



APPENDIX E

STATEMENT OF HERITAGE IMPACT

Narrabri to Turrawan Line Upgrade Narrabri Railway Station Statement of Heritage Impact

Prepared for Element Environment

November 2021 - Final



Sydney
Melbourne
Brisbane
Perth
Hobart

EXTENT HERITAGE PTY LTD

ABN 24 608 666 306
ACN 608 666 306
info@extent.com.au
extent.com.au

SYDNEY

Level 3/73 Union St
Pyrmont NSW 2009
P 02 9555 4000
F 02 9555 7005

MELBOURNE

13/240 Sydney Rd
Coburg Vic 3058
P 03 9388 0622

BRISBANE

Level 12/344 Queen St
Brisbane Qld 4000
P 07 3051 0171

PERTH

24 & 25/108 St Georges Tce
Perth WA 6000
P 08 9381 5206

HOBART

54A Main Road
Moonah Tas 7009
P 03 6134 8124

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Heritage advisor(s):	Kim Watson and Eleanor Banaag
Author(s):	Kim Watson Hayley Edmonds

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1. Introduction

1.1 Project description

The Australian Rail Track Corporation Limited (ARTC) is an Australian Government owned statutory corporation that maintains approximately 8,500 kilometres (km) of rail track across five states. In New South Wales (NSW), ARTC is responsible for the Interstate Network (which includes the Sydney Metropolitan Freight Network), Hunter Valley coal rail network, and delivery of the portion of Inland Rail which traverses the state.

ARTC aim to support the Australian Government's infrastructure investment goals by enhancing the quality and capability of the 35 km rail connection between the Hunter Valley coal network, south of Turravan, and the new Inland Rail network to the north of Narrabri. This will be achieved by promoting a consistent freight service between northern NSW, Inland Rail and the port of Newcastle.

The aforementioned section of track is currently capable of accommodating sub 25 tonne axle load (TAL) and exhibits capability limitations resulting from the presence of steel and timber sleepers, aging rail for most of the line and poor track geometry. As such, ARTC propose to upgrade the section of track to 25 TAL and enhanced weight rating (the 'project').

Extent Heritage Pty Ltd (Extent Heritage) has been commissioned by Element Environment, on behalf of ARTC to prepare a Statement of Heritage Impact (SOHI) for track reformation reconditioning works and drainage works at Narrabri Railway Station. The purpose of the report is to analyse the proposed works and the potential impacts of the proposed work on the heritage significance of the station precinct.

Narrabri Railway Station is listed on the *Narrabri Local Environmental Plan 2012* (item I024) and the Transport Asset Holding Entity (TAHE) Heritage and Conservation Register (4801198) and is significant for its relationship to the wider development of NSW railways and the survival of its station buildings, which demonstrate typical railway architectural styles of the late 19th and early 20th centuries. Narrabri Station provides a tangible link to the historical development of Narrabri through the development of the NSW railway which supported the district's agricultural activities and commerce along the Mungindi line.

1.2 Approach and methodology

The methodology used in the preparation of this SOHI is in accordance with the principles and definitions as set out in the guidelines to *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (the *Burra Charter*) (Australia ICOMOS 2013) and the latest version of the Statement of Heritage Impact Guidelines (2002), produced by the NSW Office of Environment and Heritage. This SOHI will review the relevant statutory heritage controls, assess the impact of the project on the heritage values of the subject property and make recommendations as to the level of impact.

1.3 Limitations

A site inspection was not required for the purposes of this report. The report is based on documents provided by ARTC, and existing assessments undertaken for the Narrabri Railway Station, documented on the State Heritage Inventory (SHI) database.

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

1.4 Authorship

The following staff members at Extent Heritage have prepared this SOHI:

- Eleanor Banaag, Senior Associate;
- Kim Watson, Heritage Advisor; and
- Hayley Edmonds, Heritage Advisor.

The report was reviewed by Dr MacLaren North, Managing Director.

1.5 Ownership

The site is managed by ARTC.

1.6 Terminology

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

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

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the *place* itself, its *fabric*, *setting*, *use*, *associations*, *meanings*, records, *related places* and *related objects*. Places may have a range of values for different individuals or groups.

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

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

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

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

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

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

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

Use means the functions of a *place*, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.

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

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

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

Related object means an object that contributes to the cultural significance of a place but is not at the place.

Associations mean the connections that exist between people and a place.

Meanings denote what a place signifies, indicates, evokes or expresses to people.

Interpretation means all the ways of presenting the cultural significance of a place.

2. Site identification

2.1 Location

Narrabri Railway Station is located on the Mungindi Line and serves the town of Narrabri, NSW. Narrabri is located in north-western NSW and is strategically located halfway between Sydney and Brisbane. Within the suburb of Narrabri, the railway station is located at the eastern end of Bowen Street, at the junction with Logan Street. The station is 569.29 kilometres from Central Station, NSW.

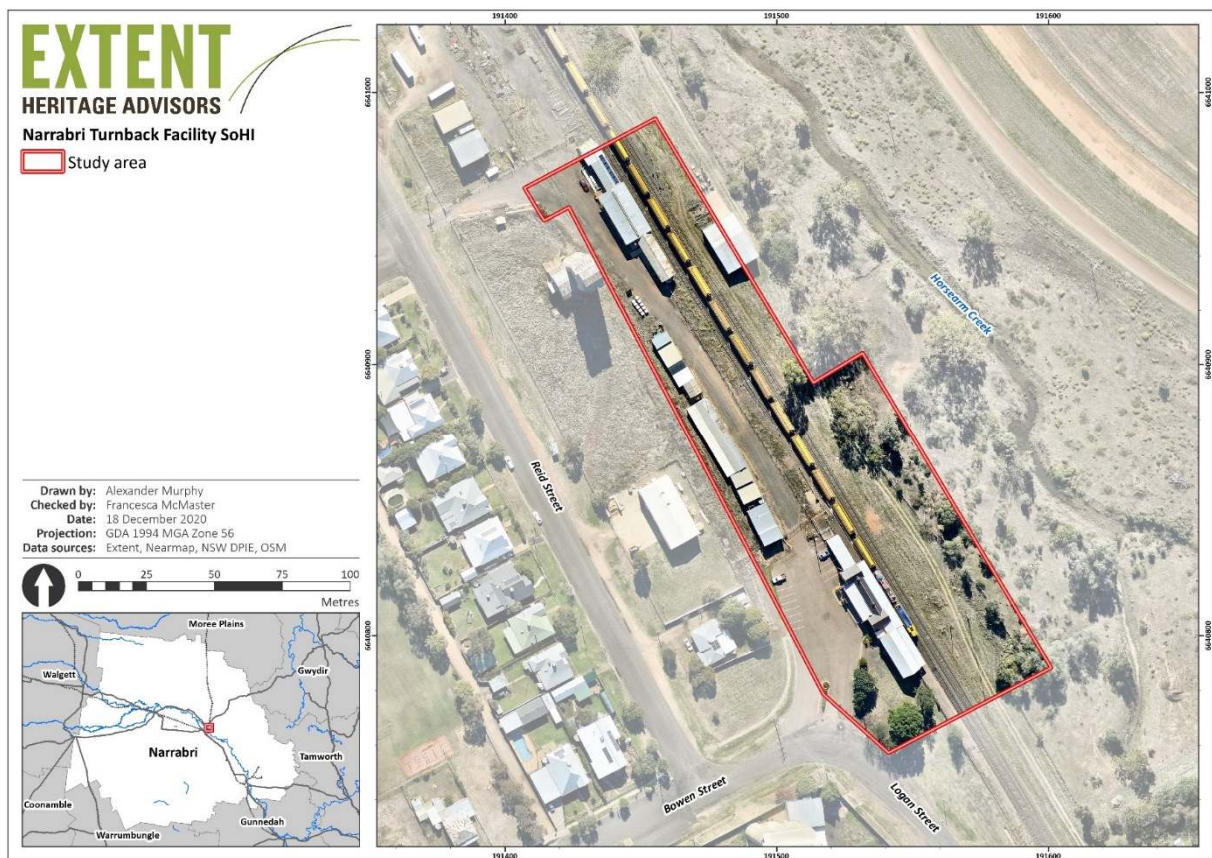


Figure 1. Location of Narrabri Railway Station, heritage curtilage outlined in red.

