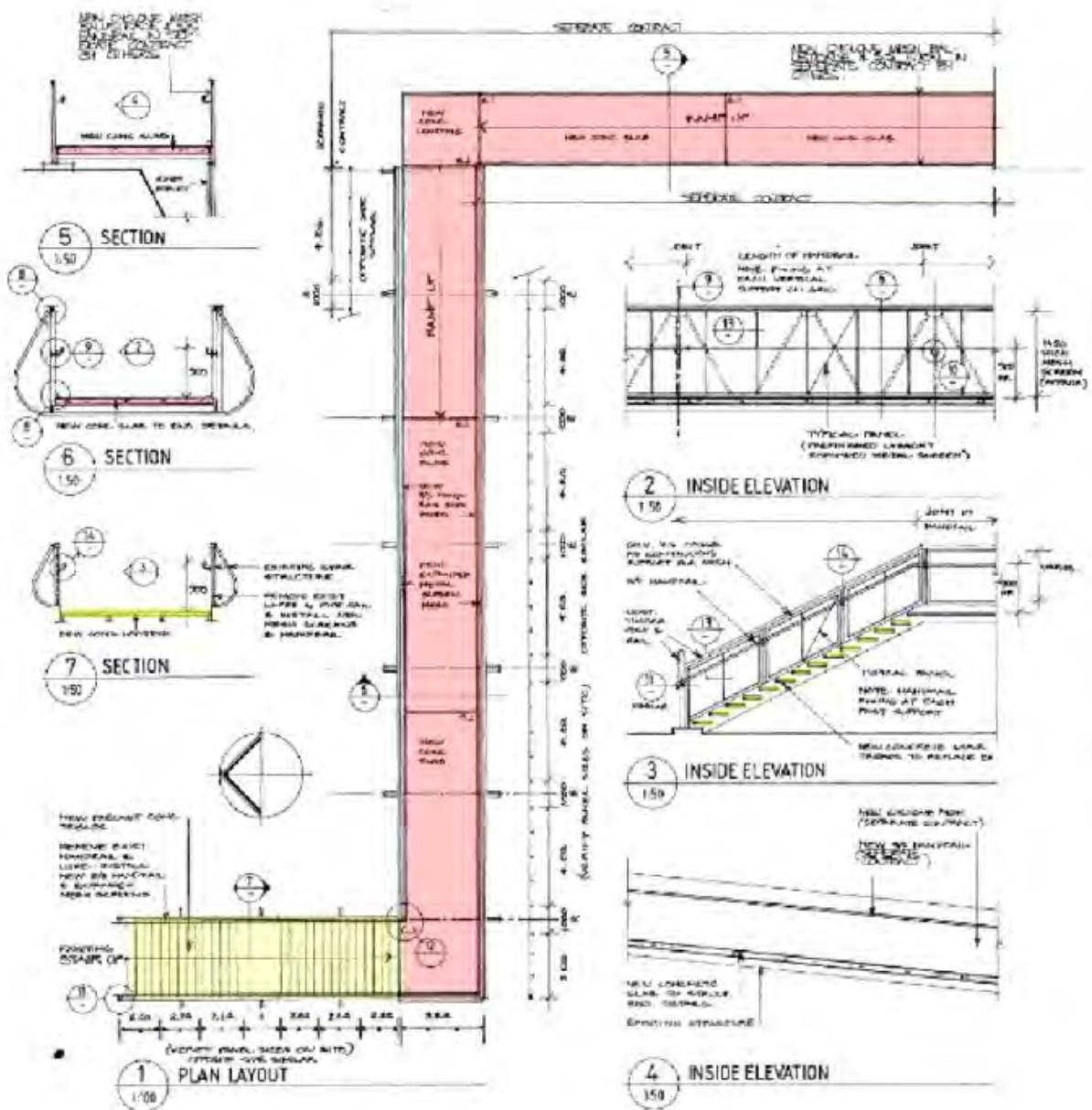


Figure 5.15 Modifications to Argyle Street footbridge in the 1990s showing the new concrete slab (red) and concrete stairs and landing (in yellow). (Source: Transport, annotated by GML)

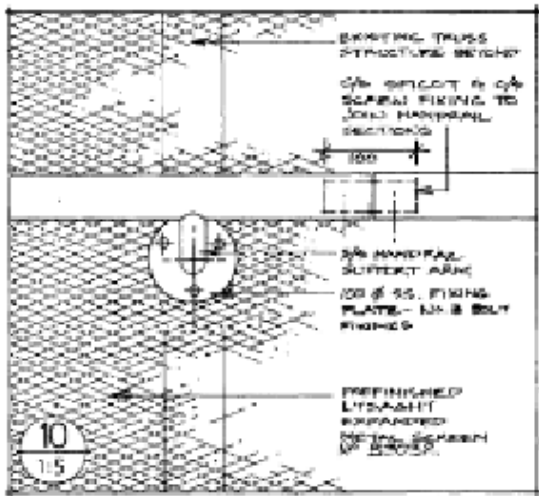


Figure 5.16 Details of the mesh screen added in the 1990s. (Source: Transport, annotated by GML)

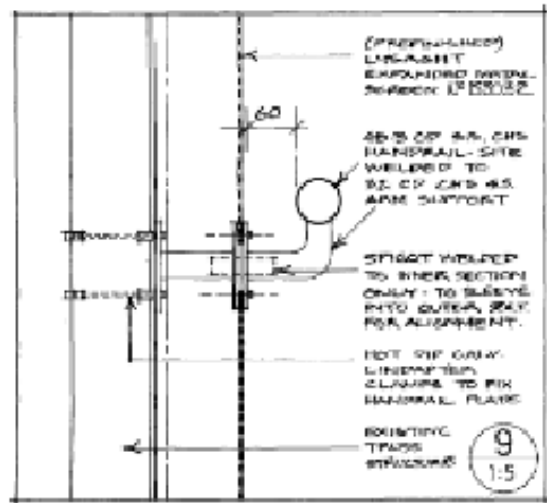


Figure 5.17 Details of the handrail added in the 1990s. (Source: Transport, annotated by GML)



Figure 5.18 Foundry names of Lanarkshire Steel and Dorman Long embossed on steel trestle posts on the original components of the footbridge. (Source: GML 2023)

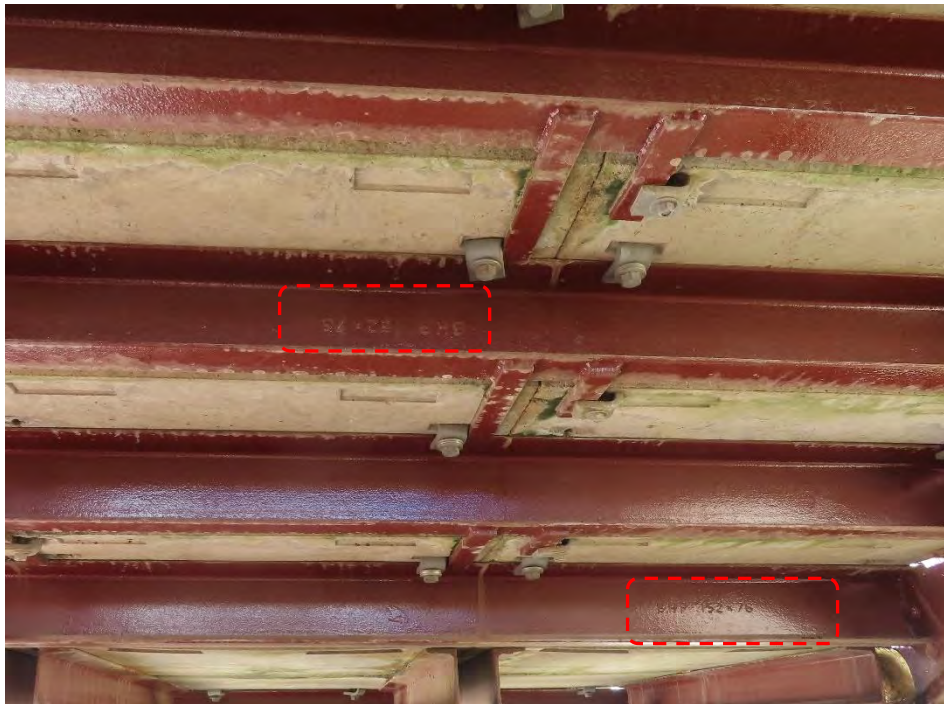


Figure 5.19 Foundry name of BHP embossed in the 1990s structural elements of the stairs. (Source: GML 2023)



Figure 5.20 Reconstructed timber posts and rail along the stairway. (Source: GML 2023)

## Relevant Site Photographs



Figure 5.21 View of the Booking Office building, looking south from the car park, with the footbridge to the left.



Figure 5.22 View of the stairway to the western side of the Argyle Street footbridge.

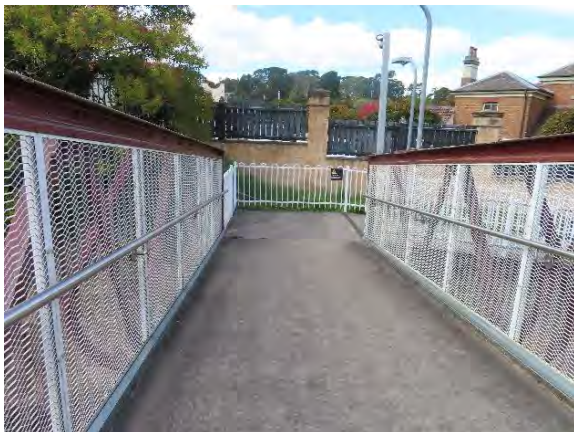


Figure 5.23 View of the Argyle Street footbridge, looking east.



Figure 5.24 View of the Argyle Street footbridge, looking west.



Figure 5.25 View of the Argyle Street footbridge and embankment, looking east.



Figure 5.26 View of the Argyle Street footbridge, looking east.



Figure 5.27 View of the Station Master's residence, the embankment and the brick retaining wall looking northeast from the footbridge.



Figure 5.28 View of the brick piers and ramp leading to the Argyle Street footbridge, looking north from Jubilee Park.

### 5.1.3 Alterations Lackey Road (west) footbridge

The Lackey Road footbridge was constructed in 1915. Little documentary or photographic evidence of the changes to the Lackey Road footbridge has been sourced. However, based on physical evidence, the existing fabric is comprised of the following components:

- Original supporting steel trestle posts and stair frame embossed with 'Dorman Long Co' and 'Lanarkshire Steel Co';
- Replacement steel members in 1990 dating from embossed 'BHP 152 x 76'; and
- Components from maintenance of footbridge including repainting, new mesh screen replace broken/rotten treads and posts, steel work repairs.



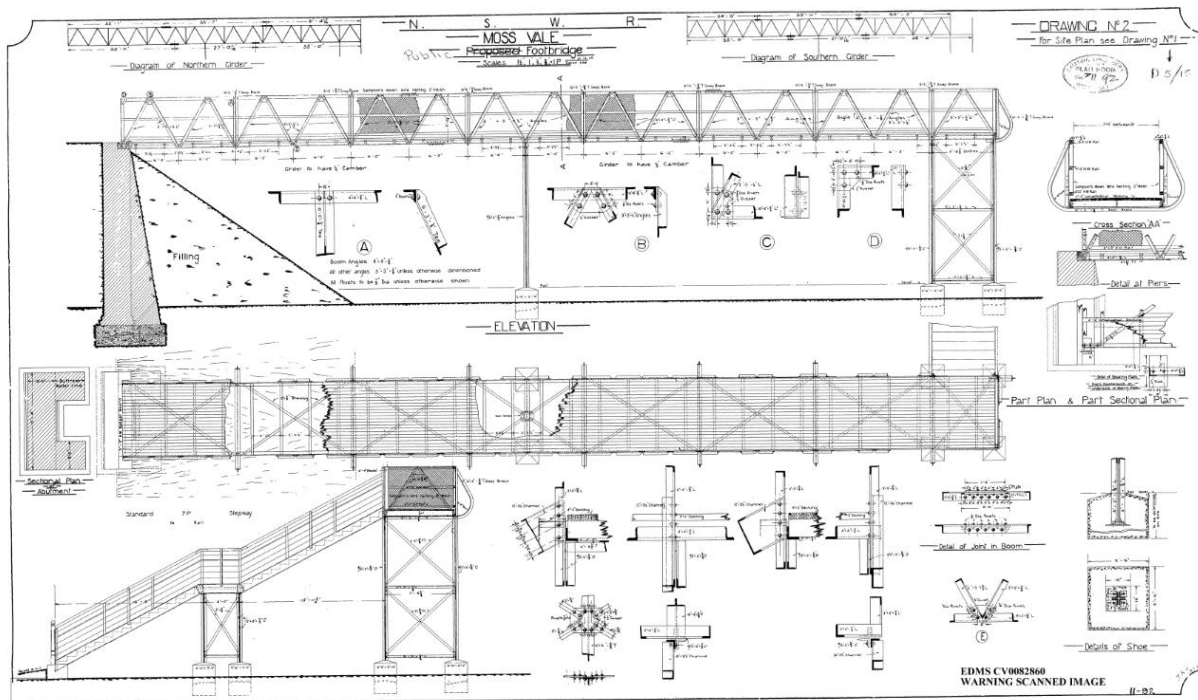


Figure 5.29 Original drawings of the Lackey Road Bridge. (Source: Transport)

## Relevant Site Photographs



Figure 5.30 View of the stairway to the footbridge along Lackey Road.



Figure 5.31 View of the footbridge along Lackey Road, looking east.

The Railway Footbridge Heritage Conservation Strategy (2016) provides a condition assessment of the Moss Vale footbridge dating from 2013. It is described as having poor condition overall, and the balustrade on the stepway is non-compliant due to the large gap between the wires. Several treads were reported to be cracked and nosings chipped. They are still sound but should be monitored. The condition assessment also noted that

the paint work is breaking down throughout this bridge . The surface of the deck is very patchy, all other defects are listed in the report of 2013.<sup>1</sup>

### 5.1.4 Alterations to Building A

The photographs of Building A were provided by Architectus.

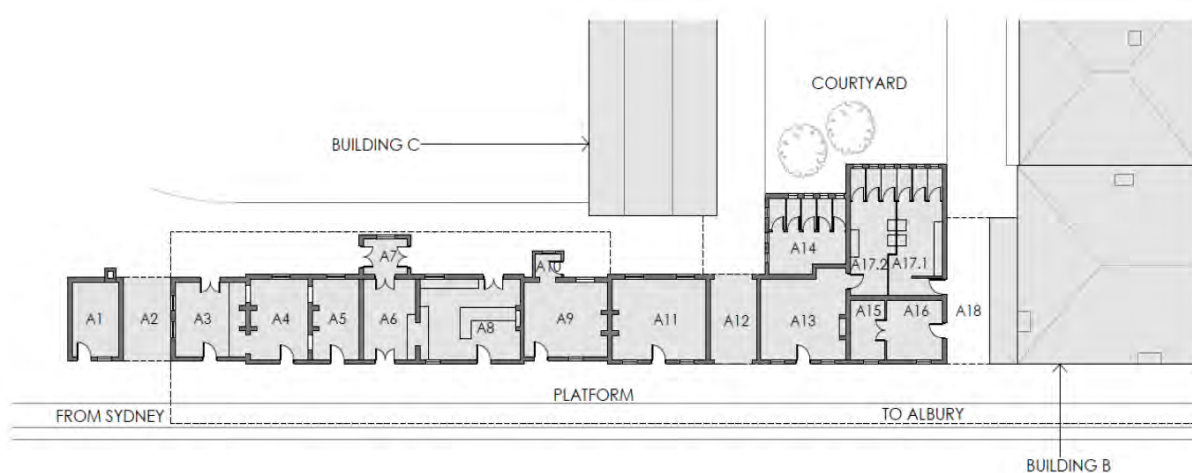


Figure 5.32 Existing plan of Building A with room numbers. (Source: CMP 2020)

### Room A1—Storeroom

A1—Storeroom	
Construction and uses	1889 addition. Originally a freestanding, detached building – used as Lamp Room, later converted as a Boiler Room to heat foot warmers for passenger carriages. Became Plant Room with boilers and condensers until 1987, then storeroom. Present use is Storeroom and Main Switchboard Room.
Original/early extant fabric	Brick and stone walls, some original rafters (others replaced), internal architrave to infilled window. Potentially original timber flooring under concrete slab.
Alterations and additions	1987 concrete floor, brick walls were white lime washed and painted in 1998, ceiling unlined and rafters exposed (some original), door architrave removed on interior and window removed and blocked up. Rear brick exhaust stack added between 1908 and c1930. Unlikely door is original (in poor condition).



Figure 5.33 East elevation of Room A1.



Figure 5.34 North elevation of Room A1.



Figure 5.35 Room A1 – Lintel of door D22.



Figure 5.36 Header of Room D22.



Figure 5.37 Room A1—Sill of door D22.



Figure 5.38 Room A1—W27 to west elevation.



Figure 5.39 Room A1 – East elevation.



Figure 5.40 Room A1 – Ceiling looking northwest.

## Room A2—Shelter Room

A2—Shelter	
Construction and uses	Originally open space between Lamp Room (A1) and platform building. Apparently roofed about 1890 (not shown on plans for 1889 alterations). Possibly used as shelter for luggage trolleys. Presently used as a store room.
Original/early extant fabric	Brick rear wall (painted), timber gable truss with decorative vertical boarded gables on western and eastern elevations. Face brick walls to three sides (shared with A1 and A3) and open on west to platform. Shared southern wall (with A3) has two double-hung timber sash windows, each with four panes and a stone (painted) lintels (dating from 1889 extension).
Alterations and additions	Cement paved floor, smooth finish. Sliding steel rail to enclose space from platform.

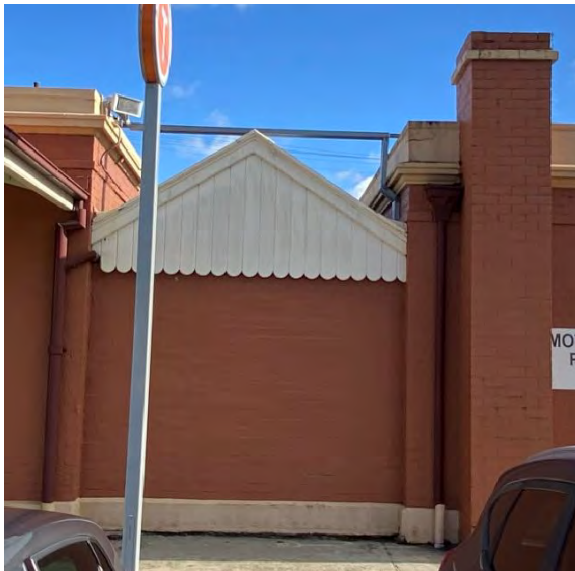


Figure 5.41 Room A2—East elevation.



Figure 5.42 Room A2 - West Elevation.



Figure 5.43 Room A2 – Aperture of grilles and roof structure.



Figure 5.44 Room A2 - South Elevation.



Figure 5.45 Room A1–Sill of door D22.



Figure 5.46 Room A1–W27 to west elevation.

## Room A3—Shelter Room

### A3—Storeroom/Cleaners Room

Construction and uses	Originally part of 1867 Porter's and Lamp Room. Extended as Parcels Office in 1889. Now used as a Cleaners/Store Room.
Original/early extant fabric	Timber floor (covered in particle board), painted brick walls and boarded edge boarded ceiling. Retains early (possibly c1915) colour scheme. Early doors and windows and associated moulded architraves.
Alterations and additions	<p>Exterior—The northern elevation originally (1867) had a door which was replaced with two windows in 1889. On the western elevation a door was installed and on the eastern elevation a single window (converting the existing two) was installed in the 1889 works. In 1908 this window was converted to a door.</p> <p>Interior—The southern wall to the west of the fireplace was opened up in the 1889 works with a door installed providing access into A4 (Station Master's Office). The other portion of the southern wall was opened at a later date after 1908. Both were infilled with timber partitions by 1987. The room was further partitioned with timber wall at its southern portion after 1988 (likely 1998). Ceiling timber panelled (c1915). Fireplace remains but chimney piece removed.</p>



Figure 5.47 Room A3—East elevation.



Figure 5.48 Room A3—North Elevation.



Figure 5.49 Room A3–North Elevation–W38 and W3.



Figure 5.50 Room A3–South Elevation–W39.



Figure 5.51 Room A3–West Elevation–D21.



Figure 5.52 Room A3–East Elevation–D21.





Figure 5.53 Room A3—West Elevation—D32.



Figure 5.54 Room A3—East Elevation—D32.



Figure 5.55 Room A3—Ceiling.

## Room A4—Shunters Room

### A4—Shunters Room

Construction and uses	Originally the 1867 Parcels Office and converted to Station Master's Office 1889. Now used as Shunter's Room.
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Original/early extant fabric	Original walls, door, fireplaces and windows remain with associated moulded architraves. Timber floors with particle board overlay.
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**A4—Shunters Room**

Alterations and additions      Openings into A3 as described above.  
 Timber boarded partitions to c1908 doorway openings on northern wall,  
 painted plaster walls and contemporary plaster ceilings. Fireplace remains but  
 chimney piece removed.



Figure 5.56 Room A4—East Elevation.



Figure 5.57 Room A4—East Elevation—W36.

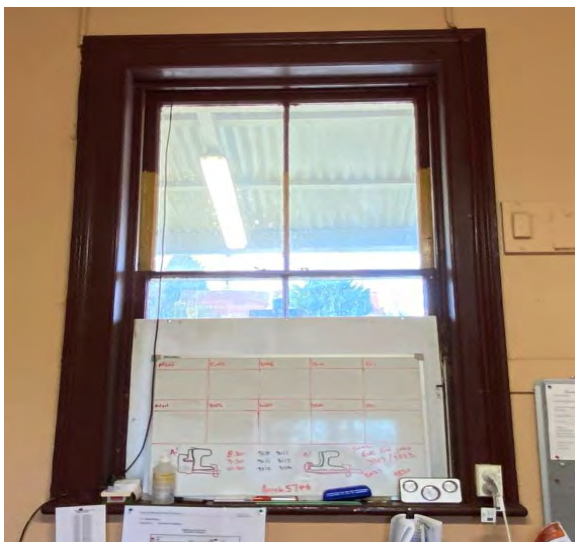


Figure 5.58 Room A4 – W36.



Figure 5.59 Room A4 –West Elevation – D20.



Figure 5.60 Room A4 – Fireplace.



Figure 5.61 Room A4 – East Wall.

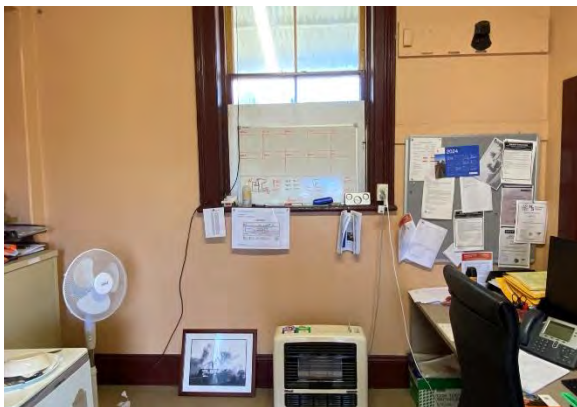


Figure 5.62 Room A4 – East Wall.



Figure 5.63 Room A4 – East Wall Upper.



Figure 5.64 Room A4 – East Wall Upper.



Figure 5.65 Room A4 – East Wall Upper.



Figure 5.66 Room A4 – East Wall Lower.

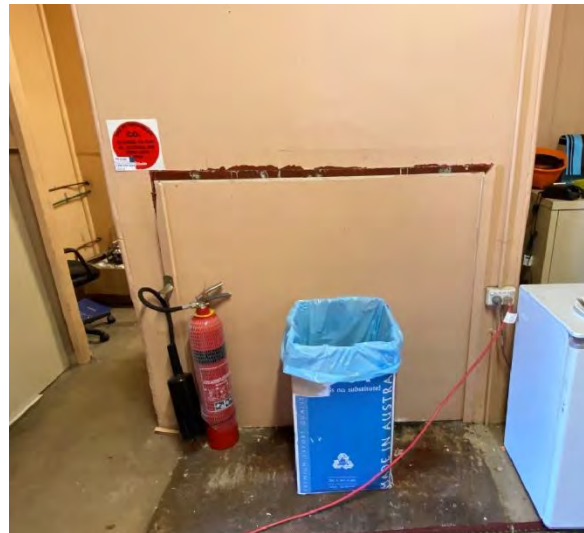


Figure 5.67 Room A4 – East Wall Lower.



Figure 5.68 Room A4 – East Wall Lower.

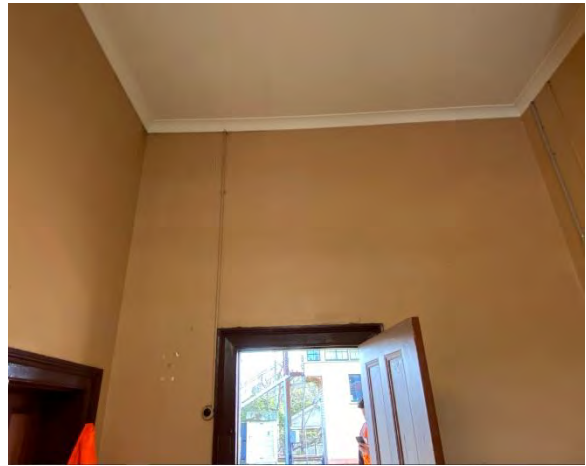


Figure 5.69 Room A4 – West Wall Upper.

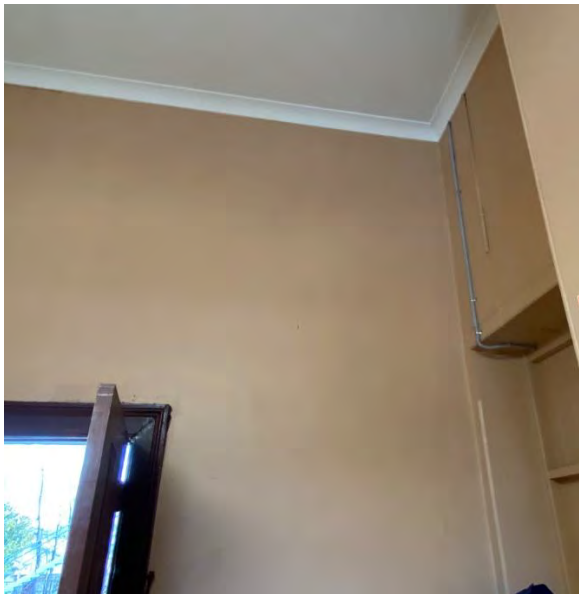


Figure 5.70 Room A4 – West Wall Upper.



Figure 5.71 Room A4 – West Wall Lower.



Figure 5.72 Room A4 – South Wall Upper.

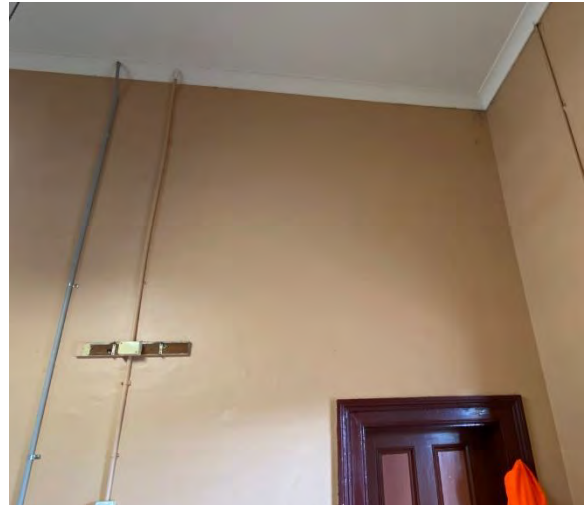


Figure 5.73 Room A4 – South Wall Upper.



Figure 5.74 Room A4 – South Wall Lower.



Figure 5.75 Room A4 – South Wall Lower.



Figure 5.76 Room A4 – Rear of fireplace – Looking west.

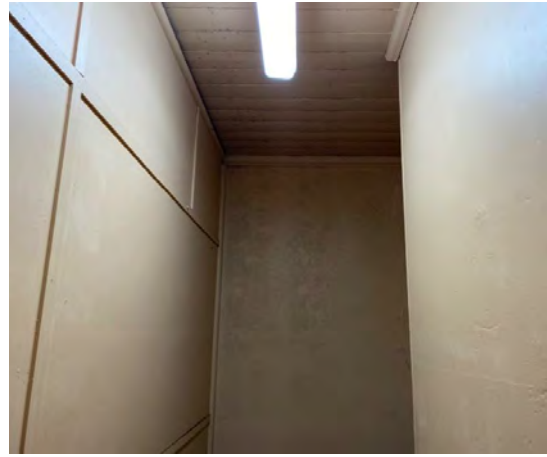


Figure 5.77 Room A4 – Rear of fireplace – Looking east.



Figure 5.78 Room A4 – Later addition infill.



Figure 5.79 Room A4 – Later addition infill.

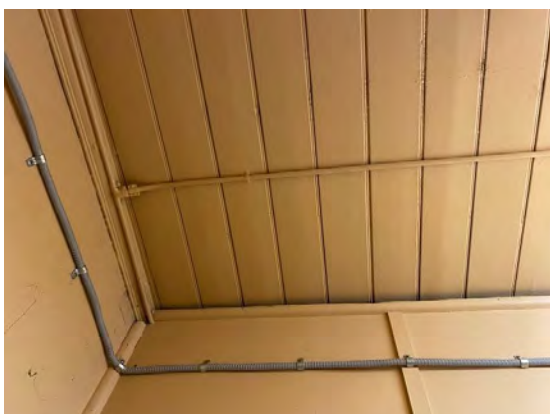


Figure 5.80 Timber paneling to ceiling runs north/south and appears to continue into room A4, with light-weight wall located between A3 and A4 assumed to be infill and a later addition.

## Room A5—Locker Room

### A5—Locker Room

Construction and uses	Originally built as 1867 Booking Office and used as such until 1915. Now used as Locker Room.
Original/early extant fabric	Brick walls, original door on western elevation (unconfirmed), original windows on eastern and northern elevation and associated moulded architraves.
Alterations and additions	Painted plaster walls and ceilings, timber floor (covered with particle board). Opening added to northern wall either side of the fireplace (eastern portion opened by 1890 and western portion opened by 1987). Timber boarded partitions to old doorways. Fireplace remains but chimney piece removed. Original ticket cupboards removed and ticket windows infilled with timber.



Figure 5.81 Room A5 – East Elevation.



Figure 5.82 Room A5 – Skirting Profile.





Figure 5.83 Room A5 – West Elevation – D19.



Figure 5.84 Room A5 – East Elevation – D19.



Figure 5.85 Room A5 – East Elevation – W35.

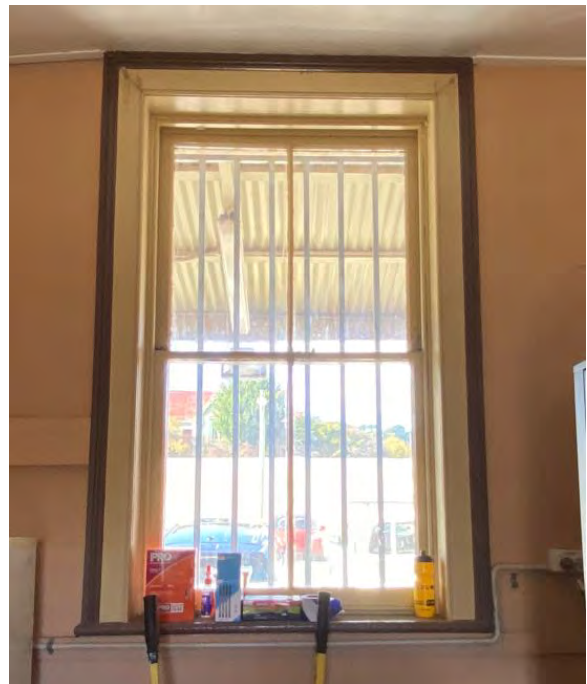


Figure 5.86 Room A5 – West Elevation – W35.



Figure 5.87 Room A5 – South Elevation.



Figure 5.88 Room A5 – North Elevation.



Figure 5.89 Room A5 – South Elevation – W34a.



Figure 5.90 Room A5 – West Elevation – W34a.

## Room A6/A7

### A6—Signing On Room

**Construction and uses** Originally part of 1867 General Waiting Room and the main public entrance into station, to purchase tickets and to access the platform. In 1889 the room was partitioned, separating the general waiting room (A8), from the ticket window and thoroughfare to platform. Now used as signing-on room.

**Original/early extant fabric** Timber floor (particle board covered), north, west and eastern walls, and doors with associated moulded architraves.

**Alterations and additions** Original ticket window on northern wall infilled.  
Partition wall at south, dividing waiting room, constructed by 1890. New hatch window formed in partition wall at south.  
Painted plaster walls and contemporary ceilings.

### A7—Porch

**Construction and uses** The 1889 main Entrance Porch, not part of the original 1867 design. Converted to Staff Locker Room when new Booking Office constructed.

**Original/early extant fabric** Western door potentially part of 1867, remaining walls, doors and window, including associated architraves, all date from 1889.

**Alterations and additions** Cement paved floor, plaster walls and later hardboard false ceiling. Broken glass pane to south transom window. Gas heater fitted.



Figure 5.91 Room A6/A7—East Elevation.



Figure 5.92 Room A6/A7—West Elevation—D29.



Figure 5.93 Room A6/A7-South Elevation - D27.



Figure 5.94 Room A6/A7-North Elevation.



Figure 5.95 Room A6/A7 - West Elevation - D28.

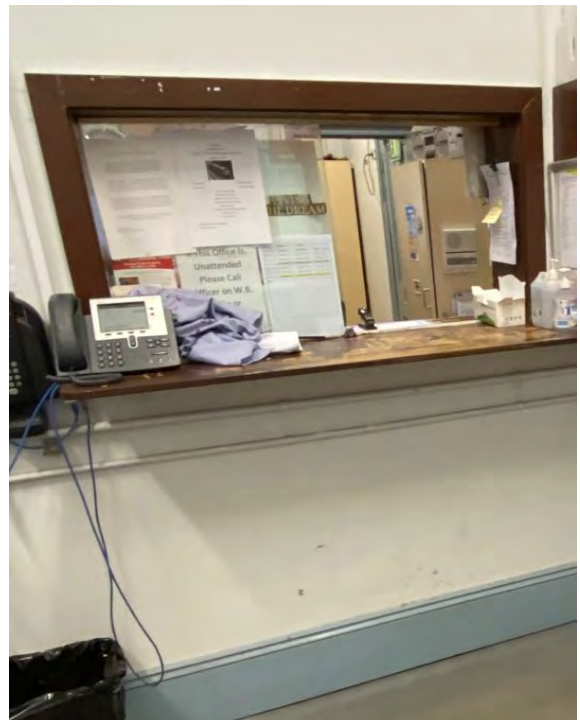


Figure 5.96 Room A6/A7-South Elevation-W37.

## Room A9—Inspector’s Office Room

### A9—Inspectors Office

Construction and uses	Originally built in 1867 as the Ladies and Gentlemen’s Toilet area. Extended and altered 1889 as the Governor’s Waiting Room. Now Inspectors Office.
Original/early extant fabric	Timber floor covered with brown linoleum. Painted plaster walls and ceiling with rose (with suspended fluorescent lighting).  Marble chimney piece and cast iron insert with painted English scenes on hearth tiles. Likely from 1889 conversion to the Governor’s Waiting Room.  Polished cedar joinery. Evidence of the walls being partly wallpapered at some time.
Alterations and additions	Later wall basin and room heater. Fireplace dates from 1867 but was likely altered in 1889 as the space was converted to Governor’s Waiting Room.



Figure 5.97 Room A9—East Elevation.

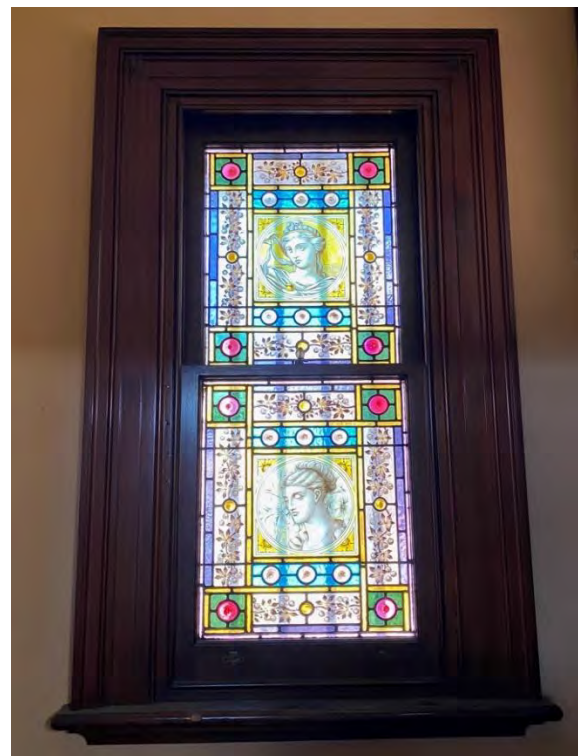


Figure 5.98 Room A9—West Elevation—W29.



Figure 5.99 Room A9–East Elevation–W29.



Figure 5.100 Room A9–East Elevation–D17.

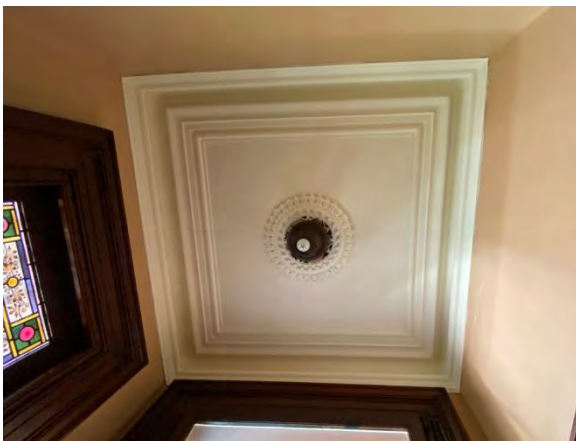


Figure 5.101 Room A9–Ceiling.

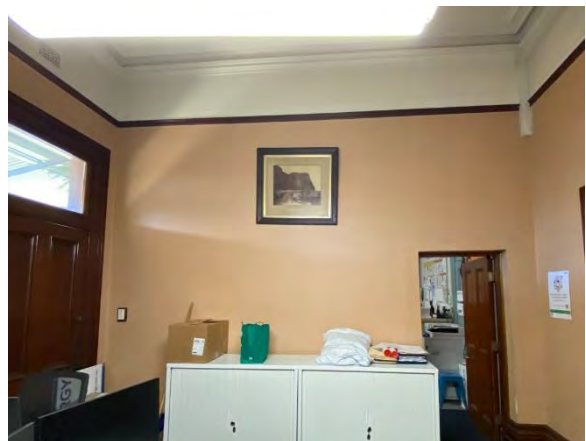


Figure 5.102 Room A9–North Wall–Upper.

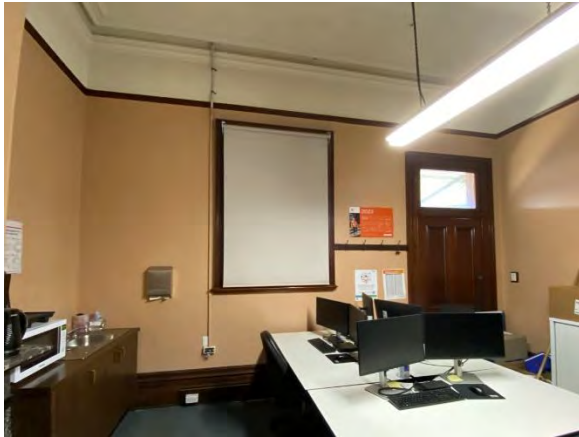


Figure 5.103 Room A9–West Wall.



Figure 5.104 Room A9–Ceiling.

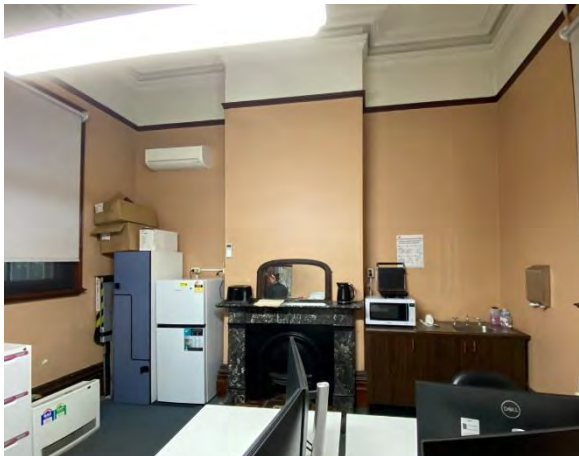


Figure 5.105 Room A9–South Wall.

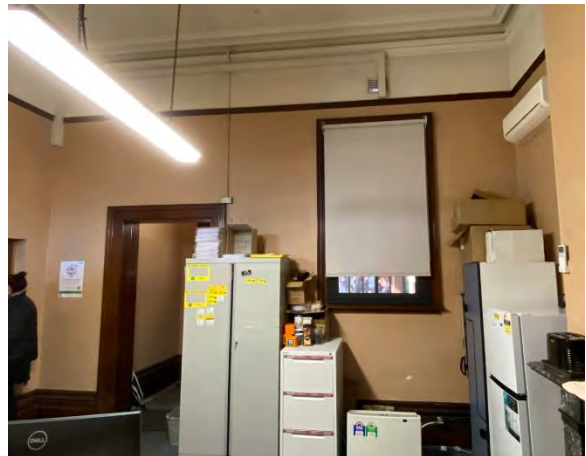


Figure 5.106 Room A9–East Wall.



Figure 5.107 Room A9–Fireplace.



Figure 5.108 Room A9–Feature tiled hearth.

