APPENDIX F

Horizontal Clearances

Statement of Heritage Impact—Forbes Railway Station

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View of Forbes Railway Station facing northeast.

STATEMENT OF HERITAGE IMPACT

FORBES RAILWAY STATION

FORBES, NSW

DECEMBER 2021

2-0008-230-EAP-05-RP-0007

Report prepared by

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for WSP Australia

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Acknowledgement

OzArk acknowledge Traditional Owners of the Forbes area and pay respect to their beliefs, cultural heritage, and continuing connection with the land. We also acknowledge and pay respect to the post-contact experiences of Aboriginal people with attachment to the area and to the elders, past and present, as the next generation of role models and vessels for memories, traditions, culture and hopes of local Aboriginal people.

EXECUTIVE SUMMARY

OzArk Environment & Heritage (OzArk) has been engaged by WSP (the client) to complete a Statement of Heritage Impact (SoHI) to assess the heritage impacts associated with proposed horizontal clearance works at Forbes Railway Station (the Station) for the Stockinbingal to Parkes (S2P) Inland Rail Project (the proposal). The proposed work includes modification of the platform awning and minor track slewing to provide adequate clearance for the larger container trains that will use the Inland Rail. The proposal is in the Forbes Local Government Area (LGA).

The Station has been assessed as an item of state heritage significance and is listed on the State Heritage Register within the Forbes LGA as the "Forbes Railway Station Group" (SHR 01145). It has also been listed as an item of state heritage significance on the Australian Rail Track Corporation's (ARTC) s170 Heritage and Conservation Register (SRA343) as well as on the Forbes Local Environmental Plan 2013 (I84) as an item of local significance. This report aims to identify whether the proposed work at the Station would have an impact on its heritage significance.

A comparative review has concluded that although Forbes Station is significant, it is not unique. It is one of five 'Type 4' stations constructed of brick with identical cantilevered awnings and one of at least seven other stations across NSW also exhibiting identical or similar cantilevered awnings.

The assessment presented in this report demonstrates that the platform awning at the Station has been previously modified and it is noted that similar modifications to various elements of railway stations in general have been frequent over time to allow these historical buildings to continue to operate in changing conditions. The proposed awning modification (Option 1) has been assessed as preferable and results in a lower heritage impact than the modifications to the Station that would be required to maintain rail line connection should the track be slewed away from the Station (Option 2).

In summary, the proposed awning modification at the Station will have a minor impact on original fabric and it is assessed that this will result in an overall minor impact to the heritage values of the Station building. It is considered that, so long as the management measures outlined in this report are adhered to, the Station will retain most of its heritage values and the aesthetics of the Station will be maintained.

<u>Management measures</u>

There are several actions that can be taken that will mitigate the likely impacts of the proposed awning modification at the Station, as follows:

1) It is recommended that archival recording of the Station be carried out prior to the awning modification to provide a current record of the item. This record will document aspects of

the Station's aesthetic and technical heritage values as they currently exist (albeit noting that the awning has already been modified from its original construction).

2) An Interpretation Plan should be prepared and implemented so that an understanding of the original deeper overhanging awning can be appreciated by the community on the site as part of the place.
3) As many original elements as feasible should be reused once the awning has been modified. This includes reusing the chamfered edge beam at the outer edge of the awning and ensuring that the decorative finials at the track end of the cantilevered bracket remain in place.
4) Where original elements cannot be reused, then 'like for like' elements must be sourced to ensure the aesthetic of the platform awning is not diminished. Care should be taken to select a low-profile gutter close to that originally installed (see 1925 image on **Figure 4-1**).
5) Repainting should be sympathetic to the current station colour palette.
6) The downpipe from the awning gutter should be relocated to reflect its position seen in the 1925 historical image shown on **Figure 4-1**.

Recommendations

As the modification of the platform awning constitutes a direct impact to an item of State heritage significance listed on the State Heritage Register, the following recommendations are made:

1) ARTC will be required to apply to Heritage NSW for a Section 60 permit.
2) The management measures outlined in **Section 5** should be adopted.
3) The Station is also a component of the Forbes Railway Station Group listed in the Forbes Local Environmental Plan 2013. To this end, under the *State Environmental Planning Policy (SEPP) (Infrastructure) 2007,* the proponent is obliged to inform Forbes Shire Council of the proposed works at least 21 days before the works commence.
4) To avoid the potential for harm to adjacent historic items, all activities must be confined to the assessed area.
5) If unexpected historic heritage items are uncovered during work at the Station, the *Unanticipated Finds Protocol* (**Appendix 1**) should be followed.

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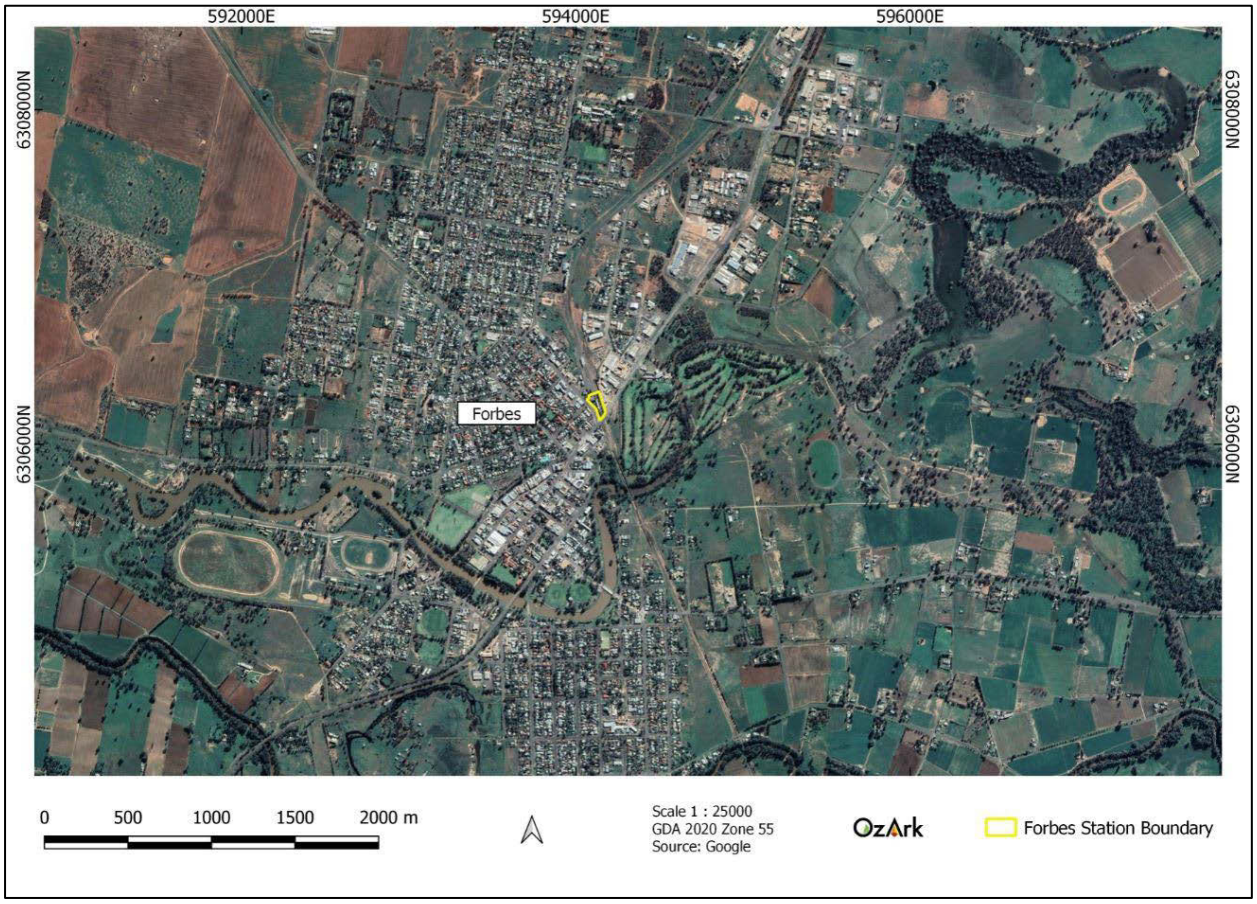
1 INTRODUCTION

1.1 BRIEF DESCRIPTION OF THE PROPOSAL

OzArk Environment & Heritage (OzArk) has been engaged by WSP (the client) to complete a Statement of Heritage Impact (SoHI) for the proposed horizontal clearance works for the purpose of the Stockinbingal to Parkes (S2P) Inland Rail Project, Forbes Station and yards component (the proposal). This report assesses the historic heritage values of Forbes Railway Station (the Station) that may be impacted by the proposal. The proposal is in the Forbes Local Government Area (LGA).

Figure 1-1: Map showing the location of the Forbes Railway Station in relation to the town of Forbes.



1.2 PROJECT LOCATION

The Station is located on the eastern side of Forbes along the Stockinbingal to Parkes railway line, within Lot 1 DP1001423. The location of the Station is shown on **Figure 1-2.**

1.3 BACKGROUND

The Australian Government has committed to delivering a significant piece of national transport infrastructure that will provide a safe, sustainable solution to the freight challenge that exists on Australia's east coast. The Inland Rail Program is a 1 700-kilometre (km) interstate double-

stacked freight rail corridor that will connect Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland QLD). The S2P section is an enhancement project of specific sites within the Inland Rail Program. The sites are within a 173-km section of existing rail corridor located in regional NSW between the towns of Stockinbingal and Parkes.

The Inland Rail program defines enhancement works as 'to enable double stacking'. Rail lines are authorised for set outlines of rolling stock. The S2P section is currently authorised for Outline D (single stacked freight trains). To enable double stacking, the S2P section will be authorised for Outlines D, H and F2. To authorise the two new outlines, the project is identifying and eliminating infringements of the H and F2 outlines to ensure double stacked freight trains can operate with safe clearances.

ARTC's Code of Practice 7 Clearances defines the limits of acceptable clearances. The absolute minimum is the kinematic envelope (KE) of the outline. An infringement of the KE indicates that rollingstock would hit the infringing item. The acceptable safe minimum is KE + 200 mm safety margin. Any infringement of the 200 mm safety margin requires an engineering waiver and sign off by the ARTC Chief Engineer. The only exception to this is rule is platforms, which require minimum distance between platform edge and passenger train to mitigate risk when passengers are boarding/alighting trains. The desirable clearance for structures is the Structure Gauge. For D, F2 and H outlines, the Structure Gauge is defined as 2200 mm from centreline of track.

There are three clearance infringements identified in the vicinity of the Forbes Station: the platform, the awning and between the two adjacent tracks north of the station building.

The proposal does not need to resolve the infringement of the Forbes Station platform. The platform is outside the KE, but within the 200 mm safety margin of all three outlines. Platforms are exempt from the 200 mm safety margin requirement, D outline trains already operate safely, and F2 and H outlines are not wider than D outlines at the height of the platform. As no works are proposed, this is not discussed further in this report.

The proposal does need to resolve an infringement of the Forbes Station awning. The awning is above the D outline, so has not been an issue to date. However, the gutter infringes the KE of the H Outline and so is expected to be hit by a H Outline train. At the height of the gutter, the measurement of KE+200 for the H Outline is 1900 mm from centreline of track (**Figure 3-5**). The proposal will cutback the awning by 300 mm to achieve this minimum safe clearance. Note this will not achieve the desirable clearance of 2200 mm.

The proposal does need to resolve infringements of the 200 mm safety margin between the two adjacent tracks north of the station. The infringements are beyond the limits of the heritage curtilage, the works do not have heritage impact and are not discussed further in this report.

This SOHI has been prepared for the proposed works to the Forbes Station and station precinct. This report examines the potential impact of meeting safe clearance requirements to the heritage

value of the Station, as relating directly to the relevant risks of the proposed double stacked containers to the platform awning as raised above.

1.3.1 Options Assessment

It is relevant to document that two options were considered regarding the clearances required at Forbes Station (WSP 2020).

- Option 1 - modifying the station awning to be outside the KE + 200 mm safety margin of the F2 and H outlines. The awning would not be outside the Structure Gauge (desirable) but would achieve minimum essential safe compliance as per ARTC clearance standards.
- Option 2 - realigning (slewing) the track further away from the station. To maintain compliant track geometry, the track would need to be slewed further than the calculated infringement. The slew would start about 50 m south of the awning. The slewing distance (horizontal movement of the track) would be about 400 mm at the southern corner of the awning and about 1800 mm at the northern end of the awning. The slew works would continue for approximately 500 m north of the awning until the track slew would tie back into the existing track alignment. Within this slew area is a turnout (track infrastructure that allow trains to change tracks) leading to a siding in Forbes Yard. This turnout and its associated signalling infrastructure would need to be relocated as part of the slew, increasing the complexity of the work.

Both options were assessed using the Inland Rail multi-criteria analysis (MCA). The MCA process is a robust methodology recognised as an industry standard. It has been widely used in Australia and internationally, including being consistently applied across multiple Inland Rail projects. The purpose of the MCA is to assess each option against a set of criteria including, technical viability, safety, constructability and scheduling, environmental impacts, community and property impacts, operational approach and stakeholder engagement.

The MCA process involves ARTC review and stakeholder engagement including an options assessment workshop. The assessment and identification of the preferred option are presented in an options assessment report for the proposal (WSP 2021).

Option 1 to modify the platform awning and realign the main line was selected as the preferred option. Option 1 provided the following superior outcomes:

- No requirement for a larger curve into the mainline or relocation of the turnout, which would add complexity to the construction and operation of the track in this location
- Shorter construction duration resulting in reduced construction impacts to the surrounding community (including traffic movements)
- Less materials and earthworks required as the track realignment is smaller
- The distance between the mainline and station platform would be maintained preserving the potential for future passenger use of the station.

It was noted, that while both options would require heritage approval (due to the location in the SHR curtilage), the modification of the station awning (Option 1) presented a greater risk to the overall delivery program of the project, due to the heritage approvals required for the works, and this was considered as part of the MCA.

A cost comparison of the works, excluding realignment of the main line track alongside the siding, concluded that Option 2 (costed at around $1.8 million) would be significantly more expensive than Option 1 (costed at around $210,000).

For the remainder of this SoHI, the focus will be on Option 1, which consists of modifications to (trimming) the station platform awning to enable the clearances required for Inland Rail functionality (see **Figure 1-3**), as well as minor track slewing as shown on **Figure 1-3** and **Figure 1-4**.

Figure 1-2: Aerial showing the Forbes Railway Station state heritage curtilage.

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Figure 1-3: Proposed modification showing track slew and the Station awning.