3. Listings and controls

3.1 Statutory listings

Narrabri Railway Station is listed on the following statutory registers tabulated below.

Table 1. Narrabri Railway Station heritage listings

Register/listing	Item listed	Item name	Item no.
TAHE Section 170 Heritage and Conservation Register (TAHE)	Yes	Narrabri Railway Station	4801198
Narrabri Local Environmental Plan 2012	Yes	Narrabri Railway Station	I024

3.2 Heritage in the vicinity

There are no heritage items in the immediate vicinity of Narrabri Railway Station. The closest heritage items in the vicinity include St Cyprians Anglican Church (I023) located at 13 Dewhurst Street approximately 300 metres west of the station, and the Narrabri Field Service Centre—Country Energy (I034) located at 23 Fitzroy Street, approximately 300 metres south of the station.

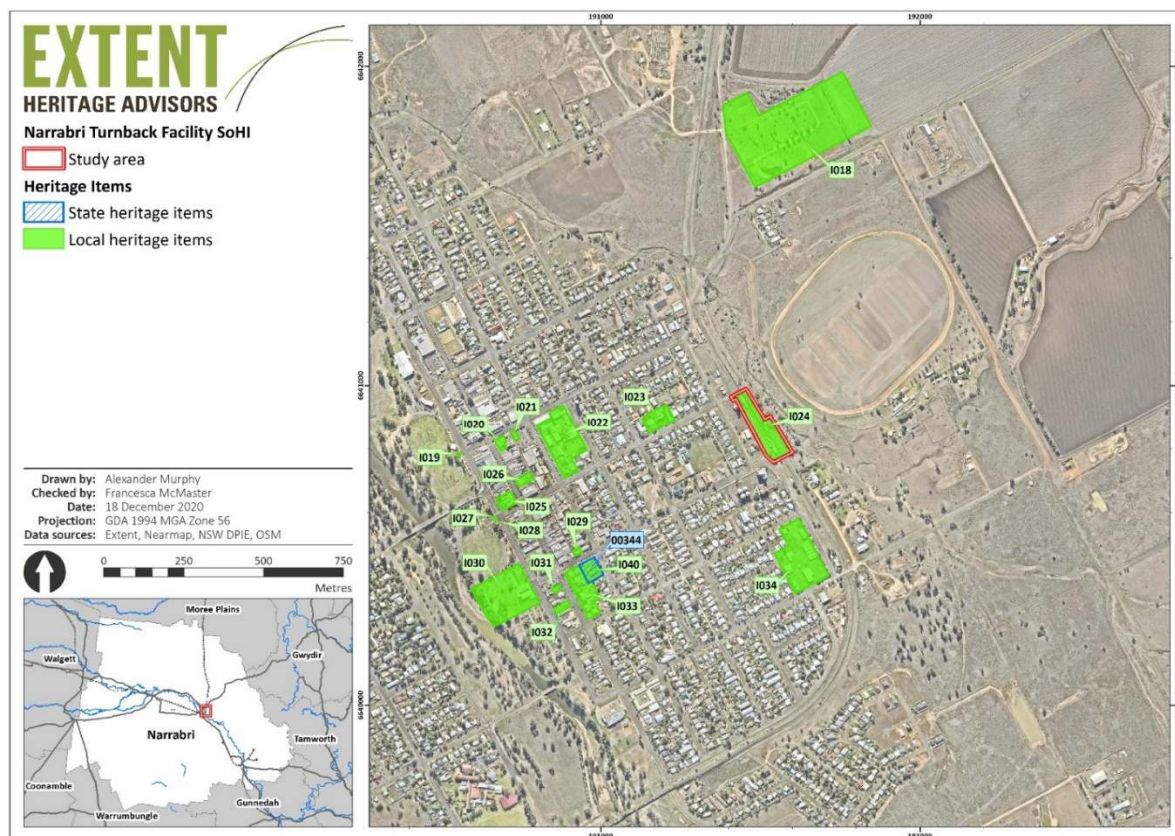


Figure 2. Heritage items in the vicinity of Narrabri Railway Station.

4. Historic context

The following historical context has been repurposed from the State Heritage Inventory database entry for the Narrabri Railway Station. Additions and alterations have been made where necessary and are properly cited.

Narrabri Railway Station is located on the Mungindi line, branching from the Great Northern Railway at the major rail centre of Werris Creek, and heading north to the remote town of Mungindi, on the Queensland border. Today the line is used for almost its entire length for grain transport, and for coal from the Preston and Gunnedah collieries (Source: nswrail.net). The site is on land forming part of the Gamilaraay (Kamilaroi) Indigenous nation. Gamilaraay country extends from the upper Hunter region to southern Queensland and encompasses much of the New South Wales central west.

In 1832, explorer John Oxley surveyed the Liverpool Plains area that was to later include the town of Narrabri. The first squatting run in the region of Narrabri was the '*Nurrabry*', taken up in 1834. A town site was first recommended in 1848 at what had become a road junction to the south and west. Sale of town lots followed soon after the proclamation of the Narrabri township in 1860. A post office and police station were established but a major flood devastated the township in 1864. An early sign of the town's importance was the transfer of court services from Wee Waa and the building of a courthouse in 1864-65. A coach service commenced in 1865 and the first public school opened in 1868 (Source: Narrabri.net website).

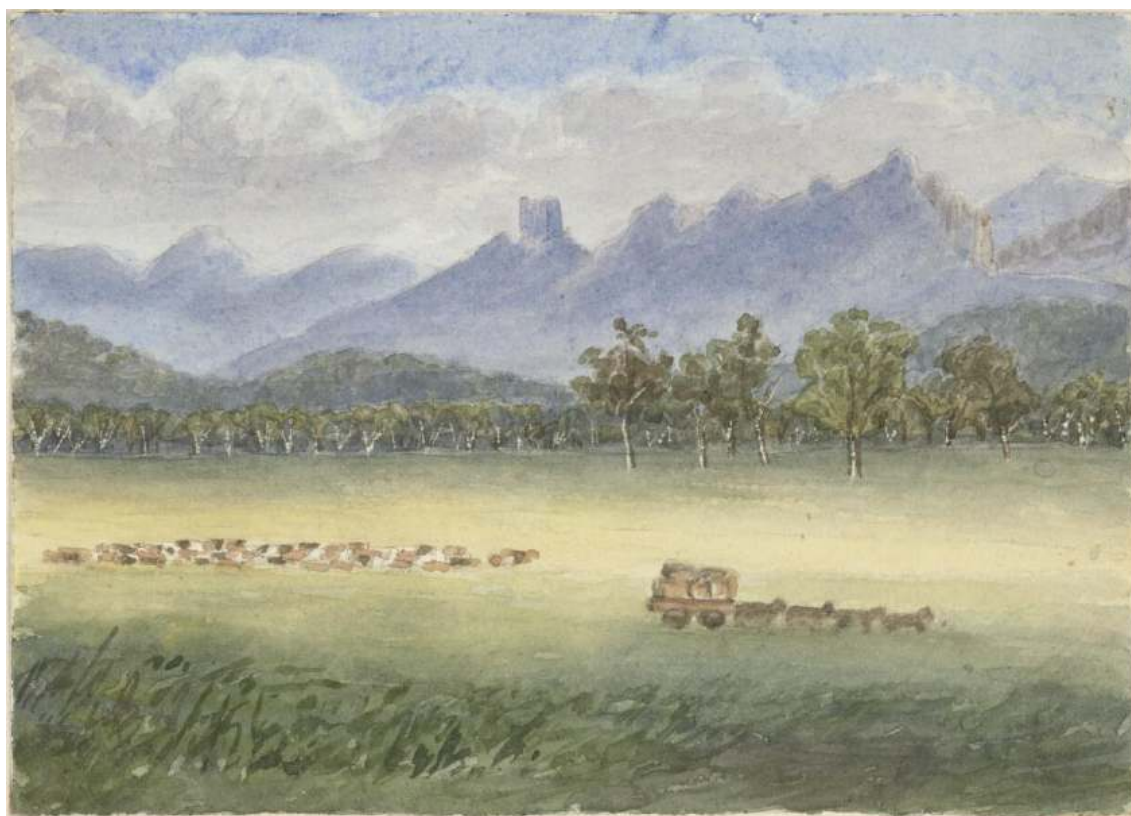


Figure 3. Terriaro, Narrabri NSW (Source: National Library of Australia PIC Drawer 2592 #T2098 NK9918).