## 5.1.5 Alteration to Building A (Amenities)—Rooms A13–A17.2

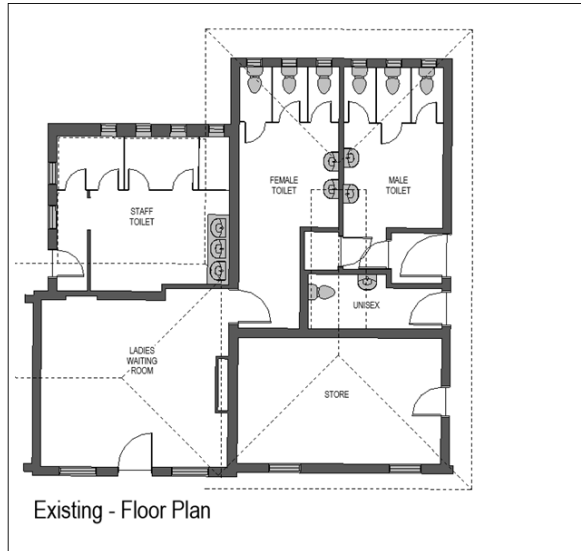
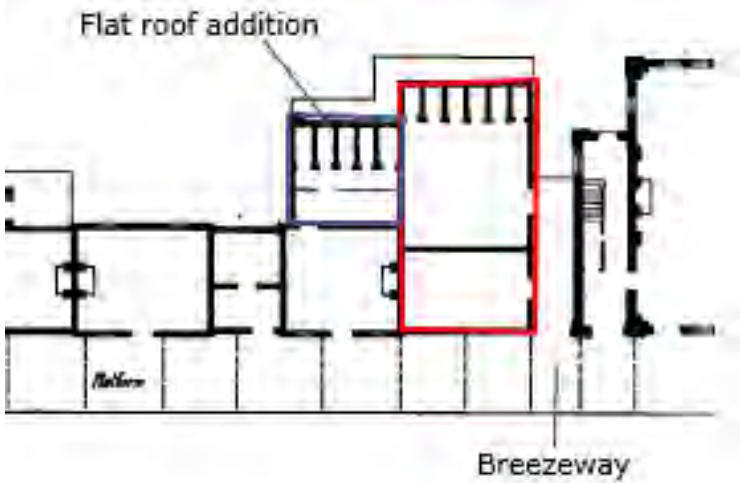

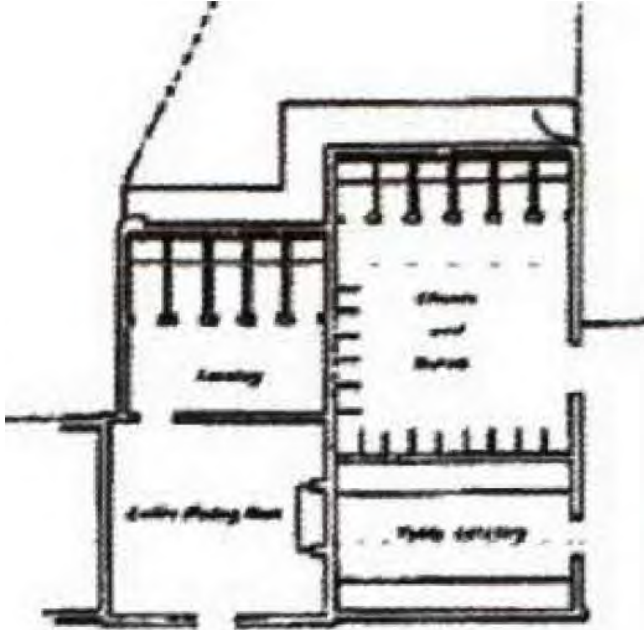


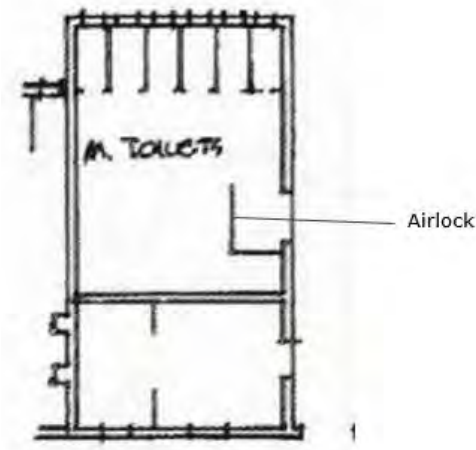
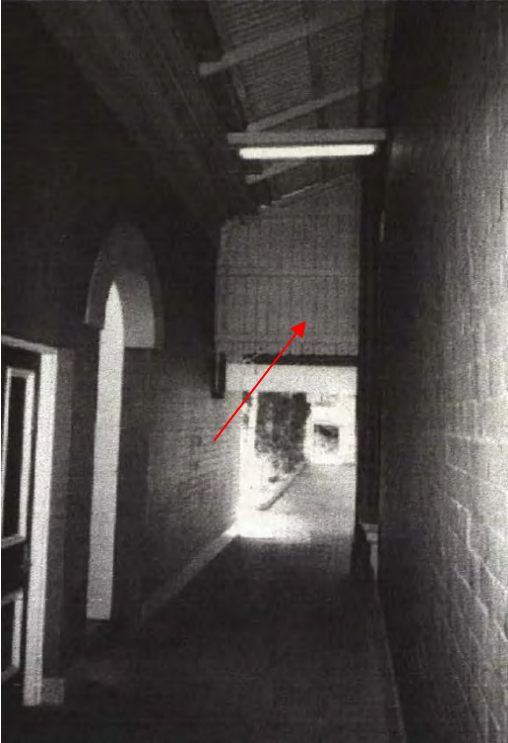
Figure 5.109 Existing floor plan of amenities (Rooms A13-A17 at the southern end of Building A).

Table 5.1 Chronology of historical development of amenities at Moss Vale Station.

Date and Details	Plan	Historical Notes
<p>1867</p> <p>The original Station built in 1867. (Peter Freeman 1998)</p>		<p>Privy (annotated in red) located to southern end of original station building.</p>
<p>1889</p> <p>Alterations and additions to the Passenger Station (Sydney Trains)</p>		<p>Ladies waiting room and lavatory added to southern end to the site of existing amenities.</p> <p>Fireplace and opening (no door) to southern wall.</p>

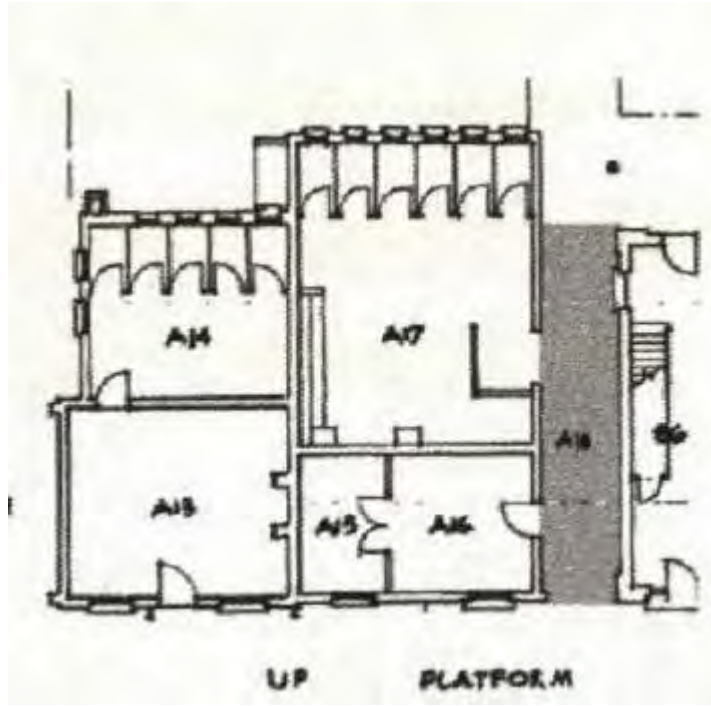


Date and Details	Plan	Historical Notes
<p>1908 As existing in 1908 (Sydney Trains)</p>	 	<p>Breezeway added to south when Refreshment Rooms were added.</p> <p>Fireplace possibly relocated when Ladies Waiting Room relocated or not built as per drawing. Corresponding chimney intact.</p> <p>New opening to southern wall (2 openings to amenities).</p>
<p>1912 (Peter Freeman 1998)</p>		<p>Similar configuration to 1908.</p> <p>Openings to southern wall.</p>

Date and Details	Plan	Historical Notes
<p>1960 (Peter Freeman 1998)</p>		<p>Presence of door to southern wall unknown.</p> <p>Screen/airlock added near Male Toilets opening.</p>
<p>1997 Photograph along breezeway (David Sheedy 1998)</p>		<p>No timber fretwork attached to the arched opening to WC.</p> <p>Existing timber fretwork was likely reused from elsewhere, possibly from the breezeway, as they comprise some traditional detailing, including stop chamfered edges.</p>

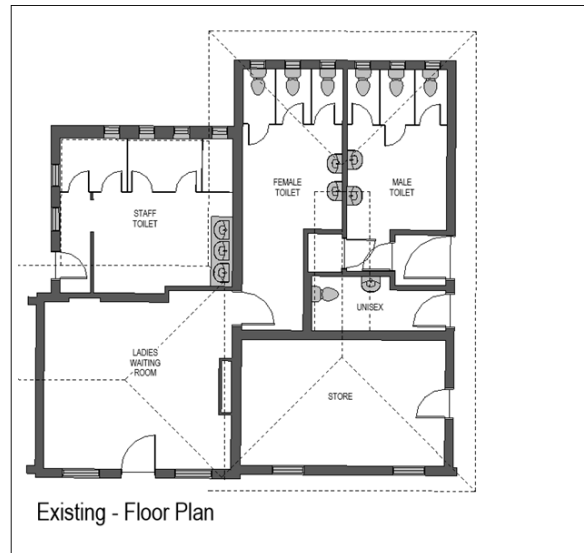
Date and Details	Plan	Historical Notes
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1998  
(David Sheedy 1998)



Further internal additions and alteration compared to 1960.

Existing



Further internal additions and alterations compared to 1998.

## Rooms A13–18—Amenities

A13	<p>Originally built 1889 as the Ladies Waiting Room and still used for this purpose.</p> <p>Timber floor, painted plaster walls and ceiling with metal ceiling rose. Later hardboard dado panelling covering rising damp damage. Chimney piece removed.</p>
A14	<p>Originally built 1889 as the Ladies Toilet Area and still used for this purpose.</p> <p>Five original toilet cubicles and doors remain. Basins and W.C. fittings appear early 20th century pattern. Toilet doors have two upper panels glazed with reeded glass. Cement floor, painted plaster walls and ceiling.</p>
A15	<p>Originally part of the 1890 Gentlemen's Lavatory addition. Now partitioned off for storage.</p> <p>Cement paved floor, tiled wall to dado height, painted plaster wall and ceiling.</p>
A16	<p>Originally part of the 1890 Gentlemen's Lavatory addition. Until recently used as Per Way Office and now Store Room.</p> <p>Timber partition to other storage space, cement paved floor, painted plaster walls and ceiling.</p>
A17	<p>Originally built as the 1890 Gentlemen's Toilet Area and still used for this purpose.</p> <p>Cement paved floor, painted plaster walls and painted timber boarded ceiling vaulted to vented clerestory lantern roof light. Original timber toilet partitions and doors. New WC fittings, stainless steel basins and urinal. Original timber screen entrance partition.</p>
A18	<p>Passageway built when 1890 Refreshment Rooms building erected.</p> <p>Face brick wall to north, painted brick wall to south, roof unlined partly corrugated steel and green acrylic, cement paved floor.</p>



Figure 5.110 Breezeway between Building A.



Figure 5.111 Room A15/16–D40.



Figure 5.112 Room A13-D15—Outside face.

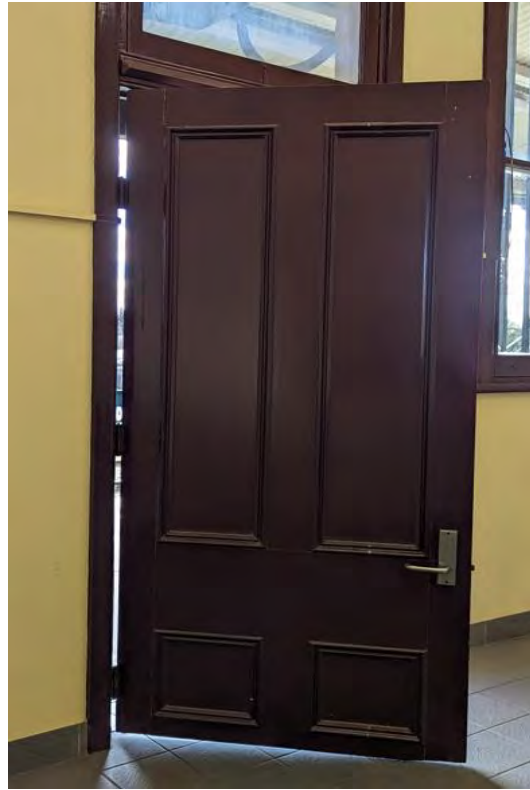


Figure 5.113 Room A13-D15—Inside Face.



Figure 5.114 Room A13-D23—Outside Face.



Figure 5.115 Room A18—North Elevation—D14.



Figure 5.116 Room A18-North Elevation-Door Head.

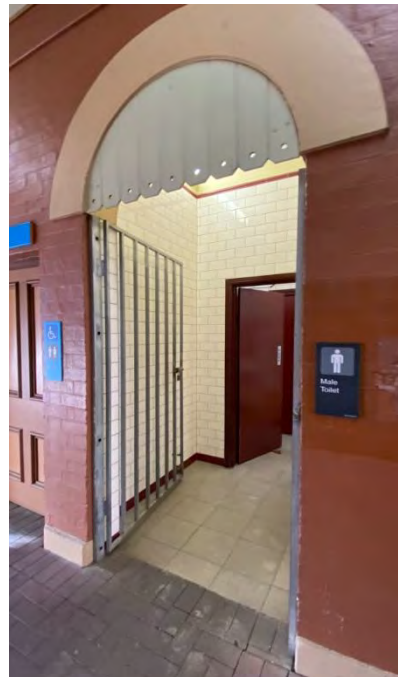


Figure 5.117 Room A17-North Elevation-D13.



Figure 5.118 Room A17-North Elevation-D13.



Figure 5.119 Room A17-D13-Rendered Arch and timber fretwork.



Figure 5.120 Room A17-D13-Timber fretwork.

## 5.2 Endnotes

<sup>1</sup> Railway Footbridge Heritage Conservation Strategy, 2016, Appendix.

## 6 Comparative Analysis

### 6.1 General Comparison

The CMP notes that the following stations are comparable to Moss Vale railway precinct:

- Penrith Railway Station;
- Werris Creek Railway Station Precinct;
- Mittagong Railway Station;
- Albury Railway Precinct;
- Dubbo Railway Station and yard group;
- Wagga Wagga Railway Station and yard group; and
- Junee Railway Precinct;

The CMP's comparative analysis concluded that Moss Vale railway precinct is a fine, intact and representative example of the mid- to late Victorian period of railway expansion in New South Wales, 'with some important, rare and even unique features'.<sup>1</sup> The conclusion notes that little detailed information was available on the gardens associated with Moss Vale and the above stations.

This Heritage Design Report concurs with the conclusions of the CMP's comparative analysis and adds the following targeted comparative analysis—with a focus on footbridges, lifts and gardens of state-listed railway stations—as a supplement.

### 6.2 Stations with Garden Settings

The following stations with significant gardens considered comparable to Moss Vale Railway Station are:

- Mittagong Railway Station;
- Wahroonga Railway Station;
- Killara Railway Station;
- Beecroft Railway Station; and
- Petersham Railway Station.

The following brief supplementary comparative analysis, which focuses on lifts and gardens, provides the name of the item, its SHR or LEP listing, and the provided Statement of Significance (relevant sections in bold).



## Mittagong Railway Station and Yard Group



(Source: Degnan, <<https://degnan.com.au/mittagong-station-upgrade/#>>)

Listing: SHR 01195

Relevant features: Steel footbridges with steel framed lift shaft comprising concrete base and glazing above landing; completed in 2020 (TAP upgrade)

Statement of Significance:

Mittagong is an important early site with significant railway buildings. The location of the station near the centre of the town gives it a civic importance. Of particular interest is the refreshment room which was used only for a short period until replaced by the refreshment room at Moss Vale because the Governor who alighted at Moss Vale for his country residence did not want to be kept waiting at Mittagong while refreshments were taken. The station complex in particular is of high significance with an early railway building (1867) surviving in the group.<sup>2</sup>

## Wahroonga Railway Station Group



(Source: GML, 2023)

Listing: SHR 01280

Relevant features: Lifts completed in 2023—lift shaft uses brick construction to base and glazing at grade level (TAP upgrade), and well-established station gardens

Statement of Significance:

Wahroonga Railway Station has heritage significance at a state level because it is one of the best preserved and most attractive island platform and station buildings in Metropolitan Sydney. The station and its surroundings are a superb example of standard early 1900s Sydney suburban railway station architecture and design, set among expansive gardens. Both the station building and its setting make a substantial contribution to the character of the North Shore line, with its homogenous, early twentieth century railway architecture and landscaped settings. Wahroonga Station Group is perhaps the best example on the line due to its integrity and intactness. The station itself retains a high degree of its original spatial integrity, with the relationships between the station building, platform, stairs and footbridge remaining intact.

The impressive gardens associated with the station are historically important as they have been maintained for over 100 years by both local residents and council and represent a continuity of gardening activity at a railway station that is extremely rare in the Sydney Metropolitan network. The gardens represent a sense of corporate pride in the expansion of the railway and the modernisation of passenger transport it afforded in the late nineteenth century and community pride as the winner of numerous garden competitions. The gardens help to maintain the historic setting of the station and evoke a former era of rail travel.

The warren truss footbridge was identified as an item of exceptional heritage significance **in the 2016 'Railway Footbridges Heritage Conservation Strategy'**. It is also one of the few steel riveted warren truss footbridges remaining under the management of Sydney Trains. It is the only known example on a skew trestle. It makes a strong contribution to the State significant Wahroonga Railway Station precinct.

The station footbridge was identified as an item of high heritage significance in the 2016 'Railway Footbridges Heritage Conservation Strategy'. The station footbridge and stair are in reasonably intact condition and make a contribution to the State significant Wahroonga Railway Station precinct. The station itself retains a high degree of its original spatial integrity, with the relationships between the station building, platform, stairs and footbridge remaining intact.<sup>3</sup>

## Killara Railway Station Group



(Source: NSW Rail.net, <<https://www.nswrail.net/locations/show.php?name=NSW:Killara>>)

Listing: Ku-ring-gai LEP 2015, I1106

Relevant features: Lifts currently under construction (TAP upgrade), steel footbridges, gardens and landscaping

Statement of Significance:

Killara Railway Station has heritage significance at a local level. It is a typical suburban station with associated ornamental gardens, and one of the few stations in the region where there has been relatively little change to the appearance of the overall setting. It is one of a number of stations that demonstrate the significant impact of the railway in facilitating settlement in the northern suburbs of Sydney and is an important station on the first purely suburban line in NSW. The station has local significance in terms of its

association with the formerly prestigious Railway Stations Gardens Competition. It is one of the most important and intact railway gardens in the region. The grouping of the station building, platform and footbridge in their landscape setting, contribute to the characteristic nature of the North Shore line, with its homogenous early twentieth century station designs and garden settings. The replacement of the original roof form of the station building with a poorly designed substitute structure detracts from the overall setting and significance.<sup>4</sup>

## Beecroft Railway Station and Gardens



(Source: TfNSW, <<https://www.transport.nsw.gov.au/projects/current-projects/beecroft-station-upgrade>>)

Listing: Hornsby LEP 2013, I142

Relevant Features: Gardens, lift completed in 2022 (TAP upgrade)

Statement of Significance:

Two late Victorian railway buildings. Typical examples of Sydney railway buildings of the period. Social and historical significance as a record of the development of the area which paralleled the opening of the railway in 1886.<sup>5</sup>

## Petersham Railway Station



(Source: GML, 2021)

Listing: SHR 01223

Relevant features: Significant footbridge with lifts incorporated (2021 TAP upgrade)

Statement of Significance:

Petersham Railway Station has State significance as the station with its group of largely intact, original structures dating from the 1880s establishment of the station through to the 1891 quadruplication and the 1927 sextuplication of the line, is able to demonstrate the growth and expansion of the railways in the late 19th and early 20th century. The building serves to mark the alignment of the first railway in NSW, that being the 1855 Sydney to Parramatta line;

The 1880s former station building is the largest and most elaborate 19th century station building constructed for the Sydney suburban rail system and is the only major 'First Class' station building known to have been built in Sydney in the 19th century and is therefore unique in the history of the NSW Government Railways. It is a fine example of a late Victorian Italianate station dating from 1885, and although compromised by later alterations and additions is substantially intact and capable of restoration. The building is unusual and of significance by being reached from the street by a grand stair in the classical manner and having a landscaped forecourt to a suburban street and forms a major part of an important historic railway precinct including the bridge and signal box

and is a significant landmark in this part of Petersham, which retains much of its 19th century built street character. The station is one of a select number of similar buildings designed by the office of the Engineer for the Existing Lines Branch, George Cowdery, with the 1883 iron pedestrian bridge and steps also designed by Cowdery.<sup>6</sup>

## 6.3 Stations with Steel Warren Truss Footbridges

The Railway Footbridges Heritage Conservation Strategy by NSW Government Architect's Office Heritage Group, dated August 2016, notes that steel Warren truss railway footbridges are becoming increasingly rare. Extant examples include:

- Blaxland, 1902;
- Branxton, c1915;
- Fairfield, 1918;
- Goldburn, 1894;
- Mittagong, 1920;
- Moss Vale, 1915 x 2;
- Mount Victoria, 1911;
- Rosehill, 1929;
- Wahroonga, 1909.

Among the above, Moss Vale Station is the only **extant** example **where** footbridges **were constructed as a pair**.

### Discussion

The above railway stations are comparable to Moss Vale Railway Station Precinct, sharing a variety of similar elements and connections such as award-winning station gardens and **significant steel or iron footbridges**. **The CMP's conclusion of some of these railway stations and several others concludes that the Moss Vale Railway Station Precinct 'can be seen as a fine, intact, representative example of mid to late Victorian period of railway expansion in NSW, with some important rare and even unique features', demonstrating** historical associations such as platform buildings designed by John Whitton, various phases of development such as line duplication, extension and additional buildings, footbridges, and its general overall intactness, among others.

All the above provide examples of how railway stations have been adapted over time to suit changing uses and needs.

## Lifts

All the stations above, besides Beecroft Railway Station, have significant footbridges which have been (or currently have works underway) to incorporate lifts to provide equitable access to platforms.

Petersham Railway Station has two lifts which are incorporated into the footbridge. The base of the lift shaft (from the ground to footbridge level) is exposed concrete and the upper portion, which encases the lift entry onto the footbridge level and lift overrun, is a dark painted steel structure with glazing. The effect here, in a prominent area, is to reduce the visual impact of the lift structure with recessive colours and materials. At Wahroonga Railway Station the platform level (lower) of the lift shaft is encased in walls of unpainted brick in Flemish bond, while the upper (footbridge level) is a mix of Flemish bond brick, dark painted steel frame with glass panes, and stainless steel cladding. The effect here is a mix of blending into the existing Flemish bond brickwork of the station and adding recessive materiality and colours where needed.

## Gardens

**The CMP's comparative analysis conclusion notes that 'there is little detailed information to date on the gardens associated with the stations comparable in date or style with Moss Vale Railway Station Precinct, however the garden at Moss Vale may have been developed to enhance the vice-regal use of the station buildings and it is thought to be the only example of a NSW railway station with a courtyard garden'. As outlined in the targeted historical research, the formation of the Courtyard Garden was incidental and associated with the duplication works rather than the vice-regal spaces. The above supplementary comparative analysis helps to show that other railway stations have historically had significant and award-winning gardens which have been maintained in some instances.**

Killara Station is noted for its prize-winning gardens which are a significant part of the **item's** setting and heritage significance. Planted out in 1905, the Killara Railway Station gardens, had a traditional Edwardian character and photographic documentation shows the structured layout and species of the garden. Where TAP upgrade works at Killara required some encroachment into the station gardens, replacement plantings were selected for the extended garden areas and within new landscaped areas which were historically consistent with the character of plantings within the cultural landscape at the award-winning Killara Station gardens. This approach minimised impacts into existing garden space where possible and enhanced remaining areas with sympathetic and consistent cultural plantings where they were absent.

The proposed lifts at Moss Vale Railway Station (one of which encroaches into the Courtyard Garden) is a comparable design constraint encountered at the above stations, seen at Killara in particular.

The design response at Moss Vale should follow the successes of the design responses to introducing lifts into significant footbridges and gardens seen in the TAP upgrade projects compared above. This could incorporate a historically informed landscape design, choice of sympathetic and/or recessive materials and colours and an overall minimal impact on the heritage significance of the station, its footbridges, gardens and other significant elements.

## 6.4 Endnotes

- <sup>1</sup> CMP, 2020, Section 5.4 – Railway Precinct Comparative Analysis Conclusions
- <sup>2</sup> SHI entry for Mittagong Railway Station and Yard Group,  
<<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5012107>>
- <sup>3</sup> SHI entry for Wahroonga Railway Station Group,  
<<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801002>>
- <sup>4</sup> SHI entry for Killara Railway Station Group,  
<<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801066>>
- <sup>5</sup> SHI entry for Beecroft Railway Station and Gardens,  
<<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=1780167>>
- <sup>6</sup> SHI entry for Petersham Railway Station Group  
<<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4801094>>



## 7 Gradings of Significance Diagrams

The gradings of significance of significance for this report align with the NSW Heritage Office publication ‘Assessing Heritage Significance’ (2023) and the additional guidelines provided in the CMP 2020. The following has been derived from the CMP:

Grading	Description of Grading	Status
Exceptional	<p>Rare or outstanding element directly <b>contributing to an item’s (the site’s) local</b> and state significance.</p> <p>Usually high degree of undisturbed fabric or attributes that embody heritage significance. Loss or alteration, or incompatible works to it or in its vicinity would greatly diminish its heritage value. Has a high degree of interpretability</p>	<p>Fulfils criteria for local or state listing.</p> <p>Elements and fabric that embody/demonstrate significance values must be preserved. Preserve, restore, reconstruct in accordance with the Burra Charter. If adaptation is necessary for the continued use of the item, minimise changes, do not remove or obscure significant fabric. Design changes so they are reversible.</p>
High	<p>High degree of original or early fabric. <b>Demonstrates a key element of the items’ (site’s) significance. Alterations do not</b> detract from significance. Can be easily interpreted and understood providing information about the changing patterns of use of the place.</p> <p>Existing disturbance and evidence of change does not detract from its individual or contributory significance. Loss or unsympathetic further disturbance or change of it or in its vicinity would diminish significance.</p>	<p>Fulfils criteria for local or state listing.</p> <p>Elements and fabric that embody/demonstrate significance values should be preserved. Preserve, restore, reconstruct in accordance with the Burra Charter. If adaptation is necessary for the continued use of the item, minimise changes, do not remove or obscure significant fabric. Design changes so they are reversible. In this case the condition of some of the elements will affect the feasibility of conserving them.</p>
Moderate	<p>Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item (site). The elements are capable of being interpreted.</p> <p>Loss or unsympathetic further disturbance or change is likely to diminish heritage significance.</p>	<p>Fulfils criteria for local or state listing.</p> <p>Aim to retain most of the significant fabric. Conservation of the overall form and configuration is desirable. Some of these items are already substantially altered and can accommodate further major changes. Compatible new construction can be added and fabric may be removed in part as necessary to accommodate new uses. If adaptation is necessary, more changes can be made than would be possible for fabric of state significance, but the same principles apply. Wherever possible, additions should be designed to be reversible. Retention may depend on issues</p>

Grading	Description of Grading	Status
Little	<p>Alterations may detract from significance and may be difficult to interpret.</p> <p>Loss or unsympathetic disturbance may diminish individual heritage significance but would not diminish the overall significance of the place.</p> <p>Includes modifications where, although they indicate the changes in use over time, the actual fabric is not significant.</p>	<p>other than heritage value, such as financial viability.</p> <p>Does not fulfil criteria for local or state listing.</p> <p>Fabric of little significance may be retained, modified or removed as required for the future use of the place, provided that its removal causes no damage to more significant fabric. In the case where the fabric is neutral and the configuration is significant, the fabric should be retained until replacement is required.</p>
Intrusive	<p>Elements that, in their present form, <b>damage the item’s heritage significance.</b> This category includes visually intrusive fabric, which obscures the reading of the significant uses and periods of development.</p>	<p>Does not fulfil criteria for local or state listing.</p> <p>Remove or alter intrusive fabric to reduce the adverse impact when the opportunity arises, whilst minimising damage to adjacent fabric of significance.</p>

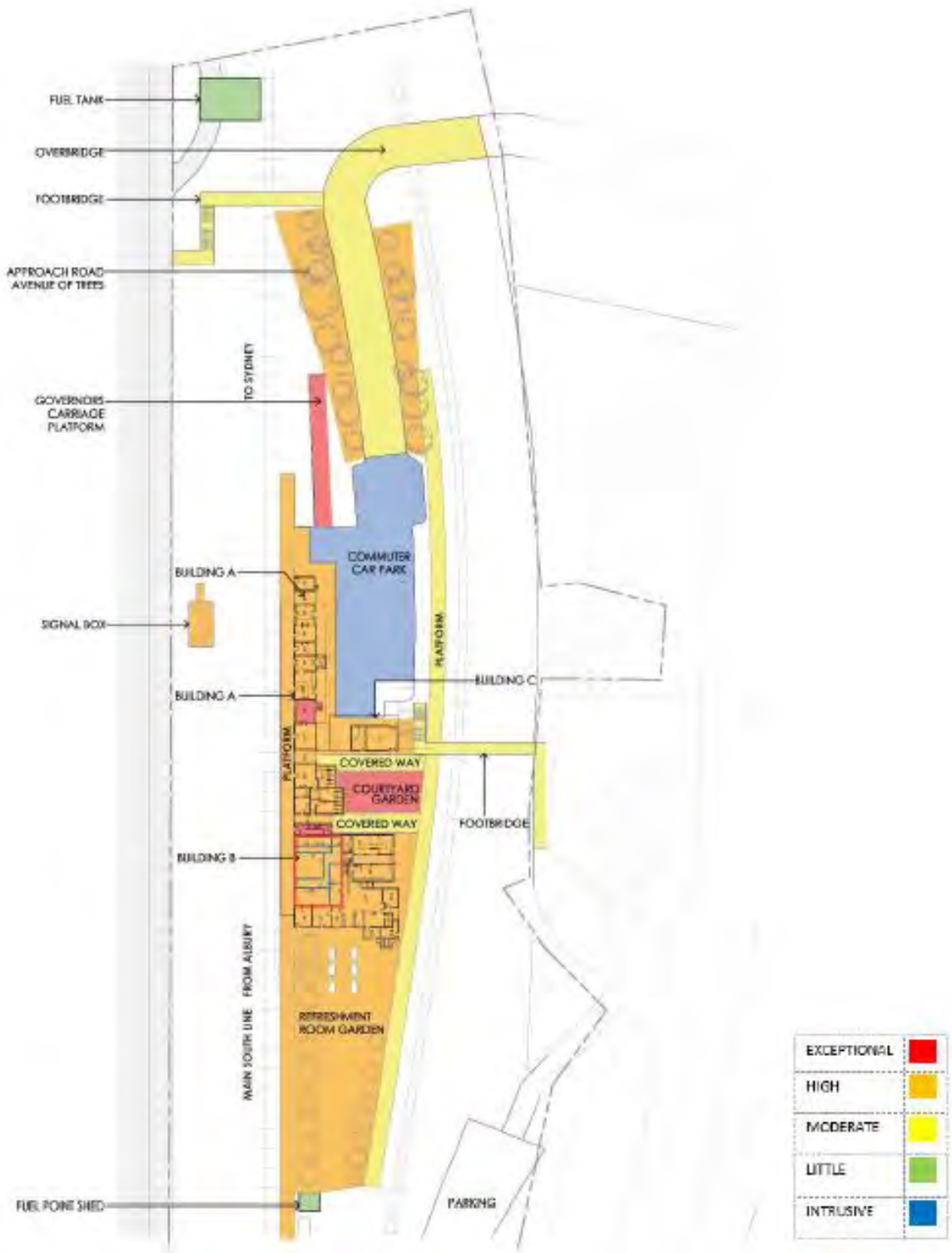


Figure 7.1 Overall significance of key items and spaces within Moss Vale railway precinct. (Source: CMP 2020)

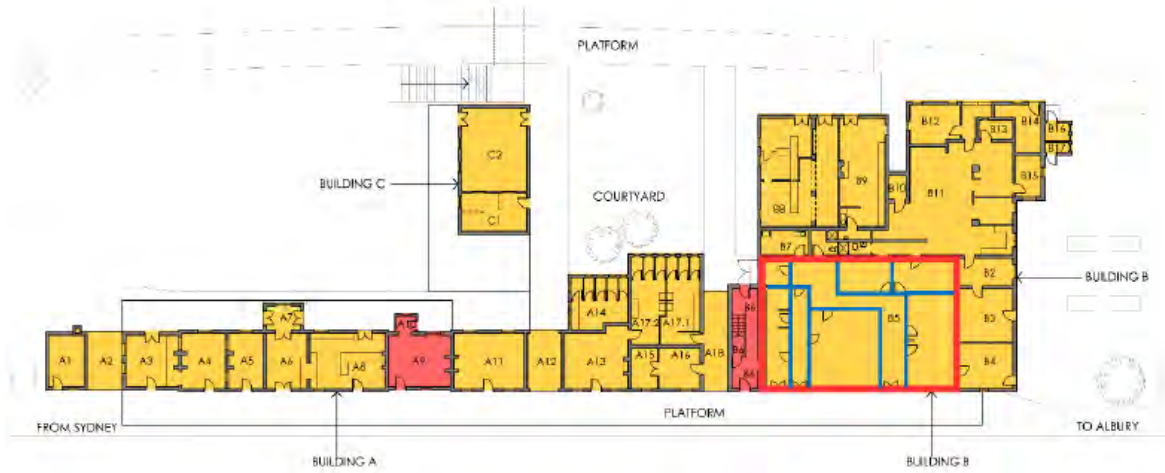
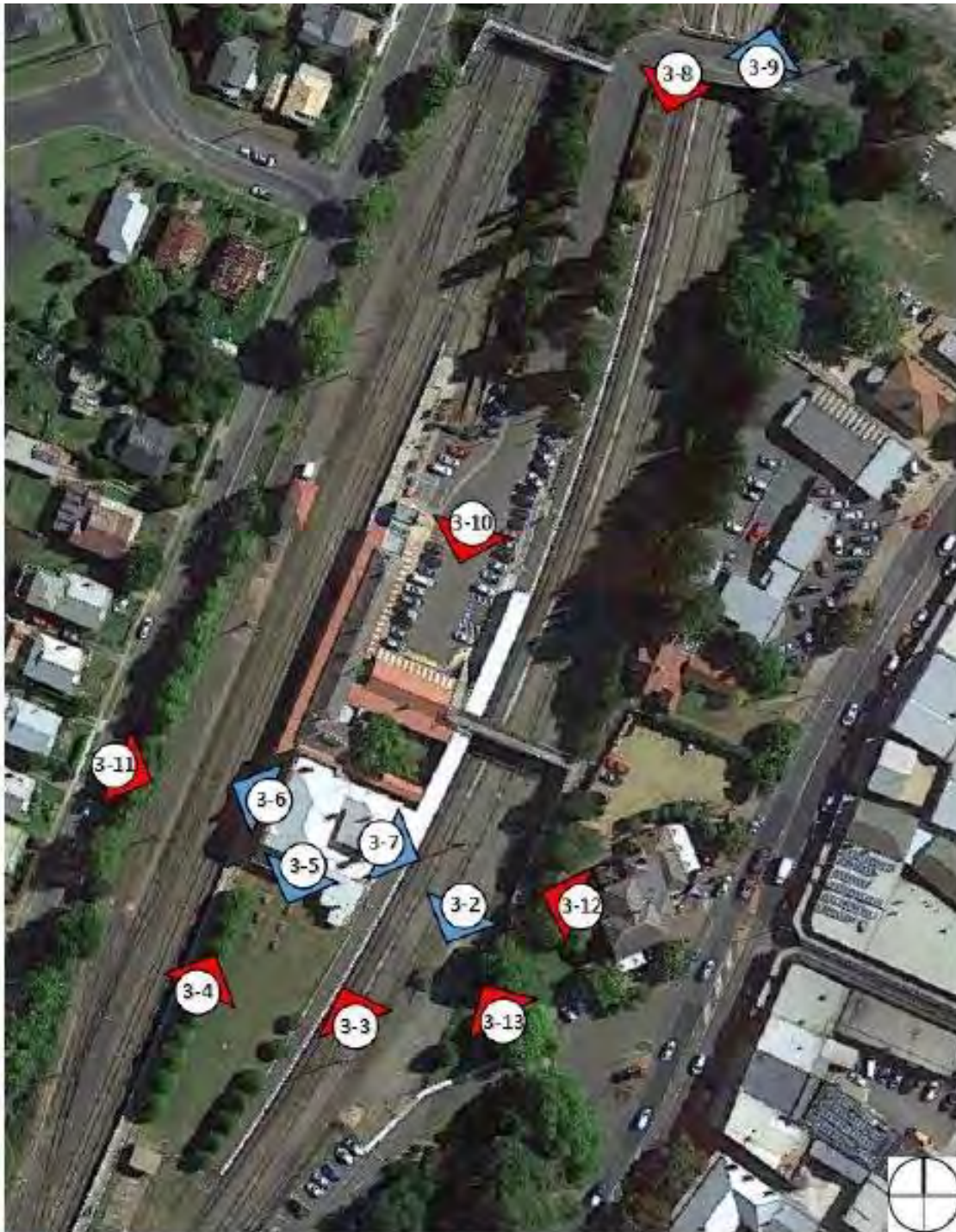


Figure 7.2 Overall significance of principal buildings within Moss Vale railway precinct at ground floor. (Source: CMP 2020)



Figure 7.3 Overall significance of principal buildings within Moss Vale railway precinct at first floor. (Source: CMP 2020)



- Inward views
- Outward views

Figure 7.4 Significant views at Moss Vale Railway precinct. (Source: CMP 2020)

Based on the Targeted Historical Research and fabric analysis, the following conclusions are made regarding the gradings of significance of various elements at Moss Vale:

### **7.1.1 Gardens at Moss Vale**

The Courtyard Garden slowly took its form as the line was duplicated, a large western portion of Leighton Gardens were resumed in 1914 and buildings (specifically the Booking Office, 1915) among others enclosed the area to its present form by 1915. It has been remodelled and neglected and revived during the latter part of the 20th century (photos from 1987, 1992 and 2001). Original elements have been replaced over the prevailing years such as paving, garden bed edging and plants. Other elements such as commemorative plaques and sculptures were added in 1987, 1992 and 2018. While the gardens at Moss Vale won awards in 1918, 191, 1921, 1922 and 1942, this likely relates to the Moss Vale precinct as a whole, and not just the Courtyard Garden.

Based on its historical development and physical analysis, it is the opinion of GML that the courtyard yard is of high significance, rather than of exceptional significance, as outlined in the CMP.

### **7.1.2 Booking Office Fencing**

As outlined in 4.4, the original timber picket fence and gate dating from 1915 had been replaced by at least 1986. The extant timber picket fence is a later addition – dating from 1986 or later.

Based on its historical development, replacement and physical analysis, it is the opinion of GML that the extant timber picket fence and gate are of moderate significance, rather than of high significance, as outlined in the CMP (as part of the grading of down platform and associated walkways).

### **7.1.3 Footbridges at Moss Vale**

The footbridges at Moss Vale Railway Station are part of a subcategory of historic footbridges which are considered rare extant examples. These footbridges are known as channel iron footbridges, referring to the use of railway iron as a deck support structure within the steel Warren truss structure. These footbridges are also identified as having rare surviving timber balustrades but most timber elements in balustrades were replaced since 1996.<sup>1</sup> The pedestrian ramp to the Moss Vale Railway Station footbridges have been identified as being a rare surviving example of ramps supported by steel trestles and a retaining wall embankment.<sup>2</sup>

The Railway Footbridge Heritage Conservation Strategy (2016) provides a condition assessment of the footbridge from 2013. It is described as being in good condition

overall, with paint work breaking down throughout. Also reported were cracked trestle footings and some minor corrosion of trestle legs. The trestles supporting the DN side access ramp had a build-up of soil around the bases, from the washed away soil of the embankment. All other defects were listed in 2013.<sup>3</sup>

The CMP graded the footbridges as having moderate significance. In contrast, the Railway Footbridge Heritage Conservation Strategy graded them as having high significance. The table below provides the gradings of significance of the individual elements of the two footbridges.

Table 7.1 Gradings of Significance of the elements of the footbridges.

Footbridge	Element	Description	Grading of Significance
Argyle Street Footbridge	Overall location, configuration and design	Original Warren Truss deck support and steel trestle substructure within in original location and configuration with only upgrade and maintenance works	High
	Original structural steel members	Structural members with Lanarkshire Steel and Dorman Long embossing	High
	Replacement structural steel members	Structural members with BHP embossing	Moderate
	Deck	Concrete deck constructed in the 1990s	Little
	Handrail	Steel handrail inserted in the 1990s	Little
	Metal screens	Screens inserted in the 1990s	Little
	Timber posts and rail along the stairs	Reconstruction of the original fabric	Moderate
	Stairs and landing leading to the forecourt	Concrete stairs and landing constructed in the 1990s	Little
Lackey Road Footbridge	Brick piers to the south-eastern end	Constructed after c1930. The materiality (face brickwork) generally complementary with the materiality at the station	Moderate
	Overall location, configuration and design	Original Warren Truss deck support and steel trestle substructure within in original location and configuration with only upgrade and maintenance works	High
	Original structural steel members	Structural members with Lanarkshire Steel and Dorman Long embossing	High

Footbridge	Element	Description	Grading of Significance
	Replacement structural steel members	Structural members with BHP embossing	Moderate
	Deck	Concrete deck constructed in the 1990s	Little
	Handrail	Steel handrail inserted in the 1990s	Little
	Metal screens	Screens inserted in the 1990s	Little
	Timber rail	Simple reconstruction of the original fabric	Little
	Stairs and landing leading to the forecourt	Concrete stairs and landing constructed in the 1990s	Little

### 7.1.4 Internal Fabric of Building A

Based on the historical information available in the CMP and fabric analysis, the table below provides an overview of the gradings of significance of the individual elements within Building A.

Table 7.2 Gradings of Significance of Building A.