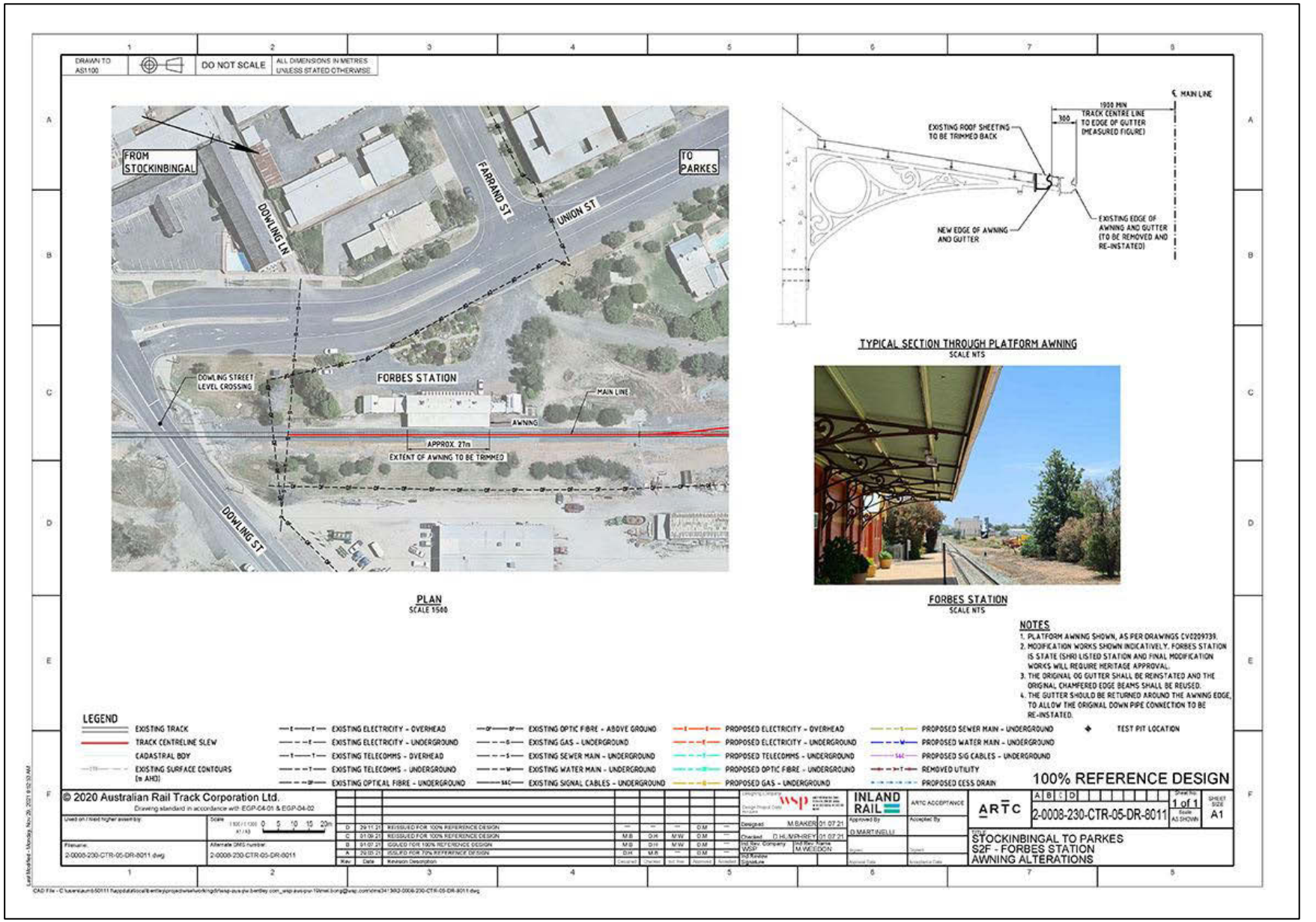
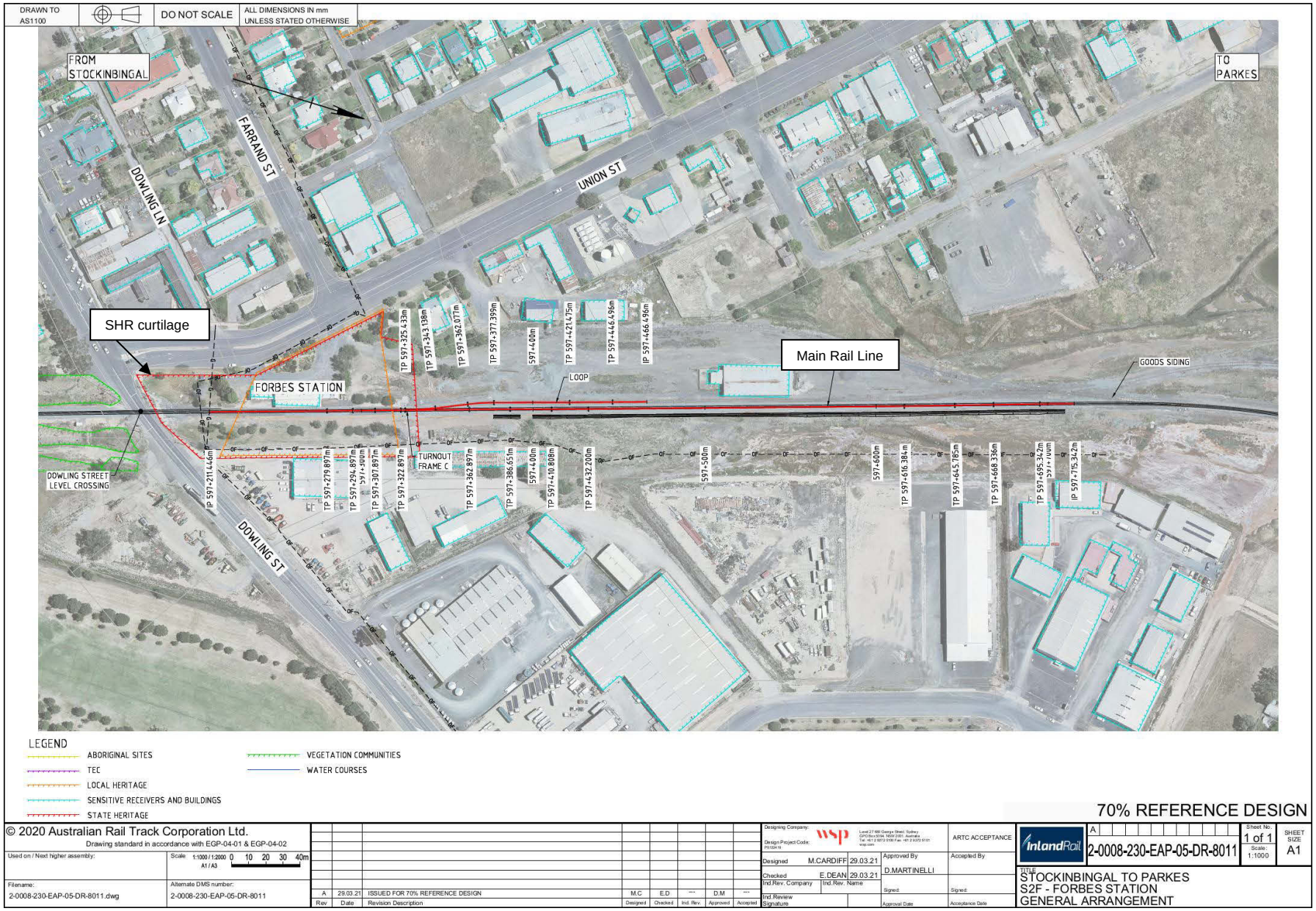


Figure 1-4: Proposed modification in reference to the track and heritage curtilages.



1.4 PROPOSED WORKS

To achieve horizontal clearance, it is proposed that the existing fabric of the platform awning at the Station be trimmed by approximately 300 mm. This will include modification to the brackets and fascia. Site studies have confirmed that the station platform meets horizontal clearance requirements and there is no proposal to modify the platform itself. Minor track slewing will still be required; however, the mainline will only need to be realigned by up to 100 mm within the heritage curtilage, with excavation not proposed in this area.

1.5 HERITAGE STATUS

The Station has been assessed as having state heritage significance and is listed on the NSW State Heritage Register (SHR) as the "Forbes Railway Station Group" (SHR 01145). It has also been listed as an item of state heritage significance on the Australian Rail Track Corporation's (ARTC) s170 Heritage and Conservation Register (s170 Register; SRA343); as well as on the Forbes Local Environmental Plan (LEP) 2013 (I84) as an item of local heritage significance.

This report has not aimed to reassess the heritage significance of the Station. OzArk will follow the previous assessment of this heritage item and acknowledges the state heritage significance of the Station. The current report is focussed on assessing potential impacts to these previously assessed values.

1.6 ASSESSMENT APPROACH

This assessment applies the Heritage Office and Department of Urban Affairs & Planning 1996, (DUAP 1996, revised 2002) *Statements of Heritage Impact* guidelines in the completion of this assessment, as well as the *Archaeological Assessments* guidelines (Heritage Office 2001). The Heritage Council's *Historical Archaeology Code of Practice* (Heritage Council 2006) has been applied in the completion of the field investigations.

The SoHI has been prepared in accordance with the NSW Heritage Manual regarding SoHIs (2002) and '*Assessing Heritage Significance*' (2001) guidelines. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 2013. To augment the SoHI, a desktop comparative study has been undertaken to compare Forbes Station with similar railway stations of the same era.

Due to the state heritage significance of the Station and the fact that impact to fabric is required, the advice of a heritage architect has been sought. CCG Architects have provided advice that is presented in its entirety in **Appendix 3** and referred to through this report as necessary.

2 HISTORIC HERITAGE IMPACT ASSESSMENT

2.1 BRIEF HISTORY OF THE AREA

The Station is situated on the traditional lands of the Wiradjuri people.

The first colonial explorers of the Central Western Plains region were John Oxley and George Evans. Between May and June 1815, surveyor George Evans led the first British party to the Lachlan River. Evans came onto the river close to Cowra and followed northwest until it was joined by Mandagery Creek, near Eugowra. Evans named it the Lachlan after the then governor, Lachlan Macquarie. He returned to the river in 1817 as the second-in-charge on an expedition led by Surveyor-General John Oxley, who Macquarie had sent to trace the Lachlan as far as possible and to determine if it entered an inland sea. The expedition explored the lower part of the Lachlan valley, travelling through the Forbes area (London 2004). In a letter Oxley did not report favourably on the area of Forbes, discussing the harsh terrain as:

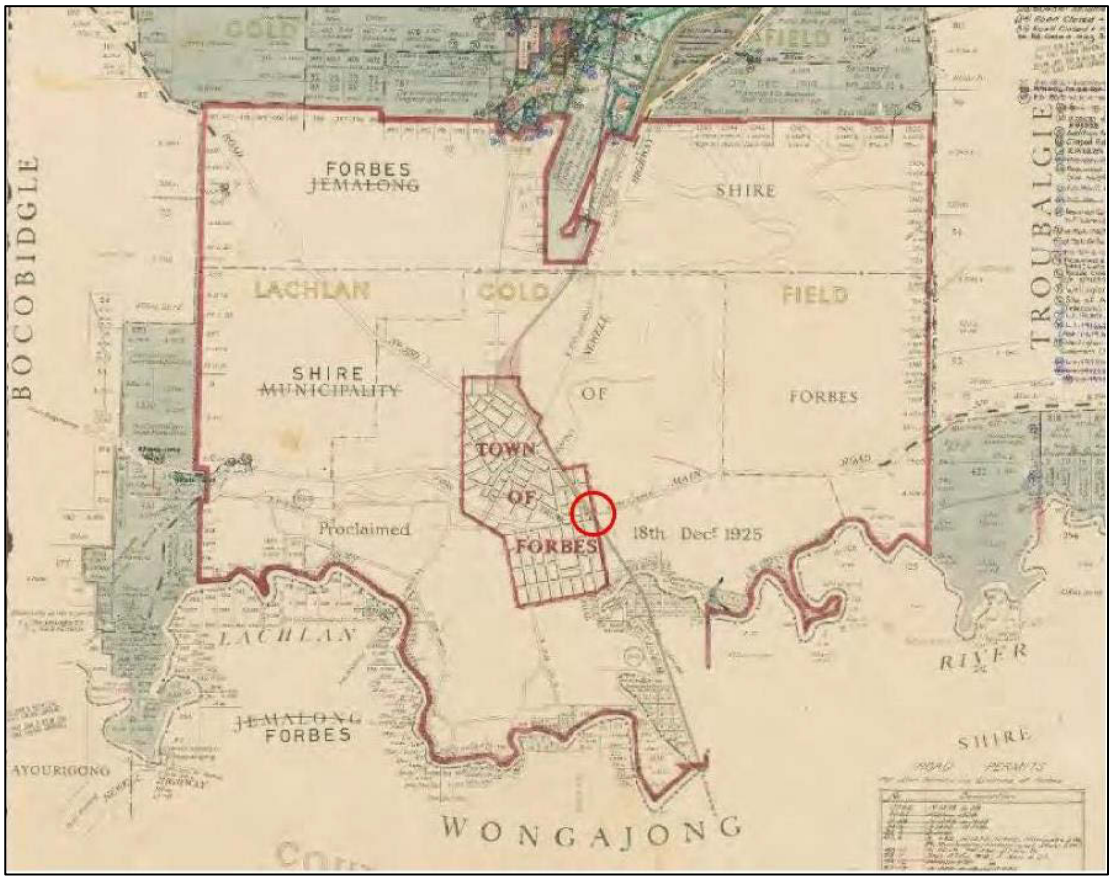
> *"a very barren desolate spot, with little grass for the horses; but further on the country appeared even worse."* (Oxley 1820: 19 in London 2004: 27).

Following Oxley's expedition, the land was gradually occupied by pastoral squatters, and by 1836, Surveyor General Mitchell deemed Forbes occupied (FHS 1988). Between 1826 and 1858 settlers came to the Lachlan valley to set up pastoral runs, however, sequential droughts in 1839 to 1844 and 1849 to 1852 resulted in many leaving the Forbes area (London 2004).

A gold rush in the Lachlan valley in 1861 occurred when gold nuggets were discovered at Forbes on James and William Rankin's Station near the Lachlan River (London 2004). This initial gold rush brought an influx of settlers to the area. By September of 1861 a second gold rush took place, and by the end of 1861, around 40,000 people had formed a 'tent city' on the 'Black Ridge' which was later renamed Forbes after the first Chief Justice of New South Wales, Francis Forbes. By mid-1863 surface payable gold became limited, and the population of Forbes declined to 3,500 people (FHS 1988).

Those who remained at Forbes took advantage of the free selection of land before formal land surveys were commenced in the 1860s and 1870s. By 1889, a flour mill, wool scouring plants, breweries, and other rural industries had developed. Raising cattle was the principal industry for the earliest colonial settlers into the Forbes district, however, sheep and wheat were also farmed. Although settlement at Forbes dwindled following the gold rush, Forbes continued as a town due to the area being a large rural producer (London 2004, **Figure 2-1**).

Figure 2-1: Parish map of Forbes in 1925 with the location of the Station indicated in red.



2.2 DEVELOPMENT OF INLAND RAILWAY LINES

The first public railway line in NSW was established in the 1850s linking Sydney with Granville. The railway lines were soon extended to Penrith in Sydney's west and Liverpool in the south-west (London 2004). Railway lines to Goulburn through the Southern Highlands, and over the Blue Mountains, including the Great Lithgow Zig Zag, had been completed by the 1860s. Many rural settlements formed committees ('railway leagues') to petition the government to ensure their districts had access to the railway as the plans and surveys for new routes were being prepared (London 2004).

As Forbes was established as a regional town by the 1860s, it soon became the headquarters of the Land Board District for the Lachlan Valley west of Eugowra under the 1884 *Land Act* (Sharp 2017). Throughout the 1880s, the policy was further developed, and by the early 1890s, the objective was to connect towns without a railway to Sydney (Sharp 2017).

While an extension of the railway line through Forbes was not initially assessed as favourable by the Chief Civil Engineer for the Railways, John Whitton, the eventual discovery of gold near Parkes led to the Legislative Assembly passing the *Molong to Parkes and Forbes Railway Act* on 25 June 1880. In 1881 the government agreed to construct the first section of the line from Orange to Forbes via Molong. Construction did not begin until 1885 and the railway reached Forbes via

Parkes in 1893. By 1893 Forbes was linked to other regional centres and Sydney. On 18 December 1893, the Station opened, as the terminus from Molong. The line was extended south from Forbes to Caragabal in 1918. The main passenger service to and from Forbes was known as the Western Mail, later named the Forbes Mail.

2.3 BRIEF HISTORY OF THE STATION

Forbes was an established regional town by the 1860s. In 1876 enquiries into the extension of the inland rail network to Forbes had begun, however, the extension was not approved until the 25 June 1890. The Station opened on the 18 December 1893 (Sharp 2017, Forsyth 1991) and was at that time the terminus of the railway line from Molong. It was a rare historical event for the 19th century that the platform building at Forbes was in fact open and available for use on the day of the station opening. By 1918 the railway line had been extended south from Forbes to Caragabal.