After the Robertson Land Act of 1861, the area was slowly opened up to smaller selectors and wheat-growing began in 1873. Consequently, the population climbed from 313 in 1871 to 1,977 in 1891. Bridges over Narrabri Creek were built in 1877 and the Namoi River in 1879. The railway arrived at Narrabri West in 1882 and a settlement began to develop around it. Narrabri was declared a municipality in 1883 (Source: Narrabri.net website).

The single line from Narrabri Junction to Moree opened on 1 April 1897. The construction contract for the Narrabri Junction to Moree section was awarded to W Finlayson, H Smith & J Timms on 10 July 1895. The station was officially opened on 9 Apr 1897 (Source: Forsyth, 2009). The land on which the station was constructed originally formed parts of Portion 64 (George Sawyer) and Portion 67 (Theodore Morath) and the road reserve of the northern line of Logan Street that formed part of the original town subdivision.

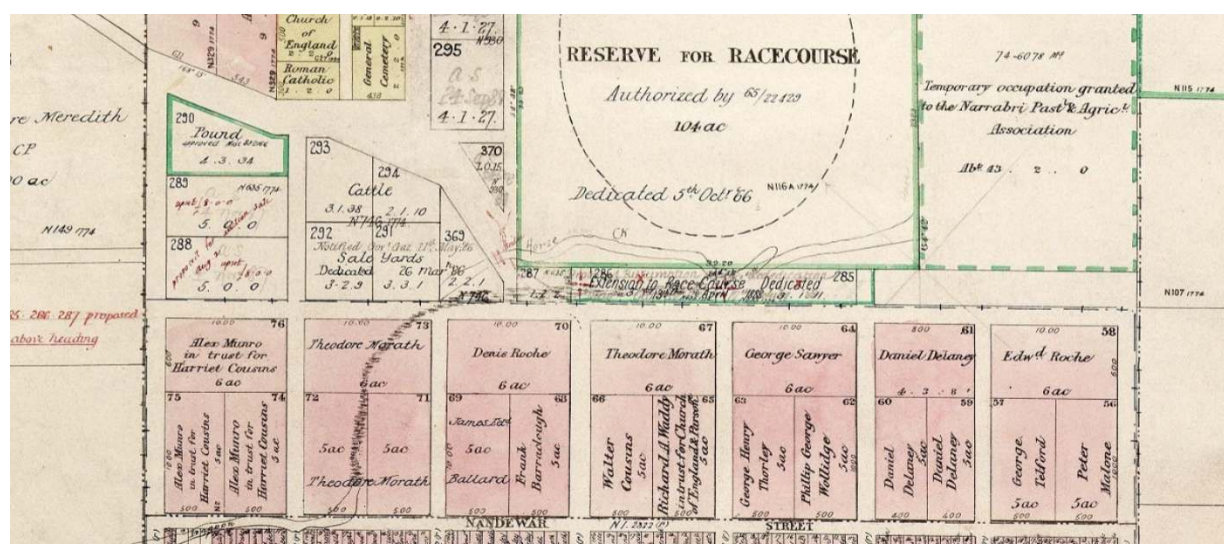


Figure 4 1875 Town of Narrabri map focused on future location of Narrabri Railway Station. (NSW Land Registry Services)

Although no details of the original station building exist, plans of the 1901 Refreshments Room show the timber building as having a corrugated iron roof, a cantilevered awning with timber curtain boarding, and internally comprising a refreshments room, attendants' room, kitchen, pantry, and detached lavatory.

On 8 September 1907 most of the railway buildings at Narrabri Railway Station were destroyed by fire (*Singleton Argus* 12 September 1907 p. 4). The structures lost included the ticket office, parcels office, vestibule and ladies' waiting room. Also lost was the station's telephone and telegraph equipment. The railway refreshment room escaped damage. In 1908 the main station building was rebuilt for £826. The new building was of brick with fibro cement roofing, and featured a bracketed awning, terracotta capping, and stone detailing. The building internally comprised of a ladies' room and lavatory, general waiting room, telegraph and booking offices, and a parcels store. The building also featured an in-set rear verandah.

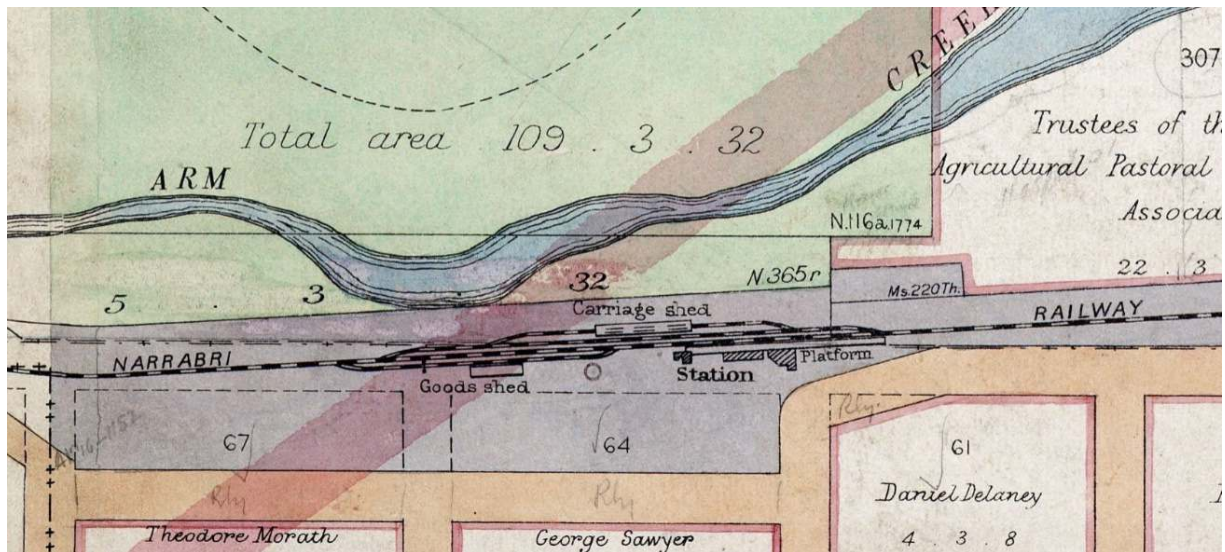


Figure 5. 1910 Town of Narrabri map with Narrabri Railway Station indicated. (NSW Land Registry Services)



Figure 6. 1951 photograph of Narrabri Railway Refreshments Room (Source: NSW State Archives and Records Digital ID: 17420_a014_a014000075)

The space between the new building and the Refreshments Room was bridged by the extension of the roof and the addition of corrugated iron walls, within which the signal levels were installed. In 1912 a Station Master's residence was constructed on Bowen St, north of the main station complex.

On 3 March 1922 the railway lands attached to the station were authorised as a Forestry Depot. This may have been associated with the exploitation of timber, primarily cypress and iron bark, in the Pilliga Scrub located between Narrabri and Coonabarabran. Much of the ironbark that was cut was used for fencing and for railway sleepers.

By 1923, changes had occurred to the Refreshments Room, including the demolition of the previous kitchen and attendants' room, and the addition of a timber mangers office, sitting room, and bedroom, a storeroom, scullery, bathroom facilities, and a new kitchen and pantry. Also mentioned in 1925 was the presence of a fowl yard attached to the Refreshment Room (*The North West Courier* 30 April 1925). A separate building was also constructed, containing three bedrooms and a latticed veranda. A decade later, the station precinct included a trolley shed, a goods shed and platform, a weighbridge, wheat silo, carriage shed, a detached toilet block and "Out of shed" (parcels shed) on the passenger platform, along with a Resident Engineer's Office.

In 1946 further changes occurred to the main station building, namely the extension and partial closing-in of the rear verandah to create a parcels office and an open public space, with a ramped approach. Plans of the extension also suggest that the telegraph office had by this period been converted into a Station Master's office. The station building was extended again in c.1970 with new bathroom facilities and stores.