Room	Element	Description	Grading of Significance
A1-Lamp room as part of 1889 addition, then converted into the Boiler Room and currently used as a storeroom.	Flooring	Concrete with rough screed finish. 200mm ramp to the station platform	Intrusive
	Skirting	Removed	N/A
	Walls	Original face brickwork has been painted	High
	Door	Timber panelled entrance door to western façade. Original opening but door has been replaced.	Location and surrounds–High Timber panelled door–Medium
	Windows	Blocked windows to western and southern elevation in their original location and surrounds but the original timber framed windows are removed. The openings are blocked with panelling.	Location and surrounds–High Panelling–Intrusive
	Ceiling	No ceiling	N/A
	Roof	Timber truss roofing	High
A2- Originally an open space	Flooring	Concrete	Intrusive
	Skirtings	Removed	N/A



Room	Element	Description	Grading of Significance
but roofed over in the 1890s.	Internal walls	Original face brickwork has been painted	High
	Door	Steel gates to western façade	Intrusive
	Windows	Original timber framed double hung windows to southern wall with rendered sills	High
	Ceiling	No ceiling	N/A
	Roof	Original timber truss roof with timber gable ends	High
A3-Original part of 1867 Porter's and Lamp Room but currently used as a Store Room. Divided internally by timber panelling to the south	Flooring	Particle board flooring. Integrity of timber flooring underneath to be determined.	Particle board flooring - Low
	Skirting	Removed	N/A
	Walls	Original face brickwork to the north, east and west have been painted	High
	Walls	Later addition timber panelled wall to the south	Low
	Door	Timber panelled door to the western wall. Original opening but door has been replaced	Location and surrounds-High Timber panelled door-Moderate
	Door	Original timber panelled French door with fanlight.	High
	Windows	Original timber framed double hung windows to northern wall with rendered sills	High
Ceiling	Timber ceiling and cornices	High	
A4- Originally the Parcel Room, later converted to Station Manager's Office. Now used as Shunters' Amenities room.	Flooring	Particle board flooring. Integrity of timber flooring underneath to be determined	Particle board flooring - Low
	Skirting	Original timber skirting	High
	Walls	Original face brickwork to the north, east and west has been painted	High
	Walls	Later addition timber panelled wall to the north	Low
	Door	Timber panelled door to the western wall. Original opening but door has been replaced	Location and surrounds-High Timber panelled door-Moderate
	Window	Original timber sash double hung window	High
Fireplace	Boarded. Brick masonry fireplace with rendered surrounds and sandstone hearth. Heavily modified.	Moderate	

Room	Element	Description	Grading of Significance
	Ceiling	Plaster	Low
A5- Originally the Parcel Room, later converted to Station <b>Manager's Office</b> . Now used as <b>Shunters' Amenities</b> room.	Flooring	Particle board flooring. Integrity of timber flooring underneath to be determined	Particle board flooring - Low
	Skirting	Original timber skirting	High
	Walls	Original face brickwork to the north, east and west has been painted	High
	Walls	Later addition timber panelled wall to the north	Low
	Door	Timber panelled door to the western wall. Original opening but door has been replaced	Location and surrounds—High Timber panelled door—Moderate
	Window	Original timber sash double hung window	High
	Fireplace	Boarded. Brick masonry fireplace with rendered surrounds and sandstone hearth. Heavily modified.	Medium
	Ceiling	Plaster	Low
A6- Originally part of the General Waiting Room. Currently a sign-on room	Flooring	Particle board flooring. Integrity of timber flooring underneath to be determined	Particle board flooring - Low
	Skirting	Original timber skirting	High
	Walls	Painted rendered plaster brick masonry walls	High
	Door	Timber panelled double door with fanlights and architraves to east and walls	High
	Window	Hatch to the southern wall	Moderate
	Fireplace	Boarded. Integrity unknown	Moderate
	Ceiling	Plaster	Low
A7- Originally the main entrance porch but now used as a Staff Locker Room	Flooring	Timber	High
	Skirting	Original timber skirting	High
	Walls	Painted rendered plaster brick masonry walls	High
	Door	Timber panelled door to the northern and southern wall. Original opening but door has been replaced	Location and surrounds—High Timber panelled door—Moderate
	Window	Original timber sash double hung window to eastern wall	High
	Ceiling	Plaster	Low

Room	Element	Description	Grading of Significance
A9- Originally the privy area but extended to become the <b>Governor's</b> Waiting Room. Now used as <b>Inspector's</b> Room	Flooring	Particle board flooring. Integrity of timber flooring underneath to be determined	Particle board flooring - Low
	Skirting	Original timber skirting	High
	Walls	Painted rendered plaster brick masonry walls	High
	Doors	Original timber panelled door with fanlight and architraves	High
	Door	Non-original timber door to the northern wall	Low
	Window	Original timber sash double hung leadlight window to western wall	High
	Fireplace	Original fireplace with marble surrounds and tiled hearth	High
	Ceiling	Plaster	Low
A11- Originally the <b>Gentlemen's</b> Waiting Room now the General Waiting Room.	Flooring	Particle board flooring. Integrity of timber flooring underneath to be determined	Particle board flooring - Low
	Skirting	Original timber skirting	High
	Walls	Painted rendered plaster brick masonry walls with dado rails	High
	Doors	Original timber panelled door with fanlight and architraves to western wall	High
	Window	Original timber sash double hung windows to eastern and western wall	High
	Fireplace	Boarded. Integrity unknown	Moderate
	Ceiling	Plaster	Low
A13- Original <b>Ladies'</b> Waiting Room with continued use	Flooring	Tiled on concrete slab	Low
	Walls	Painted rendered plaster brick masonry walls with panelling	High Panelling – Intrusive
	Doors	Original timber panelled door with fanlight and architraves to western wall	High
	Door	Later addition timber door to southern wall	Low
	Window	Original timber sash double hung windows to western wall	High
	Fireplace	Boarded. Integrity unknown	Moderate
		Ceiling	Plaster

Room	Element	Description	Grading of Significance
A17- Male and Female Toilets	Flooring	Tiled on concrete slab	Low
	Walls	Original rendered plaster walls which are tiled. New tiled masonry walls with glass panelling introduced to separate male and female toilet	Original walls – High Partition walls – Low
	Doors	Original arched doorway to the southern wall of the male toilets with later addition metal gates. The timber fretwork is likely relocated.	High Gate – Intrusive Timber fretwork – Moderate
	Door	Timber panel door to the southern wall of the unisex toilets	Low
	Window	Original timber sash double hung windows to eastern wall	High
	Ceiling	Original painted timber ceiling boarding vaulted to vented clerestory lantern roof light. Now divided by new wall separating Ladies' and Gentlemen's Toilets.	High

## 7.2 Endnotes

- <sup>1</sup> Railway Footbridge Heritage Conservation Strategy, 2016, p 47.
- <sup>2</sup> Railway Footbridge Heritage Conservation Strategy, 2016, p 53.
- <sup>3</sup> Railway Footbridge Heritage Conservation Strategy, 2016, Appendix.

## 8 Key Heritage Design Principles

An analysis of the site and its context of Moss Vale village, together with an understanding of the history of Moss Vale Railway Station and the significance of key elements, leads to the following heritage design principles which apply to the proposed accessibility upgrades.

The heritage design principles are formulated based on the guidelines provided in *Design in Context: Guidelines for Infill Development in the Historic Environment* by NSW Heritage Office and the Royal Australian Institute of Architects NSW Chapter, 2005.

### 8.1 The ‘Moss Vale Story’

The following ‘Moss Vale Story’ was presented at the stakeholders’ meeting on 28 June 2023 to provide an overview of the unique history and character of Moss Vale Station. This story comprises input from GML and Architectus.

#### Moss Vale Station—Heritage

Moss Vale Station in the NSW Southern Highlands is a place of exceptional significance in the history of NSW rail transport and one of the most important station groups in the state.

Governors and Vice-Regal families chose Moss Vale as their summer resort and retreat from Sydney, arriving and departing from this station. The station contains rare examples of vice-regal buildings of very high quality. Moss Vale Station developed over several decades to accommodate their needs and comforts.

The site has outstanding architecture and gives opportunities to demonstrate the wealth and range of railway structures and the importance of rail travel in the past.

The station’s layout, quality of materials and distinctive design, amenities and garden setting were in keeping with the requirements of the political elite.

The site has a strong social and historical connection through patronage by past Governors and is an important focal point of the town of Moss Vale.

Any new development should be in keeping with the character of Moss Vale Station—brickwork is the prevailing material on the station, constructed in a cluster of single and two-storeys with vertical elements evident in the brickwork chimneys. Truss steel footbridges from the Federation period link the station with the town centre and residential areas. This distinctive character should be conserved and enhanced.

#### Moss Vale Station Upgrade—Urban Design, Landscape Design and Architecture

The proposed urban design, landscape and architecture at Moss Vale Station should reinforce the high-quality materials and design that exists at Moss Vale Station.

The heritage design principles should ensure all interventions are of a commensurate high-quality.

Where new elements or spatial changes are required, designs and materials should be of high quality and blend with the character of Moss Vale. All new additions should respect the heritage significance of Moss Vale Station and its setting and achieve design excellence.

Moss Vale has a tradition of designed gardens befitting a vice-regal retreat. Future architecture, urban design and landscape additions should enhance this aspect of this station, the township and its setting.

New station features—including lifts and ramps—should be designed as a collection of elements that harmonise with existing materials, forms, details and finishes.

Structures should have a slender and elegant design; and glass provide transparency. Brickwork is a prominent feature at Moss Vale Station—carefully designed and considered detailing should be utilised, achieving a level of excellence to create a built environment fit for a Governor and entourage.

## **8.2 Heritage Design Principles**

### **8.2.1 Character**

#### **Moss Vale Village**

Moss Vale is defined by its development as a village, laid out in the mid-nineteenth century in the NSW's Southern Tablelands as a desirable summer retreat from the city of Sydney. The town centre is characterised by fairly intact late nineteenth and early twentieth century commercial and civic single-storey and two-storey buildings and landscapes, located within the Argyle Street North Heritage Conservation Area. Moss Vale Station is visually and physically separated from the town centre by the railway cutting, but connected via footbridges and Dalys Way.

#### **Moss Vale Railway Station**

The historical development of Moss Vale was staged and associated with key historical phases such as the establishment of Sutton Forest village, the use of the village as a summer retreat by NSW governors, and the duplication works. The architectural character is reflective of these phases with the site comprising built spaces ranging from the Victorian and late Federation period. The utilitarian station buildings are more modest in nature compared to the more sophisticated vice-regal spaces such as the Refreshment Rooms.

Due to the staged development, the site comprises an atypical configuration of eclectic single-storey and two-storey building groups, platforms, corridors and 1915 footbridges set within cultural gardens and plantings. The circulation and configuration of the place is

unique compared with other railway stations in NSW as the buildings form clusters around a courtyard garden and a forecourt area, interconnected by platforms and sheltered walkways.

Historically, adapting the Moss Vale Station site for accessibility forms a theme associated with the design of Moss Vale station. It is understood that works to the station in 1915 were undertaken to accommodate the needs of Governor Strickland's immediate family member, who was reported to have mobility issues.

Moss Vale Railway Station Precinct is also recognised for its well-tended courtyard, Refreshment Rooms Garden, garden beds to platforms, and war memorial plantings that contribute to its setting. However, the garden spaces are currently underutilised and inactivated.

## **Heritage Design Principles**

- The TAP project should conserve and interpret the distinctive qualities of the late-nineteenth and early-twentieth century Victorian and Federation buildings, gardens and setting at Moss Vale Station and township.
- The character of the station is defined by its staged development from 1867 to 1927, with buildings designed typical of their period. The new works provide an opportunity to incorporate a twenty-first century addition to the site with a distinct contemporary design. The design of the Moss Vale Railway Station TAP upgrade works should adopt a contemporary approach referencing the traditional forms and materials without mimicking them.
- The proposed lifts, ramps and stairs should be simple to reduce visual bulk and clutter and to reinforce the railway station's complex setting, and the views and vistas from the town centre and heritage items within the visual catchment.
- The design should aim to revitalise the historic award-winning railway gardens with sympathetic planting strategies for the following garden locations—Refreshment Rooms, courtyard, Dalys Way and forecourt war memorial, and platforms.
- The design should provide connections with the original entry to Moss Vale Station—Argyle Street, Diamond Jubilee Park and Leighton Gardens.

### **8.2.2 Scale**

Given the village character of Moss Vale, the scale within the town centre is generally low and consists of low-lying commercial and civic buildings of single-storey and two-storey scale.

The station and corridor are set within the railway cutting. Argyle Street and the town centre sit higher in the landscape. Dalys Way is also located at a higher topography with the road sloping drastically downwards towards the railway precinct in the south. The

mature Lombardy poplars along Dalys Way are of an impressive scale and help define the pathway to the forecourt area.

The station comprises single-storey and two-storey Victorian and Federation period buildings. The former Station Master's Residence and Refreshment Rooms building (Building A) at the railway station are both two storeys with prominent roofs, and are the tallest reference points within the station.

## Heritage Design Principles

- Vertical lift structures should be slender and elegant.
- The design of ramps and lift towers should take into consideration the proportion of their vertical height to width ratio so they appear tall and fine, rather than squat and bulky.
- The roof lines of Moss Vale Station should maintain their landmark qualities.
- The design of vertical lift structures should be lower in height (Relative Level—RL) than the maximum height of the ridge line of all two-storey station buildings.
- Balustrades, throw-screens, stairs and footbridge elements should not add to the overall height.
- The vertical lift towers should be designed to read as complementary to the existing footbridges, the railway station buildings and courtyard landscape.
- The design of new stairs and ramps should consider lightweight materials that reduce the scale of the new structures.

### 8.2.3 Form

The form of a building includes its overall shape, volume and arrangement of its parts. Moss Vale Railway Station Precinct has numerous building typologies and forms including:

- Single-storey Victorian and Federation station buildings with gabled, hipped, skillion and flat roofs.
- Intact chimneys, providing prominent slender, vertical forms to the roofscape.
- Window and door openings within the built forms.
- Other vertical elements such as:
  - the two-storey Refreshment Rooms building (Building A) dating from the Victorian period with later additions; and
  - external walls to the 1890 building in brickwork (Flemish bond, later painted) with applied Federation/Queen Anne architectural decorative mouldings. The 1927 building walls are in brickwork (stretcher bond, unpainted).
- Various complex hipped roofs (to primary structures).



- Canopies, awnings, skillion and flat roofs, and 1889 Lamp Room additions (secondary structures).
- Awnings with decorative metal brackets.
- Skillion awnings with corrugated metal roofs supported by brackets.
- Elongated horizontal forms of the footbridges.

Structures should be designed to respond to the various secondary built forms as well as the dominant built forms within the Moss Vale Station setting.

### **Heritage Design Principles**

- Respond to the verticality of slender chimney forms, windows, and door openings at Moss Vale Station.
- Proposed lifts may reference and adopt the traditional chimney forms, using a contemporary approach without mimicking.
- Lift designs should reference the eaves lines of existing two-storey buildings and be below the two-storey ridgelines.

### **8.2.4 Siting**

The existing urban area in Moss Vale is generally sited along Argyle Street and the rail corridor, which both cut through the landscape and divide the town centre in half. Built forms are generally set back from the roadway and rail cutting with parks and gardens providing a gradual transition.

The series of interconnected precinct elements such as platforms, corridors and gardens maintain the visual relationship between the key historic features of Moss Vale are important. The siting of the lifts, stairs and ramps is constrained by access, and there are differences of height in existing heritage structures such as the footbridge, platform canopies and station buildings.

Stairs, lifts and associated entrances need to be located to provide direct access from connecting footpaths. The built form should respond to the established setbacks where possible and provide a generous approach reflecting the high-quality recreational and leisure history of Moss Vale as a summer resort. Significant views should be maintained, and opportunities for new views explored.

### **Heritage Design Principles**

- Site all new elements in places of lesser heritage significance and outside historic view corridors, such as looking south from Dalys Way and from Diamond Jubilee Park looking west.
- The new works should assimilate within the existing groupings and circulation patterns rather than altering historic layouts and configurations.

- Site any proposed lifts away from spaces or elements of exceptional and high heritage significance. GML’s targeted historic research of the Courtyard Garden determined that this place would not reach the grading of exceptional significance—rather, this space is assessed as having high significance. There is, therefore, an opportunity to locate the lift within this space, providing it is undertaken in a manner that blends with the surrounding context and enables the activation of the space.
- When locating the proposed lift, stair and ramp structures, ensure adequate curtilage is retained to protect the heritage significance of built heritage elements or structures in close proximity.

## **8.2.5 Materials and Colour**

The predominant existing building materials, textures, and ranges of colour at Moss Vale Station are rich and varied. Materials include sandstone, brickwork, rendered masonry, weatherboards and decorative metal elements. Traditional materials dating from the Victorian and Federation periods are consistent with the historic context of Moss Vale village.

The one-storey and two-storey Moss Vale Station buildings have face brickwork walls, mostly in Flemish bond (many now painted) and roofs clad in slate and corrugated roof sheeting with some painted. Awnings throughout the station precinct are generally similar in material and colour. Decorative stained glass and coloured panes to windows and fanlights are strong elements within the railway station precinct.

### **Heritage Design Principles**

- Interpret and reference existing materials at Moss Vale Station, including sandstone, timberwork, brickwork, rendered masonry and metalwork.
- New lift structures should complement, rather than compete with or mimic, this traditional material character.
- Lift structures are essential modern additions to the railway station. A masonry base should be considered to complement the existing masonry along the ground level and materiality on the site. Consideration should be given to adopting ‘light weight’ structures for the upper level of lifts. Consideration may be given to a masonry (solid) and glass (void) option, which is likely to provide a contextually appropriate response.
- Adopt a recessive colour palette, inspired by the traditional colour scheme at Moss Vale Station.
- It is recommended a ‘light weight’ structure be used to complement the materials currently used on the site.

## 8.2.6 Detailing

The existing built forms at Moss Vale Station present distinctive detailing, reflective of different architectural styles and building uses. The common theme across the precinct is generally high-quality detailing and integration with the landscape setting.

The proposed lifts, stairs and ramps serve a civic purpose and should demonstrate a high standard of architectural and structural design with carefully considered detailing that responds to the quality of the built and cultural environment.

### Heritage Design Principles

- Use a consistent palette of elements and modern details to reinterpret traditional elements and create new relationships between old and new.
- To ensure a coherent design, consider using simple and consistent detailing for all the lift, ramp and stair elements. Use a consistent pattern of elements throughout the TAP upgrade works to frame the proposed lifts, ramps and stairs.
- Minimise the removal and alterations of the original/early fabric of the footbridge and stairs.
- Consider interpreting distinctive details from Moss Vale Station in a contemporary manner including the selection of materials and form.

# 9 Analysis of Options

The analysis below assesses the various options that have been considered in arriving at our preferred solution. This section provides an overview of the impact of the works on the heritage significance of the Moss Vale Railway Station Precinct.

Unless stated otherwise, the drawings are prepared by Architectus. The photographs are taken by GML on April 2023 unless stated otherwise.

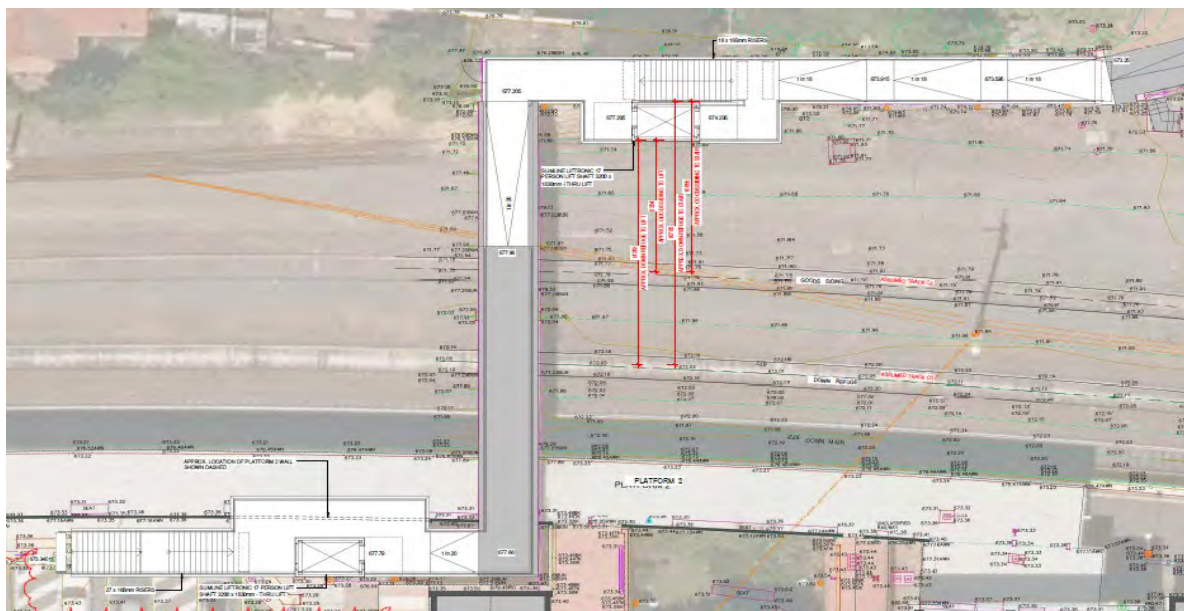
## 9.1 Lifts, Landing and Ramps

### 9.1.1 Location

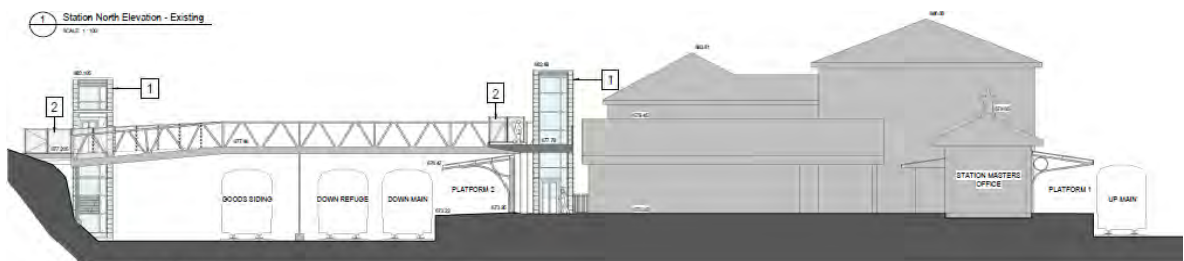
#### Argyle Street Entrance

Station Forecourt and Argyle Street Proposed Lift and Stair (3 May 2023 and 5 May 2023)

Architectus Option—Dwg No: A.SK063, Issue: C and D – Progressed Option



1 Station North Elevation - Existing  
SCALE: 1:100



2 Station North Elevation - Proposed  
SCALE: 1:100

## Description

- Remove the existing non-compliant ramp to Argyle Street.
- Install a lightweight ramp and balustrading over the existing footbridge section to achieve compliance.
- Construct a new 1:18 ramp and flight of stairs to the eastern side of the railway corridor.
- Construct a new 17 person slimline through-lift with landing—currently out of scope.

## Heritage Comments

### Pros

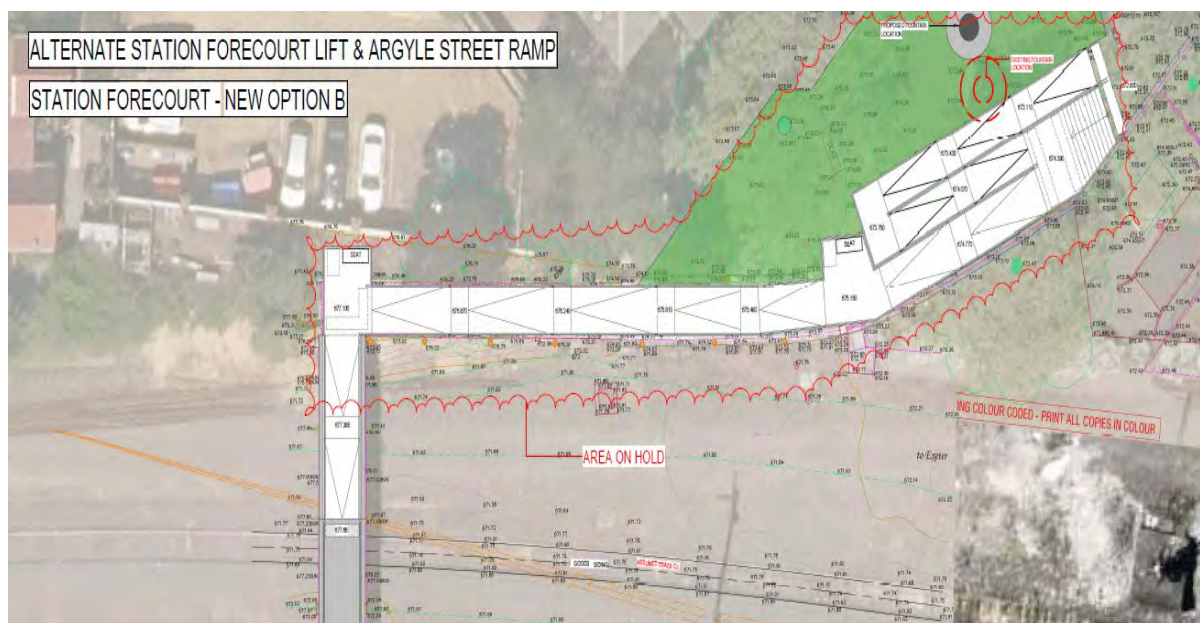
- This option results in minimal changes to the footbridge, an element of high heritage significance.

### Cons

- There will be some visual impacts on the direct view lines between Leighton Gardens and the footbridge, though the overall form of the footbridge would remain visible when viewed from Leighton Gardens.

## Argyle Street Ramp—New Option B (15 May 2023)

### Architectus Option (Dwg No: A.SK018 Issue B)



## Description

- Realign the existing non-compliant ramp to Argyle Street.
- The new ramp results in a long, zig-zag ramp to achieve compliance.
- The ramp will take up space in the adjoining park (belonging to council).
- Relocation of the water fountain is required.
- Include a new lightweight 'wedge' ramp structure within the eastern end of the existing footbridge to achieve Building Code of Australia (BCA) compliance.

## Heritage Comments

### Pros

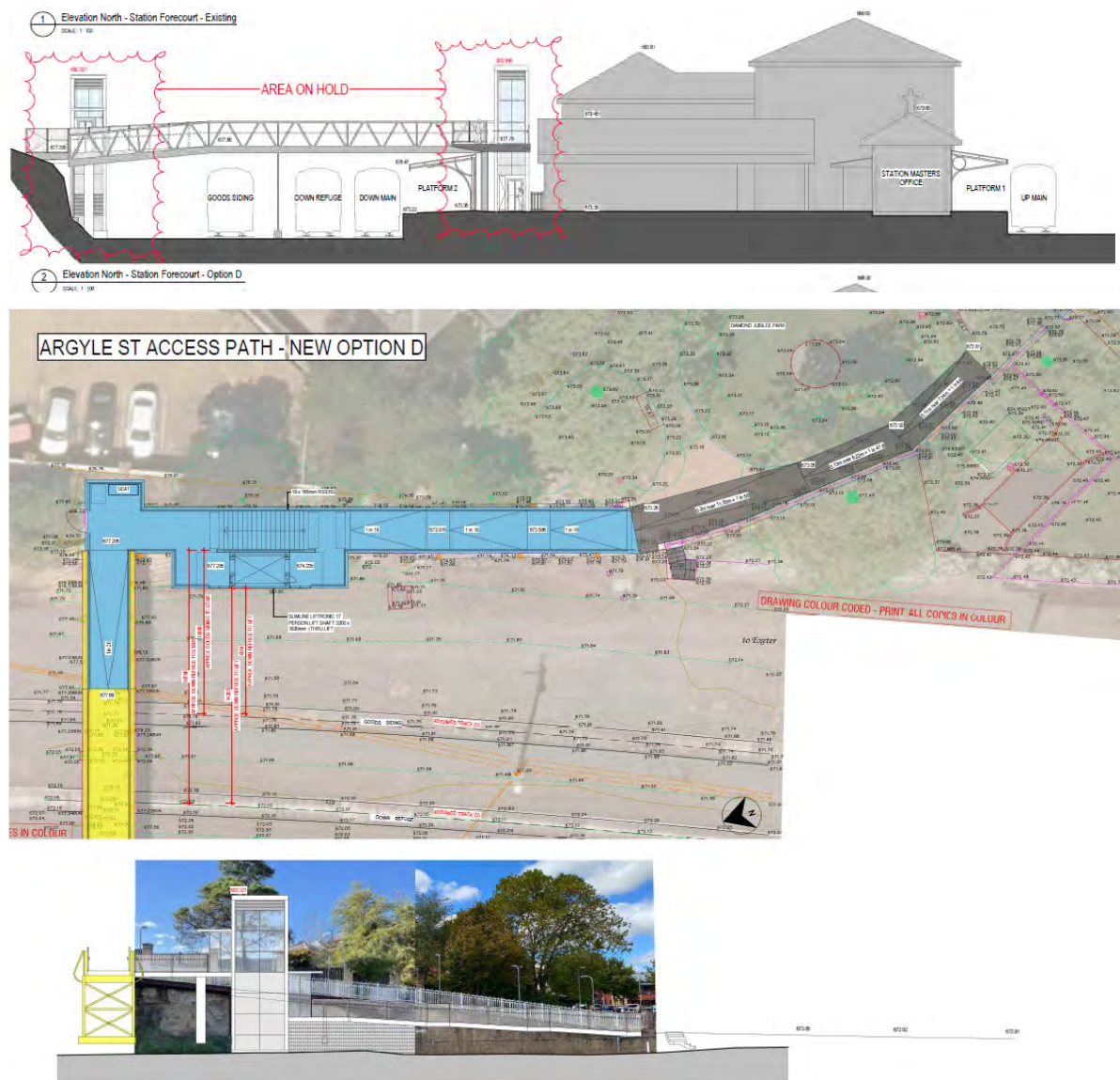
- Minimal changes to the footbridge, an element of high heritage significance.

### Cons

- The proposed ramp would have a negative physical and visual impact on the public park and the setting of the adjoining heritage items (including the former Post Office).
- Alienation of a section of the public park, a heritage item, to install a ramp for Transport for NSW/Sydney Trains.
- Requirement to consult with council, who own and manage the park, about this matter.

## Argyle Street Ramp and Lift—New Option D (15 May 2023)

### Architectus Option (Dwg No: A.SK018 Issue B)



## Argyle Street Ramp and Lift—New Option D (15 May 2023)

### Description

- An alternative solution to the ramp is the option of steps off the landing from the footbridge, and an accessible lift with compliant ramp at the Argyle Street exit to the park.

### Heritage Comments

#### Pros

- This option retains the footbridge with minimal need to alter its structure, including balustrading.
- Minimises physical and visual impacts on the adjoining heritage item, including the Memorial Park.
- The concrete ramp is a 1990s addition of low significance and has tolerance for alteration from a heritage perspective.

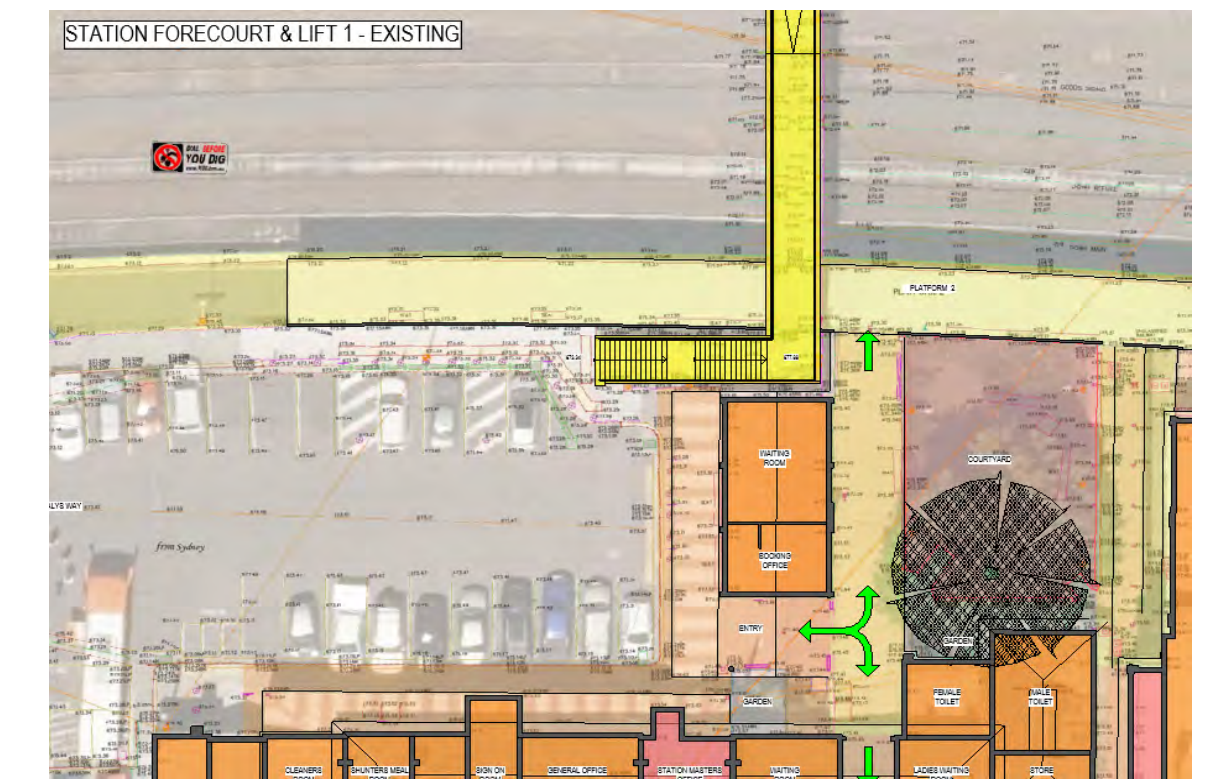
#### Cons

- There will be some visual impacts on the direct view lines between Leighton Gardens and the footbridge, though the overall form of the footbridge would remain visible when viewed from Leighton Gardens.

## Platform Entrance

### Station Forecourt—Existing (4 April 2023)

Dwg No: SK011



### Description

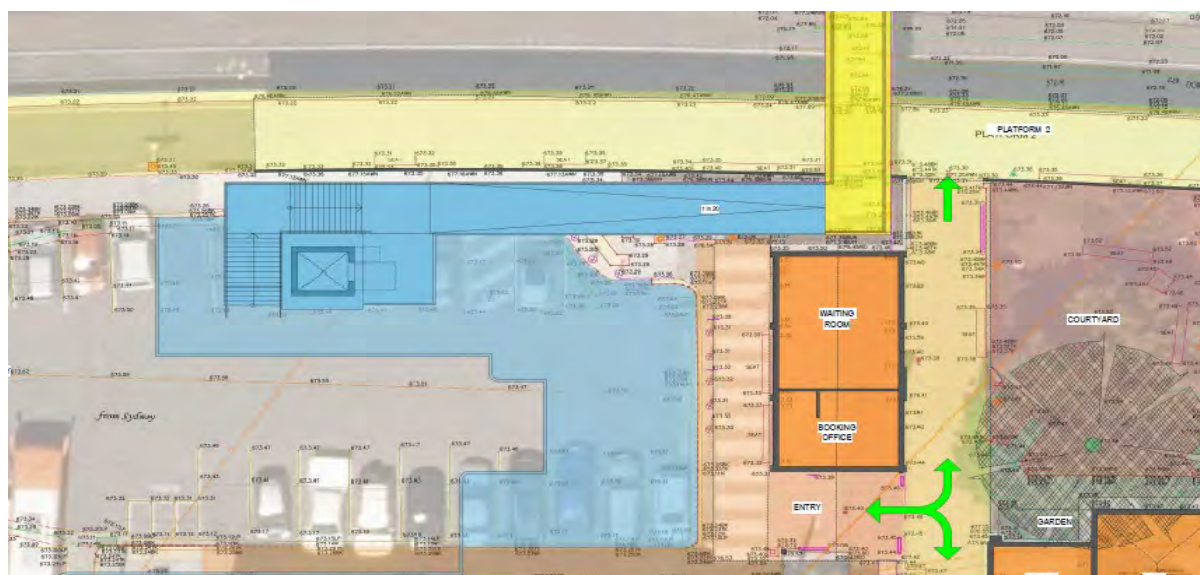
- No lift access is available within the railway station.
- Stairs are non-compliant, as per MSA DDA Brief report, dated 21 July 2021.

### Heritage Comments

- There is restricted opportunity for all members of the community to physical and visual access from vantage points to Moss Vale Railway Station, a heritage item.
- Lifts would provide equal access across the station platforms and from the town centre to the station and facilitate the station's ongoing use.

### Reference Design—Option 1

#### Plan and Layout (Dwg No: A.SK012)



### Description

- Remove the existing stairs to the footbridge.
- Construct a new lift, stairs and ramp along the eastern boundary at the northern end of the forecourt.

### Heritage Comments

#### Pros

- Retention of the footbridge.
- Provision of equal access to the station.
- Stairs and access built well away from the significant station buildings.

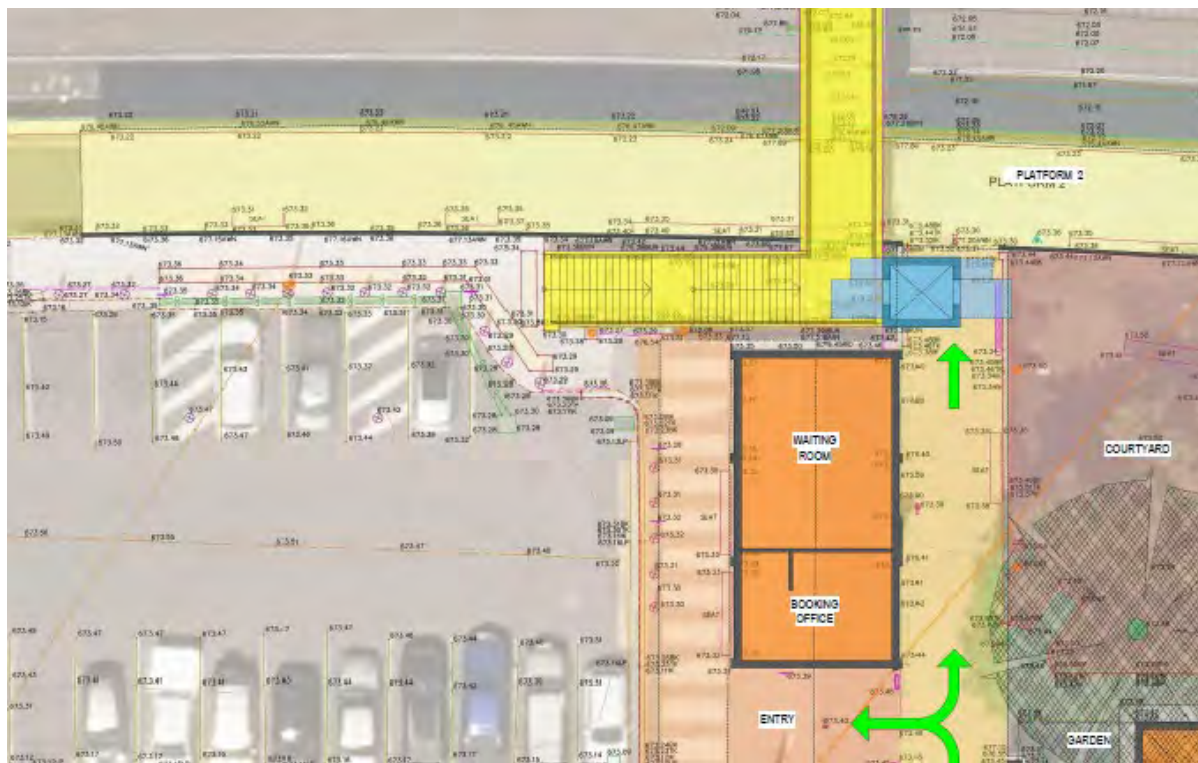
#### Cons

- Loss of the 1917 stair structure to the footbridge.
- The stairs and ramp dominate the eastern side of the railway forecourt.
- The stairs and ramp structure obscure views to the Booking Office from Dalys Way.
- Limits access to cars and buses using the forecourt for drop off and parking.



## Reference Design—Option 2

### Previous Team Option—Layout Sketch (Dwg No: A.SK013)



### Description

- Retain the existing stairs to the footbridge, elements of high heritage significance.
- Construct a lift within the breezeway, adjoining the 1917 footbridge structure.

### Heritage Comments

#### Pros

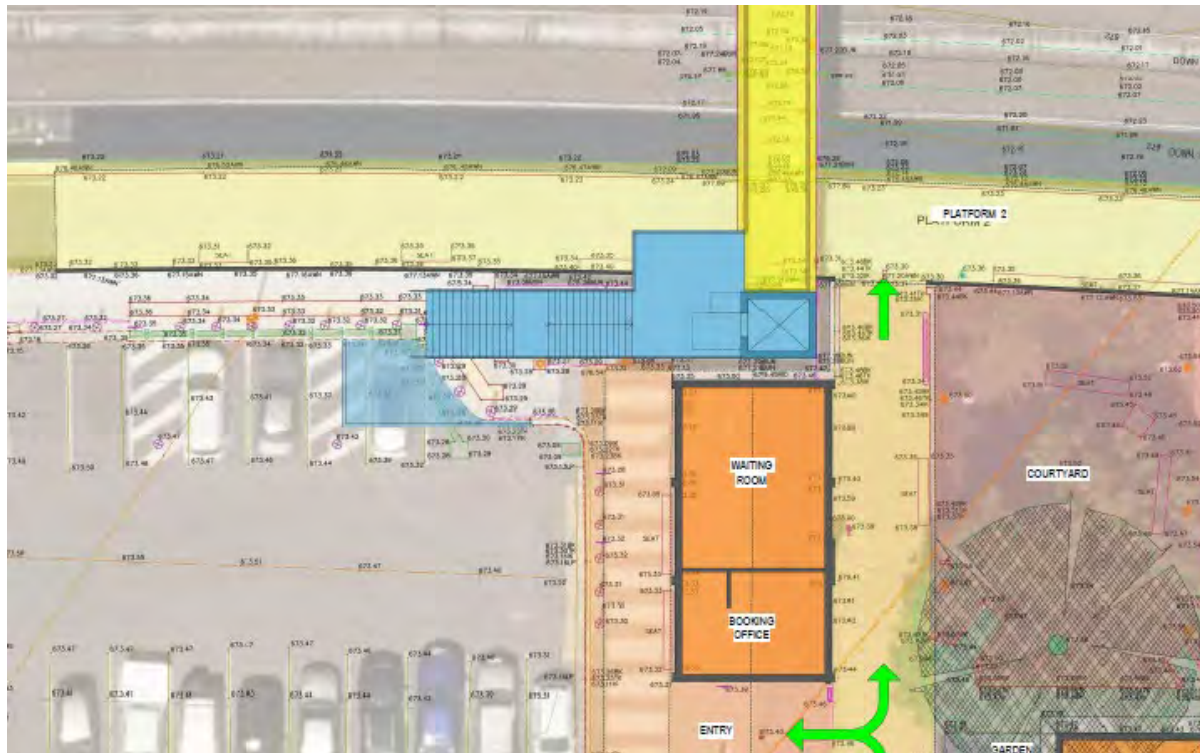
- Retention of much of the 1917 footbridge structure.
- Provision of equal access to the station.
- Retention of existing stairs to the footbridge, dating to 1917, and assessed as elements of high heritage significance.

#### Cons

- Removal of one bay of the footbridge balustrading to allow access from the lift.
- Removal of part of the truss structure to the footbridge.
- Loss of section of awning above the walkway for construction of the lift.
- Restricted access along the breezeway south of the Waiting Room building.
- Loss of through access along the walkway to Platform 2.
- Adverse visual impacts on the single-storey Booking Office building garden due to the scale differentiation between it and the single-storey station buildings and awnings.

## Reference Design—Option 3

### Previous Team Option—Layout Sketch (Dwg No: A.SK014)



### Description

- Remove existing stairs to the footbridge.
- Remove one existing bay of footbridge structure and materials.
- Construct a new lift and landing immediately east of the Waiting Room building.
- Construct new compliant stairs near the eastern boundary of Platform 2.

### Heritage Comments

#### Pros

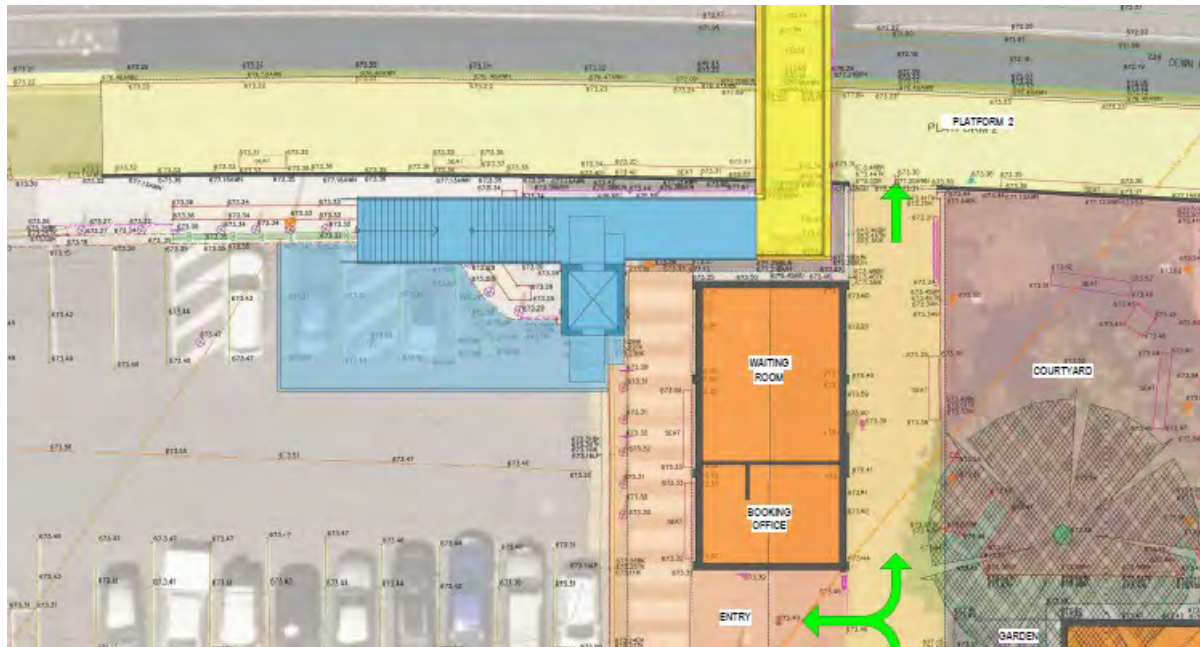
- Retention of much of the 1917 footbridge structure.
- Provision of equal access to the station.