Adjustments from the standard design of stations at the time were made for the Station. One such shift from standard design was the replacement of platform awning posts with cantilevered curved iron brackets to hold up the station awning. This was to endeavour to have the awning extend closer to the train than was previously allowed by platform awning posts. The platform at Forbes was originally designed to be constructed from brick. However, experimentation with concrete for the use of platform walls had been undertaken through the 1890s, and as a result, the Forbes platform wall was constructed from concrete, poured *in situ* (contrary to the plans) (Sharp 2017). An excerpt from the Molong Express and Western District Advertiser from 2 December 1893 states:

> *For the erection of the station buildings at Forbes, Daroobalgie, and Tichborne… their work, too, is just about completed. They commenced operations on the 10th of August last and, taking into account the nature and extent of the buildings they have had in hand, it is little short of marvellous that they should have accomplished so much in so short a time. Although they had a number of their own men engaged in connection with the leading trades, they gave employment to a large amount of local labour… The passenger station, which is of brick on concrete foundations, is a roomy and commodious structure, and is adapted for a large amount of traffic. The platform, faced with a deep concrete wall is 200 feet in length, the whole being roofed with iron supported by cantilever brackets. Connected with the passenger station are commodious lavatories, closets, etc., etc., which are fitted with the latest and most complete sanitary arrangements, water being laid, on throughout… The brickwork of the passenger station, Station Master's residence, and water tower… was most favourably commented on by the inspector during his recent visit.*

Early structures included the station building, a goods shed, a Station Master's house, coal stage, two-track carriage shed, stockyards, wool loading platform, and turntable. The turntable was replaced in 1902. Further additions were also made including a weighbridge (1911), a grain shed (1911), wheat stacking site (1916), additional cart weighbridge (1919), and a wheat silo built between the 1920s and 1930s. A wheat depot was erected in 1959 (Forsyth 1991).

The Station building itself originally included the following design elements:

- Lamp room pavilion (detached from main building)
- "shed" in 32 feet long (10 m) "yard"
- Station Master's office
- Ticket and parcels office
- General waiting room
- Gentlemen's waiting room (a rare feature not common in 19th century station buildings)
- Ladies' waiting room
- Female toilets in 20 feet long (6 m) connection to the male toilet pavilion
- Male toilet pavilion.

While the function of the rooms has changed over time, the design elements remained. The station was connected to the Forbes water supply; however, the toilets did not utilise the town sewerage system initially instead having to rely on soil pans (Sharp 2017). Despite having a postal office, the Station did not carry out postal functions as a post office had existed in the town since 1863 (Sheedy 1990). A number of additions were made to the Station within the first 70 years of its development. These additions and alterations are listed in **Table 2-1**.

Table 2-1: Documented modifications to the Station.

Year	Modification
1890s	A carriage dock was constructed on the west of the station building
1946	Additional cupboards for parcels were provided in the ticket office
1947-1958	Initial tarring of the roadside approach undertaken by Forbes Municipal Council. Result of the works was poor, and maintenance of the approach was frequently undertaken in this period. (Dawson to Cahill 1958)
1949	The platform was asphalted (this asphalt has since been removed, although evidence of it remains.
1952	The building was repainted and an existing window at the Stockinbingal end was converted into a door to provide direct access from the street into the parcel's office
1960-1962	The parcel's office was extended approximately 11 feet (3.3 m), an opening was also provided between the existing parcel's office into the parcel's office extension

In 1892, NSW Railways Commissioner Edward Miller Gard Eddy made a number of changes to the standard station designs including transitioning to timber station buildings and the replacement of platform awning posts with cantilevered curved iron brackets, as constructed at the Station. As such, the Station was one of the last completed designs of the 1875-1892 type, and one of the few completed with elements of both Whitton's previous design practices (in this

instance, brick construction) and practical economies of design, such as cantilevered awnings that were favoured by Eddy (Sharp 1982). **Figure 2-2** shows the original plans for the Station, while **Figure 2-3** and **Figure 2-4** show early images of the Station.

The Forbes railway line passenger service ended in 1974, and the Station closed officially in 1990. Since 1990 the station building has been used as the tourist centre for the town of Forbes (Forsyth 1991).

Figure 2-2: Original plans for the Station.

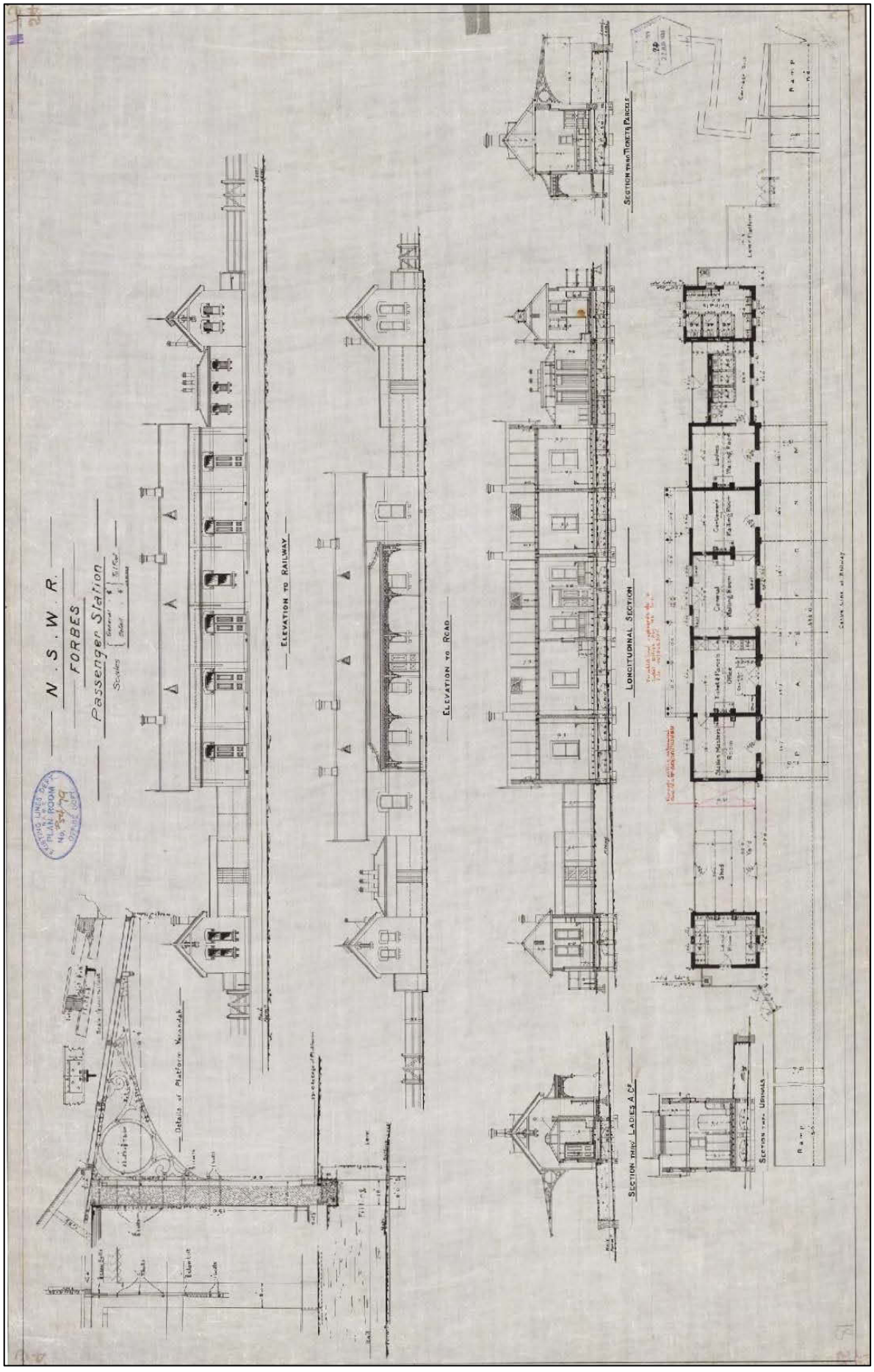


Figure 2-3: Image of the Station from 1908 (Forbes and District Historical Society Inc.).

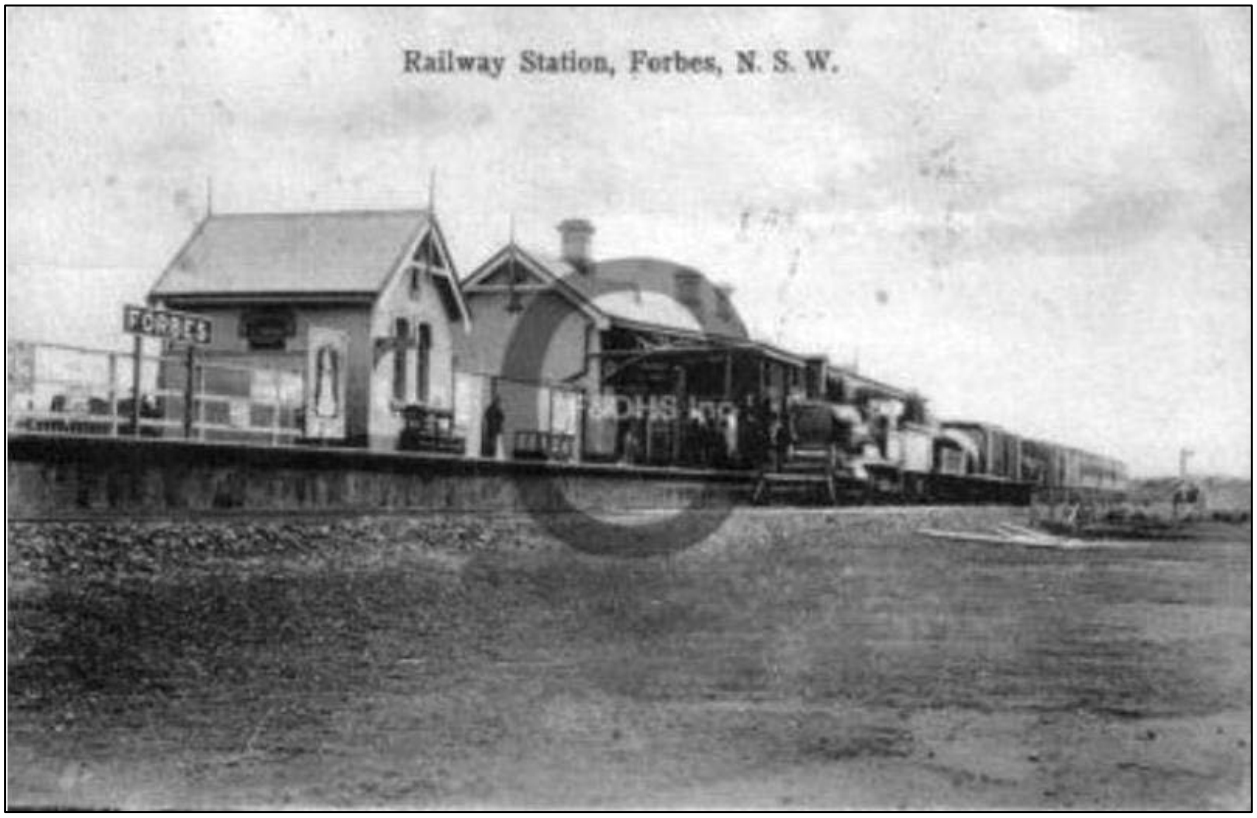
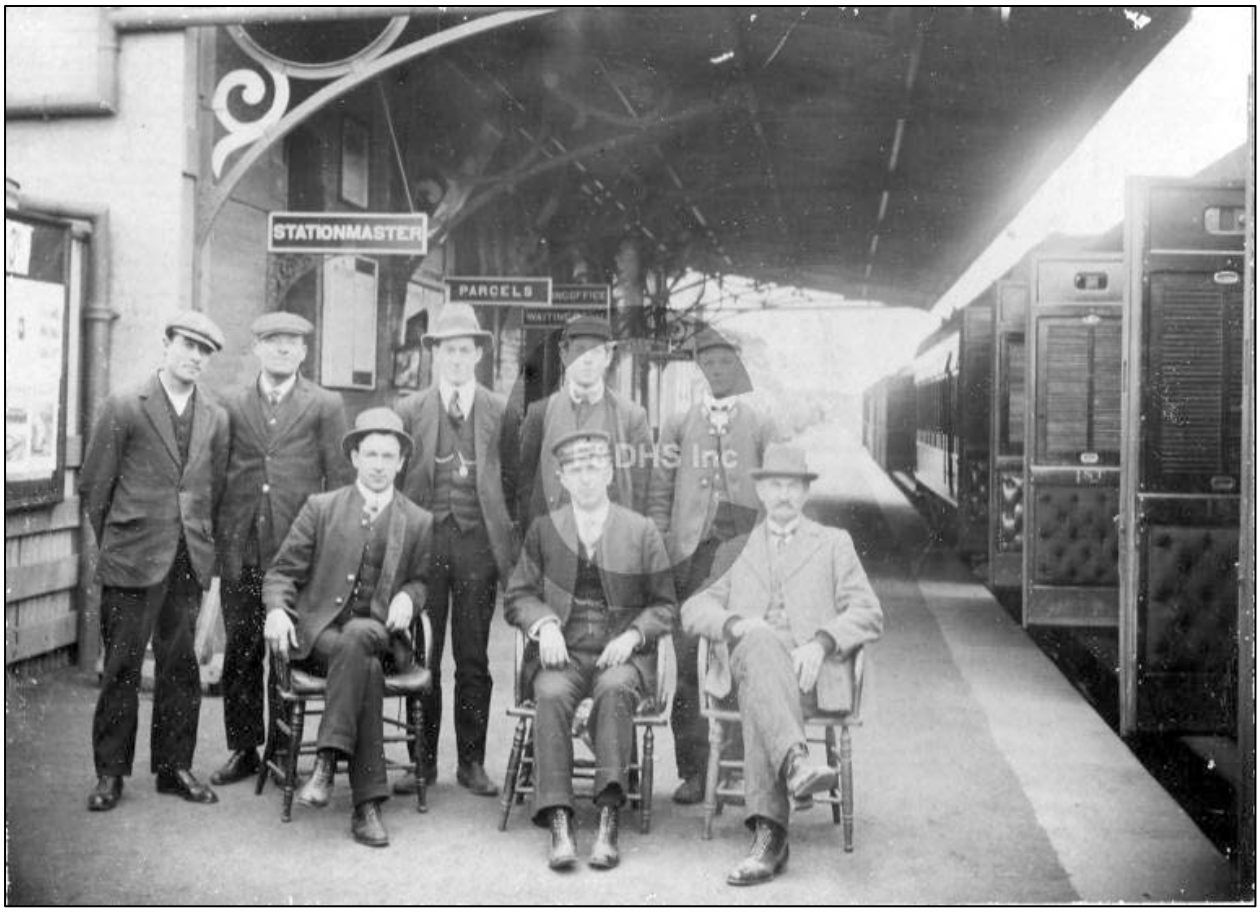


Figure 2-4: Image of the Station from 1919 (Forbes and District Historical Society Inc.).



2.4 RELEVANT LEGISLATION

2.4.1 Commonwealth legislation

2.4.1.1 Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)

The EPBC Act, administered by the commonwealth Department of Agriculture, Water and the Environment, provides a framework to protect nationally significant flora, fauna, ecological communities and heritage places. The EPBC Act establishes both a National Heritage List and Commonwealth Heritage List of protected places. These lists may include Aboriginal cultural sites or sites in which Aboriginal people have interests. The assessment and permitting processes of the EPBC Act are triggered when a proposed activity or development could potentially have an impact on one of the matters of national environment significance listed by the Act. Ministerial approval is required under the EPBC Act for proposals involving significant impacts to national/commonwealth heritage places.