Most of the refreshment room facilities were demolished in 1988, and the remaining weatherboard building reduced to its original configuration.

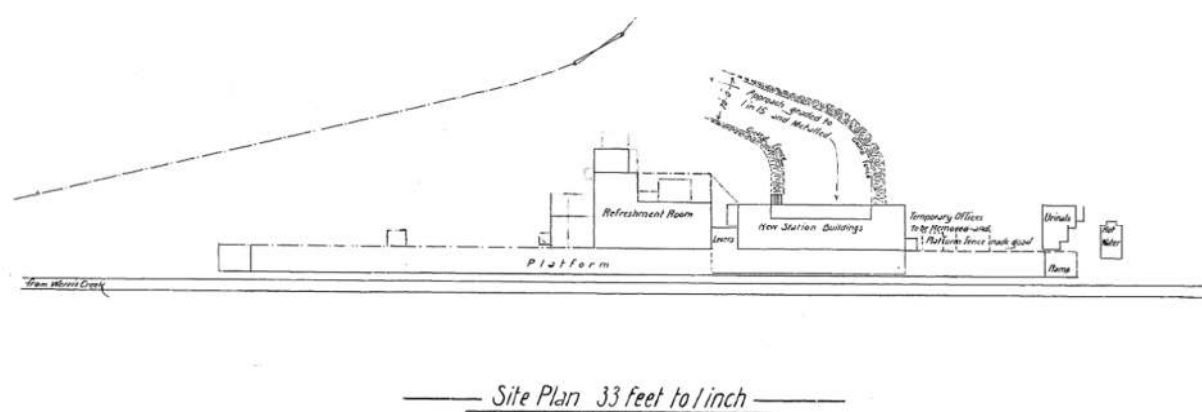


Figure 7. Narrabri Station Site Plan, n.d. (Source: NSW Rail Plan Room No D53/110)

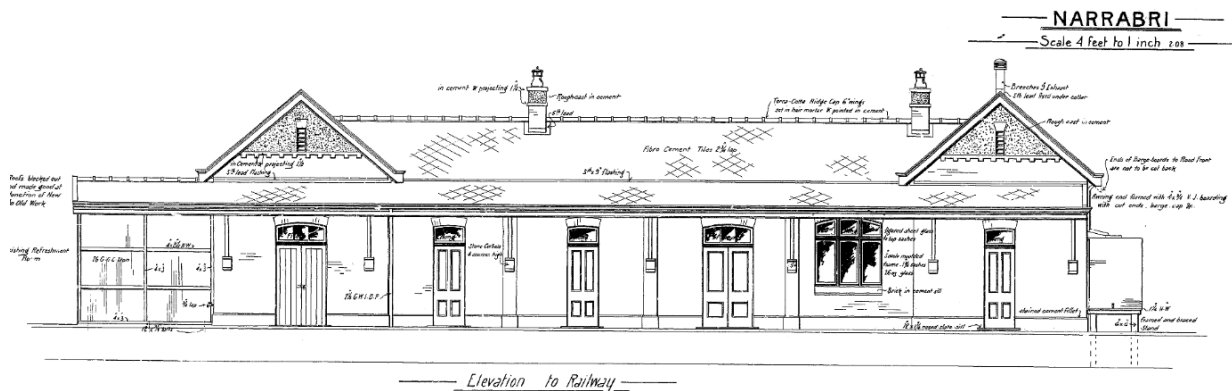


Figure 8. Narrabri Railway Station, n.d. (Source: NSW Plan Room No D53/110)

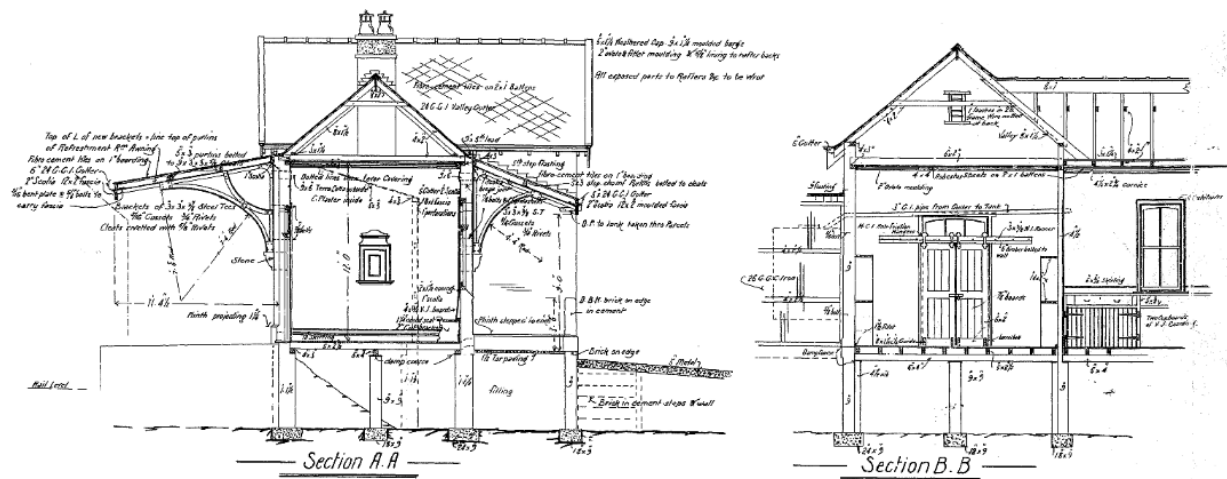


Figure 9. Narrabri Railway Station Sections, n.d. (Source: NSW Plan Room No D53/110)



Figure 10. 1967 map of Narrabri with Railway Station and associated buildings indicated in red (Source: NSW Dept of Lands MAP G8974.N3G46)



Figure 11. 1971 Regional Charting Map Section – Narrabri with railway station indicated in purple (Source: HLRV)

4.1 Timeline

Table 2. *Narrabri Railway Station – Timeline of events*

Date	Event
pre-1832	The Narrabri region formed portion of the extensive lands occupied by the Gamilaraay (Kamilaroi) people
1832	John Oxley surveys Liverpool Plains area that will later include the town of Narrabri
1848	Narrabri town site is first recommended
1860	Town of Narrabri is proclaimed
1864	Major flood devastates the Narrabri township
1882	Railway arrives at Narrabri West
1883	Narrabri is declared a municipality
1897	Single line from Narrabri Junction (now known as Narrabri Station) to Moree opens Narrabri Junction Station officially opened
1898	Platforms raised and lengthened.
1899	Trucking yards erected.
1901	Refreshment room provided for £729. Waiting shed renewed.
1902	Cart weighbridge installed for £101. Platform extended 18.2m. Refreshment rooms opened. Goods shed destroyed by storm.
1903	Gantry crane installed for £160. WN9.
1904	Carriage shed built.
1907	Main station buildings destroyed by fire.
1908	Station building rebuilt for £826.
1909	Platform extended.
1912	Station master's residence built for £694.
1914	Providing nine additional 1800 litre water tanks for station usage, also facilities for heating foot warmers.
1918	Well and pump house erected for water supply to station
1920	Platform extended 33.5m. 22.5 kilolitre water tank provided to replace 18/1800 litre square tanks for station water supply.

Date	Event
1922	Platform and crossing loop extended. Railway lands authorised as a Forestry Depot.
1923	Modifications to refreshment rooms
1934	Wheat silo built
1941	Coal loading dump and rest house provided.
1946	Goods shed extended 7.3m on Moree end. Modifications to 1908 station building
1950	Closure of level crossing and extension of platform
1955	Wheat depot opened.
before 1964	Construction of goods loading platform.
1968	Wheat second silo opened.
1986	Refreshment room closed.
1987	Trolley shed demolished.
1988	Refreshment room and residence demolished.
2005	Per-way building destroyed by fire.

5. Physical description

The following physical description has been repurposed from the State Heritage Inventory database entry for the Narrabri Railway Station. Updates to this description have been made where necessary and are properly cited.