#### Cons

- Loss of the original 1917 stairs to the footbridge—structure assessed as having high heritage significance.
- Loss of one bay of the 1917 footbridge— structure assessed as having high heritage significance.
- Views to the north elevation of the Waiting Room building obscured by built form.
- Proposed landing overhanging the Platform 2 awning structure.
- Loss of some forecourt parking.

## Reference Design—Option 4

### Previous Team Option—Layout Sketch (Dwg No: A.SK015)



### Description

- Remove existing 1917 stairs to the footbridge.
- Construct stairs and a ramp along the eastern side of the forecourt.
- Construct a new lift within the forecourt, immediately north of the awning to the Waiting Room building.

### Heritage Comments

#### Pros

- Retention of the 1917 footbridge structure with only minor adaptations.
- Provision of equal access to the station.

#### Cons

- Loss of original 1917 stairs to the footbridge—structure assessed as having high heritage significance.
- Views to the north elevation of the Waiting Room building would be partially obscured by landing.
- Proposed lift obscures views to the Waiting Room building.
- Loss of some forecourt parking.

## Reference Design—Option 5

### Previous Team Option—Layout Sketch (Dwg No: A.SK016)



### Description

- Retain existing 1917 stairs to the footbridge.
- Construct a new lift within the northern section of the forecourt close to the Platform 2 awning.
- Construct a landing over the Platform 2 awning.

### Heritage Comments

#### Pros

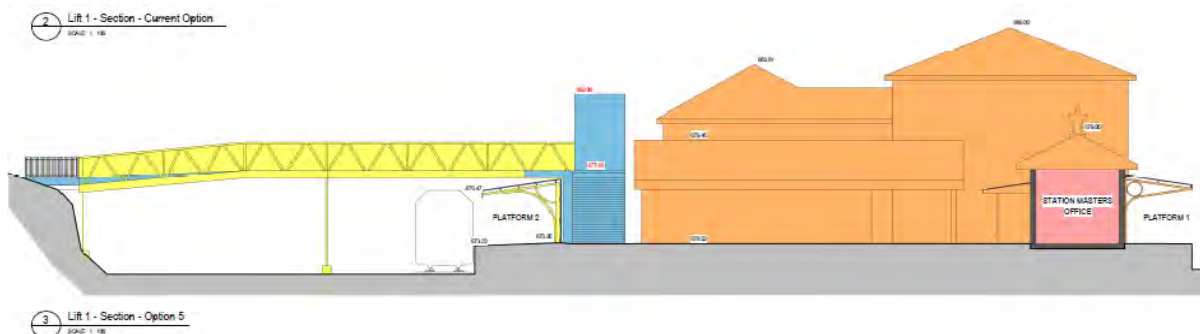
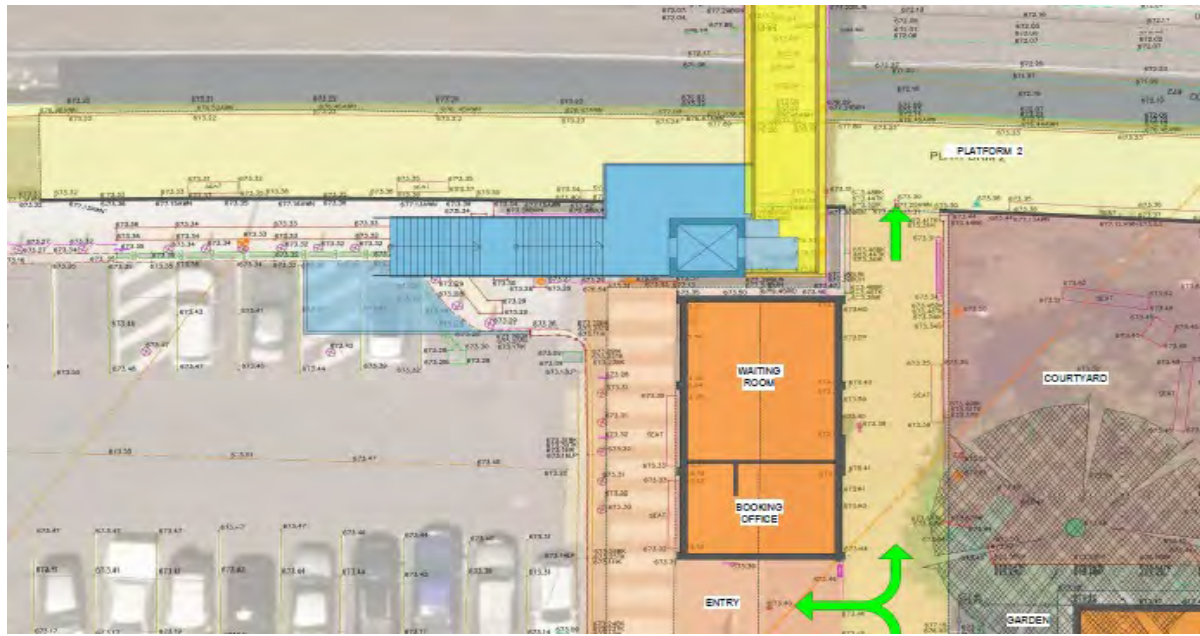
- Retention of the existing stairs and footbridge structure dating to 1917—structure assessed as having high heritage significance.
- Retention of the existing views south from Dalys Way to the Moss Vale Station Group.
- Provision of equal access to the station.

#### Cons

- Loss of one bay of the 1917 footbridge balustrading—a structure assessed as having high heritage significance.
- The proposed landing is located over the Platform 2 awning. This is likely to have a negative impact on views to the awning and station buildings, particularly from the east. It may have a physical impact on the Platform 2 awning.

## New Option—Option A

### Architectus Option—Plan Dwg No: A.SK017 and Section Dwg No: A.SK019



## Description

- Remove existing 1917 stairs to footbridge.
- Construct a new lift close to the Waiting Room building.
- Construct a new landing over the Platform 2 awning.

## Heritage Comments

### Pros

- Retention of the existing views south from Dalys Way to the Moss Vale Station Group.
- Provision of equal access to the station.

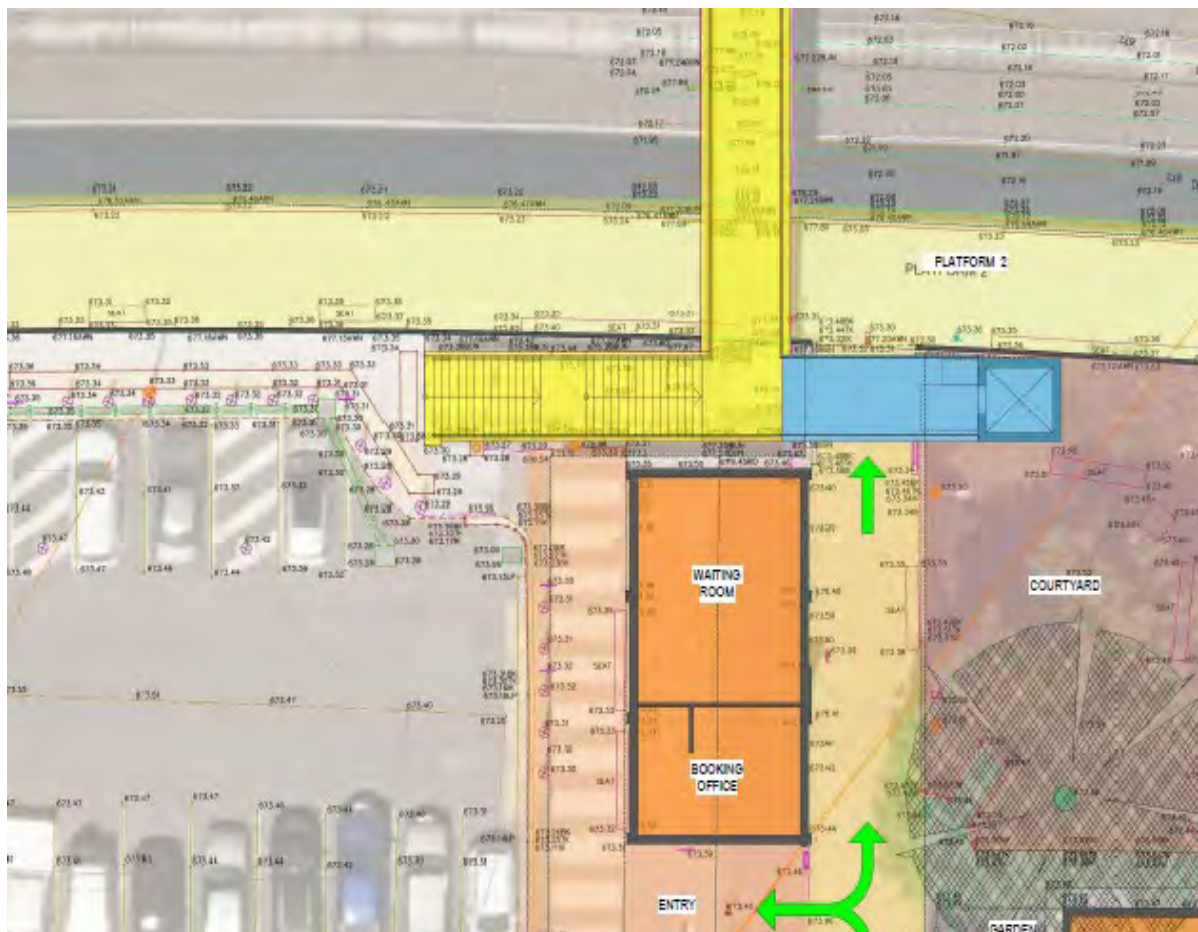
### Cons

- Removes the existing stairs and underside of footbridge structure dating to 1917— structure assessed as having high heritage significance.
- Loss of one bay of the 1917 footbridge balustrading—structure assessed as having high heritage significance.

- The proposed landing is located over the Platform 2 awning. This is likely to have a negative impact on views to the awning and station buildings, particularly from the east. It may have a physical impact on the Platform 2 awning. Option 5 has less adverse heritage impact on the Platform 2 awning than Option 4.
- A partial loss of view to the east elevation of the Waiting Room building.

### Lift 1—Option B (4 April 2023)

#### Architectus Option—Dwg No: A.SK018 (Issue: A)



#### Description

- Retain existing stairs to the footbridge.
- A new lift located within the courtyard with allowance for landing and circulation.
- A new aerial deck connects lift to the existing footbridge, requiring removal of a section of balustrading.
- Stairs provide public access to the non-paid area.
- A lift provides access to the paid area.
- If accessed via the Waiting Room, there is approximately 24m between the stairs and lift landing.
- Alternatively, a 49m path is external to the station buildings.

## Heritage Comments

### Pros

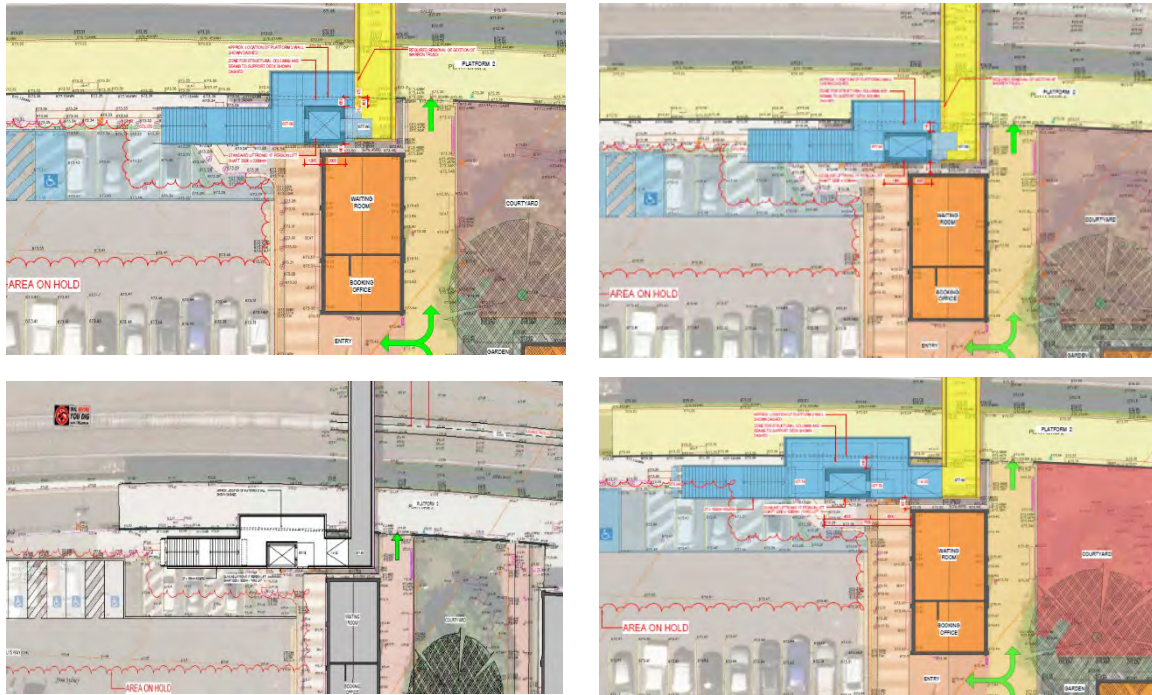
- Retains the existing stair and footbridge configuration—identified as having high heritage significance.
- Provides a clear, unimpeded view of the north elevation of the Booking Office/Waiting Room building from the Dalys Way carpark. This building has been graded as having high heritage significance.
- The proposed ramp structure connecting the proposed lift tower to the existing footbridge sits well above the horizontal form of the platform awning.
- The location of the lift in the courtyard would provide an opportunity for the activation and interpretation of the courtyard, which is currently underutilised. This would require that the lift is designed to suit its context.

### Cons

- The courtyard is a cultural heritage landscape element assessed in the CMP 2020 as having exceptional heritage significance but reassessed as having high heritage significance. Locating the proposed lift within the courtyard will result in the loss of spatial qualities of the courtyard, plantings and landscape elements.
- The lift tower is likely to result in overshadowing of the courtyard and cause further loss of plantings.
- The proposed lift tower is visible above the ridgeline of the Booking Office / Waiting Room building and the footbridge.
- Careful designing needs to be undertaken to ensure the proposed lift tower does not appear as a bulky structure within the railway station group.
- When viewed from the ramp at Silver Jubilee Park, the proposed lift tower will be juxtaposed against the platform awning. From this vantage point, the proposed lift tower is likely to appear bulky and oversized when set against the low scale of the platform awning.
- To minimise the visual impact of the proposed lift tower, and the scale differentiation between it and the single-storey station buildings and awnings, the maximum height of the proposed lift tower should be kept below the eaves line of the Refreshment Rooms, if feasible.
- Loss of a section of the southern portion of the footbridge balustrading (high significance).
- Loss of a portion of the walkway awning (high significance).

## Station Forecourt and Lift 1—Option C

### Architectus Option—Dwg No: A.SK018 Issue B



### Description

- Remove existing 1917 stair structure.
- Similar to New Option 5 and moving the lift shaft to the north.
- Zone of landing support columns shown.
- Option requires removing sections of iron truss below footbridge.

### Heritage Comments

#### Pros

- Retains the existing views south from Dalys Way to the Moss Vale Station Group.
- Provision of equal access to the station.

#### Cons

- Removes existing stairs and underside of footbridge structures dating to 1917—structure assessed as having high heritage significance.
- Loss of one bay of the 1917 footbridge balustrading—structure assessed as having high heritage significance.
- The proposed landing is located over the Platform 2 awning. This is likely to have a negative impact on views to the awning and station buildings, particularly from the east. It may have a physical impact on the Platform 2 awning. Option 5 has less adverse heritage impact on the Platform 2 awning than Option 4.
- Partial loss of view to the east elevation of the Waiting Room building.



## Lackey Road Entrance

### Lackey Road—As Existing—Stair from Footbridge

#### Illustration



#### Description

- There is currently no lift located at the Lackey Road access to the footbridge.
- The original stair has a concrete slab located at the foot of the stair structure which partially covers the last two-three treads.
- The stair structure is not compliant.
- It was determined that the 3x proposed lifts (Station Courtyard, Dalys Way and Lackey Road) have a consistent language—using similar materials, forms and colour—and be read as a ‘suite’ of architectural elements.
- However, the context of Lackey Road differs from that of the other two lift locations. Lackey Road has a mix of single-storey residential character with some single-storey, light industrial infill buildings.

#### Heritage Comments

##### Pros

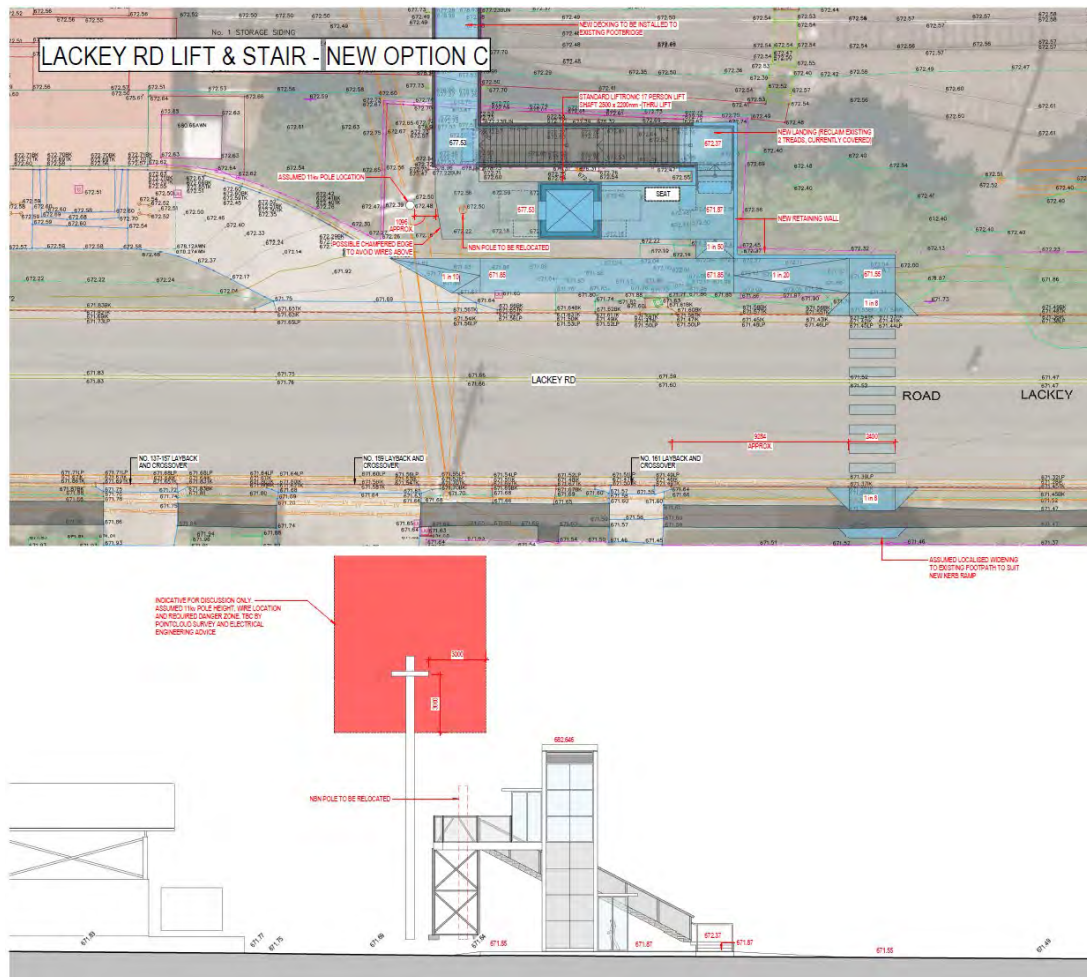
- Retains and conserves the existing stair and footbridge to ensure a positive heritage outcome.
- Provides a lift structure to provide equal access to Moss Vale Station.

##### Cons

- Potential for a new lift structure to stair and footbridge would be partially obscured by the proposed development.

## Lackey Road Lift & Stair—New Option C (15 May 2023)

### Illustration



### Description

- Retain the existing stair structure and footbridge at Argyle Street.
- Remove the concrete slab located at the foot of the stair structure and partially covering the last three treads of the structure.
- Locate a new lift adjoining the existing stair.
- Hardie panel sheeting to be installed on decking to landing to match that on footbridge.
- The character of Argyle Street differs from that of the Moss Vale Station and Argyle Street.

### Heritage Comments

#### Pros

- Retains and conserves the existing stair and footbridge, which will have a positive heritage impact.
- Recovers the original form of the steel stairs to the footbridge.
- Conserves the steel truss footbridge, an element of high heritage significance.

- 
- Lift shaft and landing to be structurally independent from the footbridge.

Cons

- The lift will partially obscure views from Lackey Road to the stairs and footbridge—the western entry to Moss Vale Station.
  - Removal of one bay of balustrading at the western end of the footbridge to provide access from the lift landing.
-

## 9.1.2 Materiality, Colour and Detailing

### Existing

#### Illustration of Existing Materiality and Colour Palette



### Description

- Currently, no lifts are located within Moss Vale Station.
- The predominant building materials, textures, and colour palette at Moss Vale Station are rich and varied.
- Materials include sandstone, brickwork, rendered masonry, decorative weatherboard panelling and decorative metal elements.
- Traditional materials date from the Victorian and Federation periods and are consistent with the historic context of Moss Vale village.
- Several materials have been proposed for the lift shafts, including brickwork, concrete panels (raw, moulded and clad in materials), and steel and glass.
- Determining the most appropriate material for the Moss Vale Station context has formed part of the design development and is established as part of the heritage design principles.

## Heritage Comments

### Pros

- The verticality of the lift needs to be considered in relation to the group of single-storey and two--storey station buildings.

### Cons

- The height of the lift needs to be carefully considered to ensure it does not dominate the station group when viewed from several vantage points.

## Option A—Steel and glass Lift to Full Height (9 June 2023)

### Illustration



### Description

- Steel framed structure with glazed panels.

## Heritage Comments

### Pros

- Steel and glass lifts can work well in a garden setting—for example, the Woollahra Gallery at Redleaf.
- The potential for transparency of form; this will help to reduce the prominence of the lift shaft when viewed from Argyle Street.
- The ability to view the garden surroundings and enjoy elevated views.

### Cons

- The steel and glass lift shaft poses issues with vandalism and maintenance.
- Sydney Trains' standards use customised panels of glass:steel ratio. This lift option would result in a large number of steel frames.
- A glass lift shaft would be a contemporary material set within a predominantly masonry group of buildings and therefore not in keeping with the character of the place.

**Option B—Steel, Glass and Metal Cladding to Full or Partial Height (9 June 2023)**

**Illustration**



**Description**

- A mix of steel frame, glazing and metal cladding.
- Introduction of plantings attaching to the lift shaft.

**Heritage Comments**

Pros

- From within the lift car, there will be a view to the Courtyard Garden through vertically trained climbing plants.

Cons

- Looking west from Argyle Street, the lift shaft will provide views to solid forms clad in metal.
- Potential ongoing maintenance issues associated with vandalism to glazing at courtyard level.
- The diagonal expression and metal cladding is not in keeping with the heritage character of and material palette at Moss Vale Station.

## Option B—Pre-Cast Concrete Base with Glazing above Landing (9 June 2023)

### Illustration



### Description

- Precast concrete base.
- Steel upper with glazing.
- Low-level louvre on south face.

Concrete as a building material has an urban and industrial character. Concrete structures are not generally found at Moss Vale Station.

### Heritage Comments

#### Pros

- Concrete is a durable, robust material.
- Concrete has the potential to have various textural treatments—including cast as panels, or in situ.
- Concrete provides the opportunity to explore decorative treatments when cast, such as off form timber, corrugated sheeting and decorative motifs. There is also the potential to mount or etch interpretative elements or devices within the concrete.
- Cladding to concrete was explored, such as the addition of ceramic façade modules.
- Use of concrete as a base to the lift may be appropriate for the proposed lift at Lackey Road.
- Opportunities for interpretation in the base.

#### Cons

- Having a concrete base for the lift shaft is not supported from a heritage perspective. Concrete is not in keeping with the character of Moss Vale Station.

**Option B—Pre-Cast Concrete Base with Glazing above Landing (9 June 2023)**

- Concrete as a building material has an urban and industrial character. Located within the context of an internalised courtyard garden, concrete is not considered to be an appropriate material from a heritage perspective for this proposed location.
- It was determined that the 3x proposed lifts (Courtyard Garden, Dalys Way, and Lackey Road) have a consistent language—using similar materials, forms and colour—and be read as a ‘suite’ of architectural elements.
- The context of Lackey Road differs from that of the other two lift locations. Lackey Road has a mix of single-storey residential character homes with some light industrial infill buildings.

**Option C—Brickwork or Masonry Lift to Full Height (9 June 2023)**

**Illustration**



(Source: BldgBlog, taken from ‘Architecture’, November 20, 2015).



## Option C—Brickwork or Masonry Lift to Full Height (9 June 2023)

### Description

The predominant existing building materials, textures, and ranges of colour at Moss Vale Station are rich and varied. Materials include sandstone, brickwork, rendered masonry, weatherboards and decorative metal elements.

Traditional materials dating from the Victorian and Federation periods are consistent with the historic context of Moss Vale village.

- Recast concrete shaft.
- Feature brick corner cladding treatment.
- Partial height vertical window with integrated louvres to west face, south face and half height to east face (not in view).
- The lift shaft in steel, glass and decorative brickwork designed by architect Carles Enrich for the riverside city of Gironella, Spain, provides a good precedent (see above). This masonry lift shaft is a strong, bold masonry vertical form that connects the old and new parts of this historic town.

### Heritage Comments

#### Pros

- Opportunities for interpretation, seating and garden elements incorporated into the base.
- Window openings express the vertical proportions of openings found on the Moss Vale Station site.
- Full masonry shaft would be supported for areas where there is a geographical differentiation between—such as on the Argyle Street side of the rail corridor with a backdrop of cutting to the ground plane.
- Decorative treatment of brickwork would be supported.
- Strong vertical elements provide landmarks in civic buildings and a utilitarian function. For example, the clocktower at Central Station in Sydney is a solid vertical element, with vertically proportioned openings making a strong urban design statement.

#### Cons

- Reconfiguration of window openings should be reconsidered to better represent the heritage character of Moss Vale Station.

## Option C—Brickwork Base with Steel and Glass above Landing (9 June 2023)

### Illustration



### Description

- The predominant existing building materials, textures, and ranges of colour at Moss Vale Station are rich and varied. Materials include sandstone, brickwork, rendered masonry, weatherboards and decorative metal elements.
- A proposed hybrid structure with brickwork base (lower-level louvres), steel shaft and glazed upper tower.

### Heritage Comments

#### Pros

- Brickwork is a traditional material used during the Victorian and Federation periods and is consistent with materials used in the Moss Vale township.
- Decorative treatment to the brick bonding would be supported using brickwork, not brick cladding.
- Opportunities to incorporate interpretation as brickwork surface treatment.

#### Cons

- Further articulation of the face brick walls should be considered to minimise the bulk of the base element.

### Proposed Lifts—Colour Palette

#### Description

- The predominant existing building materials, textures, and ranges of colour at Moss Vale Station are rich and varied. Materials include sandstone, brickwork, rendered masonry, weatherboards and decorative metal elements.
- New materials selected for the Moss Vale TAP project to match existing material palette, with a contemporary feel to differentiate old from new.

## Heritage Comments

### Pros

- Following design optioneering, the preferred station lift location was elected to be the Garden Courtyard. This area is a sensitive location within the 'heart' of the Moss Vale Station Group and is within an enclosed garden context. Following additional targeted research, the courtyard was re-assessed to have high heritage significance. This is in keeping with other gardens within Moss Vale Station.
- From a heritage perspective, traditional brickwork should be adopted as the material used for the lift shafts within the Moss Vale Station Group. Materials should be used sympathetically rather than be tokenistic (eg imitating Flemish bonds, etc).
- For lift shaft materials, it is recommended brickwork be used rather than brick tiles (shown in illustration above mounted on precast panel).
- Reference was made to painted brickwork used throughout the station. It should be noted that painting of brickwork is not best heritage practice. This practice was introduced by the Transport NSW heritage team in the 1990s. Painting brickwork does not allow the material to breathe, thereby creating further conservation problems and issues.
- The specific colour of brickwork is yet to be selected. The colour selection is to be based on original brickwork and local tones of materials (including terracotta).
- The buildability of a full-height brickwork shaft was not supported although from a heritage perspective this would be supported. Adopting the use of brickwork for the base of the lift shaft only is acceptable and preferable to the use of other materials investigated, particularly within the immediate context of Moss Vale Station.
- The heritage design principle to have a 'hybrid' lift shaft with a brickwork base and combination of steel and glass upper section at footbridge is adopted.

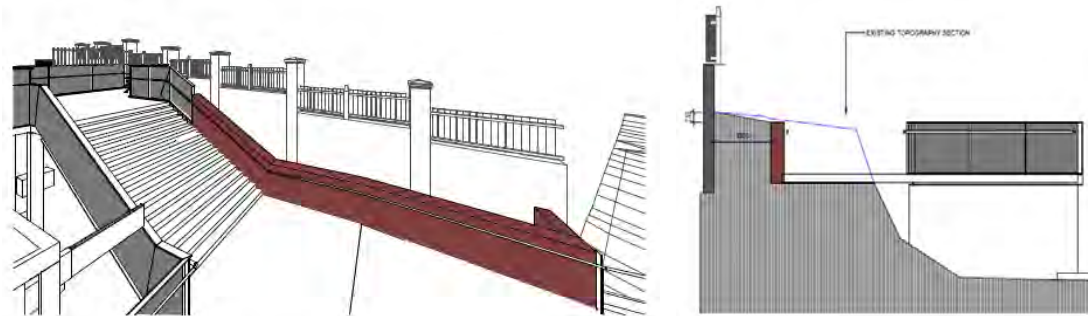
### Cons

- Careful articulation of the face brickwork walls should be considered to minimise the bulk of the base element.
-

## 9.2 Argyle Street Ramp Retaining Wall

Argyle Street Ramp Retaining Wall—21 September 2023

### Illustrations



### Description

- Excavate section of Moss Vale eastern boundary to accommodate new ramp configuration.
- Construct a concrete retaining wall (300mm thick) along the eastern side of the proposed ramp and stair.

### Heritage Comments

#### Pros

- The new retaining wall will be located along the eastern side of the proposed new Argyle Street Ramp and will not physically impact any fabric of heritage significance at the station.
- To reduce the scale and bulk of the retaining wall, the design response was to shape the top of the wall so it closer followed the slope of the existing topography in that area.
- To allow for the retaining wall to be visually sympathetic to the western boundary wall of the heritage listed post office building adjacent to it, the retaining wall would be constructed of off-form reinforced concrete with a coloured (earthy/ochre) oxide. This would also help mitigate the impacts of the addition of new materiality in the area.
- The retaining wall would limit the opportunity for soft landscaping to be planted behind the wall and would create a complex detail to close off the 402mm gap between the face of the wall and the new ramp and stair structure. The design response was to slide the retaining wall hard against the new ramp and stair to maximise the garden bed behind, integrate the wall with our required balustrade and handrail and eliminate the previous gap to simply our detailing in this area. The garden beds would help soften the visual impacts of the retaining wall.

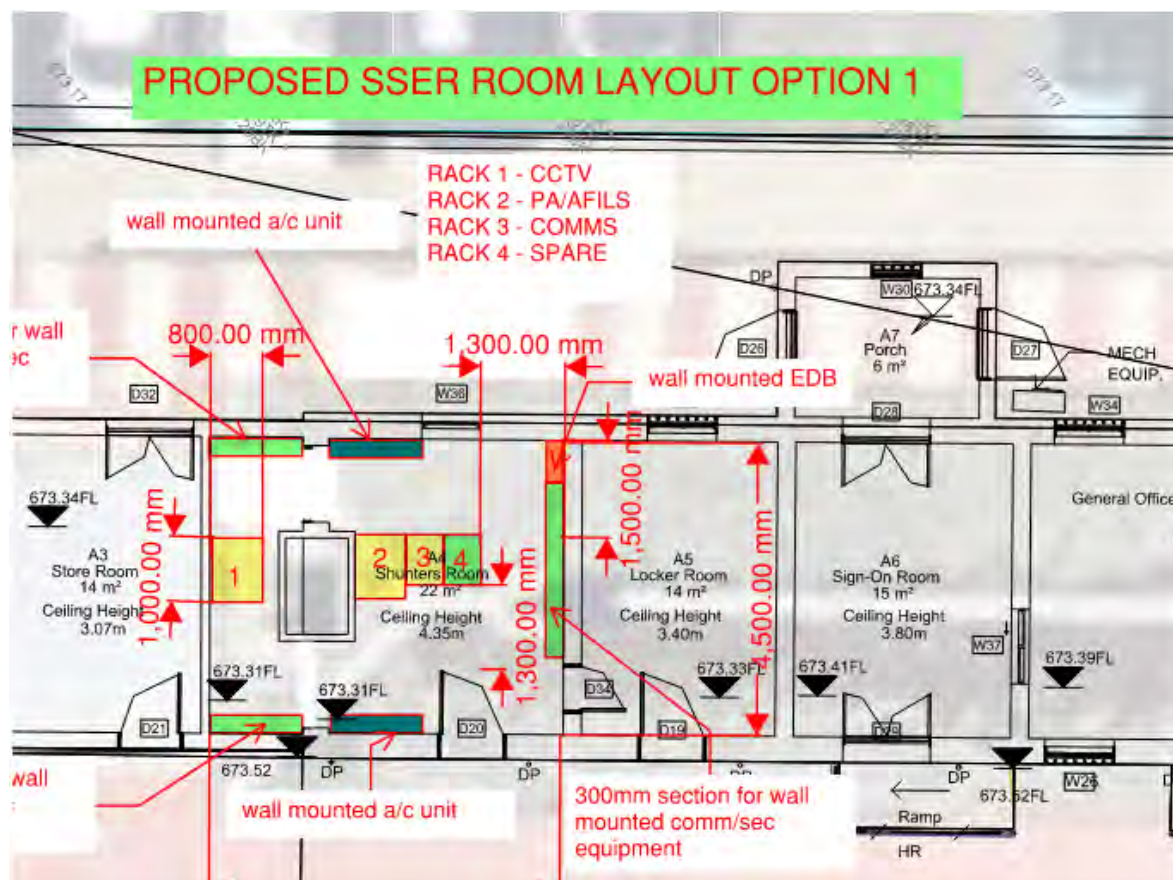
#### Cons

- There would be some visual impacts due to the retaining wall. However, design measures have been incorporated, as outlined above, to reduce the bulk and scale as much as possible.

## 9.3 Building A—Station Services Equipment Room (SSER)

### Option 1—Proposed SSER Room Layout

Illustration



### Description

- The Degnan team identified Building A, Room A4 as the space nominated for use as the proposed Station Services Equipment Room (SSER).
- CMP 2020 assesses Room A4 as a space/room with high heritage significance.
- It is noted that most of the ground floor spaces/rooms at Moss Vale Station are graded as having high heritage significance.
- Rooms A1, A2 A3, A5, A6 did not meet the minimum area requirement for the SSER. The remaining rooms along the ground floor are in use for other essential purposes.
- The Station staff did not accept room A15/16 being repurposed for the SSER, as this room is currently used as a storage for station cleaning.
- There is no alternate space/room with a lower grading of heritage significance that can be adapted for SSER use.

### Option 1—Proposed SSER Room Layout

- To achieve full compliance for an SSER room, an existing space at the station will need to be retrofitted.

In May 2023, GML inspected Room A4 and has several concerns:

- Room A4 has a fireplace which has been covered over with boarding. GML suggested this be opened up and investigated to understand what remains of the original fireplace.
- Water ingress was evident from the ceiling/roof.
- Given the level change down from the platform (that has been built up since the station building was constructed in 1867), water is being shed into the room.
- We understand that a condition report is being prepared for Room A4 and other spaces. A better understanding of the condition of all the spaces is necessary to make a considered decision.

### Heritage Comments

#### Pros

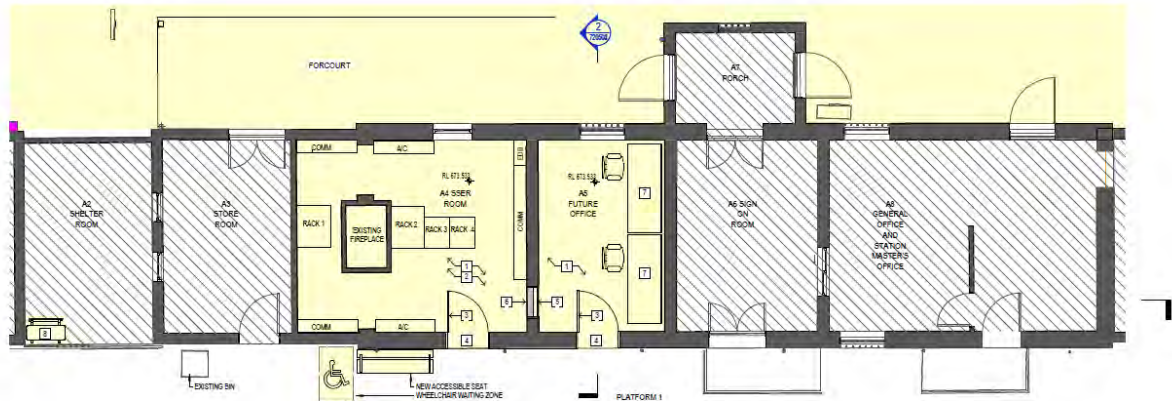
- Room A4 is currently vacant and has no future use.
- An SSER room is essential for the upgrade of Moss Vale Station. A space needs to be found—preferably a space of moderate or little heritage significance.
- GML suggested that condenser units not be installed in the opening. GML nominated Room A2, a semi-open, later infill addition and former luggage room, to be considered for use to house the condenser units.
- Door D34, located between Room A4 and Room A5, should be retained and locked off should the SSER be located in Room A4. This would ensure the retention of original fabric.

#### Cons

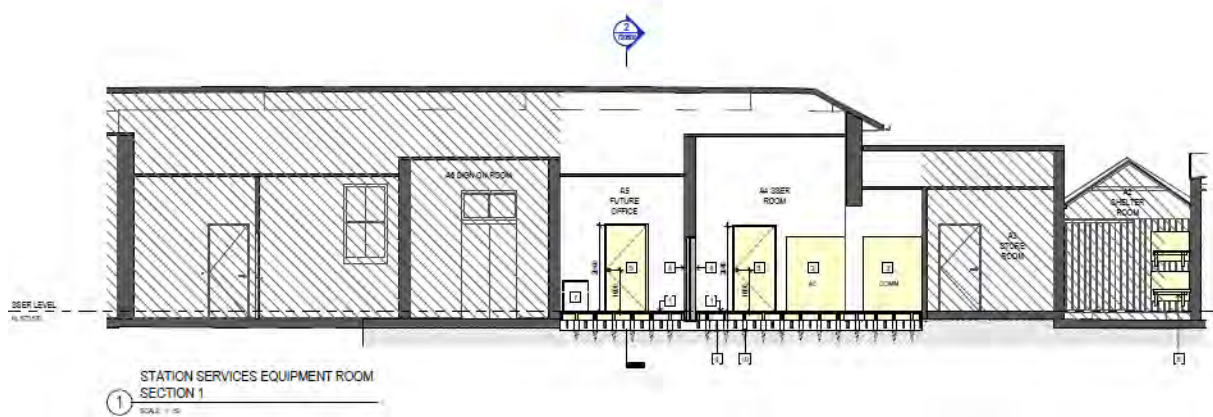
- Given the requirements for the adaptation for SSER use, Room A1 appears to be too small in area to be adapted.
- Consideration might be given to using Room A1, an 1889 addition to Building A. Room A1 appears to provide an alternative space for adaptation for SSER use.
- Room A1 is simple in design without decoration, fixtures or features. It is likely to be adapted more readily than Room A4.
- It is proposed to construct a false floor within Room A4 due to DDA concerns. The proposed floor will be level with the platform height. This will result in the fireplace, skirtings, door opening to the concourse, and proportions of the room being altered.
- Other options should be considered for the location of the items 1, 2, 3 and 4 to ensure they are set clear of the fireplace in Room A4.

## Option 2—Proposed SSER Room Layout – Preferred Option

### Illustration



2  
STATION SERVICES EQUIPMENT ROOM  
PROPOSED PLAN  
SCALE 1:50



1  
STATION SERVICES EQUIPMENT ROOM  
SECTION 1  
SCALE 1:10

### Description

- Room A2 is shown as the location for the two condenser units.
- Proposed layout of Room A4 showing location of racks.
- Room A4 to close off door connecting with Room A5.
- Raise floor of Room A4 to platform level, retaining the existing subfloor structure.
- Conserve, retain and cover the fireplace opening.

### Heritage Comments

#### Pros

- See comments for Option 1.

#### Cons

- See comments for Option 1.

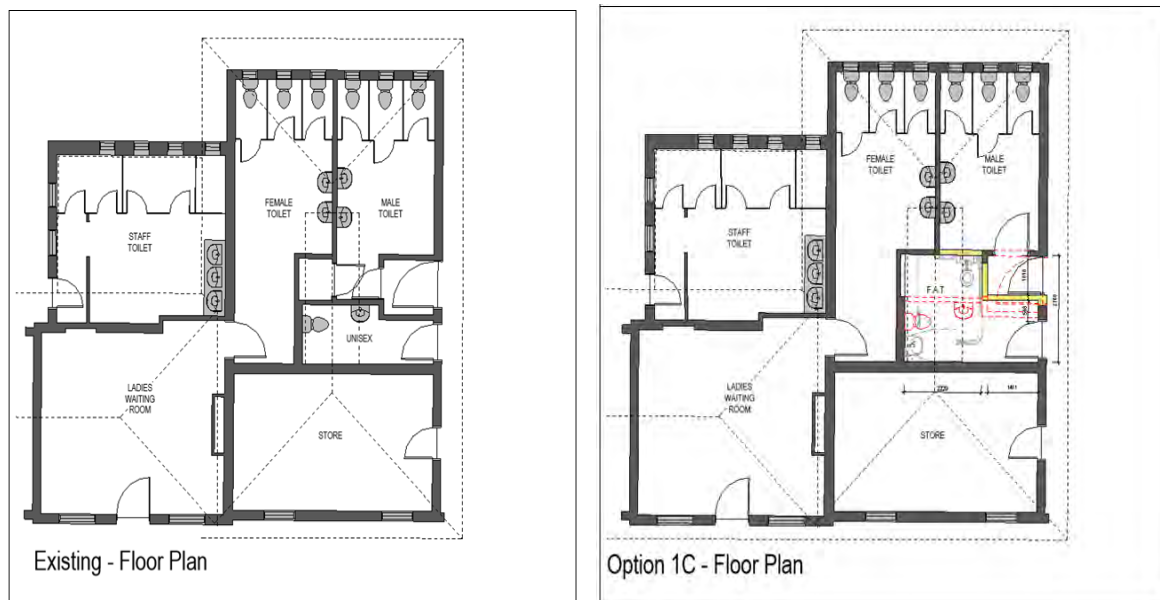
## 9.4 Building A—Amenities, WC and Family Accessible Toilet (FAT)

On 28 June 2023, several options were presented to the stakeholders’ meeting for the male WC and proposed Family Accessible Toilet (FAT) within Building A. The options are described and analysed below.