2.4.2 State legislation

2.4.2.1 Environmental Planning and Assessment Act 1979 (EP&A Act)

The EP&A Act, amended by the *Environmental Planning and Assessment Amendment Act 2017*, establishes requirements relating to land use and planning. The framework governing environmental and heritage assessment in NSW is contained within the following parts of the EP&A Act:

- Part 5 Infrastructure and Environmental Impact Assessment

Within this section the proposal in controlled under:

- Division 5.1: Environmental impact assessment on any heritage items which may be impacted by activities undertaken by a state government authority or a local government acting as a self-determining authority.

2.4.2.2 Heritage Act 1977 (Heritage Act)

The Heritage Act established the Heritage Council of NSW. The Heritage Council's role is to advise the government on the protection of heritage assets, make listing recommendations to the Minister in relation to the SHR, and determination of proposals that involve modification to heritage items or places listed on the SHR. Ordinarily, proposals involving the modification of a listed heritage item will require approval under Part 4 of the Heritage Act.

Automatic protection is afforded to 'relics', defined as 'any deposit or material evidence relating to the settlement of the area that comprised New South Wales, not being Aboriginal settlement, and which holds state or local significance' (note: formerly the Heritage Act protected any 'relic' that was more than 50 years old. The age criterion has since been dropped from the Act and relics are protected according to their heritage significance assessment by a qualified

archaeologist rather than purely based on their age). Excavation of land on which it is known or where there is reasonable cause to suspect that 'relics' will be exposed, moved, destroyed, discovered or damaged is prohibited unless authorised by an excavation permit issued under Section 140 Heritage Act for locally listed items and Section 60 of the Heritage Act for state listed items.

2.4.3 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (SEPP) (Infrastructure) 2007 provides that certain types of development are permissible without development consent. Clause 79 of SEPP (Infrastructure) 2007 provides for development on any land for 'the purpose of a railway or rail infrastructure to be carried out by or on behalf of a public authority without consent'. This specifically includes where 'alteration or relocation of a state heritage item' is required. The project can be assessed under Part 5 of the EP&A Act via the completion and determination of a Review of Environmental Factors (REF). A development consent from the council is not required.

Clause 14, in Part 2 of the SEPP (Infrastructure) 2007 contains provisions for public authorities to consult with local councils if the development is likely to affect the heritage significance of a local item. There is a requirement for an assessment of impact to be prepared, provided to the local council with 21 days for review, and consideration given to responses.

2.4.4 Applicability to the proposal

The proposal will be assessed under Division 5.1 of the EP&A Act and the SEPP (Infrastructure) 2007 applies. The station is a component of the Forbes Railway Station Group listed on the Forbes LEP 2013. This means that Forbes Council is not required to give development consent, although this assessment report should be provided for their consideration under clause 14 of SEPP (Infrastructure) 2007.

It is noted that due to the listing of Forbes Railway Station on the SHR, a Section 60 permit will be required from the NSW Heritage Council to authorise impact to the item.

Under the Section 170 obligations and as a result of SHR listing, a SoHI is required when proposed works have potential to have an impact on the heritage significance of a listed item. To this end, the current document provides a SoHI for the proposed project impacts to the Station (**Section 4**).

Any significant heritage objects are afforded protection under the Heritage Act.

It is noted there are no Commonwealth or National heritage listed places within the study area, and as such, the heritage provisions of the EPBC Act do not apply.

2.5 LOCAL CONTEXT

2.5.1 Desktop database searches conducted

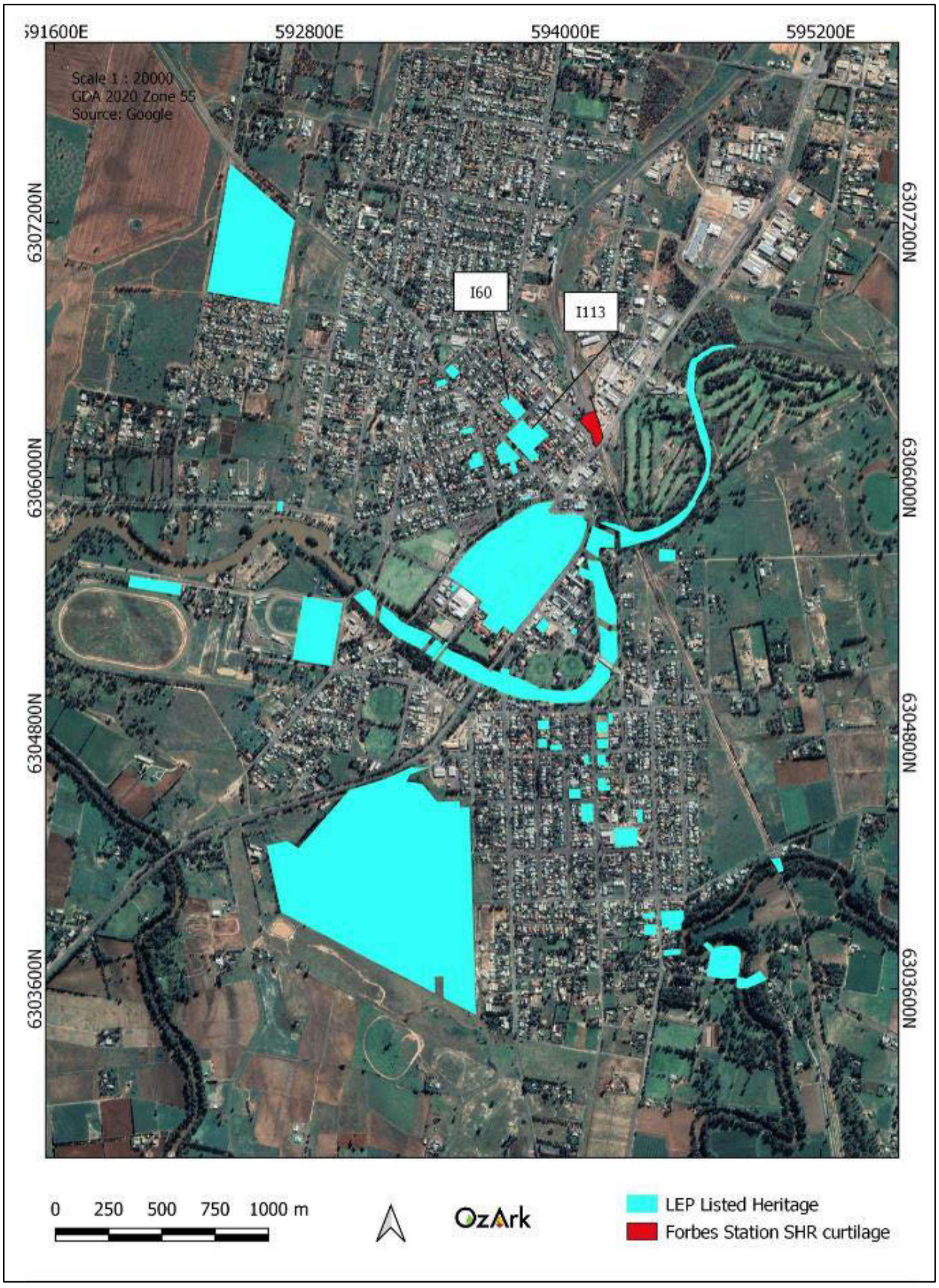
A desktop search was conducted on the following databases to identify any potential previously recorded heritage within the proposed work area. The results of this search are summarised in **Table 2-2**. Database searches included the Heritage Council of NSW administered SHR and State Heritage Inventory (SHI), the Australian Heritage Database and the Forbes LEP.

Table 2-2: Historic heritage: desktop-database search results.

Name of Database Searched	Date of Search	Type of Search	Comment
National and Commonwealth Heritage Listings	9 February 2021	Forbes LGA	No places listed are located within or near the proposed work area
State Heritage Register	9 February 2021	Forbes LGA	The Forbes Railway Station Group is listed on the State Heritage Register (listing number 01145)
Forbes LEP 2013	9 February 2021	Forbes LGA	Forbes Railway Station Group listed under number I84. 111 items are listed on the Forbes LEP, item I84 is the only item in the proposed work area.

A search of the Heritage Council of NSW administered heritage databases and the Forbes LEP shows the Station to be the only listed item in proposed work area. The next nearest heritage listed items to the work area are the St Laurence O'Toole Catholic church group (I60) (identified on **Figure 2-5**) located approximately 160 m from the Station curtilage and the Forbes Drill Hall (I113) (identified on **Figure 2-5**) located approximately 250 m from the Station curtilage. **Figure 2-5** shows state and locally registered heritage items in the area.

Figure 2-5: State and locally listed items near the Station.



3 RESULTS OF HISTORIC HERITAGE ASSESSMENT

3.1 SURVEY METHODOLOGY

The Station was visited by OzArk Principal Archaeologist, Dr Jodie Benton, to inform this SoHI and photograph the current condition of the Station, and to assess whether any other items of historic heritage or archaeological deposits exist or are likely to exist within the proposed work area.

3.2 ASSESSMENT RESULTS

3.2.1 Description of the Station

The Station State Heritage Curtilage covers Lot 1 DP1001423 (**Figure 1-2**). The listing boundary is located at the Parkes Road (Newell Highway) railway level crossing in the south and ends approximately 10 m north of the station platform in the north. The eastern boundary starts at the Newell Highway (Parkes Road) and runs along the property boundary of Lot 1 DP843266 to the northern boundary line. The western boundary is Union Street.

The site comprises of the station building, the station garden and the entrance forecourt. The building structures include the platform faces, dock platform and fences. The station building is symmetrical, consisting of a long central section flanked at each end by a connected wing. The building is a brick structure with stuccoed drip and sill mouldings at the windows. The roof is gabled corrugated iron that extends over the gable ends. The station chimneys have mouldings. A concave roof veranda with iron posts faces the street. The platform awning is a cantilevered bracket awning supported by iron brackets and there is a decorative zig zag brick pattern on the platform facing station façade. The cantilevered bracket design allows the awning to extend to the edge of the platform, without supporting posts. The platform itself is concrete.

The Station is one of the best surviving standard roadside stations. The building is in excellent condition and retains its traditional setting and original fabric. The Station reflects the town's development from gold town to agricultural centre. The garden feature is also a rare item of heritage significance. The station building is currently used as a visitor information centre for tourists, and an arts and craft store.

3.2.2 Current condition of the Station

During the assessment, the overall physical condition of the station was assessed as excellent, although this was from a visual inspection alone. Particular attention was paid to the awning and platform as it is this area that has been proposed for modification. The awning dates to the station's original construction and is in good condition (although it has been modified, see **Section 3.2.2.1**). Like the awning, the station platform also dates to the station's original construction.

There have been minor sections of the platform that show evidence of cracking and mending. Small remnants also remain of the asphalt that was applied to the platform in 1949 but was later removed. Despite these slight deteriorations of the platform, it is in good condition. The goods' shed was also assessed. The shed was noted to be in a fair/poor condition. The fact that the state heritage curtilage does not extend to the goods' shed, suggests that the original goods shed has been removed and replaced.

3.2.2.1 The platform awning

As it is the platform awning that is slated for potential modification, a more detailed analysis was undertaken of the awning, both by OzArk and by CCG Architects.

As discussed in **Section 2.3**, the original station design drawing plans show that the station awning continues 1'4" (427 mm) beyond the platform edge (**Figure 3-1** and **Figure 3-2**). The photograph from 1919 (**Figure 2-4)** shows the platform and awning constructed to match these original detail drawings, in particular demonstrating the equal distance between the purlins and other elements in relative proportion.

The current platform awning, however, only extends to the edge of the platform, as shown on **Figure 3-3** and **Figure 3-7**. As can be seen in the schematic measured cross-section shown on **Figure 3-5**, the measurements between the purlins show the most lateral span (platform edge) is much shorter (2'26" = 0.69 m) than the three spans closer to the station building, each measuring 1.16 m.

Confirming this is the assessment by CCG architects (**Appendix 3**), who undertook a scaled photographic assessment, using a 1925 image of the station and a current image. This comparison, shown on **Figure 3-4**, indicates that the awning was constructed as originally intended and has been trimmed by 427 mm to now be in alignment with the platform edge. As there was no record made of this alteration to the awning, the exact date is unknown, but based on the images available, it is likely to have occurred between 1925 and 1952.

Further evidence for awning trimming can be seen in review of photos showing the fascia connection details, which show the brackets to be crooked and utilising differing bolt types (**Figure 3-6**). Despite this, it appears that the chamfered edge beam at the outer edge of the awning may have been reused after the awning had been trimmed. The fascia boards at the side ends of the awning are not original, as may be expected. Review of **Figure 3-4** shows the wooden fascia boards to have slightly different profiles.

Assessment of all the documentary, photographic and physical evidence presented here clearly and reasonably demonstrates that the awning has previously been altered to reduce its depth, as evidenced by the shortened distance between purlins along the outer edge. Modification of a

station element is not an unusual action, as railway station buildings throughout NSW were often modified through their working lives to incorporate the changing needs of the railways, the people and services using them, and the technologies available. This can be seen in the history of Forbes Station as briefly reviewed in **Section 2.3**.

Figure 3-1: Original station plan: elevation view of the awning and platform. Image depicts awning extending 1'4" (427 mm) past the platform.

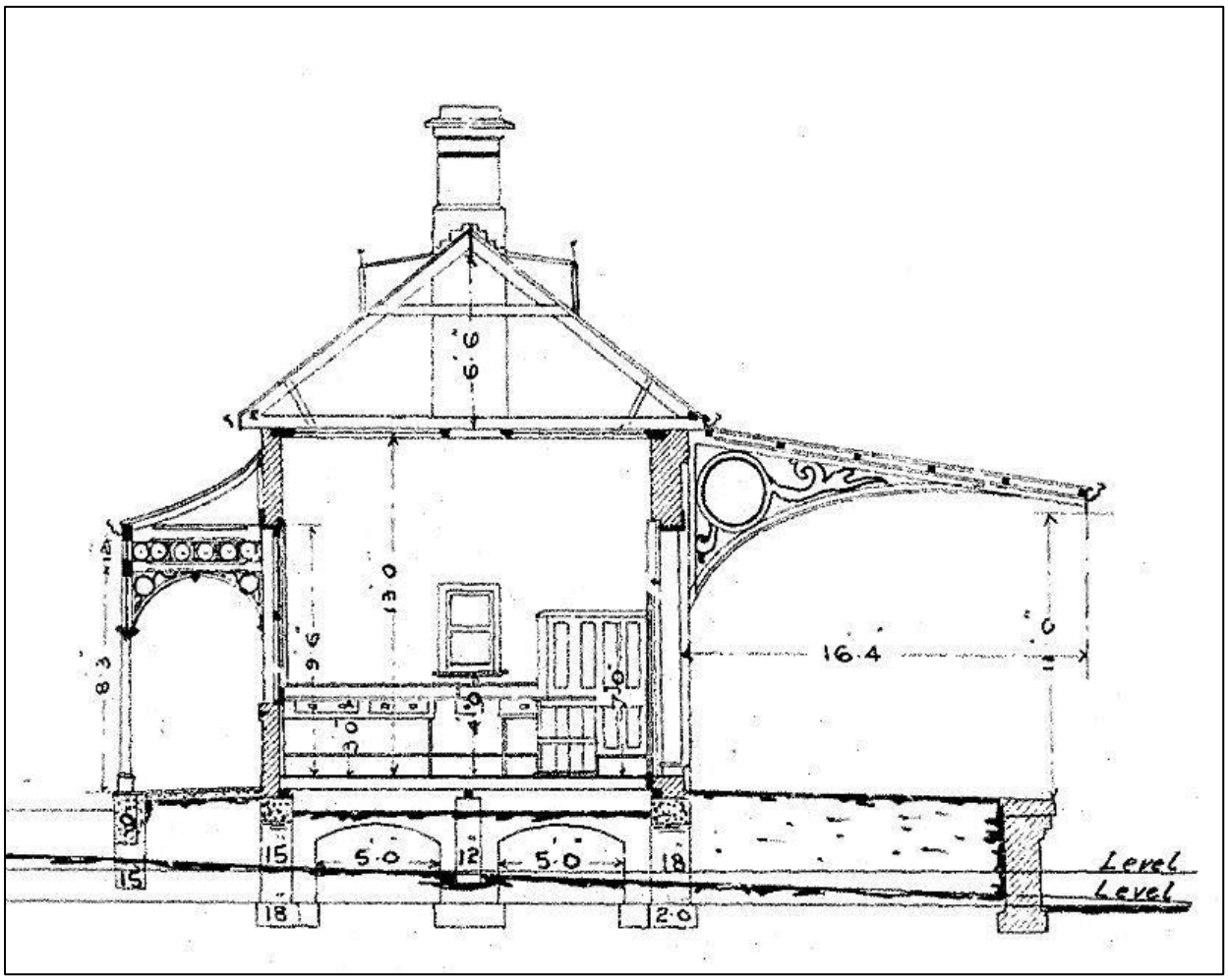


Figure 3-2: Original station plan: detail of the awning.