Railway Refreshment Room (RRR) (1897)

This building is a timber weatherboard construction with a corrugated iron gable roof. The doors include single and double timber doors with moulded panels. The double doors are topped by multi-pane transom windows. The windows include double hung timber sashes with the upper sash in a 4x4 pane arrangement, as well as a number of modern infill aluminium windows. The timber windows are all located on the platform elevation of the building and are framed by decorative moulded timber. The platform is covered by a cantilevered awning with corrugated iron roofing and supported by curved steel brackets. The roadside entrance is accessed by steel stairs. The building has been highly altered, and in its current state is only a remnant of the former railway kitchen, refreshment, and staff facilities at Narrabri.



Figure 12 RRR from trackside (Source: SHI, Sydney Trains)



Figure 13 RRR (Source: SHI, Sydney Trains)

STATION BUILDING (1908)

This building is a standard 'A5' station constructed of tuck-pointed brick in Flemish bond. The design consists of a main body, with roof line parallel to the platform, ended by two pavilions with transverse gabled rooves. The roof is clad in diamond pattern fibrous cement tiles with terra cotta ridge capping. There are two brick chimneys projecting upwards with rough cast cement collars topped with terra cotta pots. The gable ends are finished with painted rough cast concrete infill and include vents. The windows are timber, double hung ovolo moulded sash windows with sloping lintels. The doors are timber with moulded panels, some with panels of glass, fanlights and arched lintels. The platform is covered by a cast iron cantilevered awning supported by moulded corbels. The road entrance of the building has been modified to allow disabled access and main entrance way has modern sliding doors. Some doors/windows have been partially filled in.

The internal layout of the station building consists of a training room; parcels store; parcels office; parcels booking office; locker room; kitchen; safe working room; toilets and bathroom; offices; storerooms; a waiting room, and a female and disabled toilet. Some early inbuilt timber cabinetry remains.

Adjoining the station building at the northern end is a c. 1970s brick annex building with a skillion roof sloping from the platform to the rear of the building. It houses a male toilet, storeroom, and traffic inspector's office.



Figure 14 Narrabri Railway Station – Station building from car park (Source: SHI, Sydney Trains)



Figure 15 Narrabri Railway Station – Station building from car park (Source: SHI, Sydney Trains)

SIGNAL BOX (c1908)

The area between the two station buildings has been closed in to form the signal box. This is a skillion roof weatherboard structure with one door and one window to rail side (originals have been replaced). Internally, no signalling equipment remains.

PLATFORM (c1897?)

Straight side platform. Platform is of brick construction from 0-145m, 145-150m precast concrete and 150-214m steel post/concrete panel from city end. Repairs to coping at bay end walls repaired in 2010. Bitumen surface sunken. Black and white 'Narrabri' signage on platform.

GOODS LOADING PLATFORM (Between 1949 and 1964)

The existing goods loading platform located approximately 60m north of the goods shed consists of a 50m long deflating earthen embankment. The loading of goods at Narrabri had been a problem since the 1920s, particularly for the unloading of heavy machinery. In 1949 the existing facilities were described as inadequate, particularly in wet weather resulting in the diversion of goods for unloading to Narrabri West (*The North West Courier* 3 November 1949 p.1). The existing embankment was in place by 1964. The loading platform was in a state of disuse by 1989 and consisted of a grassed mound (NSW Spatial Collaboration Portal Aerial image NSW 1989 Frame 3662 308).

MOVABLE HERITAGE

NSW Railway heritage listed sites contain significant collections of stored movable railway heritage, including furniture, signs, operational objects, ex-booking office and ticketing objects, paper records, clocks, memorabilia, indicator boards and artwork. Individually, these objects are important components of the history of each site. Together, they form a large and diverse collection of movable objects across the NSW rail network. Key items at this station include but are not limited to a NSWTD timber framed mirror, various tail discs, a Narrabri branded fabric stretcher and a cast iron safe.

6. Heritage significance

6.1 Assessing heritage significance

The NSW Heritage Manual was developed by the Heritage Office and former NSW Department of Urban Affairs and Planning to provide the basis for an assessment of heritage significance of an item or place. This is achieved by evaluating the place or items significance in reference to specific criteria, which can be applied at a national, state or local level Heritage Office and Department of Urban Affairs and Planning 1996). The significance of the study area is assessed against these criteria below.

Criterion (a) 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);

Criterion (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 area);

Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);

Criterion (d) 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;

Criterion (e) 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);

Criterion (f) 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);

Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments.)

6.2 Narrabri Railway Station

The following statement and assessment of significance is provided in the State Heritage Inventory database for the 'Narrabri Railway Station'.

Narrabri Railway Station is of local significance as a tangible link to the development of the NSW railways and supporting agricultural activities and commerce, such as the transport of grain along the Mungindi line. The station buildings are surviving remnants of a larger station complex and demonstrate the past importance of this rural railway station in servicing the local community and surrounding region. The station buildings demonstrate typical railway architectural styles of the late 19th and early 20th Century found in other NSW railway locations and display elegant decorative details such as verandah awnings, tuck-pointed brick work and multi-pane, arched transom windows (Source: SHI).

Table 3. Assessment of Significance, *Narrabri Railway Station*

Criteria	Assessment of significance
SHR Criteria (a) (Historical significance)	The Narrabri Railway Station is significant for its historical values as a tangible link to the development of the NSW railways and supporting agricultural activities and commerce, such as the transport of grain along the line Mungindi line. Narrabri assumed the role of the major station for the town from Narrabri West (now demolished) when the branch line was extended from Narrabri Junction to Moree in 1897. The two extant station buildings are remnants of a larger station complex and affiliated structures and demonstrate the past importance of this rural railway station in servicing the local community and surrounding region.
SHR Criteria (c) (Aesthetic significance)	The two station buildings are of aesthetic significance having been built with attention to decorative detail. The weatherboard station has a rustic aesthetic through the timber construction and corrugated, galvanised iron cladding but also includes elegant features such as moulded timber window frames and corbels supporting the awning. The brick building also displays elegant decorative details such as tuck-pointed brick work and multi-pane, arched transom windows.
SHR Criteria (d) Social significance)	The site is of social significance to the local community on account of its lengthy association for providing an important source of employment, trade and social interaction for the local area. The site is significant for its ability to contribute to the local community's sense of place, is a distinctive feature of the daily life of many community members and provides a connection to the local community's past.
SHR Criteria (f) (Rarity)	The location of the signal box, between two station buildings is an unusual arrangement for platform buildings.
SHR Criteria (g) (Representativeness)	The station buildings demonstrate railway architectural styles of the late 19th and early 20th Century found in other NSW railway locations.
Integrity/Intactness:	The station buildings have been highly altered and have a moderate level of integrity.

6.2.1 Gradings of significance

Graded levels of significance are a management tool used to assess the relative significance of elements within an item, place or site and to assist in decision-making regarding elements of a place. The gradings of significance that have been used for elements within the study area are based on guidelines established in the NSW Heritage Division publication, *Assessing Heritage Significance* (2001).

Table 4. Gradings of significance definitions. *Source:* NSW Heritage Office (2001).

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfils criteria for local and State listing.

Grading	Justification	Status
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfil criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfil criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item's heritage significance	Does not fulfil criteria for local or State listing.

The Station Buildings at Narrabri Railway Station are surviving remnants of a larger station complex and demonstrate typical railway architectural styles of the late 19th and early 20th century. The grading of significance of the station buildings is **HIGH**, given they demonstrate the importance of this rural railway station in servicing the local community and surrounding region.

The rail corridor infrastructure at Narrabri Railway Station is not discussed in the State Heritage Inventory. The rail, ballast, and sleepers contribute to the railway setting, but are in a varying state of disrepair and have little heritage value in their own right. The grading of significance of the rail, ballast and sleepers is **LOW**, given they are typical components of rail settings, in need of necessary maintenance.

7. Historical archaeological potential and significance

7.1 Introduction

This assessment of potential historical archaeological resources within the study area is derived primarily from an analysis of historical resources such as written records, historical maps and aerial images and a review of current heritage listings.

The assessment includes the analysis of the study area's potential to contain archaeological remains, a description of the potential remains that may still survive and an understanding of archaeologically sensitive areas. The ability of the archaeological resource to address research questions and provide substantive information depends on its nature, extent and intactness. Accordingly, this section of the report identifies where archaeological resources of a higher level of integrity are likely to be located within the study area.