This section should be read in conjunction with the targeted historical research in this report—Section 4.5 Amenities—Rooms A14–A18.

### WCs and FAT—Existing Layout and Option 1C

#### Illustration



#### Description

- Reconfigure the existing unisex WC, part of the entry and a cupboard to create a FAT.
- Remove some later addition partition walls.
- Adapt/partially infill an original arched opening from the passageway into the male toilet to allow an area for a latch key into the proposed FAT.

#### Heritage Comments

##### Pros

- Option 1C would require the removal of a later addition wall to construct a new wall further to the east to provide the additional 200mm required for a compliant FAT in the adjoining room. This of itself would have little heritage impact.
- Consideration should be given to amending the proposed planning, reconfiguring the space to adapt this arched opening to the lavatory in a sympathetic manner.
- The existing store space is retained and conserved.



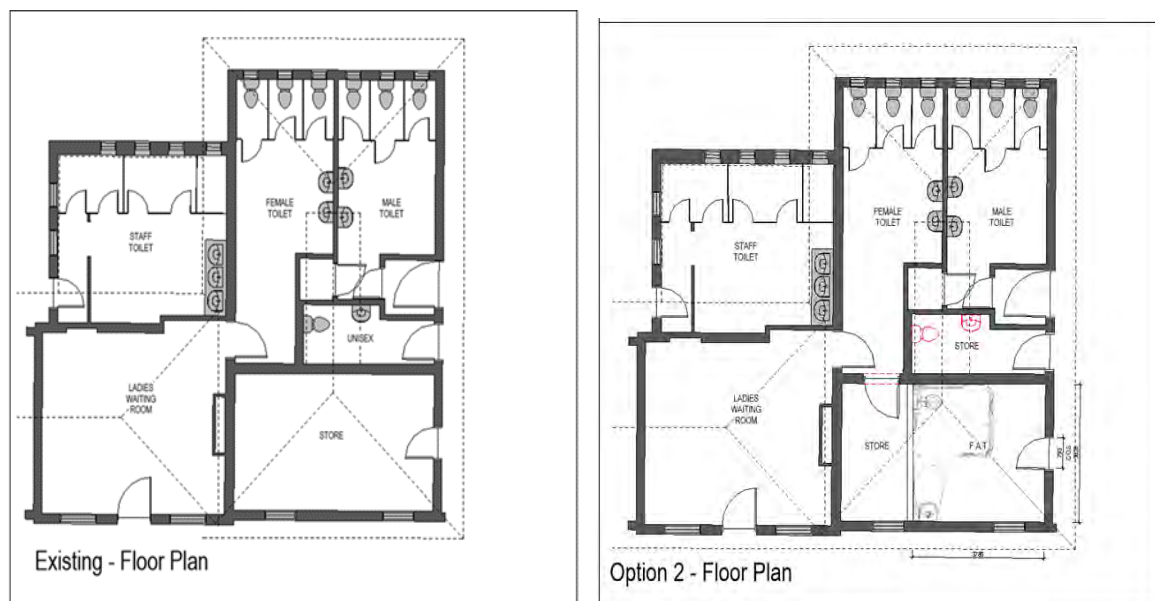
## WCs and FAT—Existing Layout and Option 1C

### Cons

- Subsequent research indicates that an opening in this location existed from an early period of use as the male urinals. It is likely the opening was arched. Photographic evidence shows there was no timber panel skirting over the arched doorway in the 1990s and it was installed after that time. In the light of this evidence, retention of the arched opening is preferred to minimise negative heritage impact and retain an original opening.
- Option 1C would result in the partial infill of an arched opening and interruption to the timber panel trim from the breezeway to the male WC. Further physical investigation and historic research suggests that the arched opening is original but the timber panel trim
- Careful consideration needs to be given to the details of the proposed modifications to the arched opening to the male WC.

## WCs and FAT—Existing Layout and Option 2

### Illustration



### Description

- Convert an existing unisex WC to a store space.
- Construct a new lightweight wall within an existing store space to create a FAT and a store.
- Install new sanitary facilities and plumbing within an existing store to create a FAT.
- Make an opening in an original wall to create a door.

### Heritage Comments

#### Pros

- CMP 2020 identifies the store space as having high heritage significance.
- CMP 2020 shows that the proposed configuration using lightweight walls has been added in the past. The lightweight walls were removed prior to 2020.

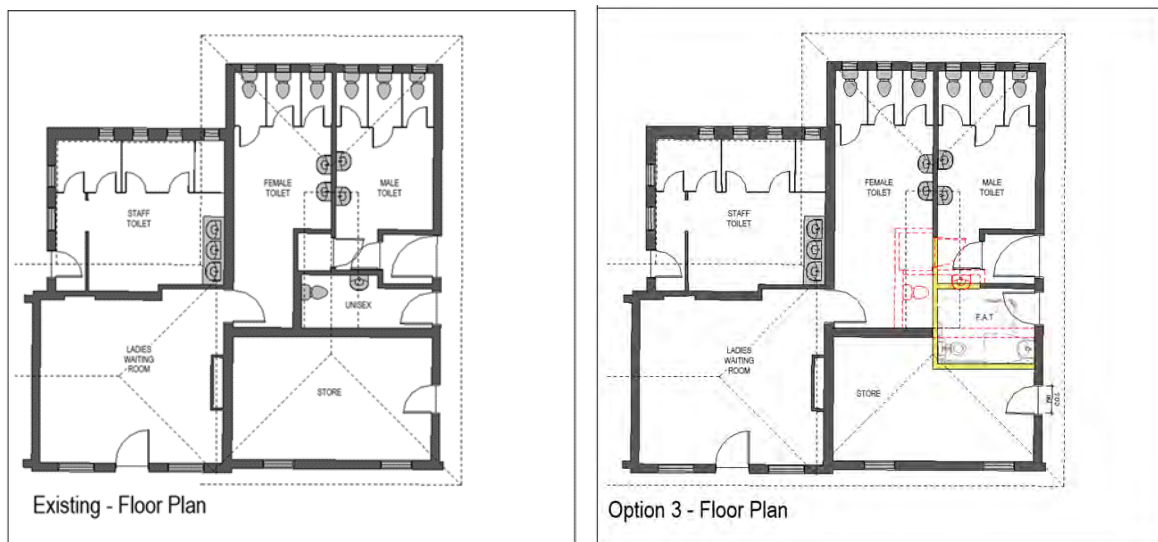
## WCs and FAT—Existing Layout and Option 2

### Cons

- Option 2 would provide a generous sized space for the location of a BCA-compliant FAT, but would mean this space, originally a single open space (the Waiting Room) would be modified and would result in considerable changes through the introduction of new plumbing and services. These proposed changes are likely to have considerable negative impact.
- The existing room has a timber floor; this is likely to require change to convert it to a FAT.
- From a heritage perspective, Option 2 is not considered a sympathetic option due to the adverse heritage impact to Room A14/A15.

## WCs and FAT—Existing Layout and Option 3

### Illustration



### Description

- Removal of several later addition internal walls within the existing female and male toilets to reconfigure the space.
- Removal of approximately half of an original internal wall to provide sufficient width for a FAT.
- The existing store is an original space previously identified as a Waiting Room.

### Heritage Comments

#### Pros

- The removal of later addition, lightweight internal walls would have a minor positive heritage impact.
- Identified as a space of high heritage significance.

#### Cons

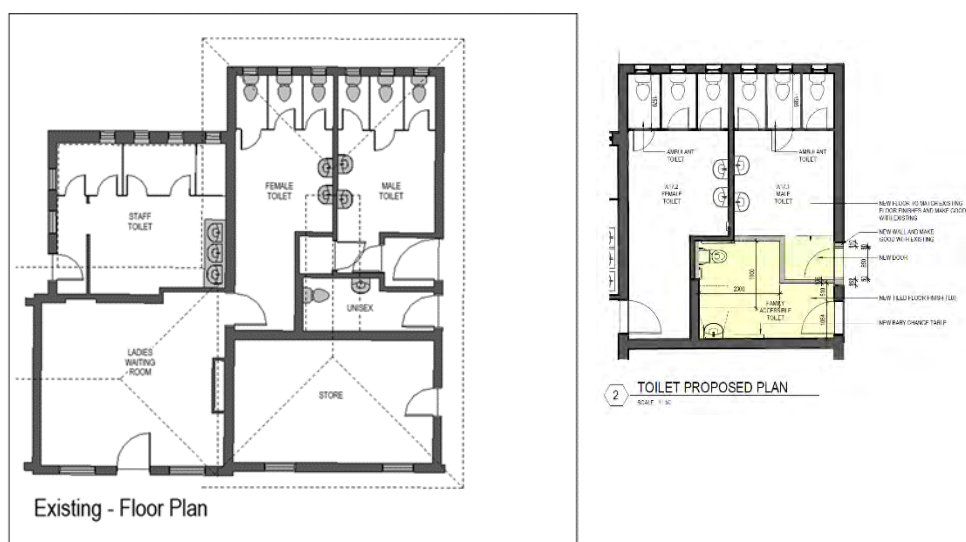
- Option 3 would require the removal of approximately half of an original internal wall to provide sufficient width for a FAT. The proposed removal of original fabric would have a negative heritage impact on spaces and fabric of high heritage significance.

## WCs and FAT—Existing Layout and Option 2

- Introduction of plumbing into an area that has not had plumbing. Part of the FAT will have timber flooring.
- The original room was subdivided to form ladies' and gentlemen's toilets.
- Careful consideration should be given to the vented clerestory lantern roof light within this space to ensure it continues to be 'read' by the general public.
- From a heritage perspective, Option 3 is not considered a sympathetic option for the FAT.

## WCs and FAT—Existing Layout and Preferred Option

### Illustration



### Description

- Reconfigure the existing Unisex WC, part of the entry and a cupboard to create a FAT.
- Remove some later addition partition walls.
- Adapt/partially infill an original arched opening from the passageway into the male toilet to allow an area for a latch key into the proposed FAT.

### Heritage Comments

#### Pros

- The removal of later addition, lightweight internal walls would have a minor positive heritage impact.
- Retention of the arched opening.
- The timber fretwork is possibly relocated from elsewhere and could be removed and relocated in another sympathetic location.
- The removal of the metal gate and its replacement with a sympathetically designed door would be a positive impact.
- Infill with a new highlight window above will allow for some natural light.

## WCs and FAT—Existing Layout and Option 2

### Cons

- The preferred option would require the removal of approximately half of an original internal wall to provide sufficient width for a FAT. The proposed removal of original fabric would have a negative heritage impact on spaces and fabric of high heritage significance.
  - The original room was subdivided to form ladies' and gentlemen's toilets.
  - Careful consideration should be given to the vented clerestory lantern roof light within this space to ensure it continues to be 'read' by the general public.
-

## 9.5 Dalys Way and Forecourt—Urban Design

### Existing Conditions

Illustration (Existing and Historic)



### Description

- Dalys Way retains its original layout.
- Trachyte kerbing currently exists and defines the original vehicular drive and pedestrian walkway.
- Historically, sandstone crazy paving was present to the station forecourt area only. Dalys Way appears to have been a gravel/crushed rock road surface.
- Over time, road surfacing was modified with the introduction of asphalt that replaces a former sandstone crazy paving and gravel finish.

## Existing Conditions

- An archaeology memo by ambs dated 7 February 2023 has identified a previous cobbled stone/crazy paving that exists within the carpark area. This is located at a depth of 60mm below the current bitumen surface.
- Linear memorial tree plantings of poplars are planted along the edges of Dalys Way.
- Other paving is present in the Concourse area, including brickwork (later addition) and sandstone flagging. This will be retained as part of the proposed paving schedule.
- It is proposed to carefully remove the existing trachyte kerbing, salvage the stones, and re-use as kerbing along the new road alignment.
- The original alignment of the road is to be interpreted using a contrasting stone, that is flush mounted along that line.

## Heritage Comments

### Pros

- Retention of the memorial tree plantings will have a positive heritage outcome. Care is to be taken to ensure any changes in layout conserve cultural plantings.
- Retaining the trachyte kerbing within the new concourse layout will have a positive outcome. Where trachyte kerbing is removed for widening of the roadway width, all stones should be carefully removed, and the same stones reused in the new kerb location.
- Retaining the previous cobbled stone/crazy paving that exists within the archaeology of the carpark area below asphalt surface will have a positive impact. Care to be taken with the introduction of inground services and service trenches to avoid impacting this historical archaeological element.
- Retention of gravel and asphalt paving is in keeping with the character of the concourse.
- Re-use of historic trachyte kerbing long the new road alignment will have a positive heritage impact.
- The interpretation of the original alignment of the road width using a linear flush mounted material will have a positive heritage impact. Care should be taken to avoid impacting on the existing former sandstone crazy paving that is located 60mm below the surface of the existing bitumen roadway.
- The intention to retain all existing sandstone flagging in situ will have a positive heritage impact. It is recommended a schedule of historic paving treatments be prepared to ensure original and early fabric is not destroyed or lost.
- It is recommended that concessions be sought to retain the existing non-compliant balustrading to the stairs and footbridge. Retention of these elements would have a positive heritage impact.

### Cons

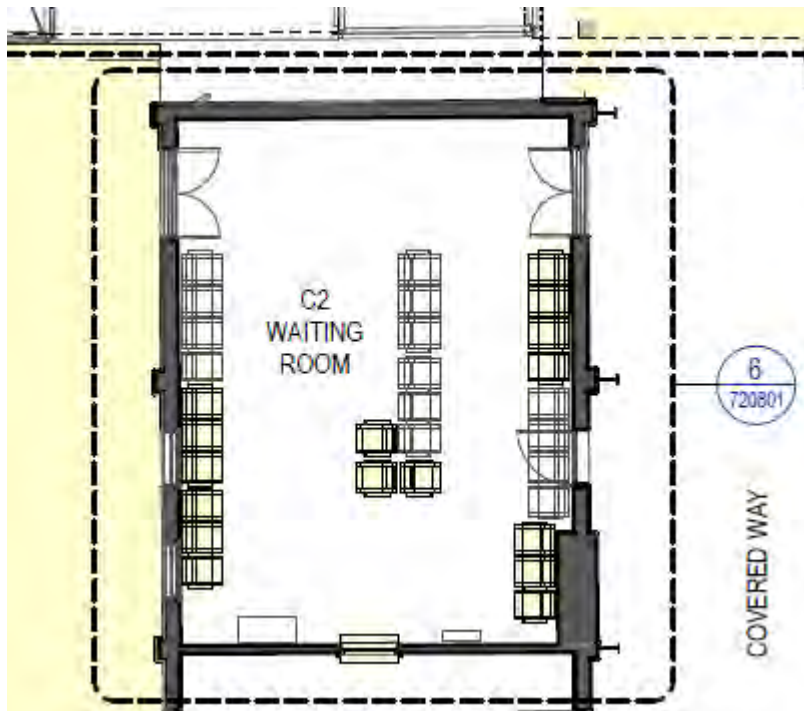
- The installation of intrusive throw screens to existing stair and footbridge would have a negative heritage impact. It is recommended this design approach be avoided.
- Formalised carparking area for bus transport use (including reversing and swept path) within the concourse would alter the historical character of the place.



## 9.6 Booking Office and Waiting Room

### Booking Office and Waiting Room—Modifications for Accessibility—Option A

#### Illustration



#### Description

- Install automatic door openings to the northern and southern French doors connecting to Dalys Way and breezeway to platforms respectively. The width of the latch stile to French doors is 95mm.
- Lower the ticket office window in the Booking Office.
- Install PIR (passive infra-red) detectors sensor to doors in the Booking Office and accessible WC adjoining Booking Office.

#### Heritage Comments

##### Pros

- Provides accessibility to the Waiting Room space, a place of high heritage significance.
- The ticket office window has been modified and is likely to have little heritage significance. The proposed lowering of the ticket office window would have little adverse heritage impact.

##### Cons

- Potential for adverse impact to the joinery of existing French doors if modifications are considered. If required seek exemptions for any changes to the doors and openings.



## 9.7 Booking Office (Building C) Fence

Timber Barrier/Fence/Gate—Entry to Platform Platforms

Illustration



Existing timber gate west of the booking office. (Source: GML April 2023)



Illustration of the proposed works. (Source: Architectus)

## Description

- The existing width of the gate opening is approximately 930mm.
- Removal of approximately 270mm of the existing timber picket fence for DDA compliance to achieve an opening of 1200mm clear width.

## Heritage Comments

### Pros

- The removal of a section of the fence will help achieve DDA compliance and improve the overall accessibility of the place.
- Historic research has identified that while this timber fence is located in the original position when constructed in 1914. The timber fence/barrier was replaced with a new design in the 1990.
- The original location of the fence, its design and materiality will still remain legible.

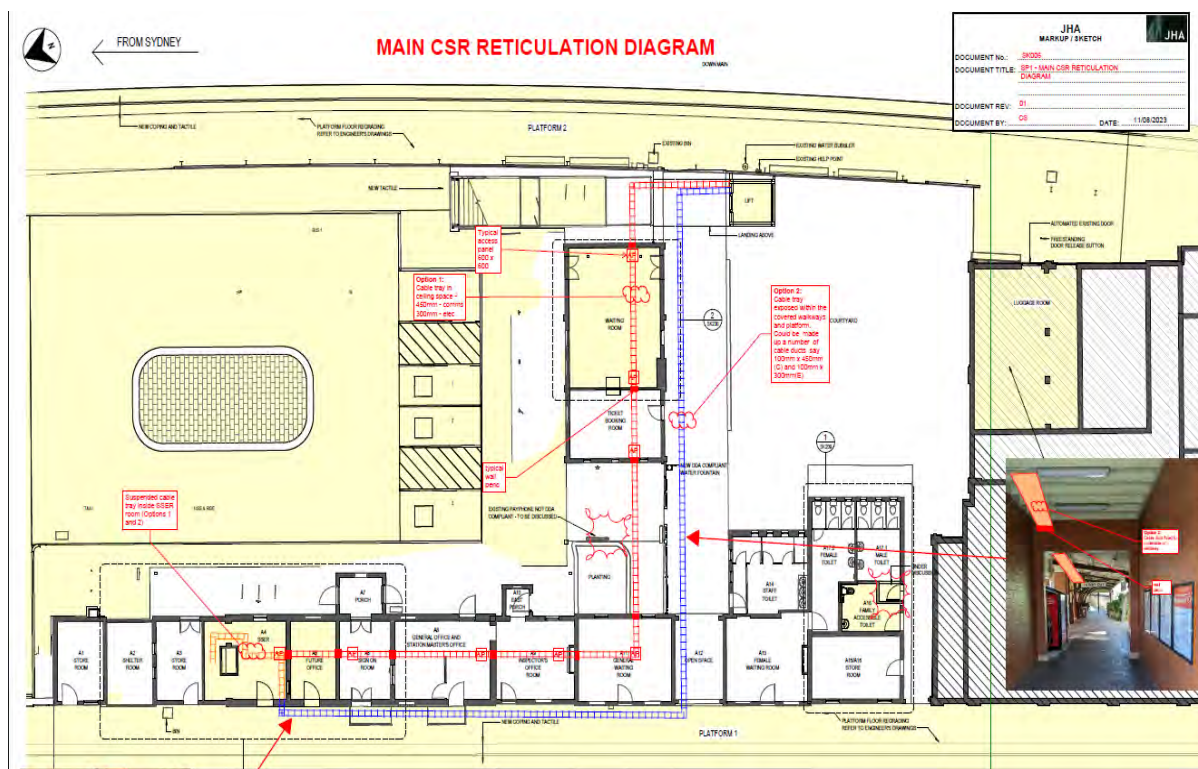
### Cons

- The removal of the fence will result in some loss of fabric of moderate significance.
-

## 9.8 Service Upgrades

Proposed Service Installation Upgrade Works—21 August 2023

Illustrations—Sketches prepared by SMEC/JHA for the proposed cable route options



### Description

- Two cable route options identified—a red route (being a trenched route) or a blue route (being an exposed cable tray route within covered walkways and platforms).

### Heritage Comments

#### Pros

- The preferred route was nominated to be the “red” route given it was typically concealed and therefore had less adverse visual heritage impact than the alternate option.
- GML recommended that options requiring penetrations to building fabric be kept to a minimum.

#### Cons

- The “blue” cable route was considered to have adverse visual impacts on views to the heritage item, particularly along the awnings and platforms due to added visual clutter of the new cabling.

## Proposed Service Installation Upgrade Works—15 September 2023

### Illustrations—Service diagrams issued by SMEC/JHA

Argyle St. Pedestrian Footbridge



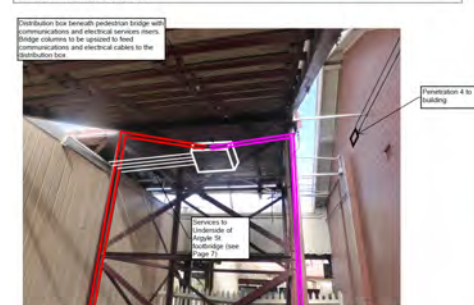
Lackey Rd. Pedestrian Footbridge



Penetration 3 - Penetration in P2 Canopy Wall for CCTV



Penetration 4 - Penetration in eastern wall of waiting room (Room C2) for comms reticulation



### Description

Services are to be installed for TAP upgrades to the station precinct.

- Proposed services will result in 5x penetrations to buildings across the site.
- Lackey Road Footbridge—install cable trays along both sides of the footbridge. One cable tray being 300mm high and the other being 200mm high.
- Argyle Street Footbridge—install service cable trays on the underside of the footbridge.
- IMBD Room—install a pit and trench within the pavement on the eastern side of the Building A1. All cabling will be installed below the building wall.
- Rm A2—Install 2x condenser units and assemble in a stacked configuration close to western side of room—adjacent to platform. Install refrigerant pipe to SSER (A4).
- Rm A4—Proposed Station Services Equipment Room (SSER) includes installation of the following:
  - wall-mounted cable trays (600mm x 300mm) on the internal wall face.
  - conduits (measuring 500mm x 300mm) installed on the internal wall face.
  - cabling to be concealed within the roof space of the station building group.
  - cowl (400mm x 400mm) to be installed within the chimney flue—to be confirmed.
- Penetration 3—Installation of CCTV to Platform—requiring Cable tray (50mm x 50mm) to be installed alongside the timber purlins of the 1914 canopy.
- FAT (Room A17.1)—Installation of a cowl (400mm x 400mm) to ventilate the WC.

## Heritage Comments

### Pros

- Generally, the proposed services are in concealed spaces—including roof spaces and the underside of structures—and are reversible. This will minimise adverse visual and physical impacts on fabric and spaces of high heritage significance.
- Where possible, is it proposed to use existing cable trays, risers and ducting to minimise impact on heritage significant fabric.
- FAT (Room A17.1)—locating the proposed cowl adjacent to the southern perimeter walls of the FAT space, will ensure the **vaulted and vented clerestory lantern roof light** and open-space planning is conserved.

### Cons

- When excavating trenches and installing sub-surface ducting care there is the potential of locating unexpected archaeological finds. Care should be taken when undertaking these works and advise an historic archaeologist if elements are found.
- Rm A2—concerns about the visual impact of having the condenser units stacked close to the railway platform.
- Proposed services attached to Lackey Road Footbridge will have an adverse visual heritage impact—Due to the low height of the Lackey Road footbridge structure, proposed services cannot be installed on the underside of the footbridge structure. Therefore, it is proposed that services be installed on the external face on both sides of the footbridge, within the wishbone supports. GML advises these proposed services will be visually intrusive and recommended an alternative location be considered. GML suggested sourcing power supplies from the Moss Vale Refuelling Facility within the Stabling Yards. This possibility is being investigated—although the staging of the Stabling Yards works does not align with the timing of the Moss Vale TAP Upgrade Works. The two facilities are held under different ownership (Regional Rail Corp). In addition, trenching works for an underline crossing was considered as an alternative services route. GML was advised that this was dismissed as an alternative due to the high costs of installation and would require closure of the rail line.

## 9.9 Lighting

### Proposed Lighting—Luminaire Schedule (4 September 2023)

#### Illustrations—Service diagrams issued by SMEC

Photo from as-built site

LUMINAIRE ID	SNAPSHOT	STATUS	
L1		PROPOSED	
L2		PROPOSED	
L3		PROPOSED	
L4		PROPOSED	
L5		PROPOSED	CON STA PLA



Source: CMP 2020

#### Description

- 5x luminaire types were nominated for the station along with a layout plan.
- Poles have a nominal 4m height with luminaires mounted on an outreach arm.

## Heritage Comments

### Pros

- Proposed luminaires are standard types used and typical for stations.
- Consideration might be given to the reconstruction of a lantern that existed at Moss Vale Station and is shown in historic photographic documentation in the attached image that dates to the 1880s (see CMP 2020, p17) as part of the interpretation works at the station.

### Cons

- On each footbridge it is proposed to install 3x luminaires and poles. The proposed height of the poles and luminaires would have a moderate adverse visual heritage impact on these structures identified as having high heritage significance.
-

## 10 Summary of Preferred Options and Preliminary Review

### 10.1 Multi-Criteria Analysis (MCA)

The following scoring system is based on the scoring system provided in the Transport NSW, Infrastructure Australia Assessment Framework, Table 7.

Score	MCA Rating	Description
5	Strong positive	Strong, positive impact for the criteria or measure
4	Moderate positive	Moderate, positive impact for the criteria or measure
3	No significant impact	No significant positive or negative impact
2	Moderate negative	Moderate, negative impact for the criteria or measure
1	Strong Negative	Strong, negative impact for the criteria or measure

The preferred option is indicated in red. ■

The following analysis measures the design against its impact on the heritage design principles for Moss Vale Station.

#### 10.1.1 Lift Location

##### Argyle Street Lift, Ramps and Stairs

Various design options were discussed regarding the locations of lift, ramps and stairs along the eastern end of Argyle Street footbridge. These are illustrated in Figure 7.1 below.



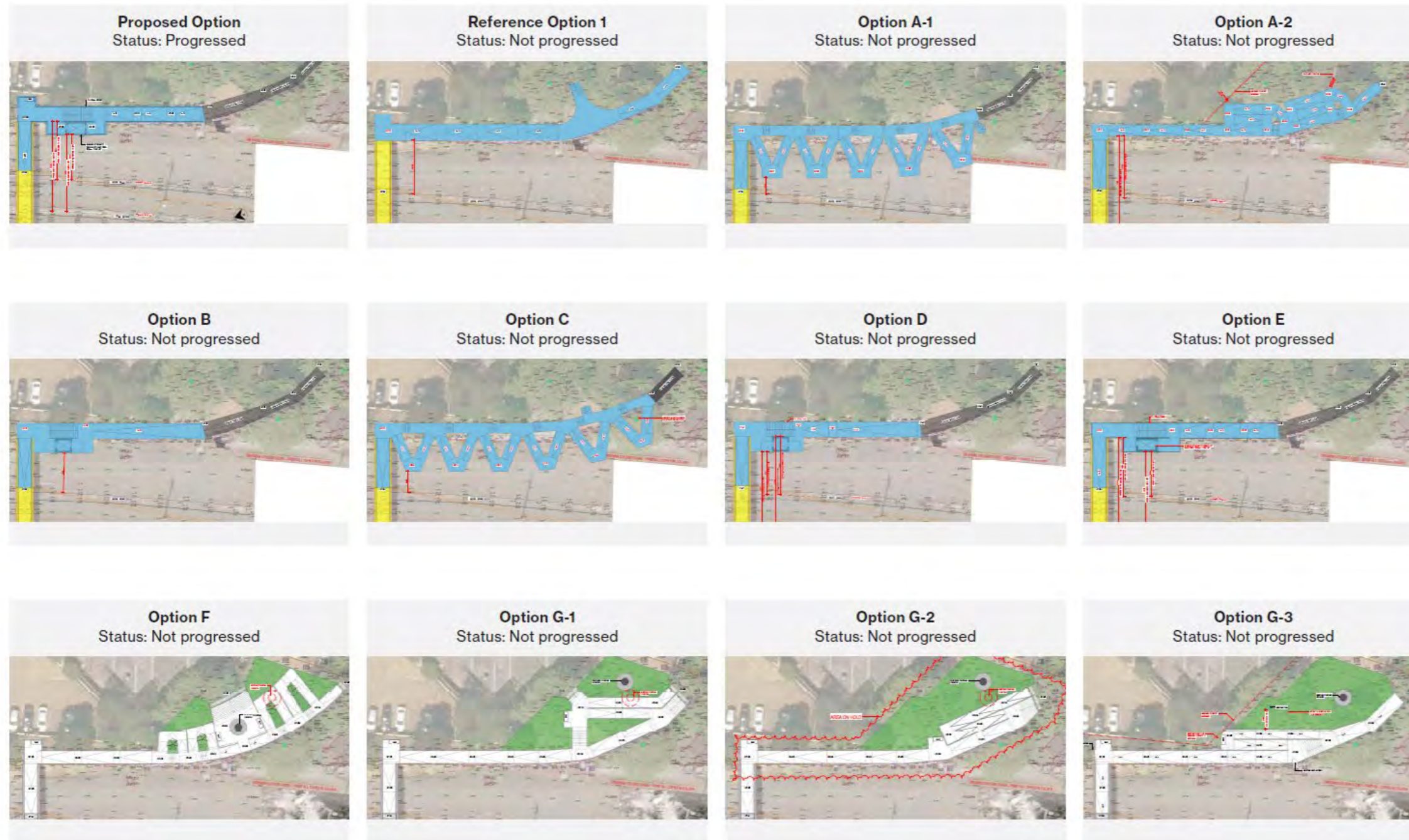




Figure 10.1 Design Optioneering for Argyle Street Access Path. (Source: Architectus, August 2023)

Criteria	Ramp Option	Proposed Option	
	Comments	Score	
	Illustration 	Illustration 	
<b>Character</b> <ul style="list-style-type: none"> <li>Retain the Victorian and Federation buildings, structures and gardens.</li> <li>Distinct contemporary design.</li> <li>Reinstate historic gardens.</li> </ul>	Part of the public garden is lost. Impacts on the garden setting. The memorial fountain will need to be relocated.	2	
<b>Scale</b> <ul style="list-style-type: none"> <li>Slender and elegant forms.</li> <li>Rooflines of station buildings maintain landmark quality.</li> <li>Subservient forms to footbridges and railway buildings.</li> </ul>	Does not impact overall scale of the railway station. Subservient to footbridge.	3	
<b>Form</b> <ul style="list-style-type: none"> <li>Incorporate simple contemporary forms.</li> <li>Respond to verticality of chimneys, windows and door openings.</li> <li>Reference the eaves lines of existing two-storey buildings.</li> </ul>	Proposed ramp will introduce a cluttered form within the park. The form of the public, heritage listed garden will be ordered.	1	
		Retains the setting and character of the memorial park. The proposed lift and ramp design is contemporary in design.	3
		The lift is a slender form. The rooflines of the station buildings will remain a dominant form. The lift is set away from the footbridge and the station buildings. The lift will be located above the RL of the footbridge.	3
		The proposed lift shaft will respond to the verticality of the chimneys and vertical elements at the station building. The proposed lift is located some distance away from the station buildings	3

Criteria		Ramp Option	Proposed Option	
	Comments	Score	Comments	Score
<b>Siting</b> <ul style="list-style-type: none"> <li>Site away from significant view corridors such as Dalys Way and Diamond Jubilee Park into the station; and form station buildings looking east to Diamond Jubilee Park.</li> <li>Complement existing groups and circulation spaces.</li> </ul>	Sited within a significant view corridor looking west to the station from Diamond Jubilee Park.	1	The proposed lift, stair and ramp will be visible within the significant view lines—looking east from the station buildings to Jubilee Park.  The proposed lift will be partially visible within the significant view line from Diamond Park to the railway station.	2
<b>Materials and Colour</b> <ul style="list-style-type: none"> <li>Interpret existing traditional materials.</li> <li>Consider lightweight materials to reduce bulk and scale.</li> <li>A combination of brickwork and lightweight materials could be considered.</li> </ul>	The ramp could potentially use lightweight materials in its design and construction.	2	The proposed use of steel frame lift overall with face brickwork infill to the base and glass above the landing will be a lightweight material and interpret traditional materials.  Also refer to Section 7.1.2 for discussion on materials.	3
<b>Detailing</b> <ul style="list-style-type: none"> <li>Use pattern of elements on site in a contemporary manner.</li> </ul>	The design of the ramp has the potential to incorporate design elements from the station.	3	The face brickwork on the lift has the potential to incorporate details for the station buildings.  To be developed at Detail Design Phase.	4
<b>Overall Score</b>		11		18

## Platform Entrance—Lift, Ramp and Stairs

Various design options were discussed regarding the locations of lift, ramps and stairs for the station lift at the western end of the Argyle Street footbridge. These are illustrated in Figure 10.2 below. While there are variations in the design options, the option analysis for assess there critical options based on the location and level of modifications required for the lifts.

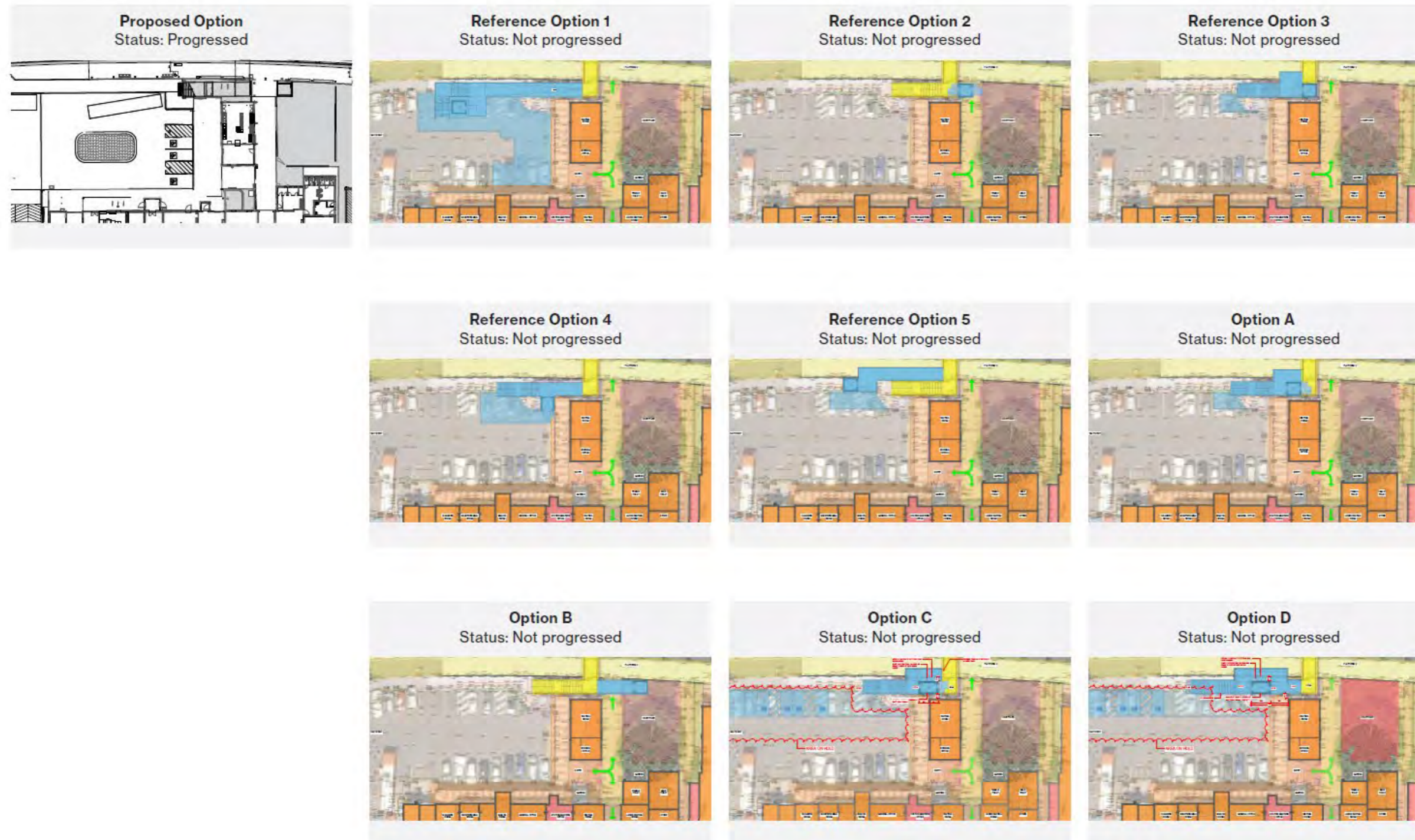
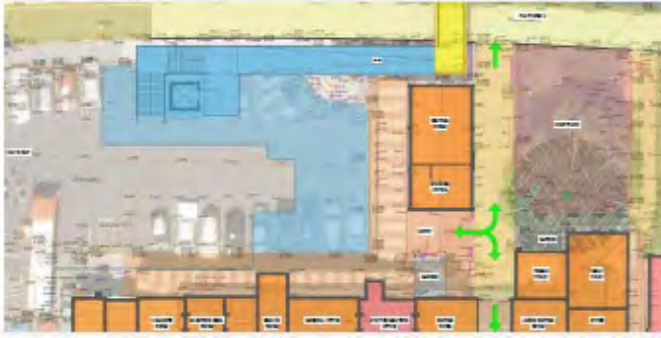




Figure 10.2 Design optioneering for the platform entrance. (Source: Architectus, August 2023)

Criteria	Reference Option 1	Lift Option C	Proposed Option			
	Comments	Score	Comments	Score	Comments	Score
						
<b>Character</b> <ul style="list-style-type: none"> <li>Retain the Victorian and Federation buildings, structures and gardens.</li> <li>Distinct contemporary design.</li> <li>Reinstate historic gardens.</li> </ul>	<p>Detracts from the traditional configuration of the 2 groups of station buildings by introduction a third element.</p> <p>The removal of the existing stairs would alter the configuration of the footbridge.</p>	3	<p>The proximity to the ramp, lift would reduce the legibility of the Booking Office gable and form.</p> <p>The removal of the existing stairs would alter the configuration of the footbridge.</p>	2	<p>The character of the station building group as a whole is retained.</p> <p>The addition of a lift within the courtyard will result in the removal of 1 bay of footbridge balustrading.</p> <p>The character of the Courtyard Garden will be altered. However, this will provide new amenity to an underutilised area.</p> <p>It is proposed to revitalise the garden space as part of the upgrade works.</p>	4
<b>Scale</b> <ul style="list-style-type: none"> <li>Slender and elegant forms.</li> <li>Rooflines maintain landmark quality.</li> <li>Subservient forms to footbridges and railway buildings.</li> <li>Lightweight materials</li> </ul>	<p>Proposed elements will be a dominant form in the forecourt area, surrounded by single-storey Victorian and Federation station buildings and garden elements.</p>	2	<p>Proposed elements will be dominant in scale when juxtaposed to the single-storey Booking Office and awnings over the eastern platform.</p>	2	<p>Locating the proposed lift within the centre of the station building group would conceal its perceived scale. Only the upper section of the light weight structure would be evident when seen from the footbridge and Dalys Way.</p> <p>The proposed lift location, closer to the two-storey buildings, would be more sympathetic in juxtaposition.</p>	4
<b>Form</b> <ul style="list-style-type: none"> <li>Incorporate simple, contemporary forms.</li> <li>Respond to verticality of chimneys.</li> </ul>	<p>Additional canopies required would introduce cluttered forms within the forecourt.</p>	2	<p>The proposed lift landing would introduce an awkward junction over the awning to the eastern platform.</p> <p>The proposed lift, stairs and landings would extend beyond the height of the adjoining buildings.</p>	2	<p>The landings and canopies are simple forms, compared to the other options.</p>	4

Criteria	Reference Option 1	Lift Option C	Proposed Option
	Comments	Score	Comments
windows and door openings.			
<ul style="list-style-type: none"> <li>Reference the eaves lines of existing two-storey buildings</li> </ul>			
<b>Siting</b>			
<ul style="list-style-type: none"> <li>Site away from significant view corridors such as Dalys Way and Diamond Jubilee Park into the station.</li> <li>Complement existing groups and circulation spaces.</li> </ul>	The proposed lift and ramp will be set well away from the single-storey station buildings and gardens.	3	The proposed lift, ramp and stairs would impact on significant views to the station group.
			2
			4
<b>Materials and Colour</b>			
<ul style="list-style-type: none"> <li>Interpret existing traditional materials.</li> <li>Consider lightweight materials to reduce bulk and scale.</li> <li>A combination of ground brickwork and lightweight materials could be considered.</li> </ul>	Not explored during this optioneering.	3	Not explored during this optioneering.
			3
			4
<b>Detailing</b>			
<ul style="list-style-type: none"> <li>Use pattern of elements on site in a contemporary manner.</li> </ul>	Not explored during this optioneering.	3	Not explored during this optioneering.
			3
			4
<b>Overall Score and Rank</b>		16	14
			24

### 10.1.2 Materiality, Colour and Detailing

The design adopts a consistent approach of materials, colour and detailing for the proposed lifts to ensure their uniformity and legibility as a unified group of works.