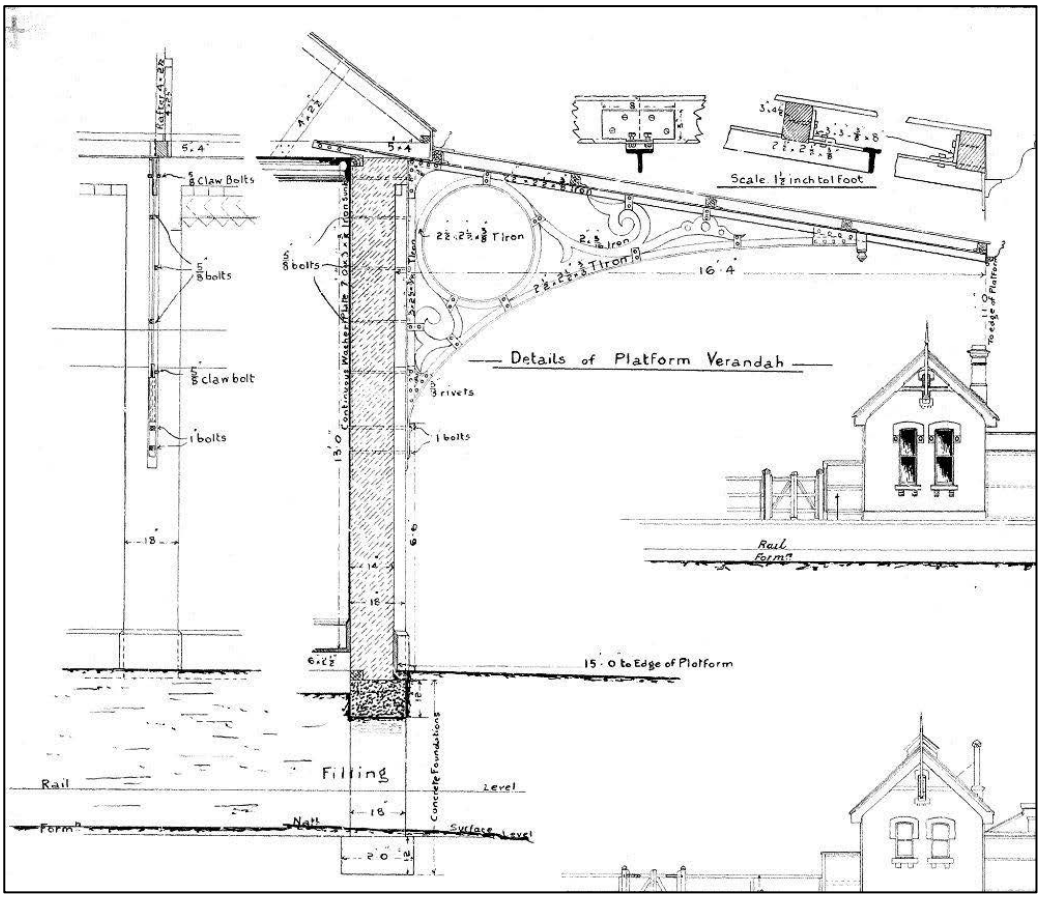


Figure 3-3: 1952 view of the Station (in flood) showing the awning aligned with the platform edge.

Figure 3-4: CCG Architects photo comparison of the Station awning.

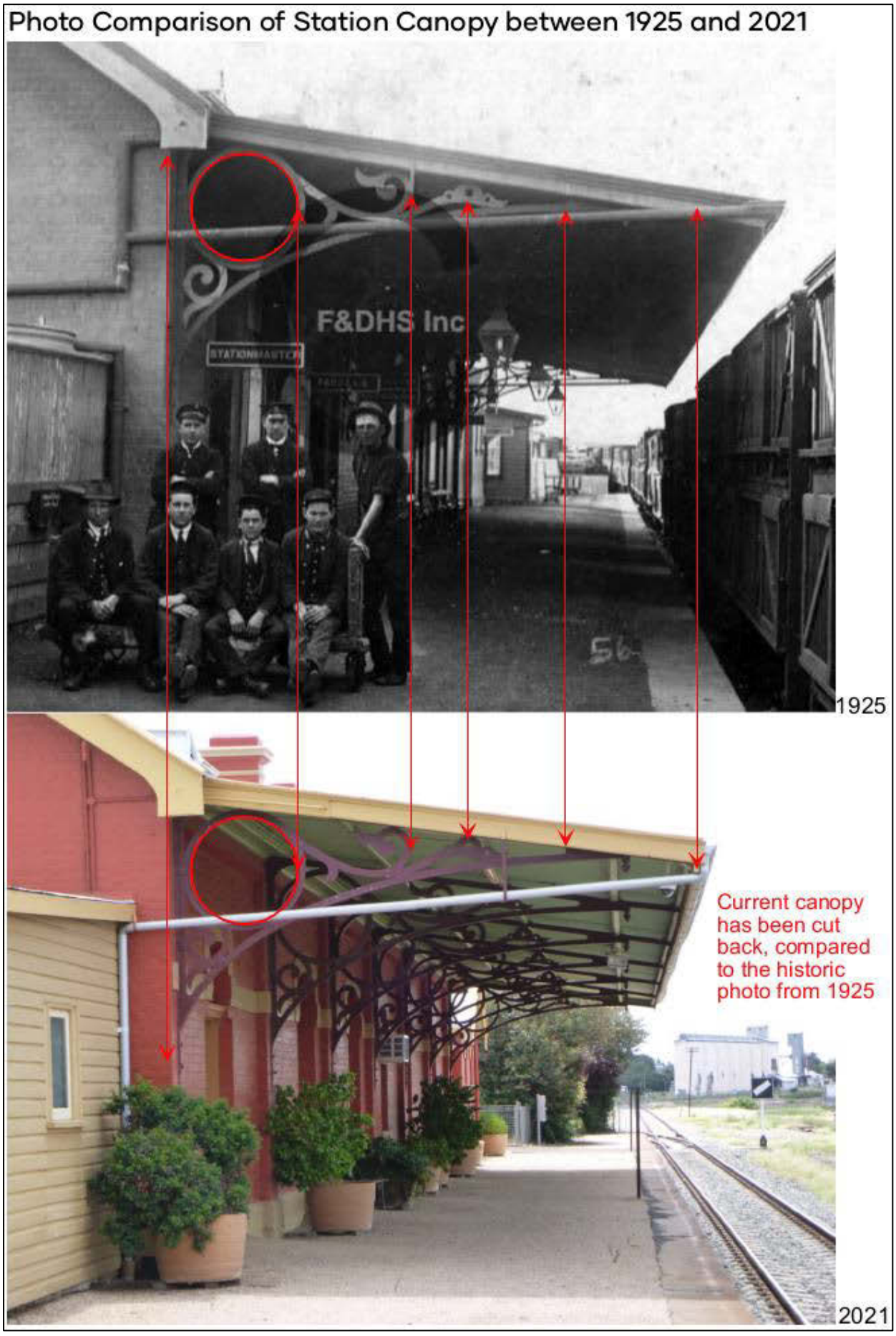


Figure 3-5: Measured schematic cross-section from platform wall through to awning and platform edges (WSP).

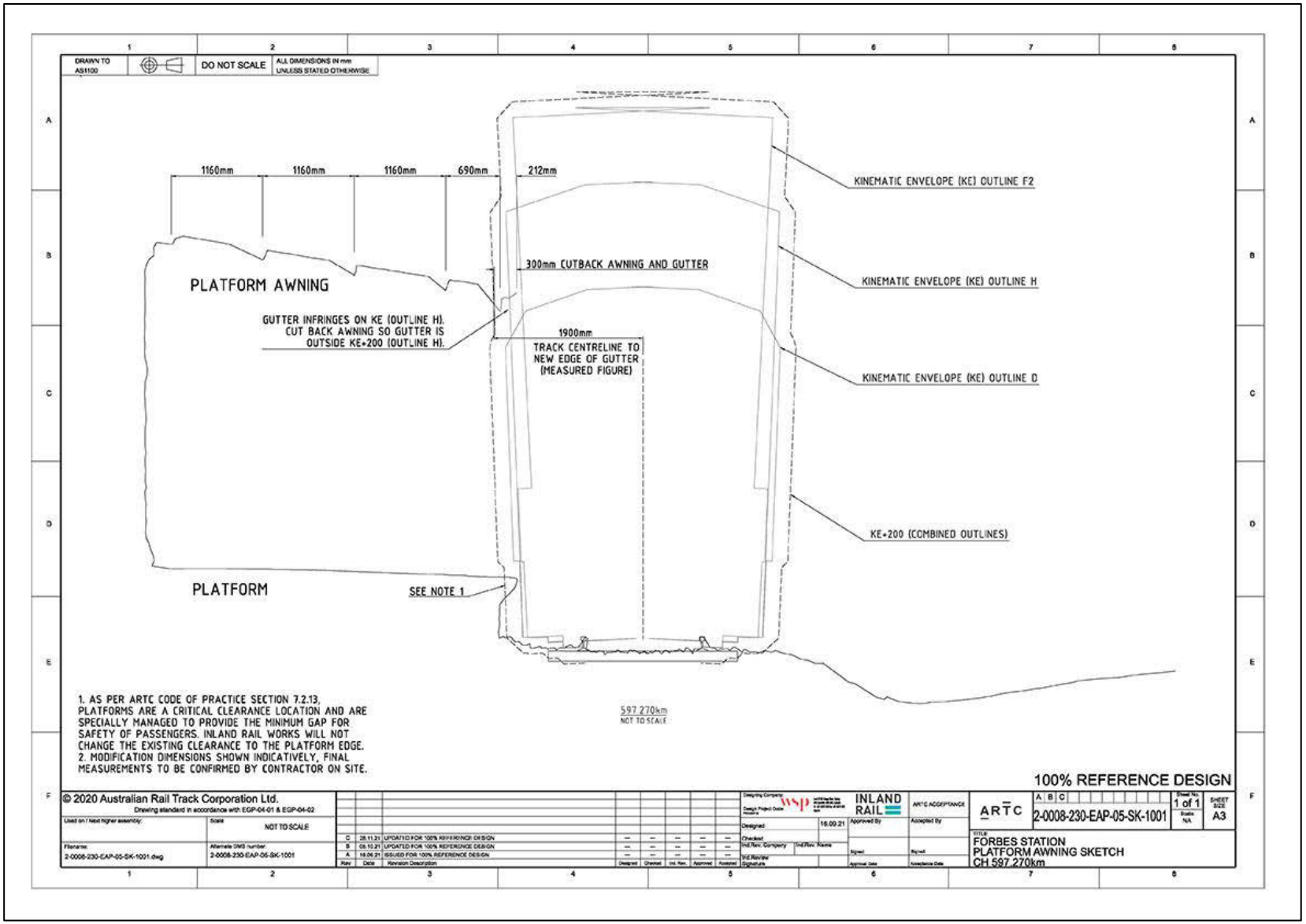
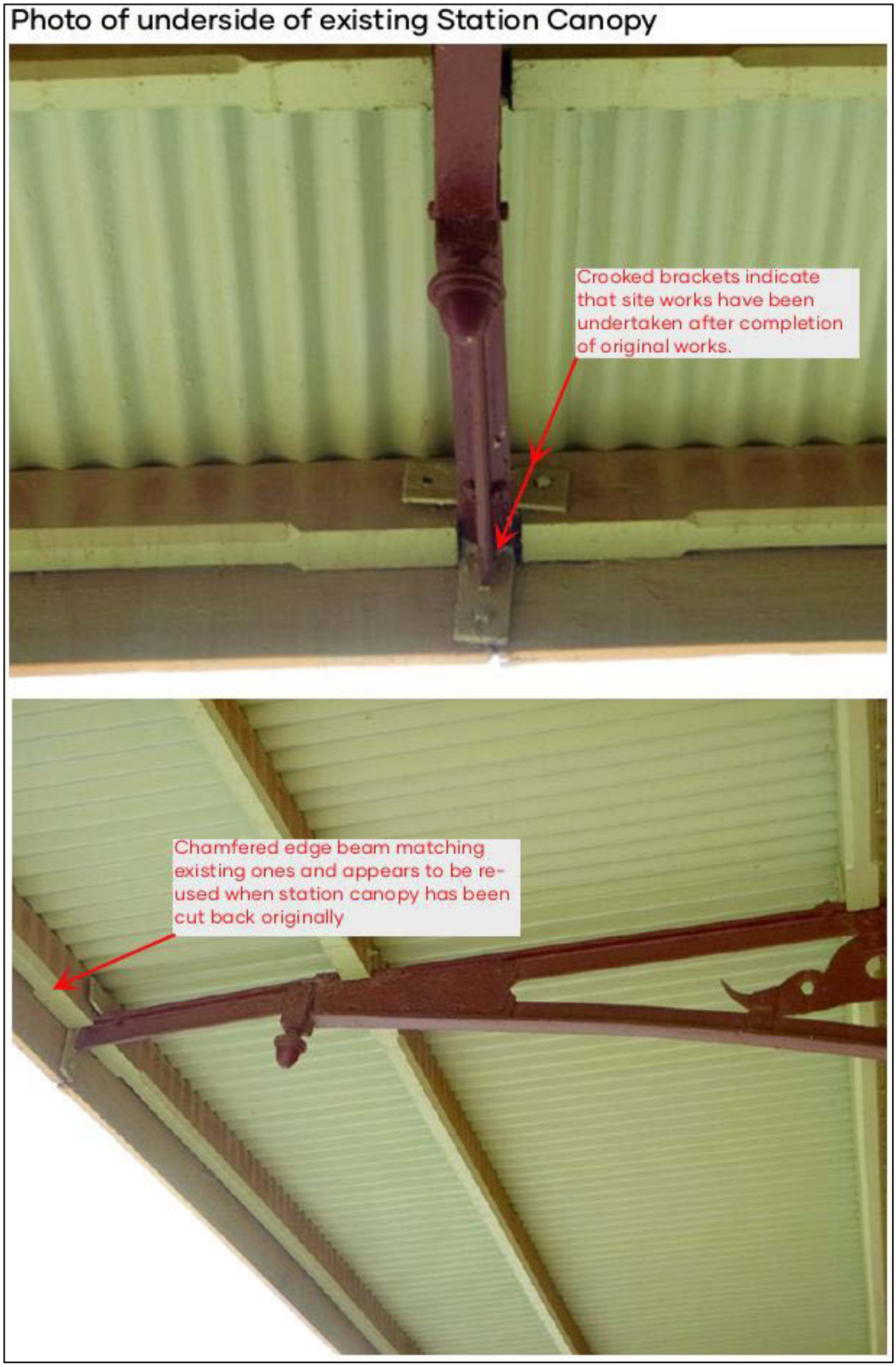


Figure 3-6: Images of brackets and underside of awning. (Photos OzArk, annotation CCG Architects).



3.2.3 Archaeological potential

Survey of the land surrounding the Station did not locate any evidence indicative of the presence of identifiable archaeological deposits / relics. It is understood that there was no development on the site prior to the station construction and the buildings from the original construction within the state heritage curtilage are all still extant.