The site's archaeological potential does not form part of the values for which the site is currently listed.

7.2 Analysis

Known sites and structures associated with the late nineteenth and early-twentieth century development of Narrabri Railway Station site include:

- Carriage Shed (1).
- Second Goods Shed (2).
- Building housing hot water service (3).
- Urinals (4).
- Main Station Building (5).
- Refreshment Room (6).
- Shed or Privy (7).
- Shed (8).

Associated with these early structures were the platform and the original lever room located between the main station building and the refreshment room.

Other features known to have been present on the site prior to 1925 include:

- First Goods Shed.

- Cart Weigh Bridge.
- Gantry Crane.
- Well and pump.
- Water tanks.
- Coal dump and rest house.

The location of known sites is shown on the overlay of the available historic maps onto the current aerial image of Narrabri Railway Station (Figure 16).

The following observations were made:

- The configuration of the terrain is generally flat and borders Horse Arm Creek – the site has been subject to inundation on a number of occasions.
- No documentary evidence has been located to indicate any development of the site, prior to construction of the railway, that is likely to have left significant remains.
- Most of the structural elements associated with the operation of the station were located immediately adjacent to the western side of the yard, the exception being the former Carriage Shed.
- Most of the structures constructed prior to 1925 have been demolished apart from the main station building, goods shed and platform. The RRR has been substantially modified and reduced to its original configuration.
- The rail yard has been subject to significant modification since 1910, including the removal of the Carriage Shed loop line.
- In the period after 1925 a number of small temporary structures were present on the site. These have all been removed.
- The earthen ramp that formerly provided access to the main rail building is no longer extant suggesting that general ground levels on the western side of the station building have been slightly levelled and raised to form the current surface.

7.3 Evaluation of Archaeological Potential

7.3.1 Site development

Based on the historical research undertaken to date the following historical phases of site development, after British colonisation could be identified:

- Phase 1: Establishment of Narrabri township and early subdivision (1832-1896).
- Phase 2: Construction and early operation of Narrabri Railway Station (1897 – 1925).

- Phase 3: Continued use of the Station (1926 – 2021).

7.3.2 Potential Archaeological Remains

The review of historical information outlined in this report indicates that there has been limited development prior to the construction of the station in 1897. Since this time, the site reflects continuous use as a minor railway station that has been subject to changes associated with the development of rail infrastructure that required demolition of redundant structures and construction of few new structures. Late 19th century buildings are less likely to retain occupation deposits, due to the fact that by this date flooring was generally constructed using tongue and groove boards, with provided little opportunity for the accumulate of materials in floor cavities. Reticulated services may also limit the presence of deposits associated with wells and toilets.

The table below shows the identified archaeological items, their potential archaeological remains and their likelihood of survival, which is expressed in accordance with the following grading: Nil, Low, Moderate, High and Extant. The identified archaeological items and sites (known and potential) are shown in Figure 16.

Table 5. Narrabri Railway Station – identified archaeological items, known and potential.

Phase	Archaeological Item	Potential Remains	Likelihood of Survival
Phase 1: 1832 - 1896	Change in landscape and subdivision	Land clearing, fence posts; former road surfaces	Low - Nil
Phase 2: 1897 – 1925	Narrabri Railway Station (5)	Structure extant; potential underfloor deposits, domestic artefacts; services. Possible remains of structure destroyed by fire in 1907.	Low - Moderate
	RRR (6)	Structure partly intact, potential deposits, artefacts, services and associated pipes, fence lines	Low - Moderate
	Goods Shed (2)	Structure partly intact	Nil - Low
	Carriage Shed (1)	Structural remains, e.g. foundations	Low - Moderate
	Urinals (4)	Structural remains, e.g. foundations, services	Moderate
	Hot water service (3)	Structural remains, e.g. foundations, services	Moderate
	Shed/privy (7)	Structural remains, e.g. foundations, services	Moderate
	Shed (8)	Structural remains, e.g. foundations, services	Moderate
	Well and pump	Structural remains, internal fill deposits	High
	First Goods Shed	Structural remains	Nil - Low

Phase	Archaeological Item	Potential Remains	Likelihood of Survival
	Cart Weigh Bridge	Structural remains,	Moderate
	Gantry Crane	Structural remains	Low - Moderate
	Water tanks	Structural remains	Low - Moderate
	Coal dump and rest house	Deposit	Low
Phase 3: 1926 – 2021	Temporary sheds	Structural remains	Low - Moderate
	Drainage lines and culverts	Structural remains	Moderate

7.3.3 Summary of Historical Archaeological Potential

There is limited documentation of the early phases of site use prior to construction of the railway line. Archaeological evidence relating to the use of the site during the pre-station Phase 1 (1832 – 1896) may provide some limited historical information. However, works undertaken in Phases 2 and 3 are likely to have compromised the integrity of any Phase 1 archaeological remains.

Archaeological deposits, structural remains and relics may survive from Phase 2 in association with the RRR and ancillary buildings. Contained within the footprint of the existing platform building may be the remains of the first phase of railway buildings destroyed by fire in 1907. There is a strong likelihood for the survival of the Well (and its associated deposits) and with the Cart Weigh Bridge. There is also the potential for the survival of material associated with the operation of the RRR that was dumped within the railway property.

Any surviving physical remains from Phase 3 are likely to be minor structural elements of limited research value.

In summary, the site has been assessed or having various levels of archaeological potential ranging from nil to high, with the potential for a few elements, such as the Well, to survive with a high degree of integrity. Most elements, however, are likely to have been subject to significant disturbance given that the site is a working rail facility, subject to ongoing maintenance and renewal activities to support rail operations.



Main pre-1925 features

- | | |
|--|--|
| 1 - Carriage shed (demolished) | 5 - Main station building (extant) |
| 2 - Second goods shed (extant in part) | 6 - Refreshment room (partly demolished) |
| 3 - Hot water service (demolished) | 7 - Shed or privy (demolished) |
| 4 - Urinals (demolished) | 8 - Shed (demolished) |

Figure 16. Plan showing the known location of pre-1925 railway structures. Heritage curtilage outlined in red, location of works outlined in blue, confined to rail corridor (Source: Extent, 2021)

7.4 Archaeological Significance

7.4.1 Basis for Assessment

Archaeological significance refers to the heritage significance of known or potential archaeological remains. While they remain an integral component of the overall significance of a place, it is necessary to assess the archaeological resources of a site independently from aboveground and other heritage elements. Assessment of archaeological significance is more challenging as the extent and nature of the archaeological features is often unknown and judgment is usually formulated on the basis of expected or potential attributes.

The following significance assessment of the study area's archaeological resource is carried out by applying criteria expressed in the publication 'Assessing Significance for Historical Archaeological Sites and 'Relics', prepared by the Heritage Branch, formerly Department of Planning (NSW) (now Heritage NSW) in December 2009.

7.4.2 Existing Statement of Significance

The existing listing for the site does not include historical archaeological remains as contributing to the heritage values for which the site has been listed.

7.4.3 NSW Heritage Criteria for Assessing Significance related to Archaeological Sites and Relics

Archaeological Research Potential (current NSW Heritage Criterion E)

The Narrabri Railway Station has been in continuous operation since 1897. The construction of the station required significant transformation of the original landform to provide suitable ground and passageway for the rail line. Any surviving archaeological evidence is likely to be fragmentary in nature and of limited research value. Such archaeological material would be of local significance.

The potential archaeological resource at the site may provide a tangible link to the early phase of the historical development of the station complex. The archaeological resource is likely to consist of subsurface structural remains associated with ancillary structure, remnants of the RRR additions and services. Much of the information about these demolished structures is however known from the documentary record, and will have left little in the way of archaeological deposits. These archaeological remains may have potential to reveal information regarding the operation of the station site, the activities they carried out there, the system of organisation associated with the management of the station's refreshment rooms, infrastructure maintenance and other details on the day-to-day operations at the site that have not been previously recognised. They may also have some interpretive value, depending on their condition, integrity and location.

Archaeological remains associated with the post-1925 redevelopment of the station site would not be considered to have research value.

Associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D)

It is unlikely that the potential archaeological remains could offer any direct association with any named individual.