Figure 10.3 Design optioneering for materiality, colour and detailing of the proposed lifts along the Argyle Street footbridge. (Source: Architectus, August 2023)

## Design Optioneering 07 Courtyard Lift - Material and Finishes - (14.06.23)

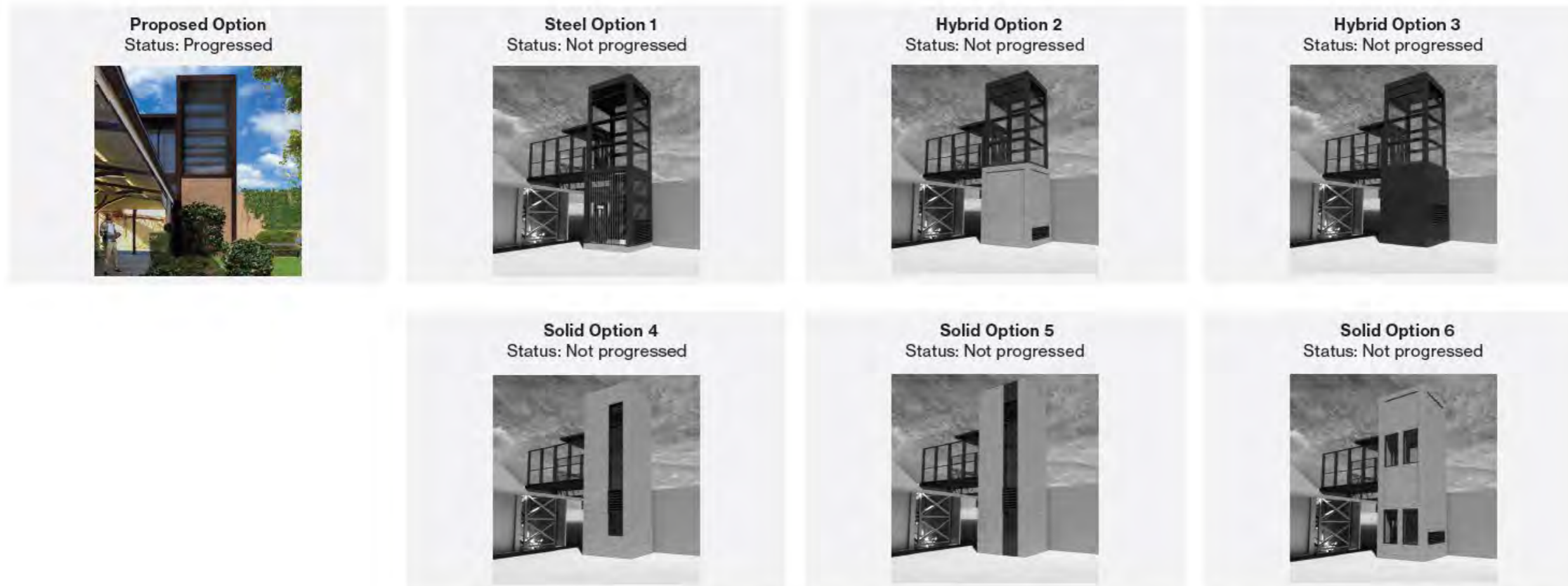







Figure 10.4 Design optioneering for materiality, colour and detailing of the proposed courtyard lift. (Source: Architectus, August 2023)



Criteria	All glass lift with steel frame		Hybrid Option—brick base to landing with glass and steel frames above		Hybrid Option—overall steel frame with brick base infill to landing with glass above		Hybrid Option—concrete base to landing with glass lift above		Solid Option—all brick lift shaft with glass openings	
	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score
										
<b>Character</b> <ul style="list-style-type: none"> <li>Retain the Victorian and Federation buildings, structures and gardens.</li> <li>Distinct contemporary design.</li> <li>Reinstate historic gardens.</li> </ul>	Glass lifts would be of distinctly contemporary character.	3	<p>The proposed use of brick to the base of the lift shaft will reference the traditional materials used in the Victorian and Federation station buildings at ground level.</p> <p>The proposed use of steel frames will reference the material used in the footbridge at first floor level.</p>	4	<p>The proposed use of brick to the base of the lift shaft will reference the traditional materials used in the Victorian and Federation station buildings at ground level.</p> <p>The proposed use of steel frames will reference the material used in footbridge at first floor level.</p>	4	The use of a concrete base would introduce a non-traditional material and be inconsistent with the character of the Victorian and Federation station group.	2	The use of brickwork to the entire lift shaft will be consistent with the character of face brickwork used in the Victorian and Federation buildings throughout the site.	4
<b>Scale</b> <ul style="list-style-type: none"> <li>Slender and elegant forms.</li> <li>Rooflines maintain landmark quality.</li> <li>Subservient forms to footbridges and railway buildings.</li> <li>Lightweight materials.</li> </ul>	Being a lightweight material, glass would diminish the perception of scale.	4	<p>The use of brickwork at ground level will alter the perceived scale of the building through the use of modular bricks.</p> <p>The use of lightweight glass on the upper level will reduce the perceived scale of the shaft.</p>	4	<p>The use of brickwork at ground level will alter the perceived scale of the building through the use of modular bricks.</p> <p>The use of lightweight glass on the upper level will reduce the perceived scale of the shaft.</p>	4	<p>Concrete generally has a bulky appearance. This is not compatible with the overall scale of buildings in the station precinct.</p> <p>The use of lightweight glass on the upper level will reduce the perceived scale of the shaft.</p>	2	<p>The use of brickwork to the entire lift shaft will alter the perceived scale of the building using modular bricks.</p> <p>Openings in the brickwork would reduce the perceived scale.</p>	3
<b>Form</b> <ul style="list-style-type: none"> <li>Incorporate simple,</li> </ul>	The glass form would be tall and slender. However, due to Transport	3	The use of solid brick on the base of the lift shaft would have a larger footprint and increase the overall	3	Using a steel frame and brick cladding will result in a smaller footprint and more slender form.	4	Concrete generally has a bulky appearance.	2	The use of solid brick to the entire lift shaft would have a larger footprint and increase the overall volume. This is particularly pertinent in the courtyard where	3

Criteria	All glass lift with steel frame		Hybrid Option—brick base to landing with glass and steel frames above		Hybrid Option—overall steel frame with brick base infill to landing with glass above		Hybrid Option—concrete base to landing with glass lift above		Solid Option—all brick lift shaft with glass openings	
	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score
<p>contemporary forms.</p> <ul style="list-style-type: none"> <li>Respond to verticality of chimneys, windows and door openings.</li> <li>Reference the eaves lines of existing two-storey buildings</li> </ul>	<p>requirements for glass structures, there would be numerous steel frames that would add to the bulk of the structure. This would limit its elegance.</p>		<p>volume. This is particularly pertinent in the courtyard where there is limited space and an enclosed garden.</p>		<p>compared with the solid brick base.</p>				<p>there is limited space and an enclosed garden.</p>	
<p>Siting</p> <ul style="list-style-type: none"> <li>Site away from significant view corridors such as Dalys Way and Diamond Jubilee Park into the station.</li> <li>Complement existing groups and circulation spaces.</li> </ul>	<p>See Section 10.2.1 above.</p>	N/A	<p>See Section 10.2.1 above.</p>	N/A	<p>See Section 10.2.1 above.</p>	N/A	<p>See Section 10.2.1 above.</p>	N/A	<p>See Section 10.2.1 above.</p>	N/A
<p>Materials and Colour</p> <ul style="list-style-type: none"> <li>Interpret existing traditional materials.</li> <li>Consider lightweight materials to reduce bulk and scale.</li> <li>A combination of ground floor brickwork and lightweight materials could be considered.</li> </ul>	<p>Glass would allow for a lightweight appearance. However, Transport's requirement for numerous steel frames would result in a bulky structure.</p>	3	<p>The proposed use of brick to the base of the lift shaft will reference the traditional materials used throughout the station buildings.</p> <p>The proposed use of glass and steel frames above the landing will be a lightweight material and have some transparency.</p> <p>The proposed use of steel frames will reference the material used in the footbridge and awning.</p> <p>It is proposed to use colours that reference those used throughout the station group.</p>	4	<p>The proposed use of an overall steel frame with brick infill to the base of the lift shaft will reference the traditional materials used throughout the station buildings.</p> <p>The proposed use of glass above the landing will be a lightweight material and have some transparency.</p> <p>The proposed use of steel frames will reference the material used in footbridge and awning.</p> <p>It is proposed to use colours that reference those used</p>	3	<p>Concrete has a non-traditional and bulky appearance. This material and colour is not compatible with buildings in the station precinct.</p> <p>The use of lightweight glass on the upper level will reduce the perceived scale of the shaft.</p>	3	<p>Face brickwork is a traditional material and colour.</p>	4

Criteria	All glass lift with steel frame		Hybrid Option—brick base to landing with glass and steel frames above		Hybrid Option—overall steel frame with brick base infill to landing with glass above		Hybrid Option—concrete base to landing with glass lift above		Solid Option—all brick lift shaft with glass openings	
	Comments	Score	Comments	Score	Comments	Score	Comments	Score	Comments	Score
					throughout the station group.					
Detailing <ul style="list-style-type: none"> <li>Use pattern of elements on site in a contemporary manner.</li> </ul>	Not explored during this optioneering. Could be developed at detailed design stage.	3	Not explored during this optioneering. Could be developed at detailed design stage.	3	Not explored during this optioneering. Could be developed at detailed design stage.	3	Not explored during this optioneering. Could be developed at detailed design stage.	3	Not explored during this optioneering. Could be developed at detailed design stage.	3
Score		16		18		18		12		17

## 10.2 Design Recommendations

The heritage design recommendations to guide development of the proposed works at the detailed design phase are as follows:

### Lifts

- In principle, from a heritage perspective traditional brickwork should be used—this should be undertaken sympathetically and not tokenistic (eg imitating Flemish bonds).
- For lift shaft materials, it was agreed to use brickwork rather than brick tiles (shown above mounted on precast panel).
- The painting of brickwork throughout the station is not good heritage practice. This practice was introduced by Transport in the the early twentieth century to regularise additions in station precincts. Painting brickwork does not allow the material to breathe and creates further dampness. Future works should be reviewed to recover original face brickwork.
- Colour of brickwork is to be determined. It should not be based on matching the existing painted brickwork colours. New brickwork should be complementary to the character of the station.
- Further consideration should be given to the materiality, scale, bulk and height of the canopies and screening at the footbridge level at the detailed design stage to reduce their visual impacts.
- The design of the Argyle Street ramp should be developed to be sympathetic to the retaining wall and rear stairs of the former Station Master's Residence located in its vicinity.

### SSER Room

- Retain original flooring and subfloor structure where possible (based on condition) should reversibility be desirable.
- Any replacement works of fabric of heritage significance should be like-for-like.
- The fireplace should be conserved, retained and covered for protection.
- The original skirtings should be conserved in situ.
- The integrity of the original ceilings under the plasterboard ceilings is currently unknown. The design development at further stages should be informed by investigations.
- The design of the replacement doors should be sympathetic to the character and design of the original and existing doors.

## Amenities

- The design of the archway and proposed new door to the southern wall of the amenities should be sympathetic to the character and design of the original and existing doors.
- The proposed new tiling should match the existing tiling within the amenities and be sympathetic to the character of the station.

## 10.3 Heritage Opportunity Works



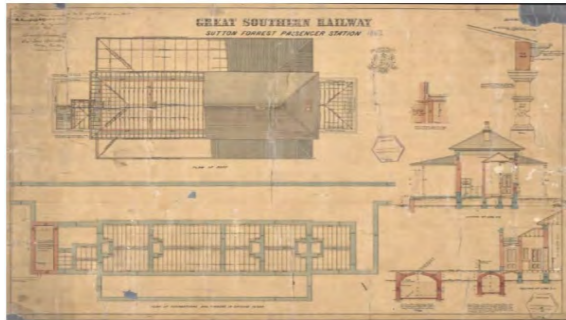
A Heritage Interpretation Plan has not been prepared at the SDR stage. However, during the design development, the following preliminary recommendations have been provided:

- An audit should be undertaken of the existing non-Indigenous interpretation at Moss Vale Railway Precinct, which currently includes moveable heritage items and preexisting signage, the weighbridge, a relocated crane, plaques and an archway related to ANZAC and interpretive bollards in the forecourt area on Dalys Way. These have been identified in Figure 10.11 below. New interpretation works should consider the existing interpretations at the station, including the upgrade and consolidation of the existing interpretation.
- Further investigations should be made about recovering, conserving and interpreting the Governor's Platform.
- The works to the amenities provide an opportunity for the interpretation of the vaulted ceiling through design and removal of intrusive elements.
- The location of the platform lift in the Courtyard Garden provides an opportunity to revitalise the former award-winning gardens. The landscape plans should be further developed to interpret the original gardens and plantings through consultation with a heritage landscape architect/consultant and consistent with *Policy 10. Natural Heritage, Gardens and Landscape* of the CMP 2020.
- The Refreshment Rooms Garden is underutilised and has lost its former plantings and grandeur. The garden should be recovered and conserved as part of the interpretation of the station group.
- The poplar trees along Dalys Way are similarly in a state of neglect and an arborist should investigate their condition.
- The timber fretwork removed to the arched doorway to the southern wall of the amenities should be reinstated to a sympathetic location such as the breezeway south of the male amenities which had timber fretwork, as suggested by historical photographs.
- A Schedule of Conservation Works should be prepared in conjunction with the design development.

- The archaeological remains of the former sandstone block paving along Dalys Way should be conserved in situ and not exposed or relocated.
- Any fabric of heritage significance proposed to be removed, such as the steel elements of the footbridges, should either be stored in a safe place for future reuse, relocated to a sympathetic location or be utilised in the interpretations.

The following table recommends a preliminary thematic framework and provides indicative stories and interpretation opportunities at Moss Vale Railway Station. The thematic framework is drawn from the 36 New South Wales state themes and the 26 local themes prepared for the Wingecarribee Shire Heritage Study (1993). These interpretation opportunities would be developed following heritage approval.

Table 10.1 Interpretation Summary for Moss Vale Station.

Level	Interpretive Theme	Project Specific Theme	Potential Graphic Theme	Stories	Interpretation Opportunities	Location
National	Peopling Australia	Ngurra (Country)		<p>To be developed in conjunction with local Aboriginal representatives and groups.</p> <p>Relationship between Gundugurra and Dharawal peoples.</p> <p>Aboriginal pathways and travel across Ngurra (Country).</p>	<p>Showing the importance of Gundangara, with dual naming and language</p> <p>Welcoming to Country, telling story of the traditional lands.</p> <p>Wall Art, sculptural elements.</p> <p>Refer to Public Art Strategy Moss Vale TAP (Fellingham Consultancy and Design)</p>	Refer to <i>Public Art Strategy Moss Vale TAP</i> (Fellingham Consultancy and Design), Section 07, p 12
State	Aboriginal cultures and interactions with other cultures					
Local	Aboriginal culture and interaction					
National	Developing local, regional and national economies	Transporting local produce		<p>Goods shed.</p> <p>Stockyards for cattle and sheep.</p> <p>Transport of local produce including livestock, dairy, and agricultural produce.</p>	Inlays, signage, vinyls of historical images, public art and digital images.	Lifts, landings, waiting rooms, platforms and gardens
<p>Figure 10.6 Moss Vale Railway goods yard, undated. (Source: Berrima District Historical and Family History Society, 102223)</p>						
National	Developing local, regional and national economies	The coming of the railway		<p>Construction of Main Southern Railway Line</p> <p>Opening of Sutton Forest Railway Station 1867 (renamed Moss Vale in 1877)</p> <p>Station extension and changes</p> <p>Duplication of the Main Southern Line</p> <p>Formation of gardens</p> <p>Waiting Room</p> <p>Station Master Residence</p> <p>Railway office</p> <p>Refreshment Rooms and gardens</p> <p>Turntables</p> <p>Stabling Yards</p> <p>Signal box</p>	<p>Inlays, signage, vinyl of historical, public art and interpretive gardens</p> <p>Reconstruction and/or reinstatement of significant elements such as the vaulted ceiling in the amenities area, the former governor's platform, gardens and historical lightings and lanterns.</p>	Lifts, landings, waiting rooms, platforms and gardens
State	Transport					
Local	Movement corridors, north-south: rail					
<p>Figure 10.7 Great Southern Railway: Sutton Forest Passenger Station, 1867. (Source: Museums of History NSW)</p>						


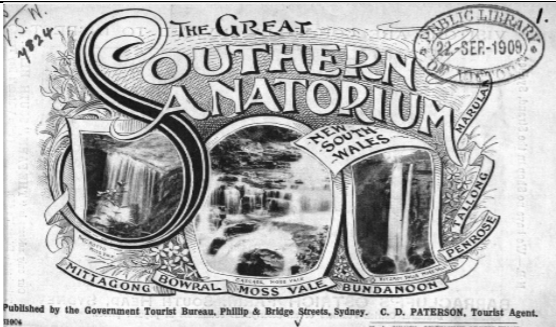
Level	Interpretive Theme	Project Specific Theme	Potential Graphic Theme	Stories	Interpretation Opportunities	Location
				Branch lines		
National	Developing local, regional and national economies	NSW Rail Refreshment Room Garden and Courtyard garden		Formation of award-winning gardens	Revitalisation of gardens consistent with <i>Policy 10. Natural Heritage, Gardens and Landscape</i> of the CMP 2020	Courtyard garden Former Rail Refreshment Room garden Dalys Way Platform
State	Environment - cultural landscape					
Local	Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings					
National	Building settlements, towns and cities	Moss Vale comes of age		'Jemmy' Moss, shepherd/herdsman for Dr Charles Throsby—origin of name of town, lived near Moss Vale station Foundation of Moss Vale from 1864 Subdivisions near railway station	Signage and public art mural	Lifts, landings, waiting rooms, platforms and gardens
State	Towns, suburbs and villages					
Local	Towns					
National	Governing	The Governor comes to town		Carriage shed for NSW State car Governor's private rooms above Refreshment Rooms	Multimedia display including 3D scans of governor's carriage included in the following video:	Waiting rooms, Refreshment Rooms, gardens etc
State	Government and administration					

Figure 10.8 Undated photograph of the Courtyard Garden facing east, showing 'Moss Vale' lettering in the lawn. (Source: ARHS, provided by TfNSW)

Figure 10.9 The Great Southern Sanatorium New South Wales booklet, 1905. (Source: State Library Victoria, <http://handle.slv.vic.gov.au/10381/87773>)




Level	Interpretive Theme	Project Specific Theme	Potential Graphic Theme	Stories	Interpretation Opportunities	Location
Local	Vice-regal residences and political presence			Provision of road access to platform for the State carriage (1915)—to provide access for a mobility impaired member of Sir Gerald Strickland's family	<a href="https://www.youtube.com/watch?v=Smwgxj7yAs">https://www.youtube.com/watch?v=Smwgxj7yAs</a> Heritage Open Day Interpretation and conservation works to the Governor's Platform. Interpretation of accessibility provisions introduced for Governor Strickland's relative	Former Governor's Platform

Figure 10.10 Ceremony for the arrival of the Governor of NSW, Lord Carrington and Lady Carrington at Moss Vale Station, 20 February 1886. (Source: Berrima District Historical and Family History Society, 102207)

## All Interpretation – Existing and Opportunities

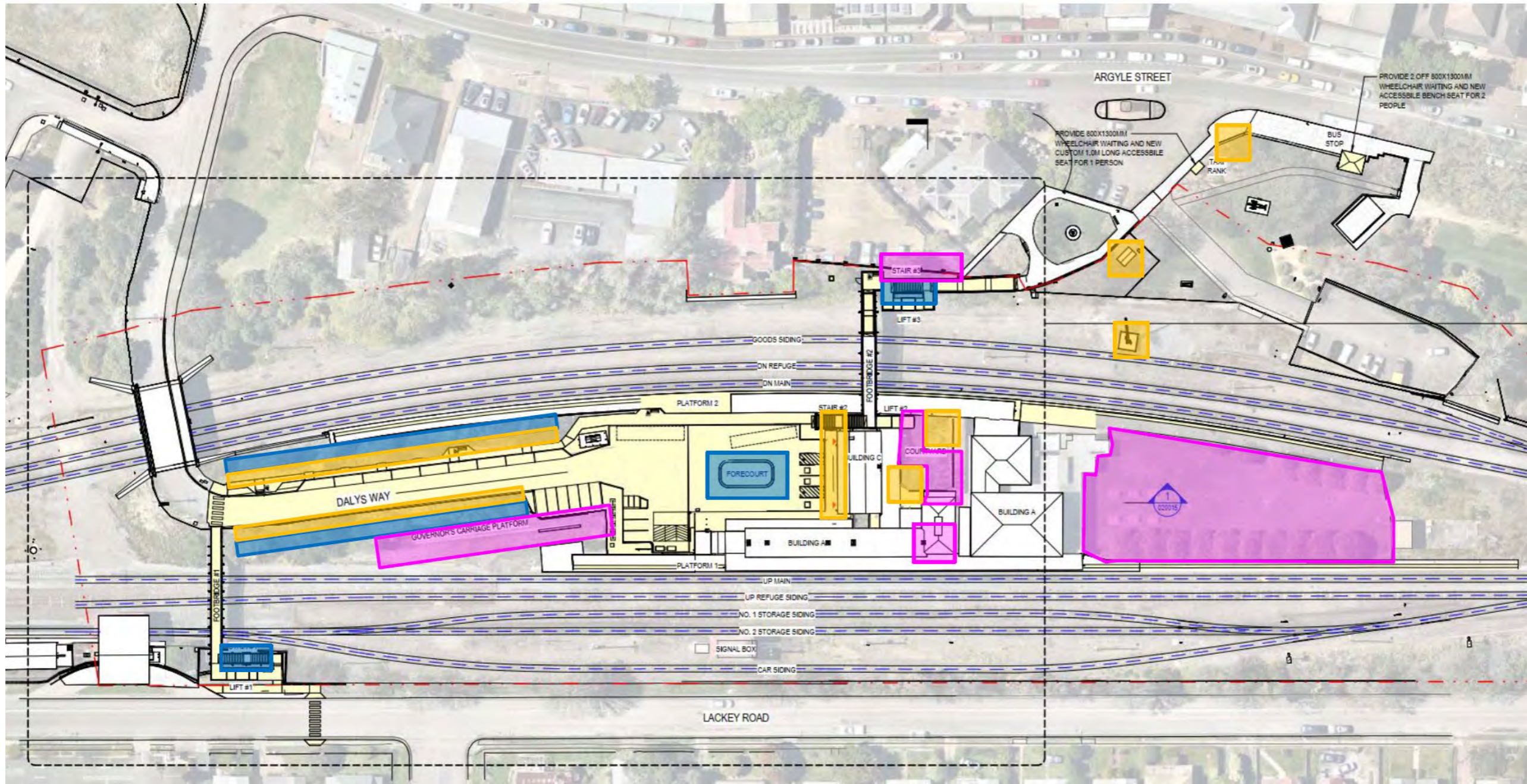


Figure 10.5 Existing interpretation shown in yellow and interpretation opportunities of non-Indigenous heritage shown in purple. (Source: Architectus, August 2023)

# 11 Definitions

Term	Definitions
BCA	Building Code of Australia
CMP	Conservation Management Plan
LEP	Local Environmental Plan
REF	Review of Environmental Factors
SHI	NSW State Heritage Inventory
SHR	NSW State Heritage Register
SoHI	Statement of Heritage Impact
SSER	Station Services Equipment Room
TAHE s170	Transport Asset Holding Entity Section 170 Heritage and Conservation Register
TfNSW	Transport for NSW
Transport	Transport for NSW

## 12 Appendices

### Appendix A—Summary of heritage specialist involvement

Date	Method of engagement	Summary of heritage advice
01.05.2023	Design Meeting	<ul style="list-style-type: none"> <li>Argyle Street Option E with deflection wall.</li> <li>GML requested a Geotech test be undertaken to determine whether this is 'rock face' or earth.</li> </ul>
02.05.2023	Architectus Teams Meeting	<ul style="list-style-type: none"> <li>Architectus showed revised design options for lift finishes.</li> <li>Proposed Terracade façade system as potential cladding—there is a range of colours.</li> <li>GML expressed concerns about fenestration and selection of cladding colour.</li> <li>The lift shaft looked bulky due to the dark colour of the cladding.</li> <li>Decided to show options in black and white, did not show cladding colours. Did not show coloured glazing.</li> </ul>
03.05.2023	Stakeholder Design Meeting	<ul style="list-style-type: none"> <li>Transport (SB) mentioned the need to use the Heritage Design Report (HDR). This is to be a living document.</li> <li>GML advised they had not been issued with a HDR template.</li> <li>GML need to analyse the setting + scale + materials + character + materiality + form.</li> <li>GML told to take more of a lead and drive the project.</li> <li>Prepare the heritage design principles.</li> <li>Carefully consider the non-compliant section of the footbridge.</li> <li>Potential to move the lift away from the footbridge to prevent encroachment.</li> <li>Architectus stated lift to have crisp look with no gutter or ladder bracket.</li> <li>Screens and awnings are required.</li> <li>Look at awnings at Como + Mittagong + St Peters + Hazelbrook</li> </ul>
04.05.2023	Architectus Teams Meeting	<ul style="list-style-type: none"> <li>Presentation to Heritage NSW on 30.05.2023.</li> </ul>

Date	Method of engagement	Summary of heritage advice
		<ul style="list-style-type: none"> <li>• SDR—GML recommended minimising decorative elements to ensure they are contemporary design.</li> <li>• Architectus showed options for two alternate stair configurations being 90° and 180° switchback. GML advised it extended too much into the carpark and concealed views to the station building.</li> <li>• Design for the lift shaft to have parapet approach with an integrated downpipe into the cladding and design of the lift shaft.</li> </ul>
05.05.2023	Teams Meeting	<ul style="list-style-type: none"> <li>• GML presented a draft HDR providing heritage design principles to Transport.</li> </ul>
08.05.2023	Moss Vale Meeting	<ul style="list-style-type: none"> <li>• Samples from Unanderra Station lift finish required.</li> <li>• GML to submit Draft Section 6 of HDR submit to Transport on Monday (08.05).</li> <li>• GML to submit Draft HDR to Transport on Friday / Monday (12/05 or 15/05).</li> <li>• Concerns about insufficient clearance between underside of proposed ramp decking and upper side of platform awning (230mm). Is this structurally achievable?</li> <li>• Discussion about locating the proposed lift inside the memorial garden—cheaper option.</li> <li>• Push back from stakeholders for Option D.</li> <li>• Courtyard option (Option B)—heritage concerns, loss of walkway, exceptional heritage significance.</li> </ul>
08.05.2023	Architectus Teams Meeting	<ul style="list-style-type: none"> <li>• Reasons for not having the lift in the courtyard were discussed—exceptional significance of the courtyard and sensitivity of the space and fabric in the space.</li> <li>• Noted CMP cover shows views to the</li> </ul>
09.05.2023	Email and phone discussion	<ul style="list-style-type: none"> <li>• Photographs sent to Architectus design team showing significant views, setting and site context.</li> </ul>
09.05.2023	Email and phone discussion	<ul style="list-style-type: none"> <li>• GML issued a pros and cons analysis to the Architectus team regarding the following forecourt lift options:</li> <li>• As Existing;</li> <li>• New Option B—Existing Lift located in existing courtyard and retention of stair to the footbridge;</li> <li>• New Option C—Existing footbridge stair removed, lift installed adjoining station building and abutting the footbridge, with landing/ramp over platform awning; and</li> <li>• New Option D—Existing footbridge stair removed, lift installed to the north of the carpark with</li> </ul>

Date	Method of engagement	Summary of heritage advice
		<p>landing/ramp to the footbridge and suspended over the platform awning.</p>
10.05.2023	Stakeholder Design Meeting	<ul style="list-style-type: none"> <li>• GML outlined the content of Section 6, Draft HDR to meeting.</li> <li>• Discussed the potential of Option B with lift located in the courtyard and how negative impact of placing in a location of exceptional significance could be ameliorated.</li> <li>• Discussed how the proposed lift shaft can be designed to mitigate bulk issues. Dimensions of lift 4m x 4m.</li> <li>• Footbridge Study assessed Moss Vale footbridge to have high heritage significance. CMP assessed footbridge to have moderate significance.</li> <li>• Ramp to Argyle Street is to be reconsidered. Fountain in Diamond Jubilee Park has been moved and adapted several times between 1897 and the 1980s. There may be the potential to move the fountains again to allow for designing for the ramp requirements.</li> <li>• Finishes for the lift shaft suggest consideration of Blackheath Station where cladding is used on the upper portion of the lift shaft.</li> <li>• Agreed the Courtyard Garden needs to be invigorated as do other gardens at Moss Vale Station. Part of interpretation works.</li> <li>• Unexpected archaeological find noted during works. Possibly old signalling equipment. Archaeologists to provide further details to GML.</li> </ul>
10.05.2023	Email correspondence	<ul style="list-style-type: none"> <li>• Architectus sent through images of Mittagong Station lifts and their context.</li> </ul>
12.05.2023	Email correspondence	<ul style="list-style-type: none"> <li>• GML responded to photographs provided by Architectus of the recent Mittagong Station lift shaft.</li> <li>• GML is of the opinion that concrete as a material at the base of the lift shaft would not be appropriate for the historic context of the vice-regal influenced Moss Vale Station.</li> <li>• It was also noted the Mittagong lifts and early footbridge are located some distance from the station buildings. This is not comparable to the context and setting of Moss Vale, where the lift is relatively close to the station buildings.</li> </ul>
15.05.2023	Moss Vale Meeting	<ul style="list-style-type: none"> <li>• Discussion about proposed 2 x revised ramp options at the Argyle Street end.</li> <li>• Noted these will impact the park and the former Post Office, both heritage items.</li> </ul>

Date	Method of engagement	Summary of heritage advice
15.05.2023	Phone call from Architectus	<ul style="list-style-type: none"> <li>Noted that Transport believe the CMP has provided incorrect gradings of significance for the courtyard (currently exceptional, revised to high) and the footbridge (currently moderate, revised to high). This would allow for the location of the proposed lift in the courtyard.</li> </ul>
15.05.2023	Email from Degnan	<ul style="list-style-type: none"> <li>Email stating that Transport and Heritage NSW are looking to modify the gradings of significance in the CMP and are favouring the courtyard as the preferred location of the lift.</li> </ul>
24.05.2023	Phone call and email from Architectus	<ul style="list-style-type: none"> <li>Colour palette for the lift options—provided colour based on colour matching the 1990s colour scheme including painted brickwork—this was a state-wide colour palette.</li> <li>Heritage concerns about imitating the existing colours.</li> </ul>
30.05.2023	Presentation to Heritage NSW	<ul style="list-style-type: none"> <li>Issues regarding the discrepancy in the grading of significance of the footbridge and the courtyard garden raised.</li> <li>Concerns were raised regarding the heritage impacts of the Argyle Street ramp.</li> </ul>
01.06.2023	Stakeholder Design meeting	<ul style="list-style-type: none"> <li>Discussion regarding the integration of heritage interpretation into the design.</li> </ul>
15.06.2023	Email to Degnan, SMEC and Architectus	<p>Advice regarding Room A4's use as SSER Room: GML visited Rm A4 when we inspected Moss Vale in May 2023 and had several concerns then:</p> <ul style="list-style-type: none"> <li>Rm A4 has a fireplace which currently is covered over. We suggest this be investigated to see what remains behind.</li> <li>Water ingress was evident from the ceiling / roof.</li> <li>Given the level change down from the Platform (that has been built up since the station building was constructed in 1867), water is being shed into the room.</li> <li>We understand that a condition report is being prepared for Room A4 and other spaces. It would be good to better understand the condition of all the spaces.</li> <li>If a false floor is constructed within A4, the fireplace, skirtings, door opening to the concourse, proportions of the room, will all be altered.</li> <li>Are there more options with regards to location of the items 1, 2, 3 and 4 to ensure they are set away from (clear of) the fireplace in Room A4.</li> <li>Has consideration been given to the 1889 addition (Room A1)? Is Room A1 too small in area to be</li> </ul>

Date	Method of engagement	Summary of heritage advice
		<p>adapted as a SSER? The space of Room A1 appears to be simple in design without decoration, fixtures or features, so is likely to be adapted more readily than Room A4</p>
20.06.2023	Email correspondence with Architectus	Heritage input into the Moss Vale Station Upgrade Design Narrative
19.06.2023	Email to Degnan, SMEC and Architectus	<ul style="list-style-type: none"> <li>• Instructions for the investigation works for the SSER room. GML requested that the timber panelling covering over both side of the fireplace in Rm A4 be removed to investigate and determine what remains of its historic fabric and what is its condition.</li> </ul>
26.06.2023	Stakeholder Design meeting	<ul style="list-style-type: none"> <li>• Design of the amenities including potential alterations to the archway. GML advised that the archway was original. The internal walls are later additions and could be modified. The timber works to the arch is likely not original and can be altered.</li> </ul>
28.06.2023	Meeting with SMEC, Architectus and Degnan	<ul style="list-style-type: none"> <li>• Advice regarding the need for further investigations to Rooms A4-A5, A15/16 and A17 including the doors, flooring, skirtings, fireplaces and ceiling space to determine extant fabric and their integrity.</li> </ul>
13.07.2023	Meeting with Architectus	<ul style="list-style-type: none"> <li>• Discussion of the design development of the brick base of the lifts.</li> <li>• GML's preferred option from a heritage perspective was a brick base without steel frames for the lift base.</li> <li>• Architectus informed GML that the footprint of the lift would be larger for a brick base lift (without the steel frame).</li> <li>• Given that this would further encroach into the courtyard garden and increase the bulk of the lift, GML would support a brick base with steel frames.</li> </ul>
22.08.2023	Heritage NSW Presentation	<p>Feedback included:</p> <ul style="list-style-type: none"> <li>• The removal of the ramp along Argyle Street is an improvement and would reduce the heritage impacts on the station and the adjacent garden.</li> <li>• Some concerns were raised regarding the height and bulk of the lifts by Heritage NSW but it was clarified that the existing height is the minimum requirement and the heights cannot be further reduced.</li> <li>• Heritage NSW advised that other aspects of the project such as the DDA compliances for the amenities and the services and their heritage impacts would need to be further detailed in the reports.</li> </ul>



Date	Method of engagement	Summary of heritage advice
07.09.2023	Meeting with SMEC, Architectus and Degnan	<ul style="list-style-type: none"> <li>• Meeting regarding the retaining wall along Argyle Street ramp. GML confirmed that the western boundary wall of the Post Office building is not of sandstone but concrete with scoring.</li> <li>• GML raised concerns regarding the bulk of the retaining wall.</li> <li>• GML advised that introducing a new material would not be appropriate. Either concrete to match the boundary wall or brick to match the lift shaft would be more sympathetic.</li> </ul>
13.09.2023	Email to Architectus	<ul style="list-style-type: none"> <li>• Confirmation that the timber fence west of the booking office is of moderate significance and removal of a portion of the fencing is acceptable but will result in some loss of fabric of moderate significance.</li> </ul>
19.09.2023	Meeting with Architectus and SMEC	<ul style="list-style-type: none"> <li>• Heritage concerns regarding the visual impacts to Lackey Road footbridge due to the CSR.</li> <li>• Discussion regarding design of the service ducts and routes to minimise penetrations and visual impacts.</li> <li>• GML advised that the CSR should be located within the roof space or in underground trenches to reduce impacts.</li> <li>• The service ducts should be consolidated with existing ducts and existing penetrations should be utilised where possible.</li> </ul>
22.09.2023	Email with Architectus	<ul style="list-style-type: none"> <li>• Advice regarding the retention and reuse to the trachyte kerbing along Dalys Way.</li> </ul>
25.09.2023	Stakeholder Design meeting	<ul style="list-style-type: none"> <li>• Discussion regarding Heritage NSW Approval Committee Presentation</li> <li>• Presentation of draft Heritage Interpretation Opportunities</li> </ul>

# Appendix B—Courtyard Investigations

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To:	Luke Smart, Project Manager + Alex Carbone, Design Manager
From:	Lynette Gurr, Senior Associate, Shikha Swaroop, Senior Consultant, and Dr Kat McRae, Senior Consultant (Archaeology), GML Heritage
Date:	22 June 2023
Our Ref:	22-0168CISM4
Subject:	Moss Vale Station—Courtyard Investigations—Historical archaeological assessment and RailCorp Exemption heritage memo

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# 1 Background and Proposed Works

Moss Vale Railway Station and yard group is listed on the State Heritage Register (SHR 01200). GML understands that the TAP Moss Vale Station project proposes to locate a lift structure within the courtyard at Moss Vale Station (Figure 1.1, Figure 1.2). To better understand the conditions of the place, the following scope of investigations was requested for completion to inform the design.

The proposed geotechnical testing (Figure 1.3) would include:

- Non-destructive Digging (NDD) of one (1) pothole (maximum 500mm x 750mm, to an approximate depth of 1m), located within the courtyard garden bed directly to the back of the existing awning column; and
- One (1) cored borehole (c50mm diameter, to a minimum depth of 10m), located within 3m of the proposed lift footprint.

The proposed works are required to determine the depth of the Platform 2 awning column foundations/footing as it is in close proximity to the proposed lift pit foundations.

The following memo outlines the heritage context of the Moss Vale Station—including a physical assessment, an historical archaeological assessment and significance grading. It also assesses the potential impacts of the proposed geotechnical testing to the heritage values of the place and the potential historical archaeological resource. It provides an archaeological approach and methodology to mitigate impacts to potential archaeological deposits. The letter is informed by statutory provisions of the of the NSW *National Parks and Wildlife Act 1974* (NPW Act) and the *NSW Heritage Act 1977* (Heritage Act); as well as the 2020 CMP:

- OCP Architects, 2020 (Update) Moss Vale Railway Station Precinct, Conservation Management Plan, for Sydney Trains.

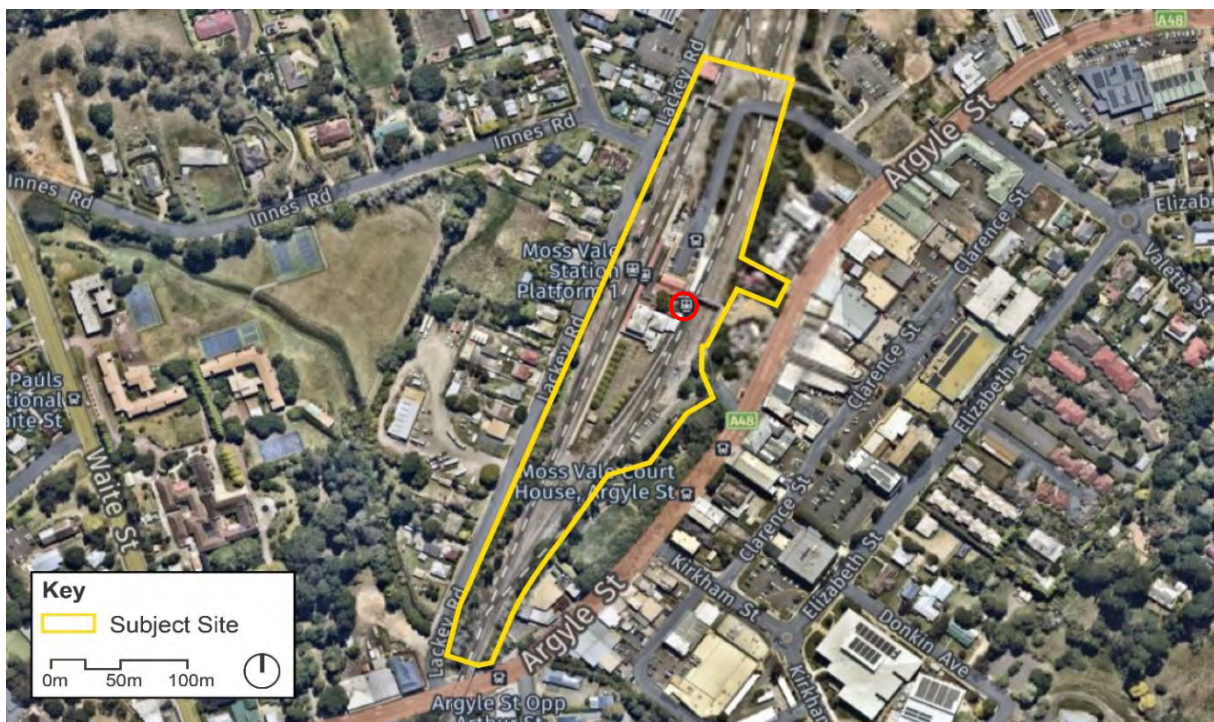


Figure 1.1 Boundary of Moss Vale Station. The area of proposed geotechnical works is marked in red. (Source: Nearmaps with GML overlay)

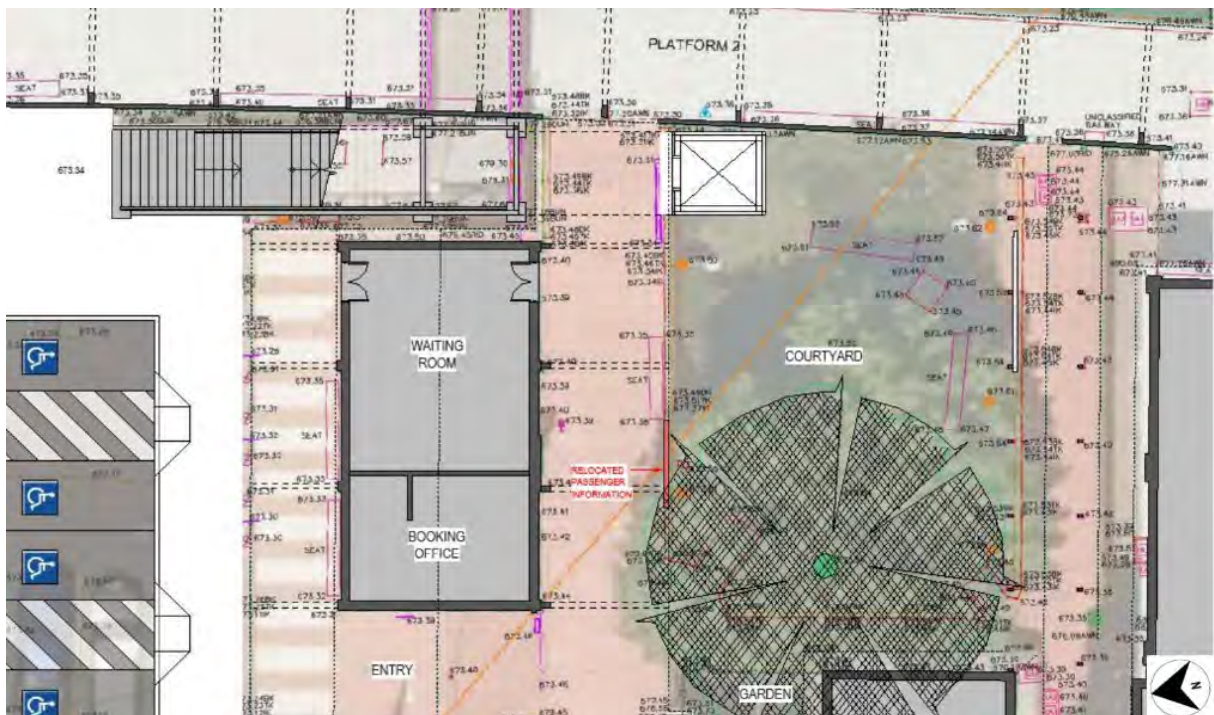


Figure 1.2 Location plan showing the proposed lift within the eastern corner of the courtyard at Moss Vale Station. (Source: Architectus June 2023)



- Existing Platform awning column located close proximity of the proposed lift pit/foundation

-Potholing required to determine the depth of the platform awning column foundation

-Temporary work requires during construction of the lift pit to protect existing awning column foundation

Proposed additional borehole within 3m of the lift footprint.

- Minimum 10m depth.
- Auger drill to refusal
- Diamond core drill to target depth
- Point load testing every metre of rock

Figure 1.3 Proposed scope of investigation works. (Source: Architectus with Degnan markup)

## 2 Historical Overview

The following summary history has been extracted from the 2020 CMP for the Moss Vale Railway Station Precinct, unless otherwise cited.

### 2.1 Moss Vale Railway Station

The first station building (Building A) at Moss Vale (originally known as Sutton Forest North) was constructed in 1867, in the Colonial/Georgian architectural style under the Colonial Engineer-in-Chief, John Whitton. From December 1867 until August 1868, when the section to Marulan opened, Moss Vale served as the rail terminus of the Great Southern Line from Picton. At this time, the Great Southern Railway was only a single line, running along the west of the platform building. The earliest plan of the station precinct, dated 1888, depicts a goods yard with goods shed and stockyards for sheep and cattle yards to the north of the single station platform (Figure 2.1).

### 2.2 The Police Station and Yards

Between 1877 and 1884, a courthouse and police stables were constructed in Bay Street, Moss Vale, east of the original Moss Vale Railway Station entry. Tenders for ‘...filling in the ground, erecting stables, fence &c., Court-house [sic], Moss Vale’ were accepted in April 1881,<sup>1</sup> with works to the courthouse/police station largely completed by 1882.<sup>2</sup> Figure 2.2, Figure 2.3, Figure 2.4, and Figure 2.5 show the police station within the context of Moss Vale Railway Station. Figure 2.6 shows the location of the former buildings, marked ‘courthouse’ and ‘police stables’, overlaid on a modern aerial.

The duplication of the Great Southern Line (from 1915) necessitated extensive remodelling of Moss Vale Railway Station, including the road closure from Argyle Street, removal of the goods sheds and stockyards and the subsequent rearrangement of the platform layout. The police had been notified to vacate the courthouse premises by late 1914,<sup>3</sup> although permission to pull down and remove the police stables was only formally granted in September 1923.<sup>4</sup>

A courtyard garden is depicted on the 1915 proposed plans for the duplication of the railway line and the construction of the Booking Office, Platform No 2 and awning connections. It is noted on the 1915 drawing that the courtyard garden was to be designed with a 5’6” (1.68m) high picket fence along its northern perimeter. The height of the southern picket fence is not indicated (see Figure 2.7). No details of garden

plantings are provided in the drawing of the courtyard. The foundation/footing of the proposed awning is shown as approximately 1.4m (see Figure 2.8).