In terms of the minor track slewing associated with the awning option, it is predicted unlikely that excavation would be required. However, it is noted that rail line is currently situated on highly disturbed land, upon which a bed of railway ballast has been compacted. No archaeological deposits are anticipated within the track slewing disturbance area.

3.2.4 Assessment conclusion

The visual inspection (not a structural engineering assessment) concluded with the following observations on specific components on the station:

- Awning: the awning is in good condition (**Figure 3-7**: photos 1, 3 & 5). The structure appears sound, weather-tight and with no signs of significant repair needed. Components, features and joinery are well maintained. There is, however, new down pipes and likely new guttering. The end fascia boards are likewise not original. Although the apparent integrity of the awning is high, the previous discussion demonstrates that the awning has been modified in the past. As this modification included the removal of fabric, with the likely reinstatement of the chamfered end beam, the awning retains a high degree of integrity. Elements that contribute to the heritage value of the awning are largely intact and not compromised by the previous modification or other damage.
- Platform coping: the platform and coping are in good condition (**Figure 3-7**: photos 5 & 6). The platform structure is sound and with no substantial repair needed. Components, features, and joinery are well maintained. The integrity of the coping on the platform is generally high, with some minor cracking. Platform elements that contribute to the heritage value of the station are intact and not compromised by major removals, modifications, additions, or other damage.
- Goods' shed: the goods' shed, while not within the Forbes Station State Heritage Curtilage, is thought to be associated with the railway station and was therefore assessed during the visual inspection as the item had the potential to be impacted by the proposed works. The goods' shed is in fair/poor condition (**Figure 3-7**: photos 7 & 8). It has been subject to minor dilapidation and its stability has been diminished. The integrity of the goods' shed is moderate–low, with heritage values diminished through the removal and replacement of the original structure.

Figure 3-7: Images of the Station taken during the visual inspection.

1. Northeast view of the Station showing building, awning, and platform.

2. View of the awning facing south.

3. View of the Station facing northeast.

4. View north of the current track leading to the Station.

5. View of underside of the awning facing south.

6. View of the remnant asphalt on the platform.

	
7. View of the goods' shed.	8. View of the brick platform at the base of the goods' shed.

3.3 COMPARATIVE ANALYSIS

To understand better the significance of the Station, a desktop comparative analysis has been prepared. While criteria 'rarity' and 'representativeness' in **Table 3-2** consider the comparative heritage significance of an item within a very wide class of items, more detailed comparison of an item's characteristic features allows for a more nuanced appreciation of their heritage significance (see Kerr 1984: 9).

Sharp's 1982 thesis and 1984 survey of railway structures remain the only typology for NSW station complexes. According to Sharp, the Station is a 'Type 4' station building, a class first constructed at Gunning in 1875 and referred to as a 'standard roadside station'. The key features of the class are:

- A gabled roof
- Symmetrical floorplan, often with flanking semi-detached wings
- Awning-covered platform.

At least 136 Type 4 station buildings appear to have been constructed, although some of this number may have been removed or significantly altered. The Type 4 class does not have subcategories for construction material and both brick and timber were used, so significant variation exists within the class.

Due to the large sample of similar (Type 4) stations across the state, the current analysis concentrates on Type 4 stations that also have cantilevered awning brackets. Sheedy notes that 'possibly only six' of the Type 4 stations have cantilevered curvilinear awning brackets (Sheedy 1990), although seven could be confidently identified during this study: Temora, Parkes, Cobar, Lismore, Corowa, Byron Bay, and Forbes. Kiama and Grenfell have been included in the comparative analysis because they share a key design feature (curvilinear awning brackets) despite different overall station designs (Type 11 and Type 16, respectively).

Eight examples have been included in the following comparison to Forbes Station and **Table 3-1** provides a simple summary of their data and features. Due to uncertain completion dates, the date construction commenced or was commissioned has been used. Condition and integrity have been sourced from the relevant conservation management plans (CMPs) where available or the SHR listings for the items.

Table 3-1: Comparative summary of regional railway features to the Station

Locations	SHR ID	Date commissioned	Style	Condition	Integrity	Operational
Grenfell	01155	1901	Timber, Type 16	Adaptively re-used and restored	Excellent	No
Temora	01265	1893	Brick, Type 4	Adaptively re-used and restored	Excellent	No
Kiama	01176	1893	Brick, Type 11	Excellent	Excellent	Yes
Cobar	01114	1890	Brick, Type 4	Excellent	Excellent	No
Parkes	01220	1893	Brick, Type 4	Excellent	Excellent	Yes
Corowa	01120	1892	Brick, Type 4	Not known	Excellent	No
Lismore	01180	1894	Timber, Type 4	Not known	Excellent	No
Byron Bay	01107	1894	Timber, Type 4	Adaptively re-used. Good (Extent 2020: 72)	Excellent	No

As the potential impacts at Forbes Station are confined to the platform awning, the images chosen for review on **Figure 3-8** focus on platform features at the relevant stations, with a focus on awnings.

Figure 3-8: Comparative images of relevant regional railway stations.

1. View of Parkes Station showing the edge of western station building awning (left) and eastern (original) Type 4 station building to the right. Note the difference between the ornate brackets used on the building to the right and the simple brackets on the building to the left (source: Parkes Champion Post, date unknown).

2. Comparison of ornate awning brackets at Parkes Station (left) with Forbes Station (right) (source: WikiCommons, left and OzArk, right).

3. View of platform at Cobar Station. Note asphalt platform and timber platform edge coping. Awning brackets are in yellow, in contrast to the red/brown finish at Parkes, Temora, and Forbes. Orientation of men's toilet (left) is reverse to that at Forbes. (Source: WikiCommons)

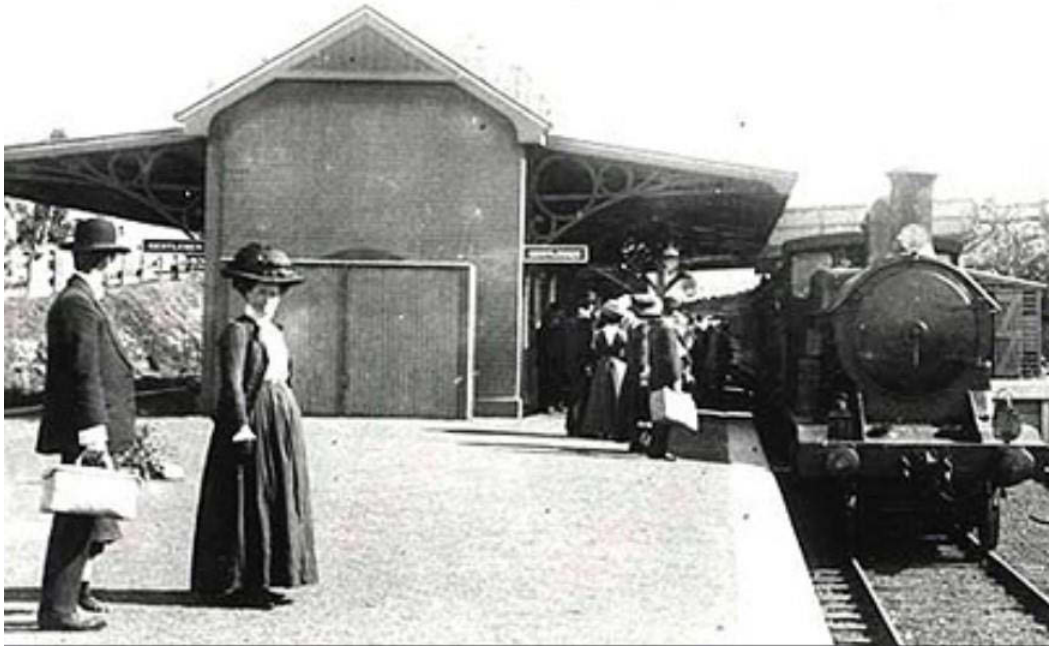
4. Two views of the disused platform at Temora Station. The station has been adaptively re-used as a community hub (see photograph to right), necessitating the unsympathetic additions of the platform edge barriers. Awning brackets are finished in yellow, similar to Cobar Station (source: NSW Government Architects [left], WikiCommons [right]).

5. View of Corowa Station which has a different colour palette to Forbes, Parkes et al. railway stations. Station platform no longer interacts with a rail line but does retain roadside entrance (source: NSW Rail Archive).

6. View of Byron Bay Station platform. The railway to the left is no longer in use and the station building and precinct have been re-used as a visitor information area and bar (source: Extent 2020: 72).

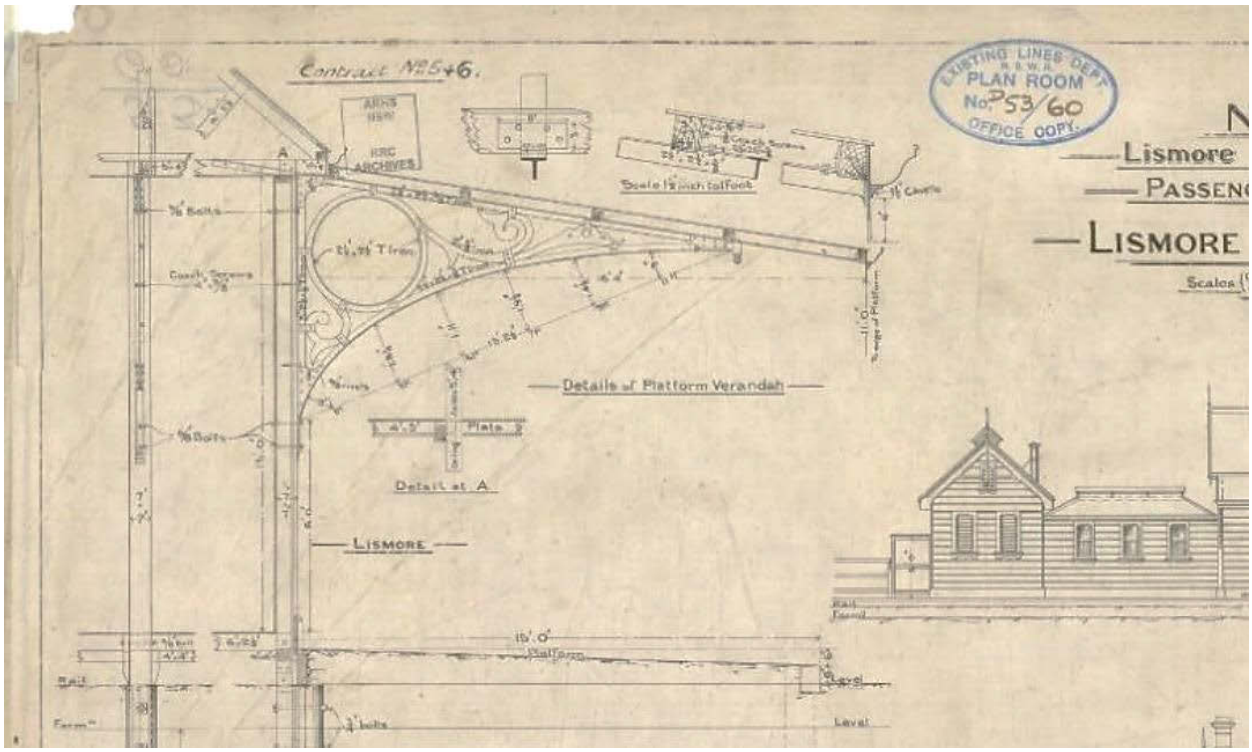
7. Lismore Station in 2014. Platform faces Murwillumbah Line that has not been in use since 2004 (source: Overton 2017).

8. View of Kiama Station showing an alternative two-platform design necessitating a footbridge (Type 11). Ornate brackets are on both platform awnings with intrusive platform number labels (see image 9) (source: WikiCommons).



9. View of Kiama Station, dated between 1890 and 1910 (source: Kiama Library).

10. Views of the modest Type 16 Grenfell Station. A similar awning bracket design has been used with a two-tone paint finish (top), which may well be a restoration of the original finish (bottom) (source: Visit NSW, top, Dawbin Heritage Architects, bottom).



11. Plan of Lismore Station showing the awning overhanging the platform exactly as it does at Forbes Station. Lismore Station also appears to demonstrate the awning having been trimmed, asper the recent image in Photo 7 above.

3.3.1 Comparative analysis results

The results of the comparative analysis show that although all items share features, the five examples of regional 'standard roadside stations' (Cobar, Parkes, Temora, Corowa, and Forbes)

share a very high proportion of key design features. This group are all Type 4 stations constructed of brick with identical cantilevered awnings. Therefore, in addition to Forbes Station, there are other examples of this type of station arrangement with cantilevered awnings that are reportedly in excellent condition and are representative of this style of design.

A plan dated to 28 February 1893 shows design details from both Parkes and Forbes Stations, demonstrating not only that they were designed in tandem, but also planned to be constructed in the one delivery and possibly by the same contractor (Coatee 2004: 142). While highly similar in construction and design, the Parkes Station precinct expanded throughout the 20th century and remains in active use. As such, Forbes, in current circumstances, is more similar to Temora, which has also been restored and adaptively reused. **Figure 3-8** (image 4) shows the intrusive platform safety barriers installed at Temora to allow for its re-use as a community hub. Cobar and Corowa do not have any current use, apart from being items of historic interest.

The further comparison with Lismore, Byron Bay, Kiama, and Grenfell Stations demonstrates that the cantilevered awning brackets at Forbes are a design element shared between a range of stations across NSW and used at stations constructed from a variety of materials.

3.3.2 Comparative analysis conclusion

The comparative analysis indicates that Type 4 stations were built with a degree of variability. From the data available, it appears that Lismore Station originally had an overhanging awning, as seen in the plan shown in (**Figure 3-8** photo 11), although this has now been trimmed, as the awning aligns with the platform as shown in (**Figure 3-8** photo 7). Potentially Grenfell and Kiama stations may also have had awnings that overhung the platform and recent images do not clearly show evidence of trimming. The awning at Temora Station appears to show the awning extending beyond the platform edge (**Figure 3-8** photo 4) with an equal spacing between the purlins as per the original design for the Station. Based on photographic evidence alone (no site inspection), it is likely that the awnings for Forbes and Parkes stations have both undergone trimming in the past (**Figure 3-8** photo 2) with the end of the awning in line with the platform and the spacing of the purlins being narrower at the railway side of the awning compared with the remaining purlin spacing. Evidence presented in this report indicates that the Station was designed in tandem with Parkes Station, and it may be that a similar design change was enacted at both during their life time in response to the size of rolling stock using the rail lines.

It can be concluded that despite changes to elements like awning depth at various stations over time, these railway stations nonetheless still continue to demonstrate their heritage values.

It is finally noted that few of the items considered in the comparative analysis currently serve as active railway stations. Except for the stations at Kiama and Parkes, none of the other items still perform their intended use. While conserved as historical items and used for a variety of

purposes, mostly as visitor information centres and community use, they have largely lost their original association with the railways they once served.

3.4 STATEMENT OF HERITAGE SIGNIFICANCE

3.4.1 Existing analysis of heritage significance

The Forbes Railway Station Group significance summary is taken from the SHR and s170 Register listings:

> *Forbes railway station and residence is one of the best surviving standard roadside stations. Both buildings are in excellent condition and retain their traditional setting with good detailing to both buildings and grounds. The station area retains planting and entrance arrangements with fencing that illustrate past use of the railway property. They are important elements in the townscape of Forbes as significant civic buildings located at the northern entrance to the town. The garden remnant is important as the station garden was a winner of many railway garden competitions… Traditional entrance arrangements and plantings have been retained, making this one of few station buildings in NSW that include or retain a significant garden or garden feature. The station building is a significant civic building located at the northern entrance to the town and remains an important element in the townscape of Forbes… Dating from 1893, the station is one of a number of buildings in Forbes which helps to reflect Forbes' development from a gold town into a thriving pastoral and agricultural centre during the latter part of the 19th century.*

Table 3-2 summarises the significance values as captured on the SHR and s170 Register listings.