Therefore, the potential archaeological evidence of the site occupation would not be able to satisfy this criterion.

Aesthetic or technical significance (NSW Heritage Criterion C)

There is no documented evidence to indicate that any archaeological material associated with the development and operation of the station could satisfy this criterion.

Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G)

This criterion primarily depends on the nature and level of preservation of the potential archaeological remains. Given that such remains are likely to be fragmentary, their ability to demonstrate significant aspects of the site's function is extremely limited.

Any well preserved and intact accumulations of archaeological evidence, either structural or artefactual, may be able to provide an opportunity for the interpretation of the site's early history and its evolution.

7.4.4 Bickford and Sullivan's Questions

The above significance assessment criteria for historical archaeological sites are supplemented by the established assessment framework that has been developed by Anne Bickford and Sharon Sullivan in 1984.¹ It comprises three key questions generally used as a guide for assessing the significance of an archaeological site.

Can the site contribute knowledge that no other resource can?

Any potential archaeological remains are likely to be site specific in nature and would relate to specific activities carried out here. Although the archaeological resource may contribute to an understanding of undocumented activities at the site it is unlikely that the contribution of archaeology would provide substantive knowledge.

In summary, any historical archaeological remains are likely to be of limited research significance at a local level.

¹ Bickford, A and S Sullivan 1984, 'Assessing the Research Significance of Historic Sites', in Sullivan, S and S Bowdler (eds) *Site Surveys and Significance Assessment in Australian Archaeology* (Proceedings of the 1981 Springwood Conference on Australian Prehistory), Department of Prehistory, Research School of Pacific Studies, The Australian National University, Canberra, pp 19–26.

8. Proposed works

8.1 Project Overview

The Narrabri to Turravan Line Upgrade project (N2TLU) proposes to upgrade approximately 35 km of track between Turravan and Narrabri including:

- replacement of existing steel and timber sleepers with heavy duty concrete sleepers;
- replacement of the existing 53 kilograms per metre (kg/m) rail with 60 kg/m rail for approximately 8.1km between the Whitehaven Coal Balloon Loop junction and the northern end of the Turravan passing loop;
- replacement of the existing 47 or 53 kilograms per metre (kg/m) rail with 53kg/m rail for approximately 26.7 km from the northern end of the Turravan passing loop to the future Inland Rail interface at Narrabri North; and
- lifting of the track in some sections by approximately 50-200 millimetres (mm) to accommodate 100 mm of new ballast below the new concrete sleepers.

8.2 Scope of works at Narrabri Railway Station

Of relevance to this report, the scope of works proposed within the heritage curtilage of the Narrabri Railway Station comprises; track reconstruction, replacement of the timber and steel sleepers with concrete sleepers and replacement of the rail. Key elements include:

- Removal of existing rail in sections using track tools (track saw, oxy-acetylene, rattle guns etc.), excavators, hi-rail excavators and front-end loaders;
- Removal of existing sleepers using excavators and front-end loaders and stockpile. The existing steel sleepers will be stockpiled for reuse or scrap disposal if damaged. The existing timber sleepers will likely be disposed due to generally poor condition;
- Removal of ballast for reuse or stockpiling using excavators;
- Track reconstruction works comprising excavation to approx. 650mm below ground level (approx. 1400mm below rail level) and replacement with 500mm structural fill, 150mm capping material and a minimum of 250mm ballast below the sleeper (bottom ballast);
- Installation of new concrete sleepers using excavators, front-end loaders and Pozitracks (track loaders).
- Installation of reused existing rail and welding of rail using a combination of free and adjustment welding using welding equipment and trucks, flash-butt welding truck, hi-rail excavators and front-end loaders;

- Ballast around sleepers and shoulder and completion of track horizontal and vertical alignment to design level and ballast profile using ballast trains, hi-rail excavators, hi-rail Hydremas (dump trucks), tampers and regulators;
- Excavated material to be stockpiled for re-use in backfill or where required waste classification and disposal.

The drainage works are to occur concurrently with the track reconstruction works, and will include:

- Installation of a 225mm pipe drain, located within the 'six-foot' (area between the rail lines) to a maximum depth of 950mm below ground level.
- The pipe drain is to connect to existing drainage structures within the rail corridor.
- The pipe drain will extend through the entire heritage curtilage, noting space constraints with the existing platform and siding in the area.



Figure 17. Dotted blue line shows the extent of drainage works throughout heritage curtilage of Narrabri Station (Source: ARTC, 2021).



Figure 18. Approximate location of proposed drainage works at Narrabri Station (Source: ARTC, 2021).

9. Assessment of heritage impact

9.1 Built heritage

The proposed works form part of track upgrades between Turrawan and Narrabri. The scope of work within the Narrabri Railway Station curtilage consists of track formation reconditioning and drainage works.

The proposed works will result in the removal and replacement of existing rail, sleepers, and ballast with new. These elements are an integral and recognisable part of the railway setting; however, as elements that are routinely replaced for operational and safety requirements, they have little heritage value in their own right. The replacement of these elements will not impact any built heritage items and will have a negligible impact on the heritage significance of Narrabri Railway Station.

The drainage works consist of the installation pipe drain approximately 200mm below the track formation. The works are necessary to alleviate existing drainage issues adjacent to the platform at Narrabri Railway Station. The works will not impact any built heritage items and will have a negligible impact on the heritage significance of Narrabri Railway Station.

The works will be located within the ballasted rail corridor. Some timber and steel sleepers are to be replaced with concrete sleepers, which will have a minor impact on the setting of the rail corridor. This is a requirement of the project, to ensure consistency in track capability across the network. This is considered appropriate given it constitutes necessary maintenance and upgrade works.

The proposed works are considered acceptable given the scope intends to perform necessary track formation reconditioning works and drainage works. The proposed works will have no impact on significant station buildings or built heritage elements. The renewal of the track infrastructure and drainage structures will have a negligible impact on the significance of the site as this work is commonly undertaken throughout the rail network and is necessary for its continued operation and survival.

9.2 Historical archaeology

The scope of works provided by ARTC indicate that ground disturbance required to deliver the project will be limited to:

- Removal and replacement of rail, ballast and sleepers.
- Installation of drainage, 200mm below ballast, maximum depth of 500mm to 600mm below ground level.

In general, construction of railway yards, particularly railway corridors, involves backfilling with track ballast or/and similar to an approximate depth of 700mm. The drainage works will involve excavation up to a maximum depth of 650mm. It is considered that the track formation

reconditioning works and drainage works are unlikely to cause impacts to unexpected archaeological remains that may be present within the rail corridor.

The proposed upgrade works will have little or no impact on any identified archaeological remains.

9.3 Curtilage and subdivision

The proposed works will have no impact on the curtilage of Narrabri Railway Station.

9.4 Views and settings

Due to the nature and scale of the proposed works there will be no permanent impact to views within or to the station precincts. There are no significant views identified within the Narrabri Railway Station and surrounds. Significance generally relates to the wider development of NSW railways and the survival of station buildings.

The setting of Narrabri Railway Station will see a minor change to the appearance of the yard with the replacement of timber sleepers with concrete, and the replacement of rail and ballast. This constitutes a minor and inconsequential change to the railway setting.

9.5 Heritage items in the vicinity

The proposed works will have no impact on heritage items in the vicinity of Narrabri Railway Station.

10. Statutory controls

10.1 Heritage Act 1977

The Heritage Act 1977 provides protection for items of State heritage significance that are listed on the State Heritage Register, as well as for unlisted archaeological relics. Works proposed for items protected by the Heritage Act are approved by the Heritage Council of NSW or its delegates, as appropriate.

Extent Comment

Narrabri Railway Station is not listed on the State Heritage Register. Approval or notification to the Heritage Council of NSW is not required.

10.1.1 ARTC Exemptions from s57 (1) of the NSW Heritage Act 1977 – Fixed Assets

NSW Government Gazette No. 25 of 7 March 2014 provides exemptions drafted specifically for activities managed by ARTC to go ahead without the need for Heritage Council approval or notification.