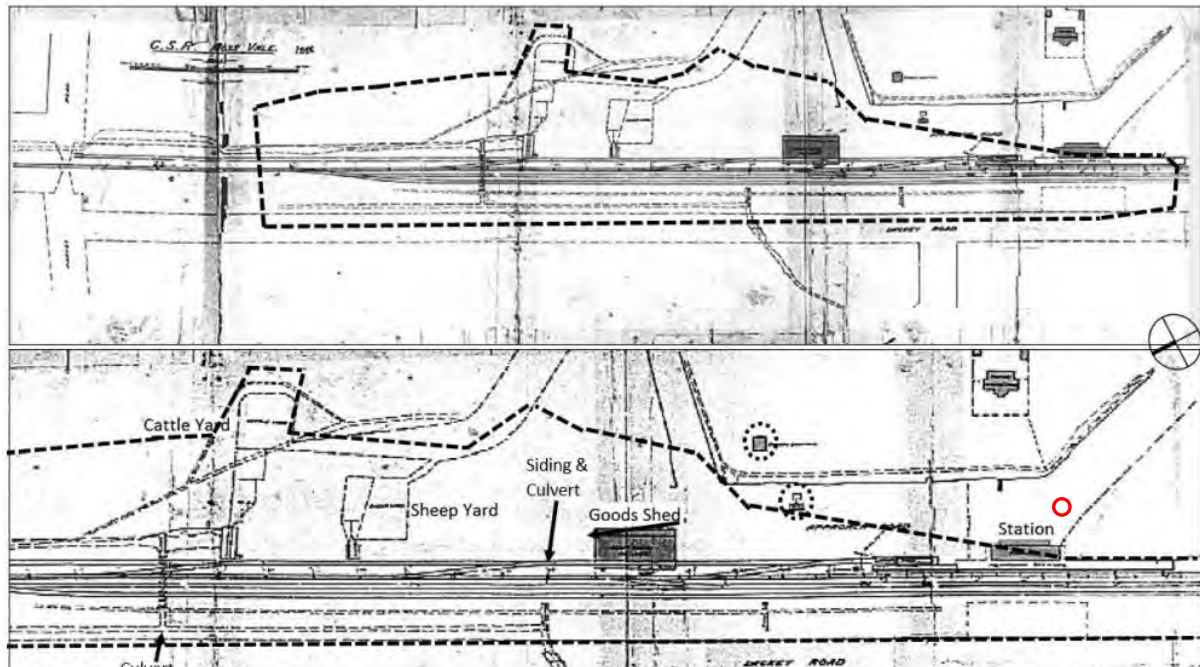


Figure 2.1 Overlay of 'The Great Southern Railway: Moss Vale, General Plan 1888' with the approximation the modern SHR curtilage. The location of the proposed geotechnical works is marked in red. (Source: AMBS Ecology & Heritage 2017, fig. 2.6)



Figure 2.2 'Moss Vale Police Station and Court House', Moss Vale NSW, c1880. (Source: Berrima District Historical & Family History Society Inc)



Figure 2.3 Arrival of the Governor of NSW at Moss Vale Railway Station, NSW. Ceremony for the arrival of the Governor of NSW at Moss Vale Railway Station. The former courthouse/police station is located on the right. (Source: Berrima District Historical & Family History Society, undated)



Figure 2.4 Moss Vale Railway Station and Post Office, Moss Vale NSW, c1910. On the left is the former courthouse/police station with picket fence. The railway station is in the centre, and Moss Vale Post Office is at right. (Source: Berrima District Historical & Family History Society Inc)





Figure 2.5 Old Court House and Police Station, Moss Vale, NSW, 1900s. This image shows the north elevation of the old Court House and police station in Bay Street. In the background is the two-storey railway station building. (Source: Berrima District Historical & Family History Society Inc)

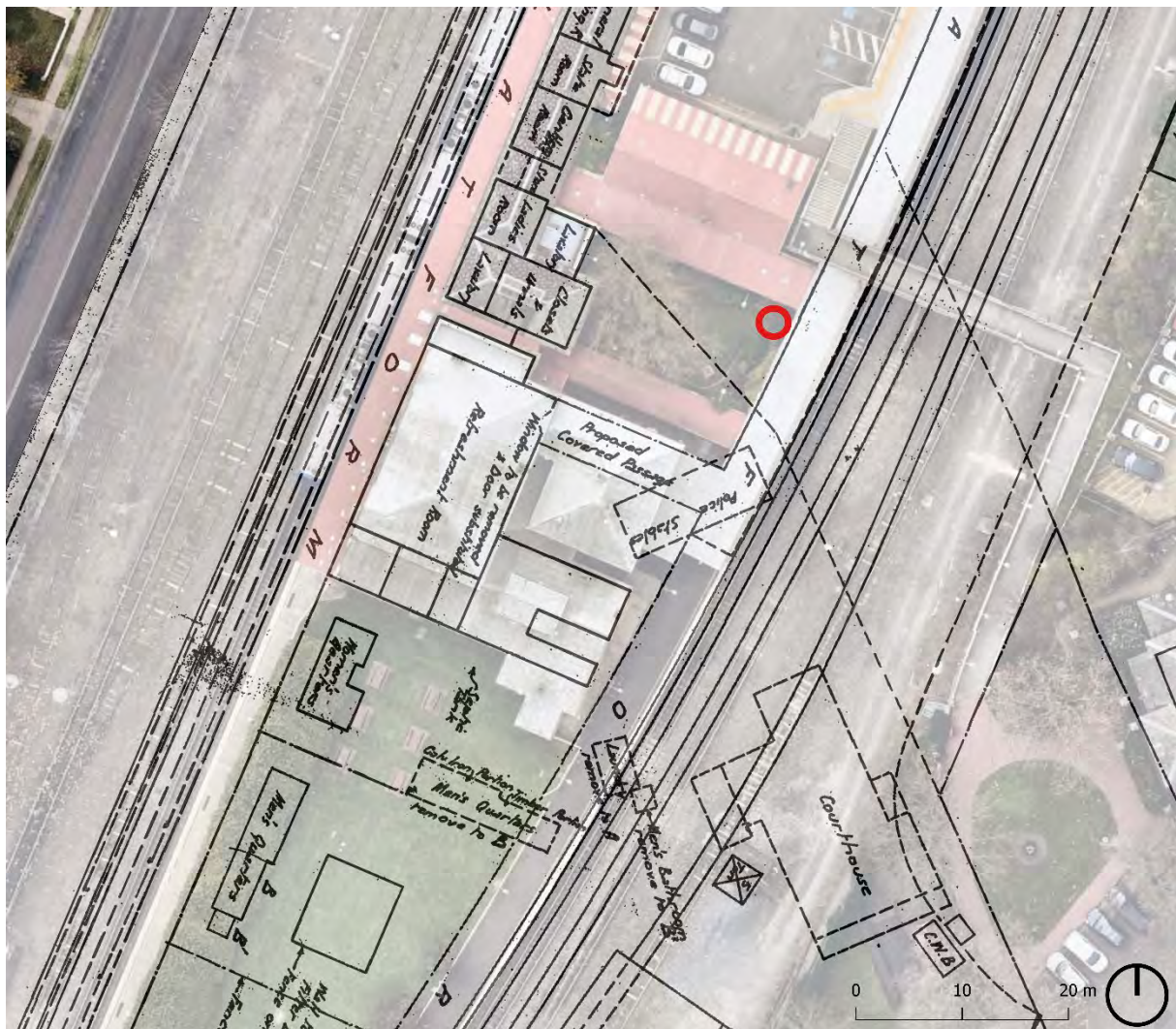


Figure 2.6 Overlay showing the location of the former courthouse and associated buildings, including the police stables, men's quarters and several other outbuildings, dated c1900s. The location of the proposed geotechnical works is marked in red, within the former roadway, Bay Street. (Source: Sydney Trains Virtual Plan Room, Nearmaps, with GML overlays)

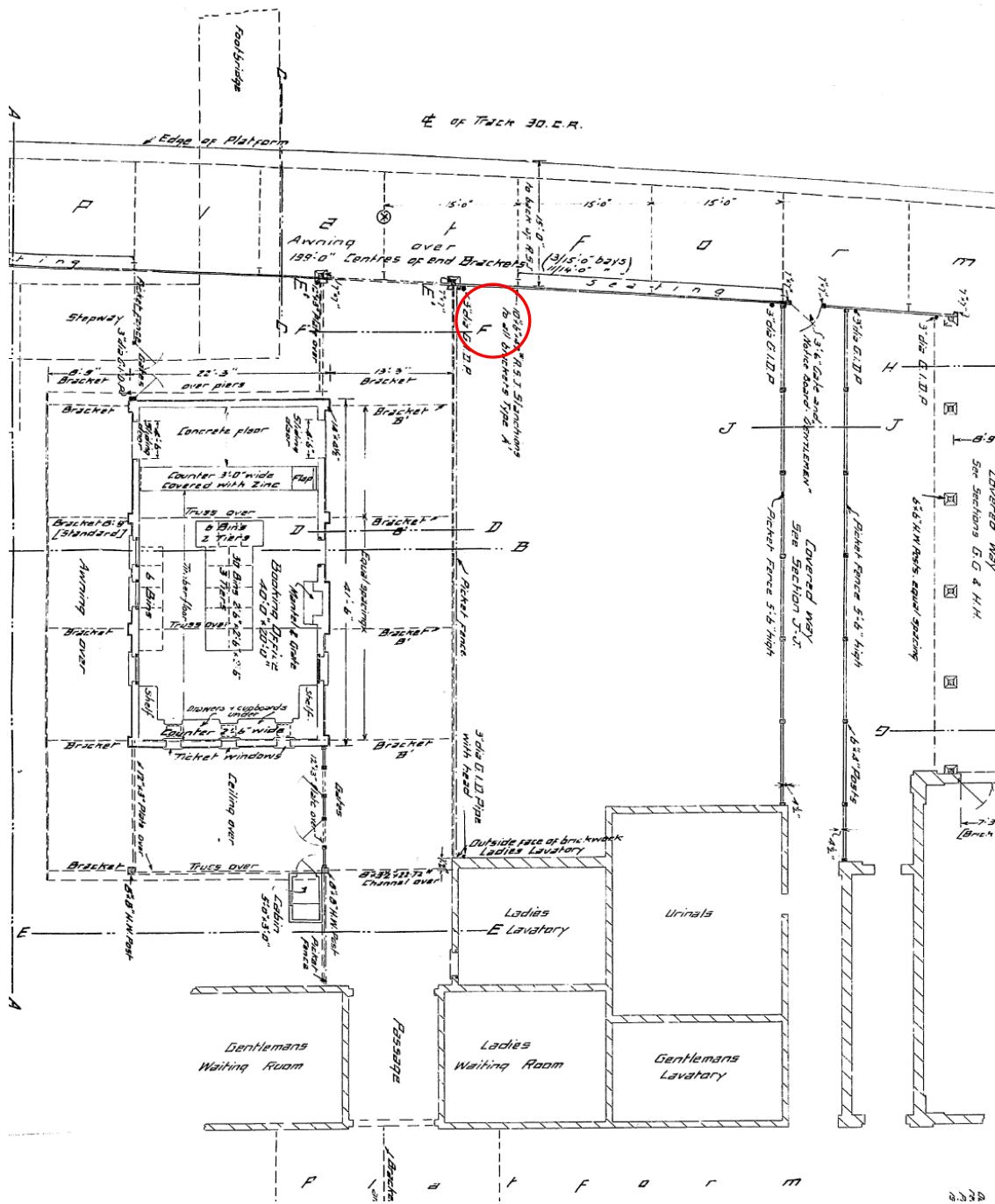


Figure 2.7 Ground Plan, taken from NSW Moss Vale Booking Office Platform Awnings and Covered Ways drawing, dated 1915. The plan shows the extent of the courtyard garden area with covered ways to the north and south, WC buildings to the west and Platform 2 and covered awning to the east. The approximate location of the proposed pothole and borehole is indicated in red. (Source: Sydney Trains Virtual Plan Room)

Covered Ways.

*R.H.S.*  
15.4.15

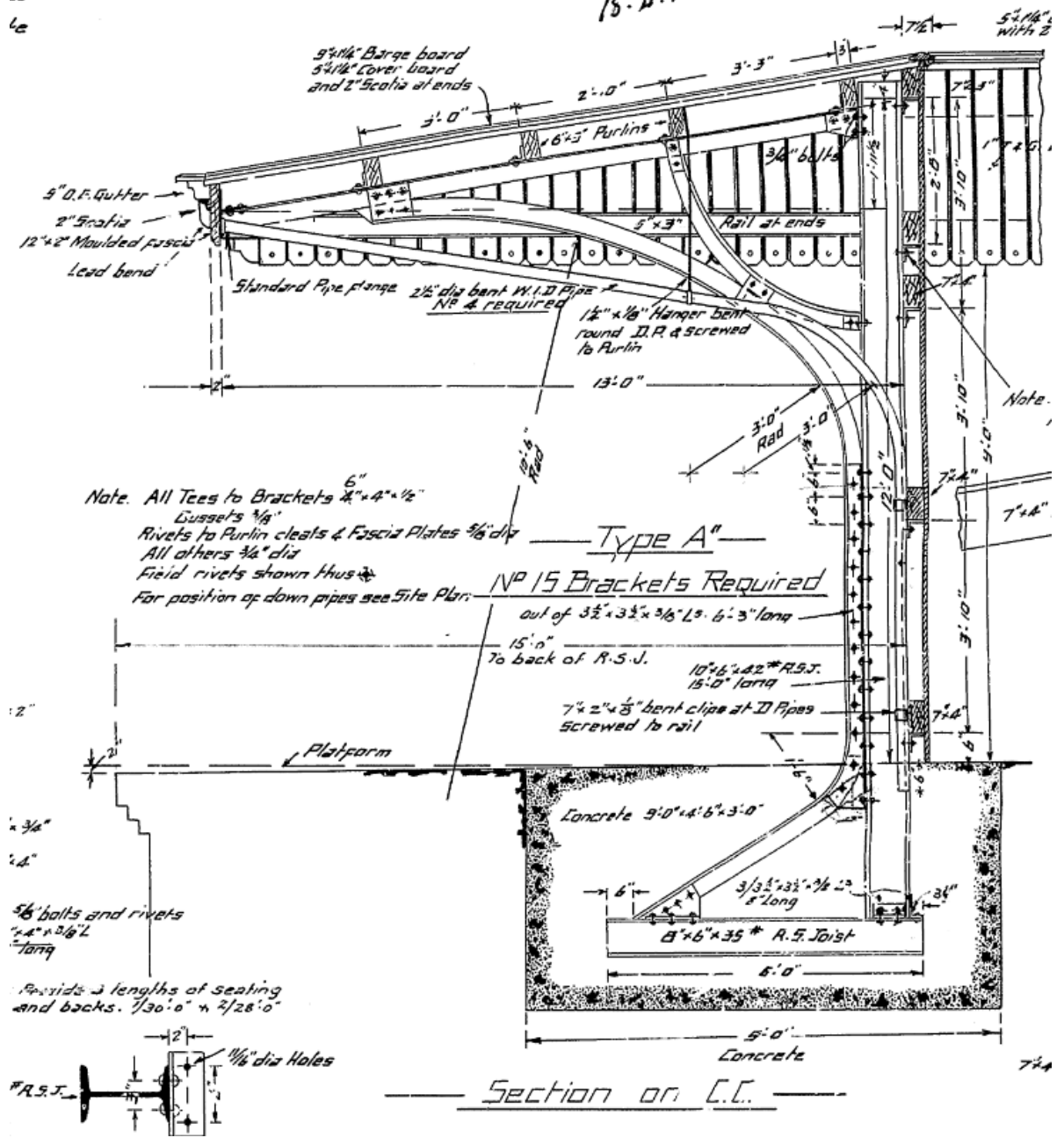


Figure 2.8 Section CC, taken from NSW Moss Vale Booking Office Platform Awnings and Covered Ways drawing, dated 1915. This drawing shows footings for awning supports along Platform 2 are located predominantly below the platform. The footing is likely to extend under the courtyard garden by approx. 350mm. The depth of the footing is shown as approx. 1.4m. (Source: Sydney Trains Virtual Plan Room)

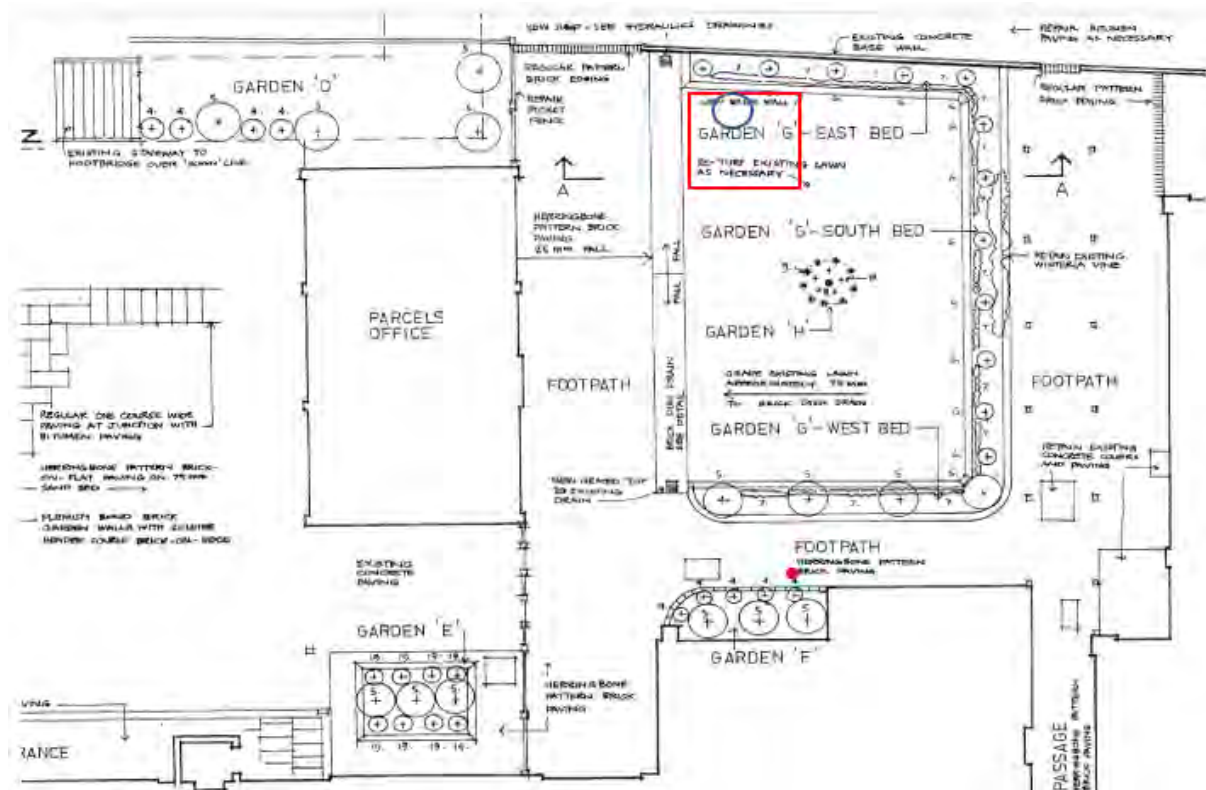
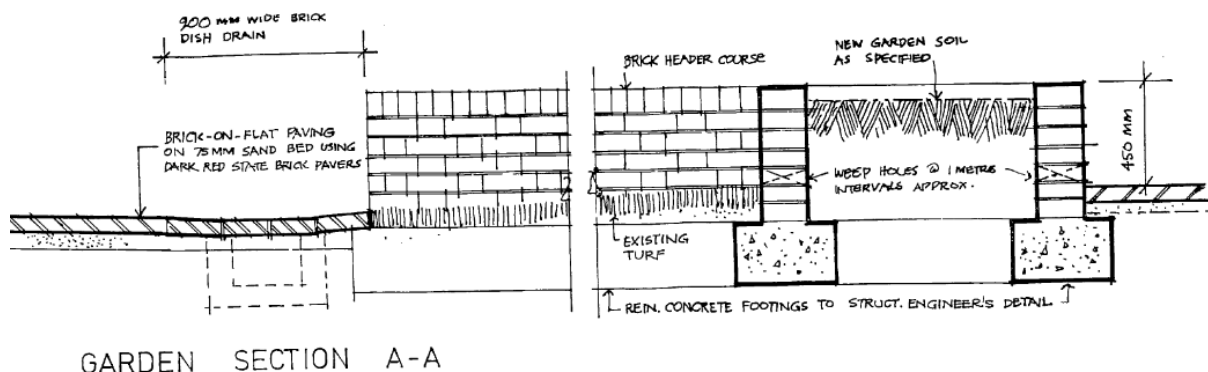


Figure 2.9 Extract from Moss Vale Station Renovations, Working Drawings, Site & Landscaping Plans and Details, Dwg No. 1801342, prepared by David Sheedy, July 1986, for State Rail Authority of NSW. Showing the proposed upgrade works with details to the courtyard garden, Garden H, including new brick wall garden beds, dish drains, sump existing concrete wall. The approximate location of the lift is shown in red and the pothole in blue. (Source: extract from Moss Vale Station Renovations, Working Drawings, Site & Landscaping Plans and Details, Dwg No. 1801342, prepared by David Sheedy, July 1986, for State Rail Authority of NSW)



GARDEN SECTION A-A

Figure 2.10 Section AA through Courtyard Garden showing footings to brick wall and garden beds. (Source: extract from Moss Vale Station Renovations, Working Drawings, Site & Landscaping Plans and Details, Dwg No. 1801342, prepared by David Sheedy, July 1986, for State Rail Authority of NSW)

### 3 Physical Description

The following description of the courtyard garden has been extracted from the Conservation Management Plan by OCP Architects dated May 2020 (the CMP):

Bordered on its northern side by a brick-paved covered way between the up (Platform 1) and down (Platform 2) platforms, on its western side by the toilet block, on its southern side by a covered way north of the former railway refreshment room and on the eastern side by timber panelling and the awning over Platform 2. The central part of the Courtyard Garden is turfed and features two bench seats and a large sandstone plinth bearing two bronze commemorative plaques. A galvanised steel pipe arch with timber battens marks the pedestrian entrance to the courtyard at its north-western corner, with another bronze commemorative plaque on a low stone plinth beside the arch. Garden beds around the perimeter of the courtyard are planted with a mix of hardy shrubs.



Figure 3.1 View to the courtyard garden, looking north-east to the footbridge that leads to Argyle Street and Diamond Jubilee Park.



## 4.2 Historical archaeology

### 4.2.1 Previous Assessment

An historical archaeological assessment for the Moss Vale Railway Station Precinct was prepared as part of the 2020 CMP for the place:

- AMBS Ecology & Heritage 2017, *Moss Vale Railway Station Historical Archaeological & Industrial Heritage Assessment*, report to OCP Architects Pty Ltd.

This assessment focused principally on the archaeological potential associated with the rail use of the site, and in particular the southern goods yard (east of the station). It did not assess the potential for archaeological remains associated with the former courthouse, police stables and associated outbuildings. It was determined that:

... there is potential for physical remains associated with the north and south docks, a loading dock associated with the extant crane and, now removed, goods shed and original railway platform. The site of the cattle yard is now occupied by the former Station Master's Residence, while the sheep yards are likely largely beneath the former Post Office; however, some evidence of the access runs to the siding may be present. Similarly, there may be some physical evidence of the goods shed; however, that it was relocated in 1915 would indicate that this would be ephemeral.<sup>5</sup>

It is noted that the historical overlay produced for the AMBS assessment (Figure 4.2) does not accurately depict the position of the 1880s goods yards, which were located to the north of the platform (Figure 4.3), as is depicted elsewhere in the AMBS report (see Figure 2.1).

### 4.2.2 Revised historical archaeological assessment

Historical overlays prepared for this memo-report (Figure 2.6), suggests the police stables and associated outbuildings were located south of the proposed works area underlying the former Refreshments Room Building (Building B). There is no documentary evidence to suggest any substantive development in the area of the proposed works.

Prior to the duplication of the line in 1915, and the establishment of the courtyard, the area of the proposed geotechnical works appears to have been within the roadway leading from Argyle Street to the station entrance. The roadway was unsealed, likely comprising packed earth, as depicted in historical photographs from the late nineteenth and early twentieth centuries (i.e. Figure 2.2 to Figure 2.5). A newspaper report from 1895, suggests the road was poorly maintained, and prone to frequent flooding:



... the street loading from the railway station to the main street of this town, with regard to its condition. The street in question has no proper drainage, and is frequently almost entirely covered with water, which remains for a time in a stagnant condition. Numerous complaints have been made by residents and visitors about the road, which is the only approach, to the station.<sup>6</sup>

Archaeological remains associated with the former roadway would have likely been disturbed, if not removed, during the substantial earthworks required for the duplication of the line, including the excavation works required for the footings of Platform 2 awning, and subsequent remodelling of the gardens. There is, therefore, an assessed nil to low potential for historical archaeological remains within the proposed area of geotechnical works. Potential remains would be limited to truncated road surfaces, and associated elements (kerbing and guttering). Such remains have little archaeological research value and are unlikely to meet the threshold for significance.



Figure 4.2 Cropped SHR curtilage map annotated to show locations of archaeological and industrial elements within the curtilage. The location of the proposed works is highlighted with a red circle and arrowed. (Source: AMBS Ecology & Heritage 2020, Figure 3.2)

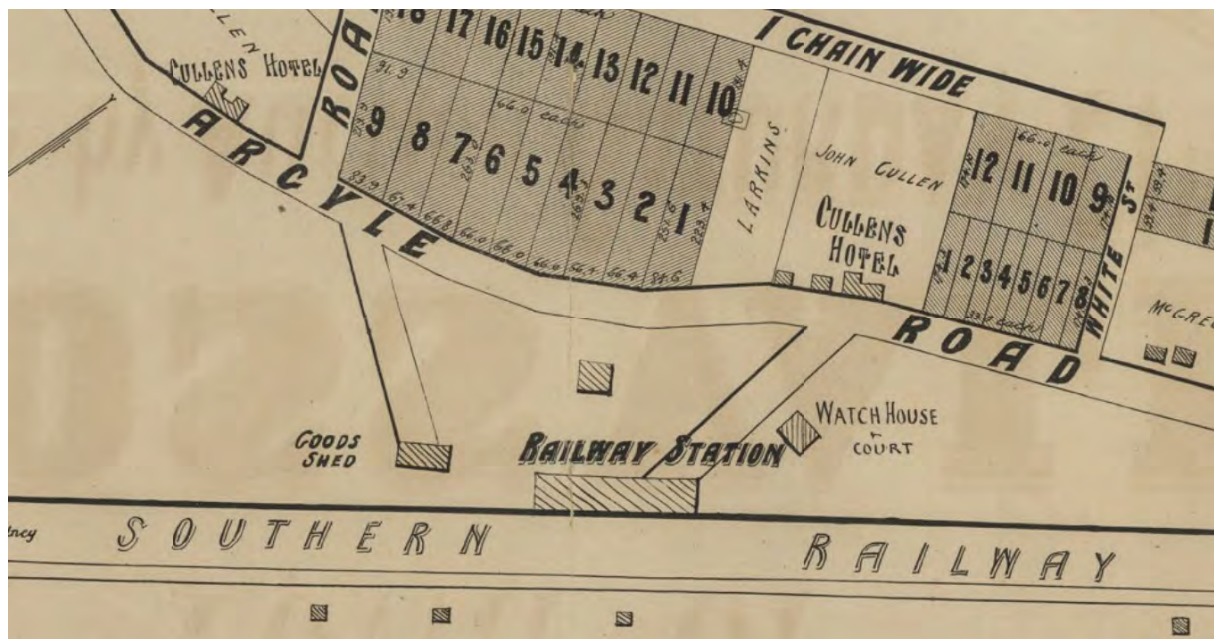


Figure 4.3 Detail taken from c1880s subdivision plan, showing the goods shed to the north of the railway station building and 'watchhouse and court'. (Source: SLNSW, Z/TP/M5)

## 5 Assessment of Significance

The Courtyard Garden took its form when the railway line was duplicated, a large portion of the western area of Leighton Gardens was resumed in 1914 and buildings (specifically the Booking Office, 1915) among others that enclosed the area to the form it had taken by 1915.

The Courtyard Garden has been remodelled and neglected and revived during the latter part of the twentieth century—as evidenced by photos dating from 1987, 1992 and 2001. Original elements have been replaced over the years, including paving, garden beds, edgings and plants.

Other elements including commemorative plaques and public art have been added in 1987, 1992 and 2018. While the gardens at Moss Vale Railway Station won awards in 1918, 1919, 1921, 1922 and 1942, this likely relates to the Moss Vale precinct as a whole, including the Refreshment Room Gardens and platform plantings, and not just the courtyard garden.

The CMP grades the Courtyard Garden as having exceptional significance (see Figure 5.1) and describes the place as a *rare and possibly unique element for a railway station in NSW*. Associations have also been made to the Courtyard Garden having some historic associations with vice-regal use place.

Based on its historical development and physical analysis, it is the opinion of GML that the courtyard garden is of high significance, rather than the exceptional significance grading, as outlined in the CMP.

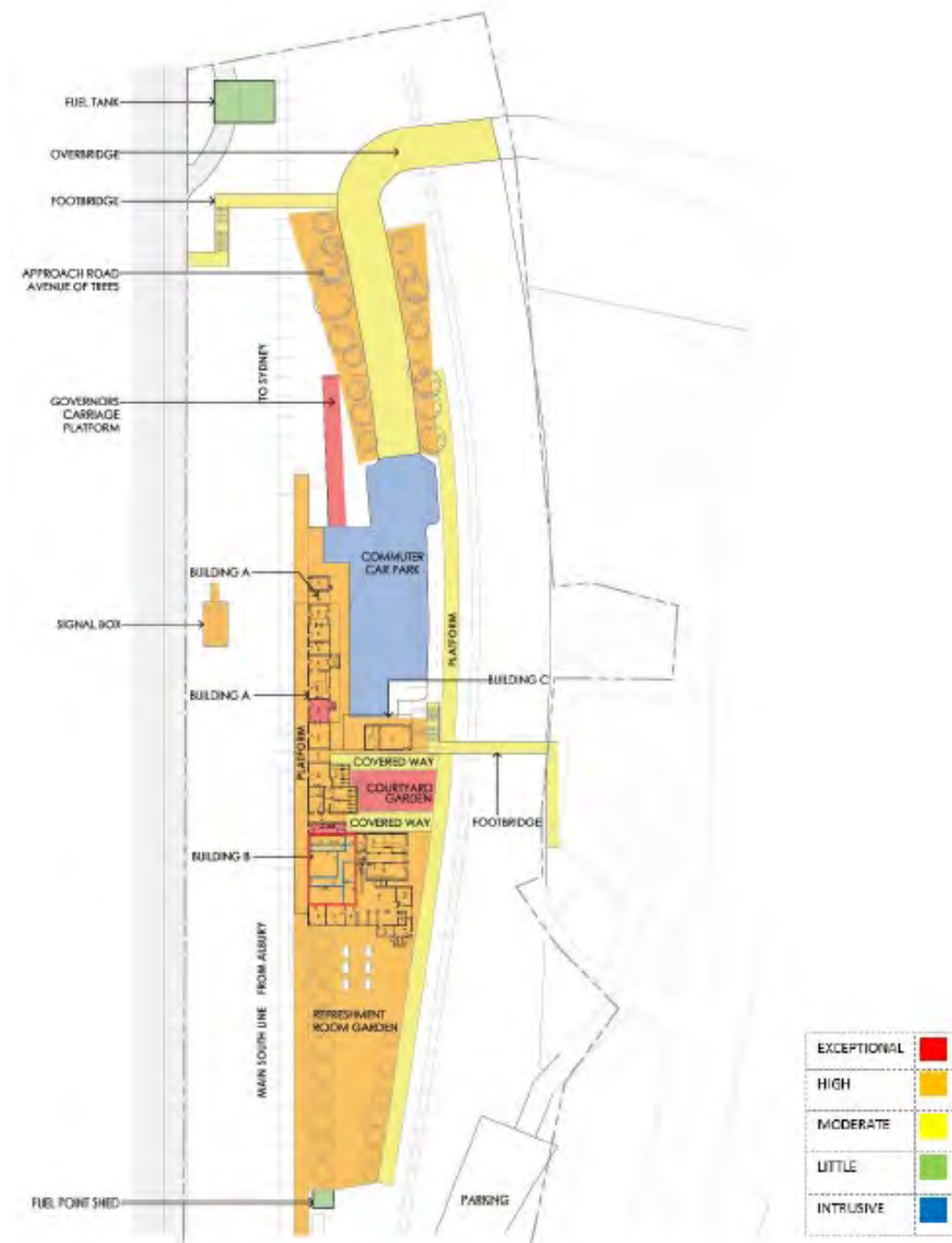


Figure 5.1 Overall significance of key items and spaces within Moss Vale railway precinct. (Source: CMP 2020)

## 6 Heritage Impact Assessment

### 6.1 Impacts on adjoining heritage elements

The proposed investigative works would be undertaken to determine the depths and dimensions of existing footings (if present) and foundation materials of the columns along the Platform 2 awning to the north of the garden courtyard. The Non-destructive Digging (NDD) would have a pothole depth of approx. 1m, and be located in the north-eastern corner of the courtyard. The dimension of the pothole would be approximately 500m X 750mm. We recommend the location of the pothole should be at least 450mm west of the Platform 2 awning wall, and at least 450mm south of the covered walkway adjoining the Booking Office.

Given that the works would be restricted to the corner of the garden courtyard and would be temporary in nature and minimal in dimensions, the works are unlikely to compromise the structural integrity of the adjoining heritage elements.

### 6.2 Archaeological Impacts

The proposed geotechnical works are within an area of nil to low potential for historical archaeological remains, the site of the former roadway leading from Argyle Street to the railway entrance. Given the level of twentieth-century disturbance, particularly associated with the duplication of the line (from 1915), the proposed geotechnical works are unlikely to impact any significant historical archaeological remains (relics). As such, the proposed works can proceed subject to an Unexpected Heritage Finds Procedure (UHFP).

If any unexpected historical archaeological relics are uncovered during the proposed investigations, then all works shall cease immediately in that area and Heritage NSW notified. Depending on the level of significance of the relics, additional approvals may be required before further works can continue in that area.

## 7 Approval Pathway

Moss Vale Railway Station and yard group is listed on the State Heritage Register (SHR 01200). Under the Heritage Act some minor activities, where those activities may affect a SHR listed item, are exempt from statutory approvals via standard or site-specific exemptions. Exemptions are applied to minor works or simple maintenance activities that will not impact an item's heritage significance. The standard exemptions do not permit the removal of relics or Aboriginal objects. If the proposed works do not fit within the exemption, they will be subject to application and approval under the Heritage Act.

Given the assessed nil to low potential, and the anticipated types of remains, the proposed works are exempt from Section 57(1) of the Heritage Act and can proceed under the RailCorp Exemption (2):

2. **Excavation within and adjacent to the rail corridor for the purposes of drainage works, cable laying and/or erection of posts for signals, lighting, overhead wiring, signalling cables or signage; or excavation for geotechnical bore holes, hydraulic and soil testing where there are no known or suspected archaeological relics and where works do not adversely impact the significance of any known or likely heritage item (see note on 'no adverse impact').**

**Note:** This exemption applies to the following land only: the disturbed track zone (ballasted rail formation), rail land within the fenced area adjacent to the disturbed track zone, car parks, platforms and depot sites.

**Note:** This exemption does not apply to built structures other than platforms (excluding brick retaining face).

**Note:** This exemption does not apply if archaeological relics are likely to be present as advised by a suitably qualified and experienced archaeologist.

## Endnotes

- <sup>1</sup> 'Government Gazette'. *The Sydney Mail and New South Wales Advertiser*, 9 Apr 1881, p. 584.
- <sup>2</sup> 'Views in Moss Vale and Vicinity'. *Australian Town and Country*, 16 Sep 1882, p. 2.
- <sup>3</sup> 'Moss Vale Court House'. *The Southern Mail (Bowral)*, 24 Nov 1914, p. 2.
- <sup>4</sup> 'Moss Vale Council'. *The Scrutineer and Berrima District Press*, 12 Sep 1923, p. 2.
- <sup>5</sup> AMBS Ecology & Heritage 2017, *Moss Vale Railway Station Historical Archaeological & Industrial Heritage Assessment*, p. 26.
- <sup>6</sup> 'A Moss Vale Road'. *The Daily Telegraph*, 28 Apr 1895, p. 5.

## 8 Conclusion and Recommendations

Based on the methodology, the proposed geotechnical testing can proceed under the Section 57(1) RailCorp Exemption (2).

### 8.1 Archaeology

- No registered Aboriginal objects or sites are present within the proposed investigation area.
- Under the NPW Act, the proposed geotechnical testing would be considered a 'low-impact activity' and as such be exempted from the due diligence process. Should any Aboriginal objects be encountered during works, all works must cease immediately, and Heritage NSW must be notified. Any works that constitute harm to any known Aboriginal objects would require an Aboriginal Heritage Impact Permit (AHIP).
- The area of proposed works has nil to low potential for historical archaeological remains. As such, there is an anticipated low likelihood of impact to any potential historical archaeological remains (relics). As such the proposed geotechnical testing can proceed under an Unexpected Heritage Finds Procedure (UHFP).
- Prior to the commencement of ground impacts a heritage induction should be presented to all on-site project personnel, including contractors, to ensure they are aware of the requirements under the project approval and the procedure for advising the nominated archaeologist of unexpected finds.
- If substantial intact archaeological relics of State or local significance are discovered during excavation, all activities/works must cease, and Heritage NSW notified. Depending on the level of significance of the relics, further management, including possible retention and/or interpretation of the relics, may be required before further works can continue in that area.

### 8.2 Built

- A 1.5m wide temporary barrier (plywood or similar) be placed on the ground between the awning and the hose used to complete the pothole to mitigate the risk of damage to the back of the awning wall.
- Complete the potholes as far as way as possible from shrubs and root structures.
- Leaf cover and top soil to be pulled back, retained and replaced on top of the pothole when completed, to match existing.



- The removed fill is to be replaced with soil suitable to the environment in which plants will flourish, not fill sand.
- Workers to access the pothole location from 1 location only to avoid unnecessary trampling within the garden bed.
- Clean surrounding pathways and lawn upon completion.
- Records must be kept of any activities or work completed under a standard exemption for properties within a SHR. The Standard Exemption Record Keeping Form is attached as Appendix B.

## **Attachments**

- AHIMS Search Results
- Standard Exemption Record Keeping Form

GML Heritage Pty Ltd - Surry Hills  
Level 6 372 Elizabeth Street  
Surry Hills New South Wales 2010

Date: 22 June 2023

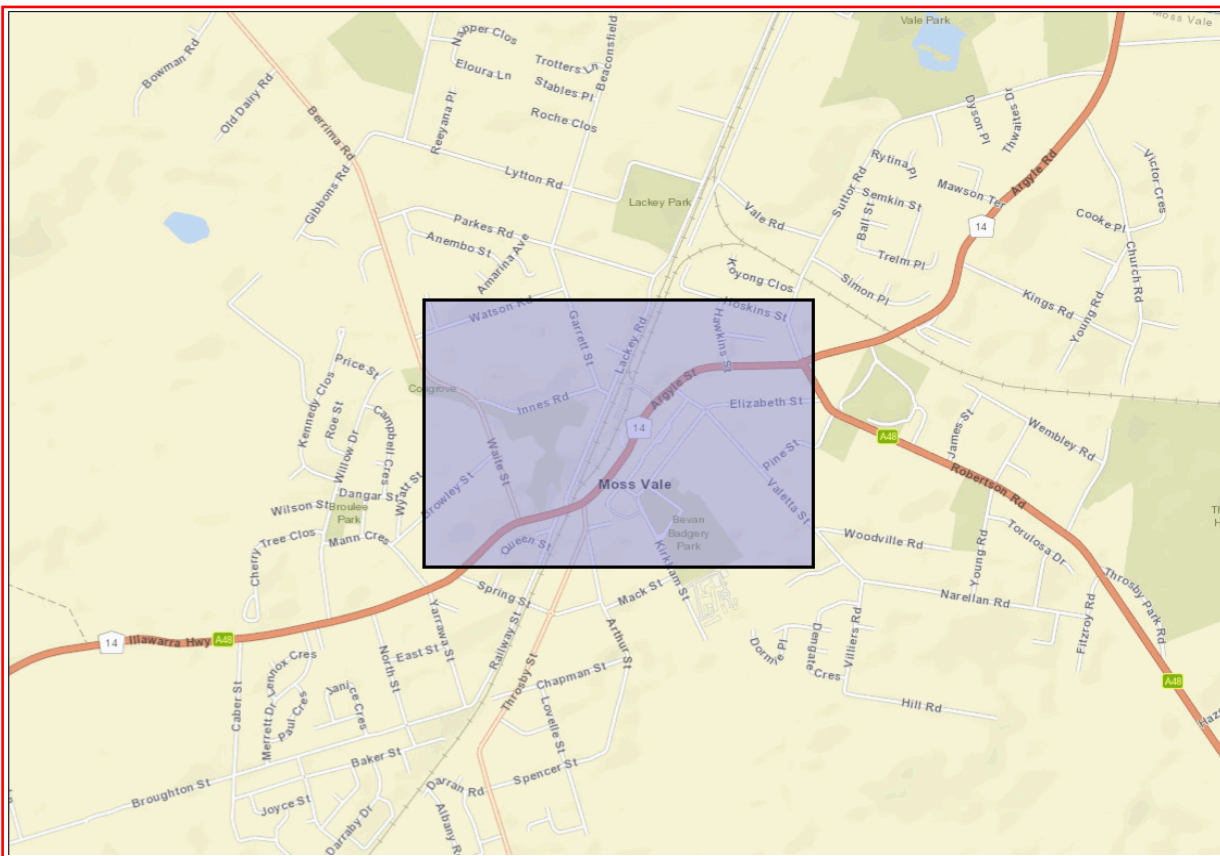
Attention: Andie Coulson

Email: andiec@gml.com.au

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lat, Long From : -34.5527, 150.3643 - Lat, Long To : -34.5438, 150.3797, conducted by Andie Coulson on 22 June 2023.**

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of Heritage NSW AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

<b>0</b>	<b>Aboriginal sites are recorded in or near the above location.</b>
<b>0</b>	<b>Aboriginal places have been declared in or near the above location. *</b>

### **If your search shows Aboriginal sites or places what should you do?**

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the [NSW Government Gazette \(https://www.legislation.nsw.gov.au/gazette\)](https://www.legislation.nsw.gov.au/gazette) website. Gazettal notices published prior to 2001 can be obtained from Heritage NSW upon request

### **Important information about your AHIMS search**

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Heritage NSW and Aboriginal places that have been declared by the Minister;
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings,
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.



## Standard Exemption Record Keeping Form

This form is to assist owners and managers when recording the use of standard exemptions under section 57(2) of the *Heritage Act 1977*. Use the form each time a standard exemption is used. Retain copies of completed forms and all relevant information for your records and to demonstrate compliance with the general conditions of use for the standard exemptions.

Use of the standard exemptions is self-assessed. In completing this form you acknowledge that this record is not for assessment purposes and does not represent an endorsement of the Heritage Council for the work or use of exemptions. This form may be requested as part of an audit or compliance investigation. This information cannot be relied on as a defence to prosecution.

### Affected heritage item

Name of State   
Heritage Register item/IHO item: Insert name as it appears in the State Heritage Inventory or interim heritage order

Street address of heritage item:

Local government area: Choose an item.

State Heritage Register/ interim heritage order reference number:

### Activity/works

#### Description of works:

Include at a minimum what the activity/work is, how it will be carried out, what parts of the item it affects, what materials will be used.

Standard Exemption: Choose an item.

Statement of Significance Referred to: Choose an item.