Table 3-2: Heritage significance values – the Station.

Heritage Office 2001 Assessment criteria	Value	Comment	Level of significance
A	**Historical significance**	The station building and former yard are associated with the early development of Forbes, with the railway station opening in 1893, approximately thirty years after the first settlement of the town in the early 1860s.	Local
B	**Associative significance**	Does not satisfy this criterion.	NA
C	**Aesthetic significance**	The station building and plantings retain a high level of aesthetic significance.	Local
D	**Social significance**	The station building has traditionally been an important landmark in Forbes and remains a significant civic building valued by the community.	Local
E	**Research potential**	Does not satisfy this criterion.	NA
F	**Rarity**	The Forbes railway station/precinct remains one of few station buildings or precincts in NSW that includes or retains a significant and well-maintained garden or significant garden feature. The Station complex is historically, architecturally, and socially rare.	State

Heritage Office 2001 Assessment criteria	Value	Comment	Level of significance
G	**Representativeness**	Forbes railway station is an excellent surviving example of a standard roadside station building.	Local

3.4.2 Summary Statement of Significance

The Station is an item of state heritage significance. Most of the Station is original fabric, with some modifications having been made to continue its operational use as a railway station and then to adapt the building to be used as a tourist centre. Although an excellent example of its class, the Station is not unique, as the comparative analysis has shown.

Based on the previous assessment of heritage significance, as well as the visual inspection undertaken for this SoHI, individual features contributory value to the overall significance of the Station have been assessed. For the purpose of this report the contributory value has been categorized as being either high, moderate or low. Factors equating to these rankings include but are not limited to:

- High contributory value:
    - most of the original fabric in intact
    - the item is in good condition.
- Moderate contributory value:
    - some of the original fabric is intact
    - the item is in poor-fair condition.
- Low contributory value:
    - the original fabric is not intact
    - the item is in very poor condition.

The feature that has the potential to be affected by the proposed works (the awning) has been assessed as having a high contributory value. The rankings of the individual elements associated with the Station are:

- Station buildings: high
- Platform awning: high
- Platform coping: high
- Goods' shed: low.

3.5 LIKELY IMPACTS TO HISTORIC HERITAGE FROM THE PROPOSAL

Works are required at the Station to achieve the horizontal clearances needed to accommodate the operation of double stacked container trains. As was discussed in **Section 1**, two options to achieve horizontal clearance at Forbes Station have been canvassed, being modifying the station platform awning or slewing the rail tracks away from the station platform. The track slewing option

was discounted as part of the MCA process, but it is important to note that the slewing option would result in the tracks being disconnected from the platform such that considerable additions would be required for it to again be able to interface with the track and function as a railway platform.

The option chosen to achieve clearance requirements consists of minor track slewing and modification (trimming) of the station platform awning by 300 mm. The likely impacts of this are assessed in **Section 4**.

4 STATEMENT OF HERITAGE IMPACT

The NSW Heritage Office (2002) guidelines to produce a SoHI were developed to help people who wish to carry out work that could impact on a heritage item. The guidelines pose a series of questions that comprise the minimum information required to address proposals that have a minor impact, including partial demolition. Only questions relevant to the current proposal impacts are discussed here.

Is the modification essential for the heritage item to function?

- The Station is no longer functioning as an element of rail infrastructure (i.e., for its original purpose), as no passenger trains have operated there since 1974. It remains, however, as an intact well-maintained station building and platform, with sound heritage values, due to its subsequent re-use as a tourist information centre (a reuse which is understood to be ceasing in the near future). In order for the Inland Rail project to be achieved at Forbes Railway Station, either:

    1. the awning must be trimmed to allow double stacked trains to safely pass, and to safeguard the significant fabric from risk of collision with large containers that could cause inadvertent yet irreparable damage to the awning, or

    2. the track is required to be slewed further away from the station, disconnecting it from the platform, which would require unreasonable and unfeasible modification to the platform and Station precinct if passenger trains were to ever be able to service the Station in the future.

- The approach of making modifications to station elements to accommodate changing rail needs (as presented in **Section 3.2.2.1**) follows the existing evolutionary cultural pattern of altering the edge of the awning to respond to the increasing size of the trains due to advances in transport infrastructure needs whilst retaining the significance of place.

- Although passenger trains are not currently scoped for Inland Rail, there is potential for passenger trains to use the rail line in the future and if the platform remains connected to the rail line, the Station may once again be used for its original purpose.

Are important features of the item affected by the demolition / modification?

- The platform awning is an integral element of the heritage significance of the Station. Modification to the awning will impact fabric with identified state heritage significance. This assessment has, however, concluded that the awning has been modified (trimmed) in the past, presumably to enable the functionality of train passage (see **Appendix 3**). The prior modification was undertaken very sympathetically, and the platform edge chamfered beam has apparently been reused. The awning at the Station and the Parkes Station appear to have similar dimensions (**Section 3.3.2**) and Parkes station awning has also been trimmed. If the proposed awning trimming for this Inland Rail project is likewise undertaken in a sympathetic manner, with elements such as the external chamfered beam being reinstated, there would be little intrusive material required, ensuring that the awning remains predominantly comprised of original fabric. It is assessed that the proposed work would result in the changes being sympathetic and not jarringly noticeable to the layperson as significant elements would be retained (brackets, edge beam).

- A view of the proposed 300 mm awning trimming in terms of percentages demonstrates that the majority of the fabric of the awning will be retained. The difference in size between the original, extant and proposed awning depths, are as follows. The original awning depth was 16'4" (= 4,978 mm) being 100%. Since trimming of the awning between 1925 and 1952, the current extant awning depth is 15' (= 4, 572 mm), being 92% of its original depth. The proposed trimming to the awning proposed here is a further 300 mm, which will result in the awning retaining 86% of its original depth (= 4,272 mm).

- Although original fabric will be impacted, sensitive workmanship and the use of appropriate 'like for like' materials will minimise impacts to the aesthetic and technical values of the Station.

- The railway tracks themselves and the underlying ballast are not original fabric, so although they are significant elements, there is some tolerance that can be afforded to the track alignment in relation to the proximity of the station without adversely affecting significance. These elements have been replaced and renewed as needed over time, and the minor slewing modification process will not impact the overall heritage values of the Station.

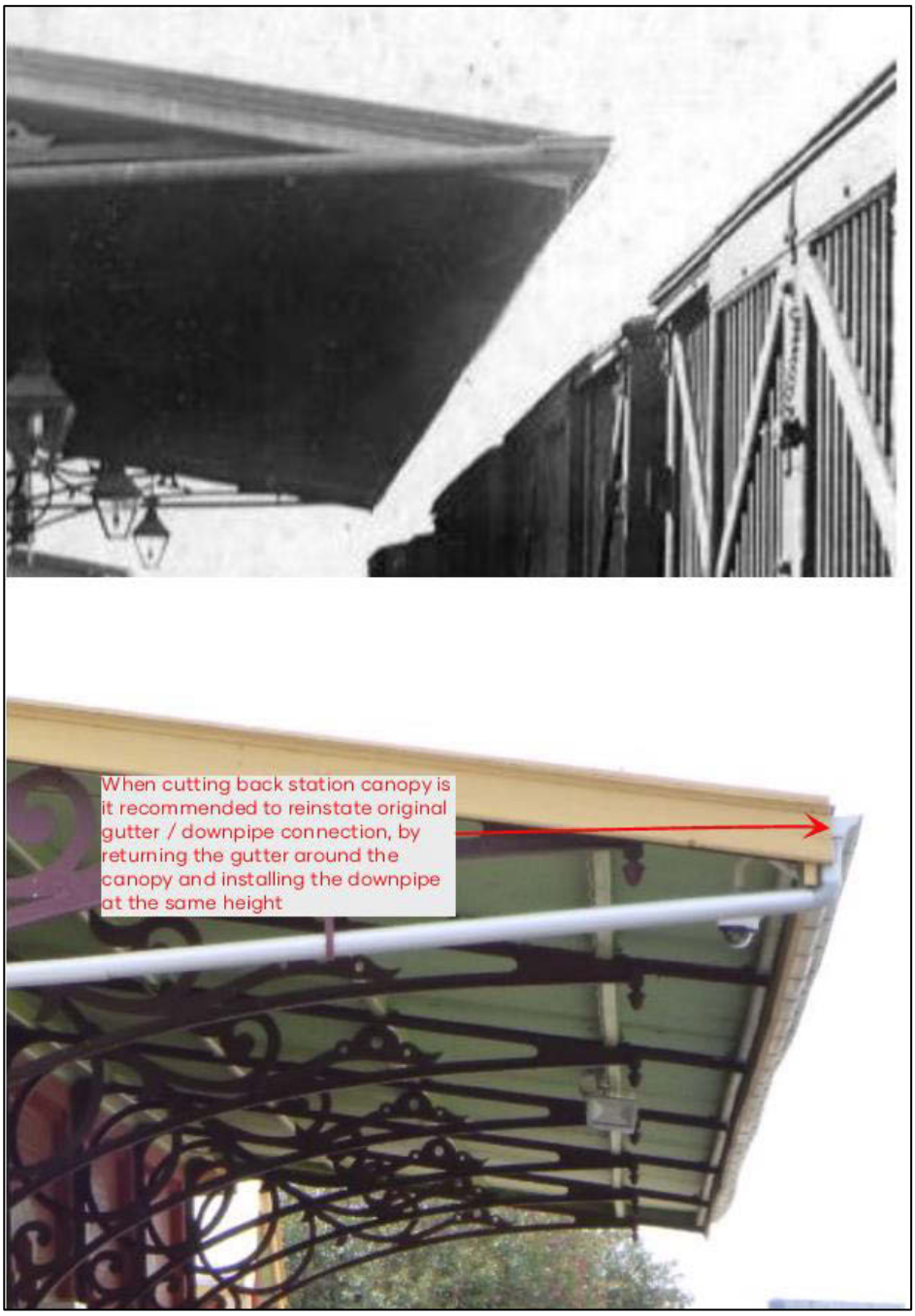
Is the resolution to partially modify the awning sympathetic to the heritage significance of the item?

- Ultimately, the overall impact of the minor demolition of 300 mm of the awning will be negligible to the overall heritage significance of the place. The trimming of the awning will have a minor adverse impact, albeit reasonable and acceptable. In perspective, all of the other larger more prominent and collectively significant elements of the place will be retained without any interference. Further, significant view lines to and from the Station will not be adversely affected.

- Carrying out the proposed modification to the awning can be undertaken in a manner and using materials that are sympathetic to the heritage significance of the Station.

- Additionally, CCG Architects recognised that recent down pipe / drainage additions to the awning (as shown on **Figure 4-1**) have resulted in a diminution of the heritage values of the awning, as the pipework has been dropped in height, and not painted, such that it currently detracts from the heritage aesthetic of the Station, when viewed from the platform aspect. Trimming the awning provides the opportunity to undertake additional works to sympathetically replace the current poorly executed drainage, which is a secondary opportunity benefit that will be realised. Reinstating original elements to the location shown in the historic image of **Figure 4-1** will be a positive heritage outcome and will improve the current aesthetics of the Station.

Figure 4-1: Down pipe connection as shown in 1925 (top image), versus 2021 (lower image).



4.1 CONCLUSIONS

This report has discussed two options that have been canvassed to allow the required horizontal clearance at the Station to be achieved:

1. modifying the station awning accompanied by minor track slewing, whereby the platform could retain a direct relationship with railway track running adjacent, or
2. altering the alignment of the track away from the station building such that the direct relationship between the station platform and the rail line will be unsympathetically

disconnected, physically and visually, and would not be able to operate as a railway platform again without considerable additions.

While the proposal to modify the awning was considered desirable as part of the Multi Criteria Assessment, from a heritage viewpoint this is also an acceptable option. If Option 2 were chosen, bridging the gap between the extant platform and a new required siding would be required, and although it may be achieved with sympathetic design (although it has not been designed or assessed), it would vastly increase the cost of the project and would be substantially more visually obtrusive within the otherwise largely intact setting. The merit of this is outweighed when compared to the significance of maintaining the current rail alignment, the overall minor impact to the relative significance of the awning and the comparative resultant visual impacts of the two proposals, such that the preferred option has the lesser impact.

The comparative review has concluded that although the Station is significant, it is not unique. It is one of five Type 4 stations constructed of brick with identical cantilevered awnings, with many more classes of railway stations also exhibiting identical or similar cantilevered awnings. Only one of these five Type 4 stations, Parkes, remains used as a railway station and it has also had the station awning modified.

Specific assessment has demonstrated that the platform awning at the Station has been modified in the past by being trimmed to be in line with the platform edge (**Appendix 3**). Modification to various elements of railway stations through time is a feature of ensuring that these historic buildings can continue to operate in changing times.

The proposed modification to the platform awning at the Station will result in a minor direct impact to the original fabric. It is considered, however, that so long as the management measures outlined in this report (**Section 5**) are adhered to, the negative impacts to the heritage values of the Station will be minor, and the awning will maintain its aesthetic and technical heritage values. Additionally, the proposed work would reinstate the original line of the awning gutter and downpipe and this would improve both the aesthetics of the awning, as well as allowing the original design of the awning to be appreciated.

The proposed minor track slewing is not considered likely to impact the heritage values of the Station, nor any archaeological deposits.

In conclusion, if minor alterations to the awning, undertaken sympathetically, were to allow trains to continue to travel past the station, this would then see at least two stations of the group of most similar items (regional Type 4 brick stations with cantilever awnings) retain their connection to the key historical themes from which their heritage significance arises. There is further the potential benefit that the improved Inland Rail network may see renewed passenger interest in the future.

5 MANAGEMENT MEASURES

There are several actions that can be taken that will mitigate the likely impacts of the proposed awning modification at Forbes Station, as follows:

1) It is recommended that archival recording of the Station be carried out prior to the awning modification to provide a current record of the item. This record will document aspects of the Station's aesthetic and technical heritage values as they currently exist (albeit noting that the awning has already been modified from its original construction).
2) An Interpretation Plan should be prepared and implemented so that an understanding of the original deeper overhanging awning can be appreciated by the community on the site as part of the place.
3) As many original elements as feasible should be reused once the awning has been modified. This includes reusing the chamfered edge beam at the outer edge of the awning and ensuring that the decorative finials at the track end of the cantilevered bracket remain in place.
4) Where original elements cannot be reused, then 'like for like' elements must be sourced to ensure the aesthetic of the platform awning is not diminished. Care should be taken to select a low-profile gutter close to that originally installed (see 1925 image on **Figure 4-1**).
5) Repainting should be sympathetic to the current station colour palette.
6) The downpipe from the awning gutter should be relocated to reflect its position seen in the 1925 historical image shown on **Figure 4-1**.

6 RECOMMENDATIONS

As the trimming of the awning does constitute a direct impact to an item of State heritage significance listed on the State Heritage Register, the following recommendations are made:

1) ARTC will be required to apply to Heritage NSW for a Section 60 permit.
2) The management measures outlined in **Section 5** should be adopted.
3) The Station is also a component of the Forbes Railway Station Group listed in the Forbes LEP 2013. To this end, under the SEPP (Infrastructure) 2007, the proponent is obliged to inform Forbes Shire Council of the proposed works at least 21 days before the works commence.
4) To avoid the potential for harm to adjacent historic items, all activities must be confined to the assessed area (the Station platform awning).
5) If unexpected historic heritage items are uncovered during work at the Station, the *Unanticipated Finds Protocol* (**Appendix 1**) should be followed.

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APPENDIX F

Horizontal Clearances

Statement of Heritage Impact—Forbes Railway Station

Appendix 1 Historic heritage: Unanticipated find protocol

APPENDIX 1: HISTORIC HERITAGE: UNANTICIPATED FINDS PROTOCOL

A historic artefact is anything which is the result of past activity not related to the Aboriginal occupation of the area. This includes pottery, wood, glass and metal objects as well as the built remains of structures, sometimes heavily ruined.