1. The following track infrastructure repair, maintenance and upgrading works, where works do not adversely impact the heritage significance of any known or likely heritage item (see note on 'no adverse impact'):

- a) Pipe, surface and sub-surface drainage works;
- b) Ballast cleaning and replacement;
- c) Sleeper replacement including replacement of timber, steel or concrete sleepers with a different type;
- d) Rail replacement including replacement/upgrading with heavier rails;
- e) Track reconstruction such as replacement of all or most components;
- f) Turnout and derails repair, replacement, refurbishment or renewal (including associated auxiliary equipment such as cables, conduit and cable troughing, point levers and point rodding);
- g) Replacement/upgrade of equipment on and attached to the track essential for train operations, including grease pots, data readers, track buffers, motors, and train monitoring equipment;
- h) Replacement/upgrade of train detection equipment on and adjacent to the track associated with the signalling system;
- i) Installation of emergency safety equipment, ladders, steps and stairs;
- j) Replacement/upgrade of signage associated with train operation and track maintenance including survey pegs, km posts, warning boards and, speed boards; and
- k) Track slab repairs, removal and installation.

Note: Work must be within ballasted areas only or within five (5) metres of the centre line of the track in respect to cables and troughing, detection equipment and signage. The exemption

does not include removal of an existing track or siding. This exemption includes work on railway underbridges.

2. Re-excavation within 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.

Extent Comment

The proposed works would not require approval or notification under S57 of the Heritage Act 1977, in accordance with the ARTC Exemptions, specifically under provisions 1a – 1e (inclusive) and 2.

Narrabri Railway Station is not listed on the State Heritage Register. However, the ARTC Exemptions clearly characterise the proposed works as having a minor impact on heritage values, noting that they would not require approval or notification from the Heritage Council if the site was State listed.

10.1.2 Transport Asset Holding Entity Section 170 Heritage and Conservation Register

Under the provisions of Section 170A (2) of the *Heritage Act*:

Each government instrumentality is responsible for ensuring that the items entered on its register under section 170 and items and land to which a listing on the State Heritage Register applies that are under its care, control or management are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on the advice of the Heritage Council and notified by the Minister to government instrumentalities from time to time.

Any changes and works affecting an item on a State Agency Section 170 Register must be managed by the government instrumentality responsible for that item under Section 170A of the Heritage Act. Works must be managed, and the site maintained, in accordance with the *State-Owned Heritage Management Principles* (SOHMP) and the *Heritage Asset Management Guidelines* (HAMG).

Extent Comment

Narrabri Railway Station is listed on the Transport Asset Holding Entity Section 170 Heritage and Conservation Register as Item No. 4801198. The proposed works are in line with the *SOHMP* and *HAMG* as required by Section 170A (2) of the *Heritage Act*.

State-owned Heritage Management Principles	Proposed works
<p>7. Appropriate Uses</p> <p>Heritage assets should, where feasible, continue to be maintained in their operational role. Where they are surplus to operational requirements, State agencies should aim to ensure that items are adaptively re-used for a purpose sympathetic to their heritage significance.</p>	<p>The proposed works are necessary for to continued operation of the rail line and Narrabri Railway Station.</p>
Heritage Asset Manage Guidelines	Proposed works
<p>3.1 Principle of Heritage Management</p> <p>State agencies should manage their heritage assets in a manner which retains their heritage significance.</p>	<p>The proposed works are necessary for to continued operation of the rail line and Narrabri Railway Station.</p>

10.1.3 Relics Provision

Historical archaeological remains are afforded automatic statutory protection by the ‘relics’ provision of the *Heritage Act*.

The *Heritage Act* defines a ‘relic’ as any deposit, object or material:

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

Section 139[1] of the *Heritage Act* states that:

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

Excavation approvals/permits for disturbance of sites of State or local significance are granted under Section 63 or Section 141 of the *Heritage Act* respectively, by Heritage NSW (under delegation) or by the Heritage Council of NSW. For minor works with minimal impacts on heritage/archaeological items, an exception under Section 139(4) (for locally significant site or items) and exemptions under Section 57(2) (for the state heritage significant sites and items) may be granted.

Extent Comment

The area of proposed works has been found to have nil-low potential for significant archaeological remains or 'relics'. The assessment of the proposed works and impacts demonstrates that it is unlikely that archaeological relics will be impacted. As such, permit or exception requirements under Section 139(4) are not triggered. Therefore, the works should proceed under an *Unexpected Heritage Finds Protocol*.

10.2 Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides local and State government bodies with the authority to protect items and places of heritage significance.

Environmental planning instruments made under the EP&A Act include state environment planning policies (SEPPs), which deal with matters of state or regional environmental planning significance, and local environmental plans (LEPs), which guide planning decisions for local government areas. The relevant environmental planning instrument is the *Narrabri Local Environmental Plan 2012* (Narrabri LEP 2012).

Part 5 of the EP&A Act requires any determining authority to examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the activity.

Extent Comment

This SOHI meets the requirements of the Act with regards to an assessment of matters affecting the environment, including heritage.

10.3 State Environmental Planning Policy (Infrastructure) 2007

The State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) establishes the planning approval framework for the delivery of infrastructure in NSW.

Clause 14 of the ISEPP states that consultation with Councils must occur if works are likely to affect the heritage significance of a local heritage item, or of a heritage conservation area in a way that is more than minor or inconsequential

Extent Comment

These works align with the definition of "development for the purpose of a railway or rail infrastructure facilities". The proposed works are not considered to have more than a minor and inconsequential impact on the heritage significance of the Narrabri Railway Station. As such, the proposed works may be undertaken without development consent by virtue of the ISEPP. Consultation with Narrabri Council is not required.

10.4 Narrabri Local Environmental Plan 2012

Clause 5.10 of the Narrabri LEP 2012 applies to heritage conservation and 5.10(4) requires, among other things, that before granting consent under clause, Council must assess the effect of a proposed development on the heritage significance of the item or conservation area and

concerned. Clause 10(5) specifies that Council, before granting consent, may require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area.

Extent Comment

Narrabri Railway Station is listed on the *Narrabri Local Environmental Plan 2012* (Narrabri LEP) as an item of local heritage significance. Consent from Council is not required, as the works are assessed as 'development without consent' under ISEPP which prevails over the requirements of LEPs. The impact of the works on local heritage values has, however, been appropriately considered and assessed through this SOHI.

11. Conclusion and recommendations

11.1 Conclusion

This SOHI considers the proposed scope of works of the N2TLU project within the heritage curtilage of the Narrabri Railway Station on the heritage significance of the Station. Narrabri Railway Station is of local heritage significance for its historic, social, aesthetic, rarity and representative values. The elements within the station precinct that make a notable contribution to the heritage values of the site include the Refreshment Room, Station Building, Platform and Signal Box.

The objective of the track works is to ensure consistency in track capability across the network to allow increased freight volumes to travel from northern NSW through to Newcastle and Sydney ports. This will result in a minor change to the setting of the rail corridor, through the replacement of timber and steel sleepers with concrete. The proposed works are considered acceptable given the scope intends to perform works to ensure the continued operation and survival of the rail line.

Based on the finding of the archaeological assessment in this report, where historical archaeological potential in the area of the proposed works has been assessed to be Low-Nil, archaeological impacts are considered unlikely.

11.2 Recommendations

The following is recommended:

- Works are being undertaken to a listed heritage item. Prior to works commencing, contractors shall be briefed as to the sensitive nature of the property and informed of any recommended mitigation measures or controls required to safeguard significant heritage fabric.
- No building materials are to be stockpiled against the side of any structures on site, vegetation or surrounding properties.
- Where machinery is operating in close proximity to identified heritage items ensure sufficient separate or barriers are in place to prevent accidental damage.
- The nature of the track reconstruction work has the potential to result in damage to the platform structure through vibration movement. As such, vibration monitoring using the guidelines set out in the German Standard DIN-4150 Vibration Guidelines for Heritage Buildings, which identifies more stringent vibration levels for building damage and includes a category specifically for heritage buildings, should be considered.
- Any potential archaeological material exposed during works, outside the heritage curtilage should be managed under an *Unexpected Heritage Finds Protocol*.

- A suitably qualified historical archaeologist should be engaged to provide advice should potential archaeological material be uncovered.
- Following the works, the State Heritage Inventory database record for the Narrabri Railway Station Precinct should be updated.

12. References

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