Heritage Act standard exemption record keeping form

If not the State Heritage Register, record the document title, author and date:

Document Title	Author	Date

Was professional advice required to use the Standard Exemption? Yes:  No:

Was professional advice sought to use the Standard Exemption (even if it was not required by the relevant standards)? Yes:  No:

If yes to either of the above questions on professional advice, complete the table below (add additional rows if required):

Name of company/ person who advised	Date of advice	Title of any document containing the advice

Cost of works:

\$

Start date:

Click or tap to enter a date.

Completion date:

Click or tap to enter a date.

Were any inspections undertaken? Yes:  No:

If yes, complete below (add additional rows if required):

Date of inspection	Who inspected (name and organisation)	Purpose of inspection	Inspection findings

**Challenges encountered and/or change of plans**

Describe here the challenge or change and how you managed it. Remember: any change of plans that would not comply with the Standard Exemption require approval under the *Heritage Act 1977* before activity/works can be undertaken.

**Heritage impact**

Summarise how the activity/ work will change the heritage item. What elements of the item will be affected? Are those elements significant or non-significant? How will those elements change? Is the change permanent or temporary and will the change be reversible? Does the change to those elements affect their significance and/or the item's overall significance? Remember: there must be no impact to the item's overall significance to work under a Standard Exemption.

**Heritage controls:**

What measures were put in place to minimise or avoid impact from the activity/ work to significant elements, fabric, values and the item's overall heritage significance?

**Contact details** (person completing is form)

Name	
Organisation/role	
Postal address:	
Email:	
Phone number:	

Name of heritage item owner  
(if not the contact who completed this form)

**Attachments**

List the names of any other documents or files that form part of the exemption record in addition to this form.

# Appendix B

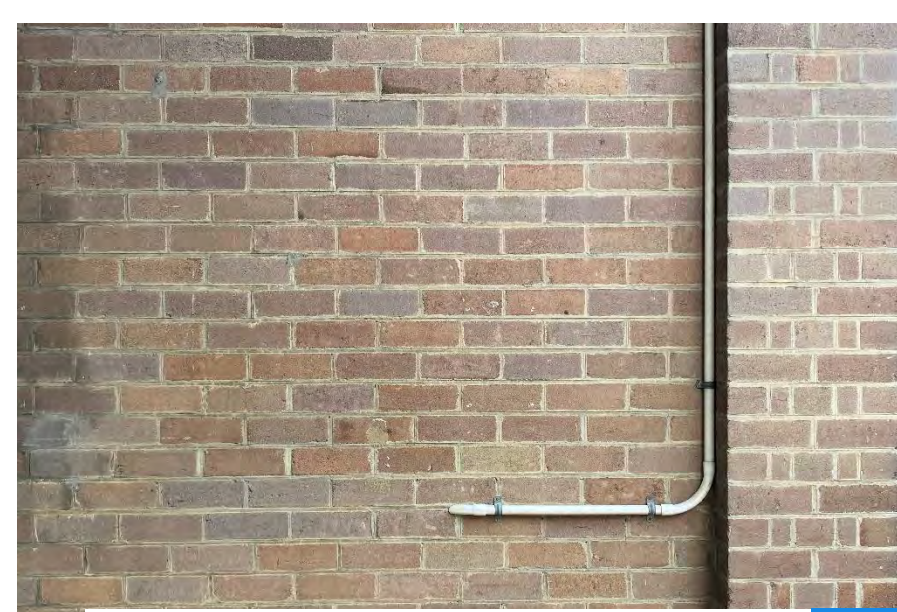
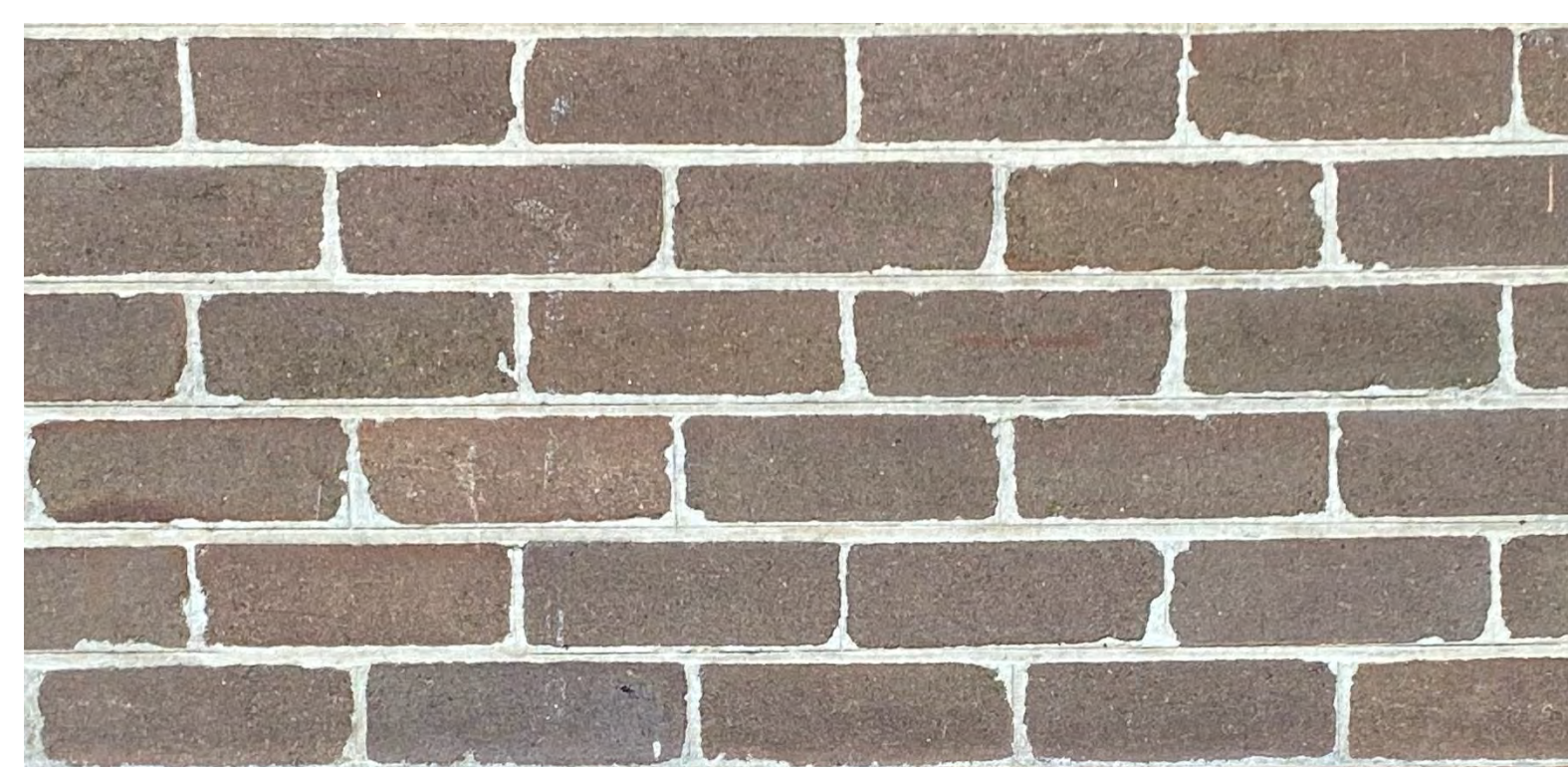
## Materials and Finishes Studies

8th November 2023

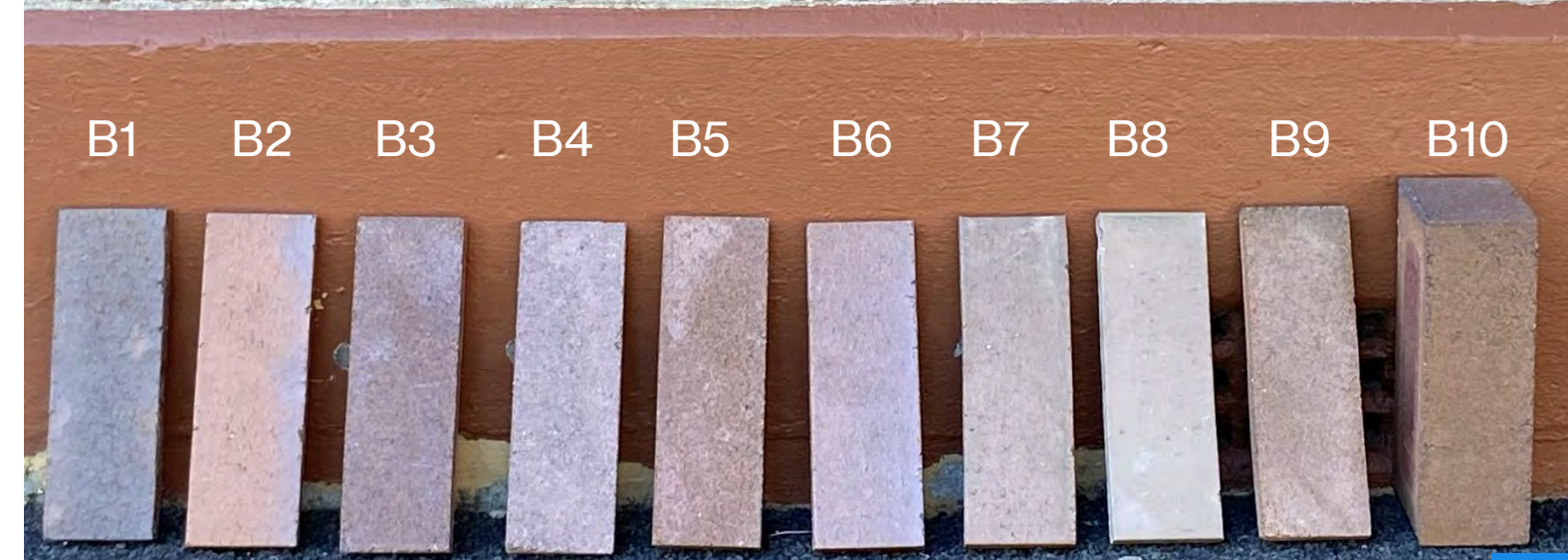
Material and Finishes Study – Station Brick

# MOSS VALE STATION UPGRADE PROJECT



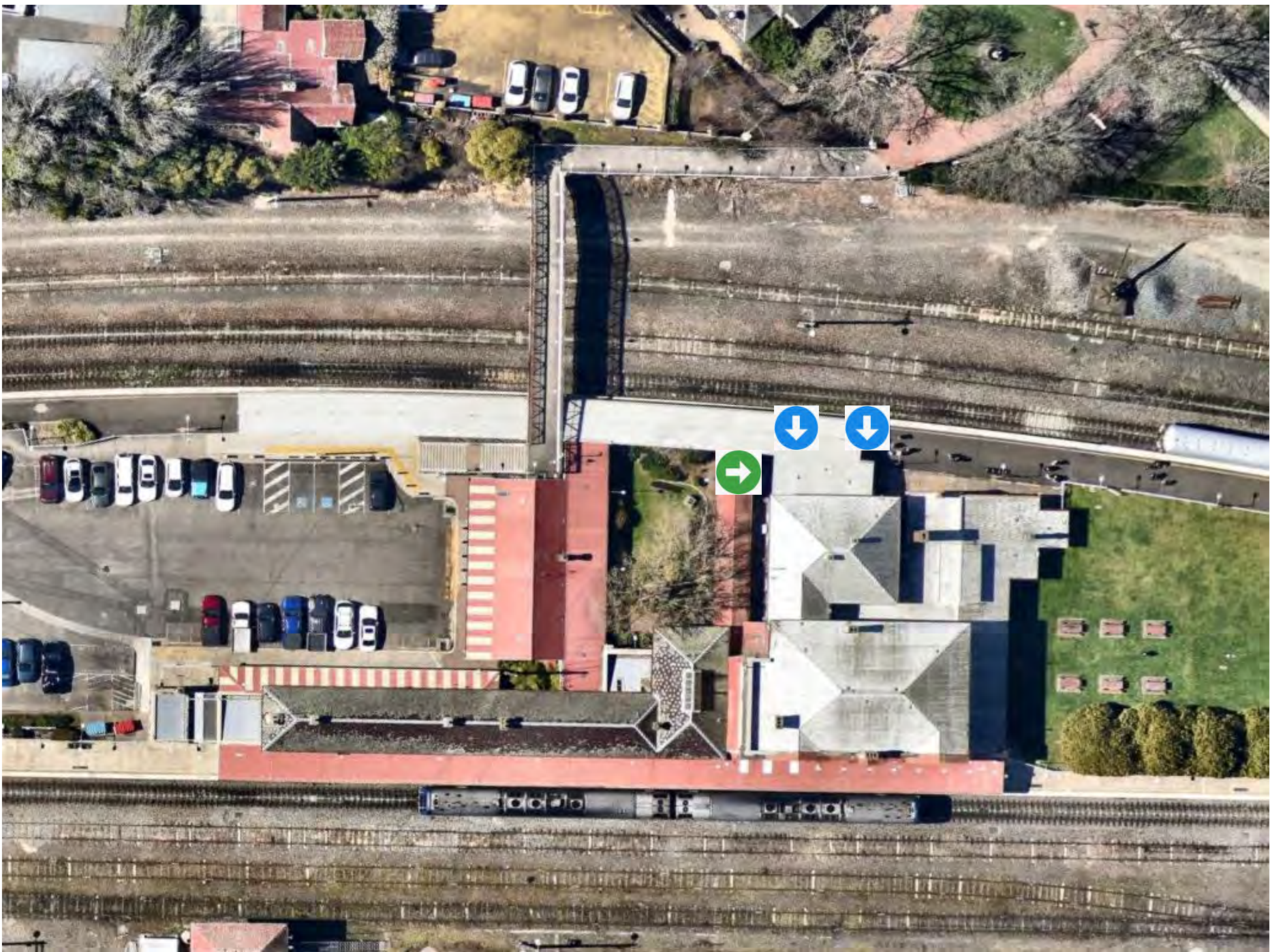


Existing wall #1 – Northern end



Existing wall #2

Existing wall #1 – Southern end



Key Plan



B1

Austral Bricks – Park Lane  
Colour: Dorchester (variance 1)



B6

Austral Bricks – Park Lane  
Colour: Dorchester (variance 2)



B2

Austral Bricks – Park Lane  
Colour: Grosvenor





Austral Bricks – Park Lane  
Colour: Westminster



Austral Bricks – Park Lane  
Colour: Mayfair





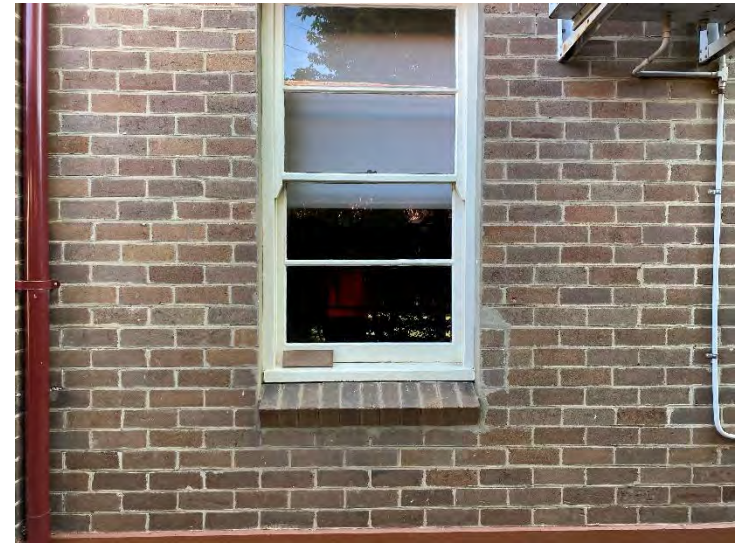
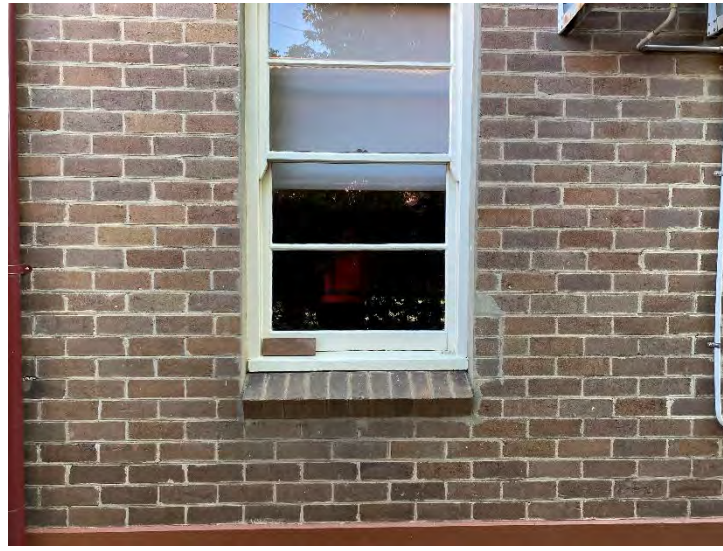
Bowral Bricks  
Colour: Murray Grey



Bowral Bricks  
Colour: Bowral Brown



Bowral Bricks  
Colour: Bowral Brown





Bowral Bricks

Colour: Renovation Gertrudis Brown  
(variance 1)



Bowral Bricks

Colour: Renovation Gertrudis Brown  
(variance 2)



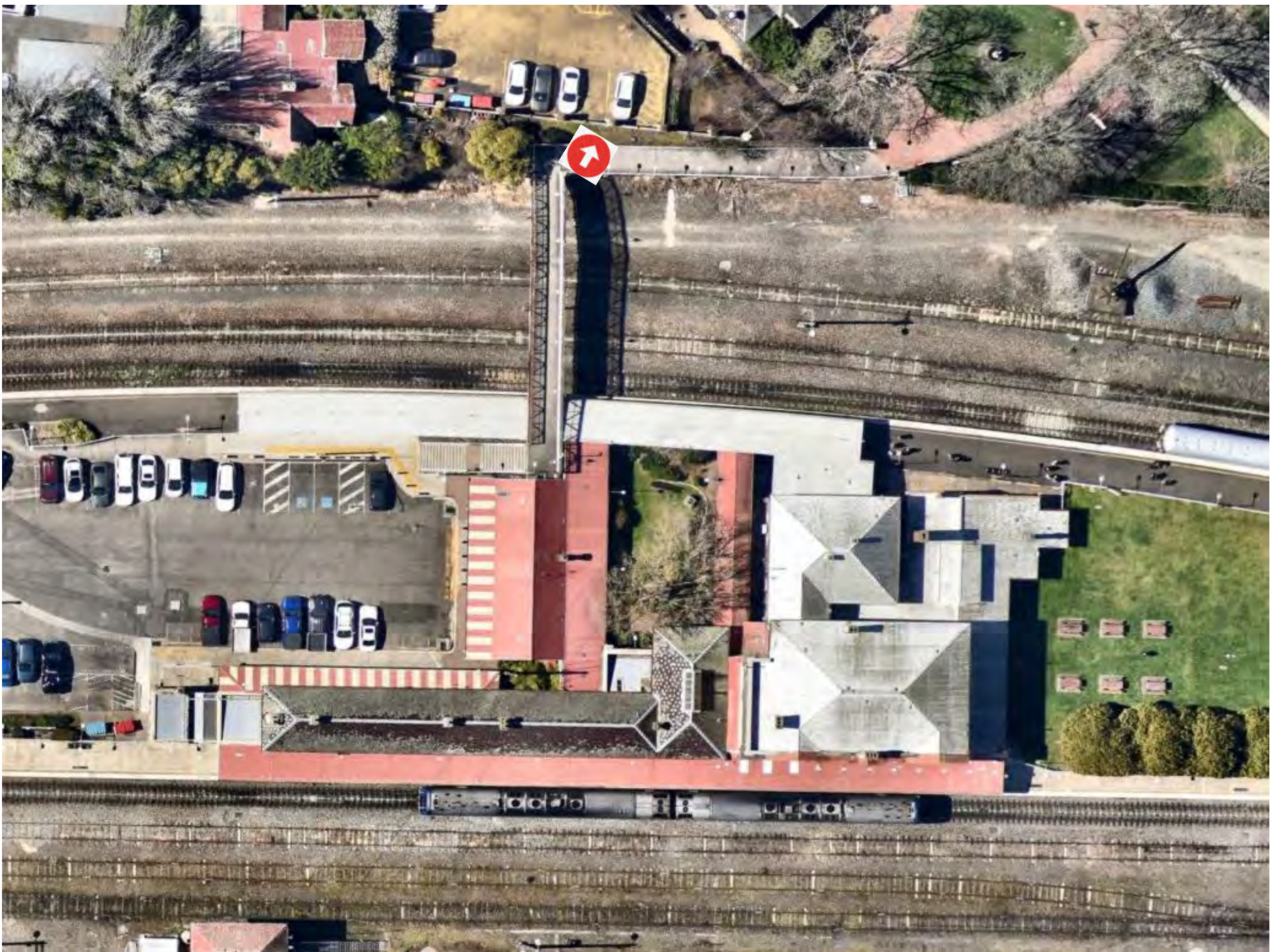
8th November 2023

Material and Finishes Study – Post Office Fence

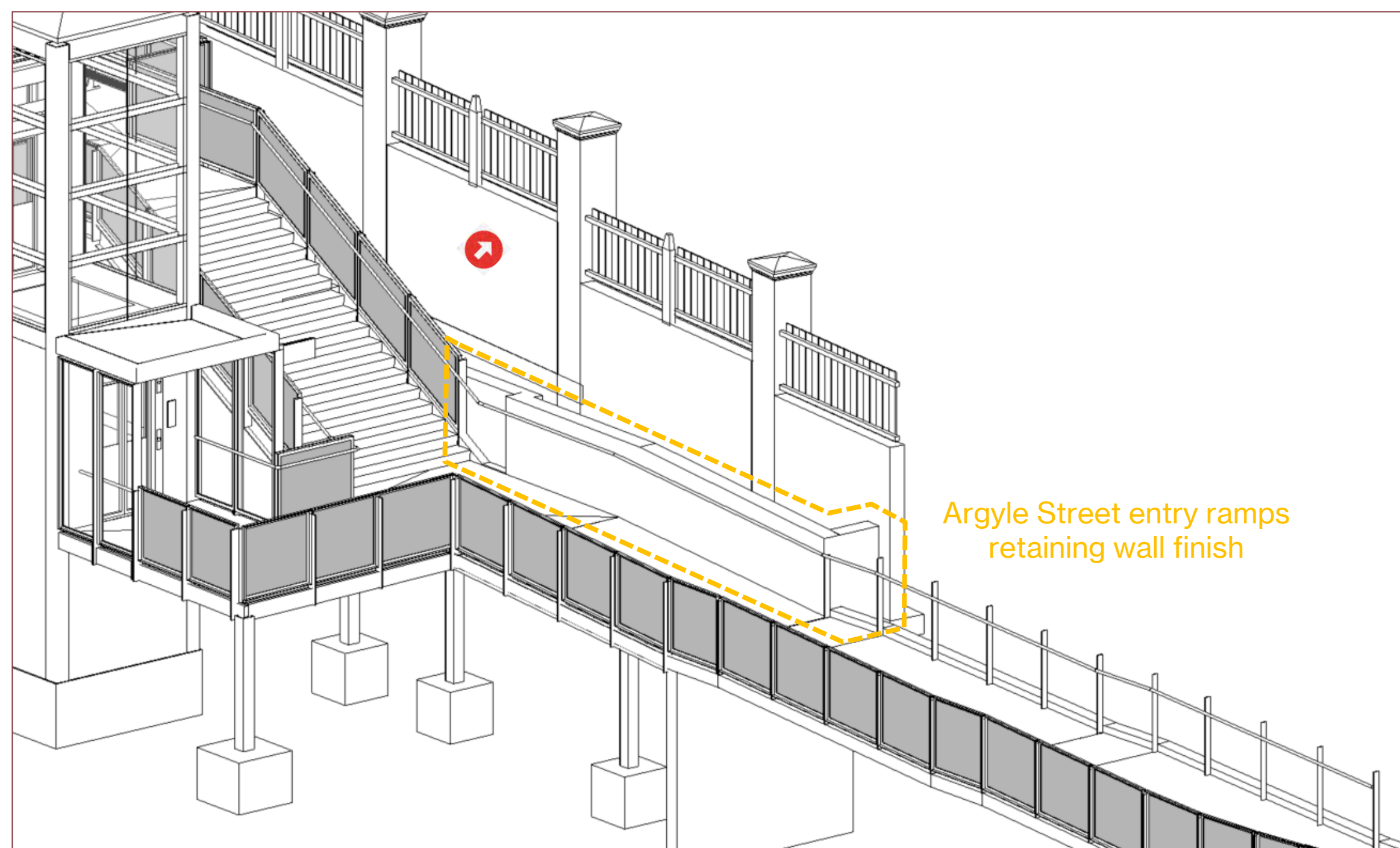
# MOSS VALE STATION UPGRADE PROJECT







Key Plan



Argyle Street entry ramps  
retaining wall finish



Keim - 9084



Keim - 9087



Keim - 9089



Keim - 9090



Keim - 9243



Keim - 9245



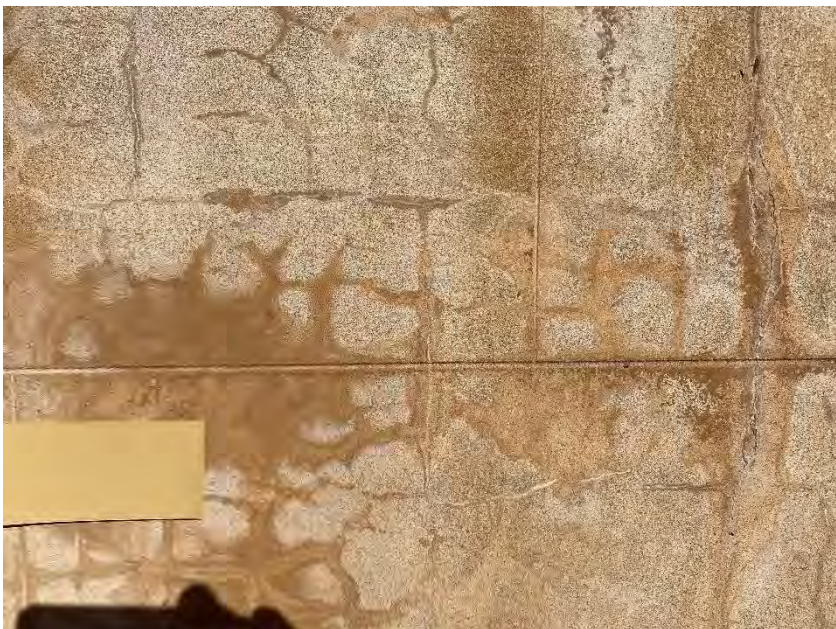
Keim - 9248



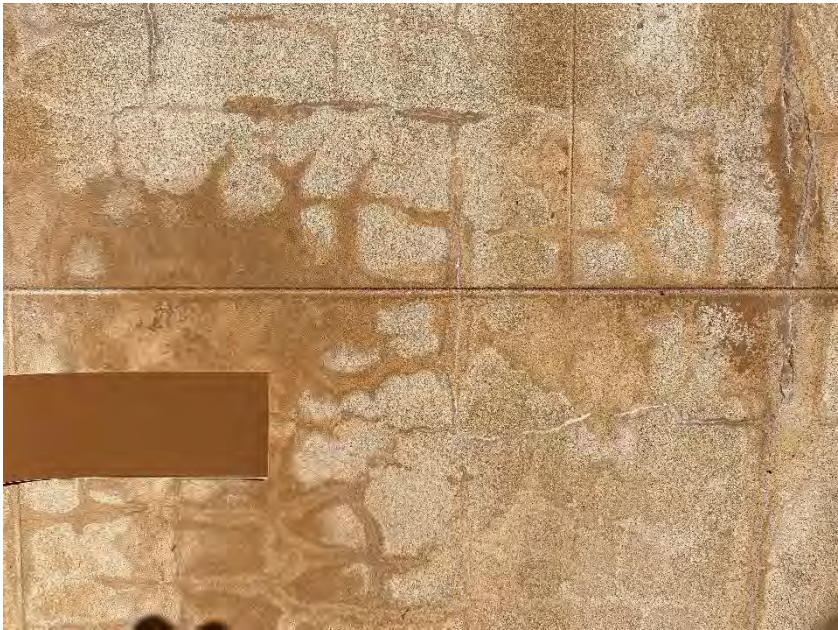
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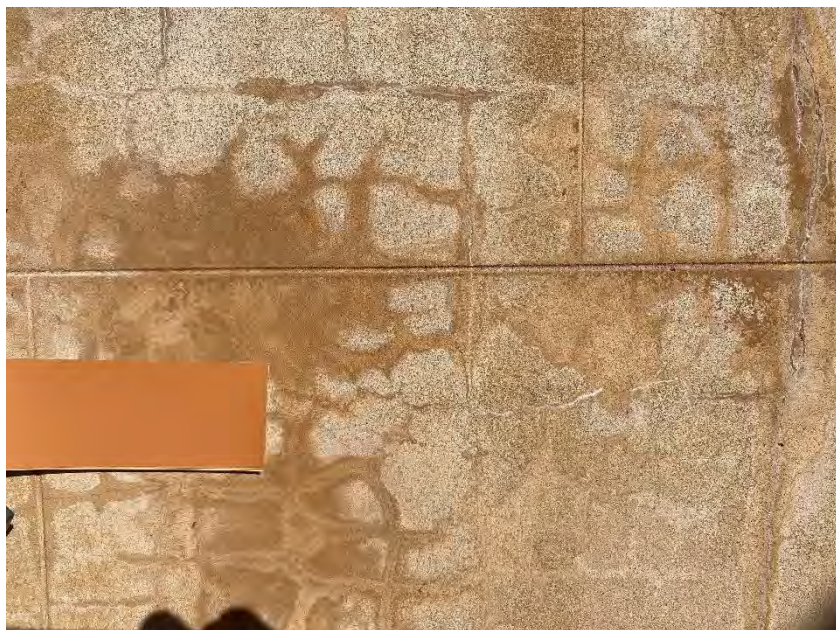
Keim - 9066



Keim - 9069



Keim - 9103



Keim - 9105



Keim - 9108



Keim - 9110

8<sup>th</sup> November 2023

Material and Finishes Study – Station Paver

# MOSS VALE STATION UPGRADE PROJECT



Existing Station Paver 200x100mm





Key Plan





Bowral - London  
Colour: Regency Grey  
230x115mm





Bowral - London  
Colour: Brahman Granite  
230x115mm



Bowral - London  
Colour: Chestnut  
230x115mm



Bowral - London  
Colour: Silver Sand  
230x115mm

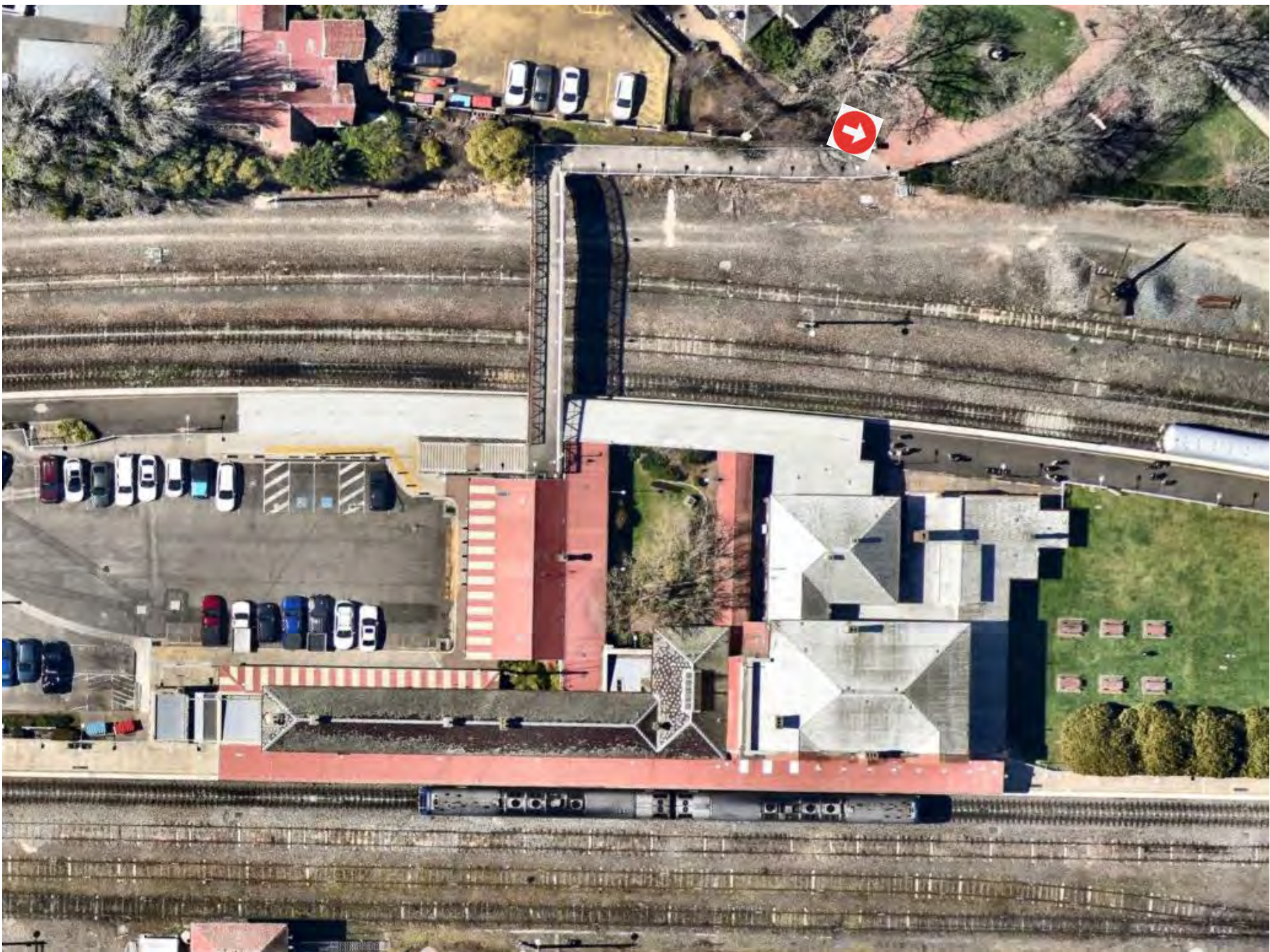
8<sup>th</sup> November 2023

Material and Finishes Study – Diamond Jubilee Park Pavers & Oxide

# MOSS VALE STATION UPGRADE PROJECT







Key Plan



Argyle Street entry ramps retaining wall finish



CCS RUBY



CCS PRAIRIE



CCS REDWOOD



CCS PAPERBARK



CCS BRICK RED



CCS TERRACOTTA



CCS POMPEI ASH



CCS DRIFTWOOD



CCS DRIFTWOOD



CCS PAPERBARK



CCS POMPEI ASH



CCS REDWOOD



CCS PRAIRIE



CCS TERRACOTTA



CCS BRICK RED



CCS RUBY



INDICATIVE ONLY

CCS DRIFTWOOD



INDICATIVE ONLY

CCS POMPEI ASH



INDICATIVE ONLY

CCS PAPERBARK



INDICATIVE ONLY

CCS REDWOOD



INDICATIVE ONLY

CCS PRAIRIE



INDICATIVE ONLY

CCS BRICK RED



INDICATIVE ONLY

CCS TERRACOTTA



INDICATIVE ONLY

CCS RUBY



CCS DRIFTWOOD



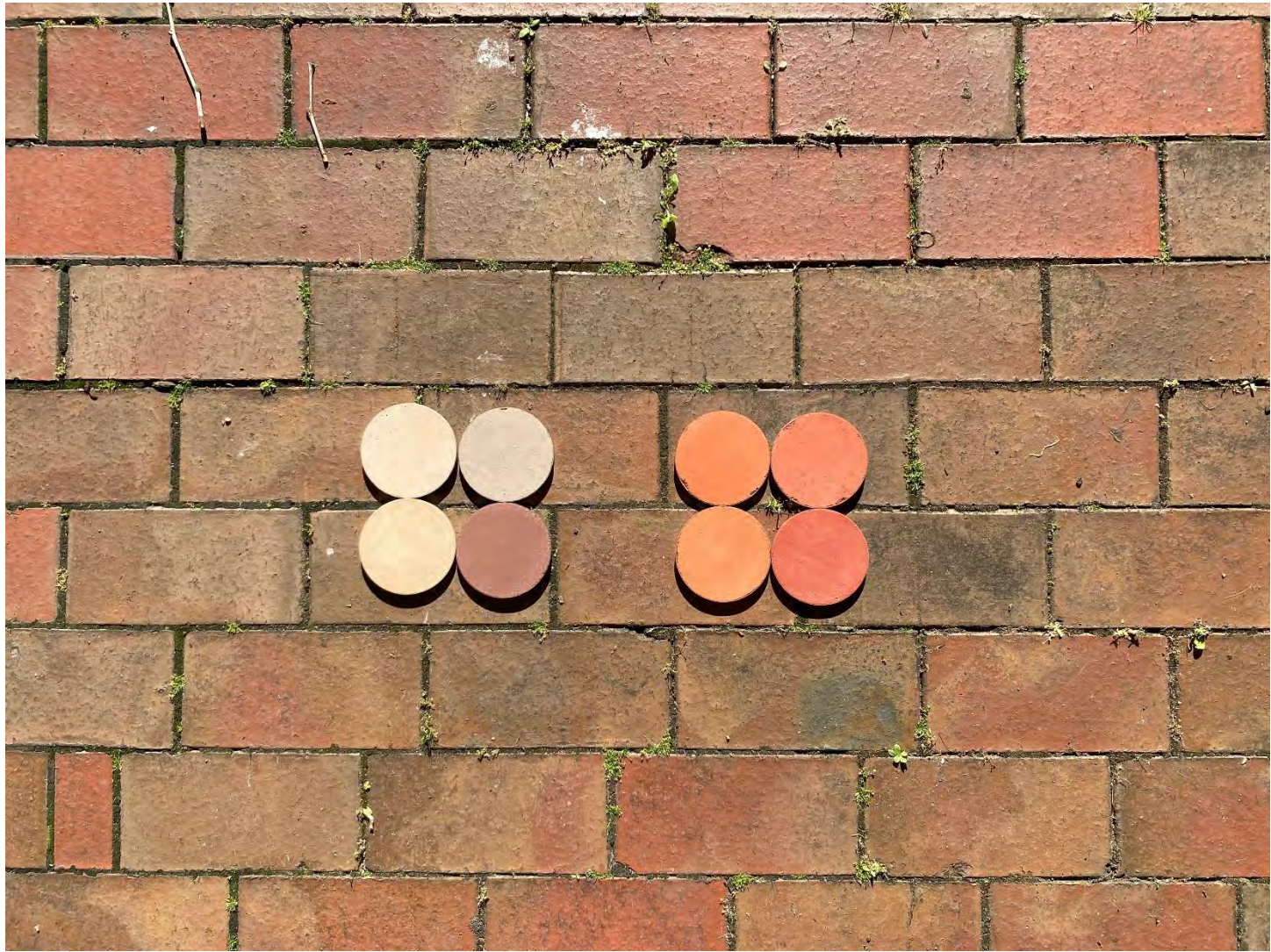
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CCS RUBY



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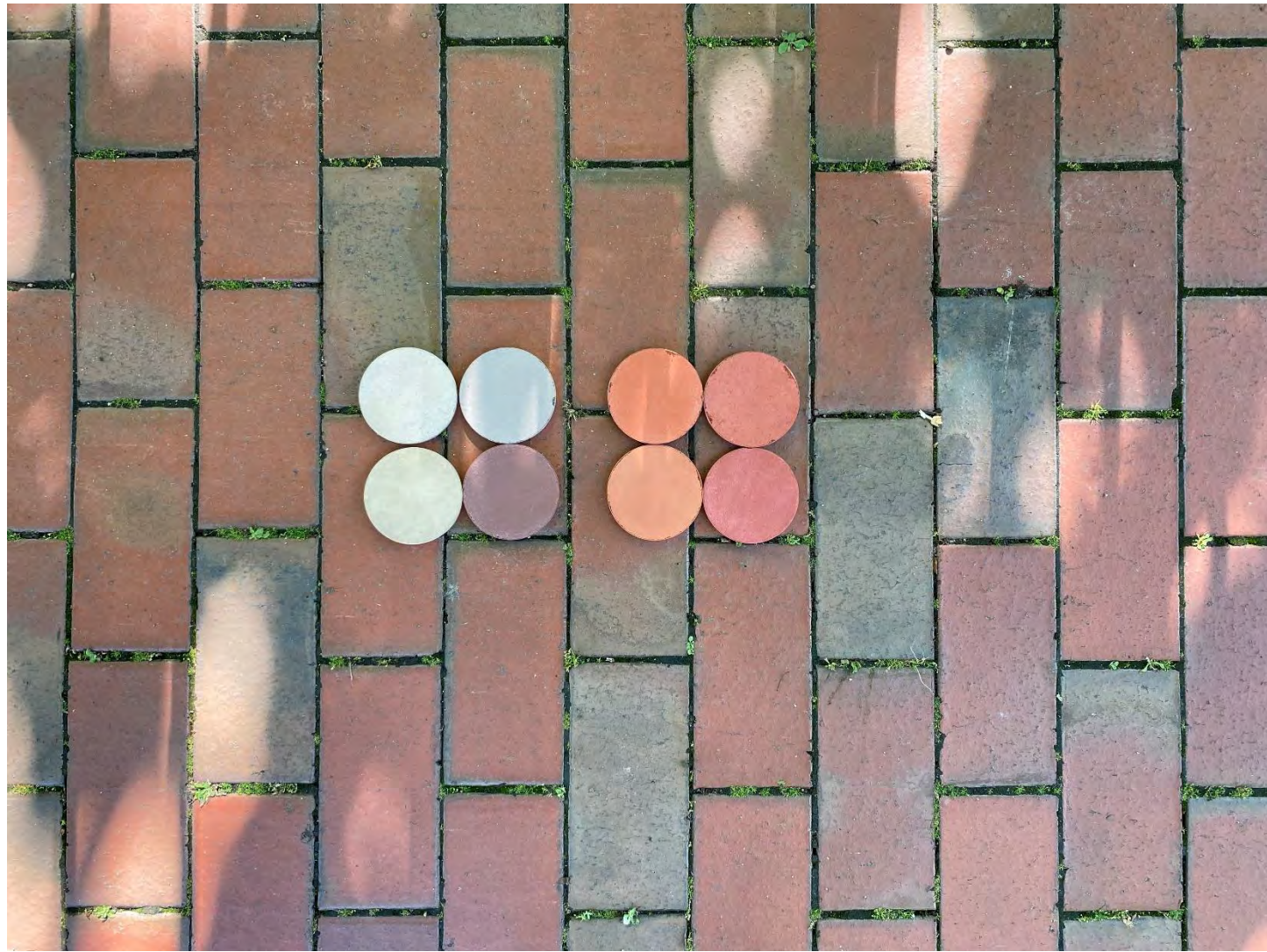
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CCS PAPERBARK



CCS REDWOOD



CCS PRAIRIE



CCS BRICK RED



CCS TERRACOTTA



CCS RUBY



INDICATIVE ONLY  
CCS DRIFTWOOD



INDICATIVE ONLY  
CCS POMPEI ASH



INDICATIVE ONLY  
CCS PAPERBARK



INDICATIVE ONLY  
CCS REDWOOD



INDICATIVE ONLY  
CCS PRAIRIE



INDICATIVE ONLY  
CCS BRICK RED



INDICATIVE ONLY  
CCS TERRACOTTA



INDICATIVE ONLY  
CCS RUBY