Heritage significance of historic items is assessed by suitably qualified specialists who place the item or site in context and determine its role in aiding the community's understanding of the local area, or their wider role in being an exemplar of state or even national historic themes.

The following protocol should be followed if previously unrecorded or unanticipated historic objects are encountered:

1. All ground surface disturbance in the area of the finds should cease immediately, then:
    a) The discoverer of the find(s) will notify machinery operators in the immediate vicinity of the find(s) so that work can be halted
    b) The site supervisor will be informed of the find(s).
2. If finds are suspected to be human skeletal remains, then NSW Police must be contacted as a matter of priority.
3. If there is substantial doubt regarding the historic significance for the finds, then gain a qualified opinion from an archaeologist as soon as possible. This can circumvent proceeding further along the protocol for items which turn out not to be significant. If a quick opinion cannot be gained, or the identification is that the item is likely to be significant, then proceed to the next step.
4. Notify the Heritage NSW as soon as practical on (02) 9873 8500 (heritagemailbox @environment.nsw.gov.au providing any details of the historic find and its location.
5. If in the view of the heritage specialist or the Heritage NSW that the finds appear not to be significant, work may recommence without further investigation. Keep a copy of all correspondence for future reference.
6. If in the view of the heritage specialist or the Heritage NSW that the finds appear to be significant, facilitate the recording and assessment of the finds by a suitably qualified heritage specialist. Such a study should include the development of appropriate management strategies.
7. If the find(s) are determined to be significant historic items (i.e., of local or state significance), any re-commencement of ground surface disturbance may only resume following compliance with any legal requirements and gaining written approval from the Heritage NSW.

APPENDIX F

Horizontal Clearances

Statement of Heritage Impact— Forbes Railway Station

Appendix 2 State Heritage Register listing

APPENDIX 2: STATE HERITAGE REGISTER LISTING

Forbes Railway Station group

Item details

Name of item:
Forbes Railway Station group
Type of item:
Complex / Group
Group/Collection:
Transport - Rail
Category:
Railway Platform/ Station
Location:
Lat: -33.3794385504 Long: 148.0121866920
Primary address:
Parkes-Stockinbingal railway, Forbes, NSW 2871
Local govt. area:
Forbes
Local Aboriginal Land Council:
Peak Hill
Property description

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
PART LOT	1		DP	1001423

Boundary:

The listing boundary commences at the Parkes Road (Newell Highway) railway level crossing to the south, the western boundary is Union Str eet, the northern boundary is a line crossing the tracks approximately 10 metres north of the station platform (Parkes end), the eastern boun dary is from Parkes Road and along the property boundary of Lot 1/DP843266 to the northern boundary line.

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Parkes-Stockinbingal railway	Forbes	Forbes			Primary Address
Union Street	Forbes	Forbes			Alternate Address
Newell Highway	Forbes	Forbes			Alternate Address

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Transport Asset Holding Entity (former Railcorp) - Transport for NSW	State Government	28 Oct 98

Statement of significance:

Forbes railway station and residence is one of the best surviving standard roadside stations surviving. Both buildings are in excellent condition and retain their traditional setting with good detailing to both buildings and grounds. The station area retains planting and entrance arrangements with fencing that illustrate past use of the railway property. They are important elements in the townscape of Forbes as significant civic buildings located at the northern entrance to the town. The garden remnant is important as the station garden was a winner of many railway garden competitions.

Date significance updated: 27 Nov 13

Note: The State Heritage Inventory provides information about heritage items listed by local and State government agencies. The State Heritage Inventory is continually being updated by local and State agencies as new information becomes available. Read the Department of Premier and Cabinet copyright and disclaimer.

Description

Construction years:
1893-
Physical description:
LANDSCAPE
station garden
entrance forecourt

BUILDINGS
station building - type 4, brick, standard roadside, 1893, RNE, LEP

STRUCTURES
platform faces - brick and in situ concrete, 1893
dock platform
fences
Current use:
railway station
Former use:
Aboriginal land, town lot, railway station

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
1. Environment-Tracing the evolution of a continent's special environments	Environment - naturally evolved-Activities associated with the physical surroundings that support human life and influence or shape human cultures.	Other open space-
1. Environment-Tracing the evolution of a continent's special environments	Environment - naturally evolved-Activities associated with the physical surroundings that support human life and influence or shape human cultures.	Changing the environment-
3. Economy-Developing local, regional and national economies	Environment - cultural landscape-Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	Developing local, regional and national economies-National Theme 3
3. Economy-Developing local, regional and national economies	Environment - cultural landscape-Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	Landscapes of urban amenity-
3. Economy-Developing local, regional and national economies	Environment - cultural landscape-Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	Landscapes of institutions - productive and ornamental-
3. Economy-Developing local, regional and national economies	Environment - cultural landscape-Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	Landscapes and parklands of distinctive styles-
3. Economy-Developing local, regional and national economies	Events-Activities and processes that mark the consequences of natural and cultural occurences	Developing local landmarks-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Railway Station-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building the railway network-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Public tramline system-
4. Settlement-Building settlements, towns and cities	Accommodation-Activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.	Building settlements, towns and cities-National Theme 4
4. Settlement-Building settlements, towns and cities	Accommodation-Activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.	Housing public servants and officials-
4. Settlement-Building settlements, towns and cities	Land tenure-Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	Administering and alienating Crown lands-
4. Settlement-Building settlements, towns and cities	Land tenure-Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	Resuming private lands for public purposes-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	19th Century Infrastructure-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Impacts of railways on rural development-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Impacts of railways on urban form-
4. Settlement-Building settlements, towns and cities	Towns, suburbs and villages-Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Developing the social life of a rural community-

Assessment of significance

SHR Criteria f)

[Rarity]

This item is assessed as historically rare. This item is assessed as arch. rare. This item is assessed as socially rare.

Assessment criteria:

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

Recommended management:

Recommendations

Management Category	Description	Date Updated
Recommended Management	Produce a Conservation Management Plan (CMP)	
Recommended Management	Prepare a maintenance schedule or guidelines	
Recommended Management	Carry out interpretation, promotion and/or education	

Procedures /Exemptions

Section of act	Description	Title	Comments	Action date
57(2)	Exemption to allow work	Standard Exemptions	ORDER UNDER SECTION 57(2) OF THE HERITAGE ACT 1977 Standard exemptions for engaging in or carrying out activities / works otherwise prohibited by section 57(1) of the Heritage Act 1977. I, Donald Harwin, the Special Minister of State pursuant to subsection 57(2) of the Heritage Act 1977, on the recommendation of the Heritage Council of New South Wales do by this Order, effective 1 December 2020: 1. revoke the order made on 11 July 2008 and published on pages 91177 to 9182 of Government Gazette Number 110 of 5 September 2008 and varied by notice published in the Government Gazette on 5 March 2015; and 2. grant the exemptions from subsection 57(1) of the Heritage Act 1977 that are described in the attached Schedule. Donald Harwin Special Minister of State Signed this 9th Day of November 2020. To view the standard exemptions for engaging in or carrying out activities / works otherwise prohibited by section 57(1) of the Heritage Act 1977 click on the link below.	Nov 13 2020

Standard exemptions for engaging in or carrying out activities / works otherwise prohibited by section 57(1) of the *Heritage Act 1977*

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - State Heritage Register		01145	02 Apr 99	27	1546
Heritage Act - s.170 NSW State agency heritage register					
Potential Heritage Item	A				

References, internet links & images

None

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

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

Data source

The information for this entry comes from the following source:

Name:
Heritage NSW
Database number:
5012010

Return to previous page

Every effort has been made to ensure that information contained in the State Heritage Inventory is correct. If you find any errors or omissions please send your comments to the Database Manager.

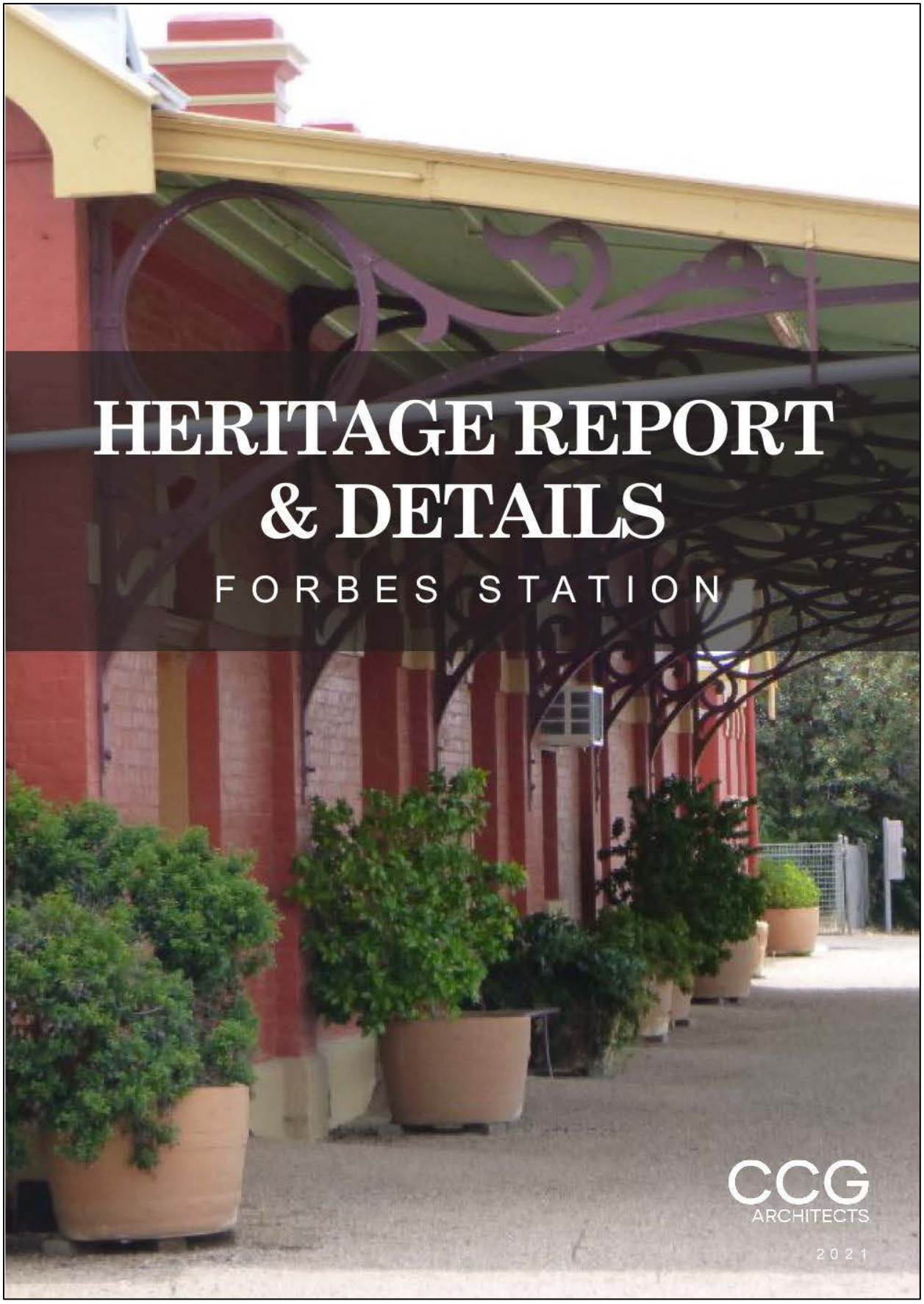
APPENDIX F

Horizontal Clearances

Statement of Heritage Impact—Forbes Railway Station

Appendix 3 Heritage architect advice letter—CCG Architects

APPENDIX 3: HERITAGE ARCHITECT ADVICE LETTER – CCG ARCHITECTS



Heritage Report and Details for Forbes Station NSW

Report Register

Job No.	Issue No.	Description	Issue Date
21-039	A	Draft for Client Review	27/04/2021

Quality Assurance

CCG Architects operates under a quality management system which has been certified as complying with the Australian/New Zealand Standard for quality management systems AS/NZS ISO 9001:2008.

The report has been reviewed and approved for issue in accordance with CCG Architects quality assurance policy and procedures.

Author:	Marc Oberhauser	Director:	David Cook
Issue No:	A	Issue No:	A
Position:	Design Principal	Position:	Director
Date:	27/04/2021	Date:	27/04/2021

CCG Architect have been engaged to assist WSP in the delivery of the Reference Design and the preparation of the EIS and REF, reviewing drawings and designs, and giving advice on compliance and suitability of detail for heritage implications.

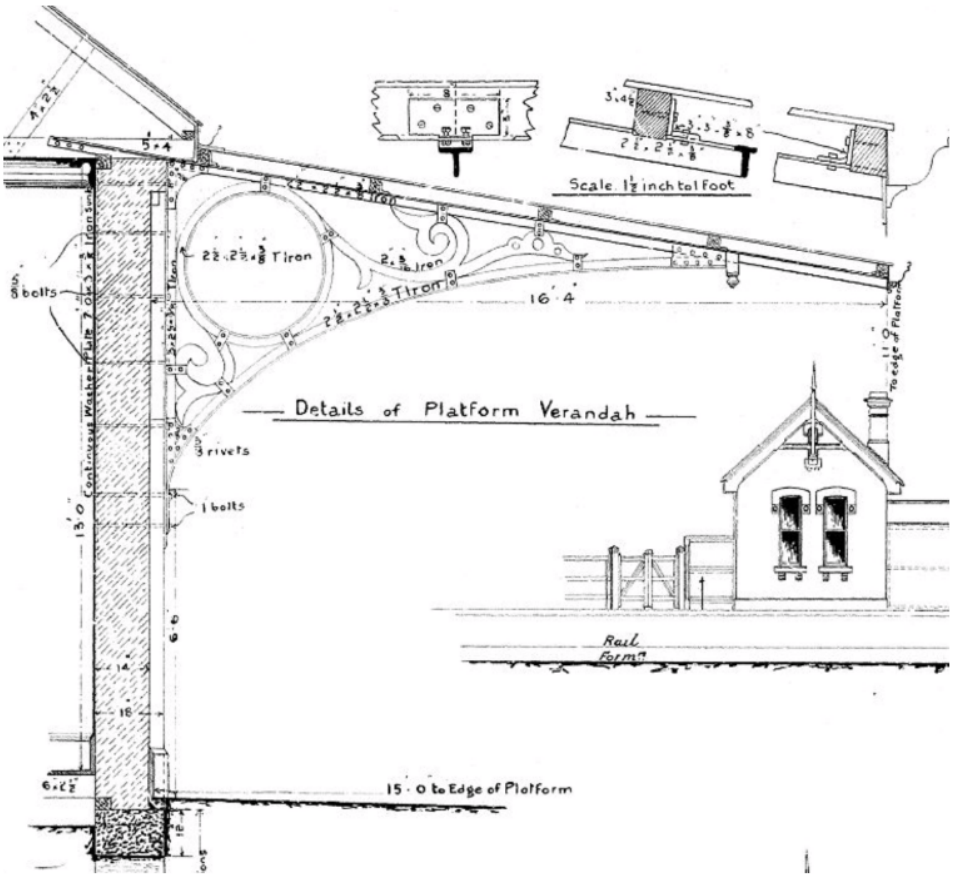
PROJECT DESCRIPTION

STATION PLATFORM AWNING
Forbes Station and precinct is listed on the State Heritage Register. The awning is supported on steel cantilever frames. This option will require cutting back the steel work approximately 400 mm, including modification to the truss.

The platform is located on the down side approximately 35m north of the pedestrian level crossing adjacent to the Newell Highway. The platform coping is close to the kinematic envelope for the F2M profile however site measurements have confirmed that the clearance requirements are satisfied.

The platform has an awning which starts 32m from the start of the platform and is 28m long. The awning extends over the platform and encroaches approximately 380mm into the F2M clearance outline. The platform extends north a further 45m from the end of the awning.

Historical detail of Station Awning



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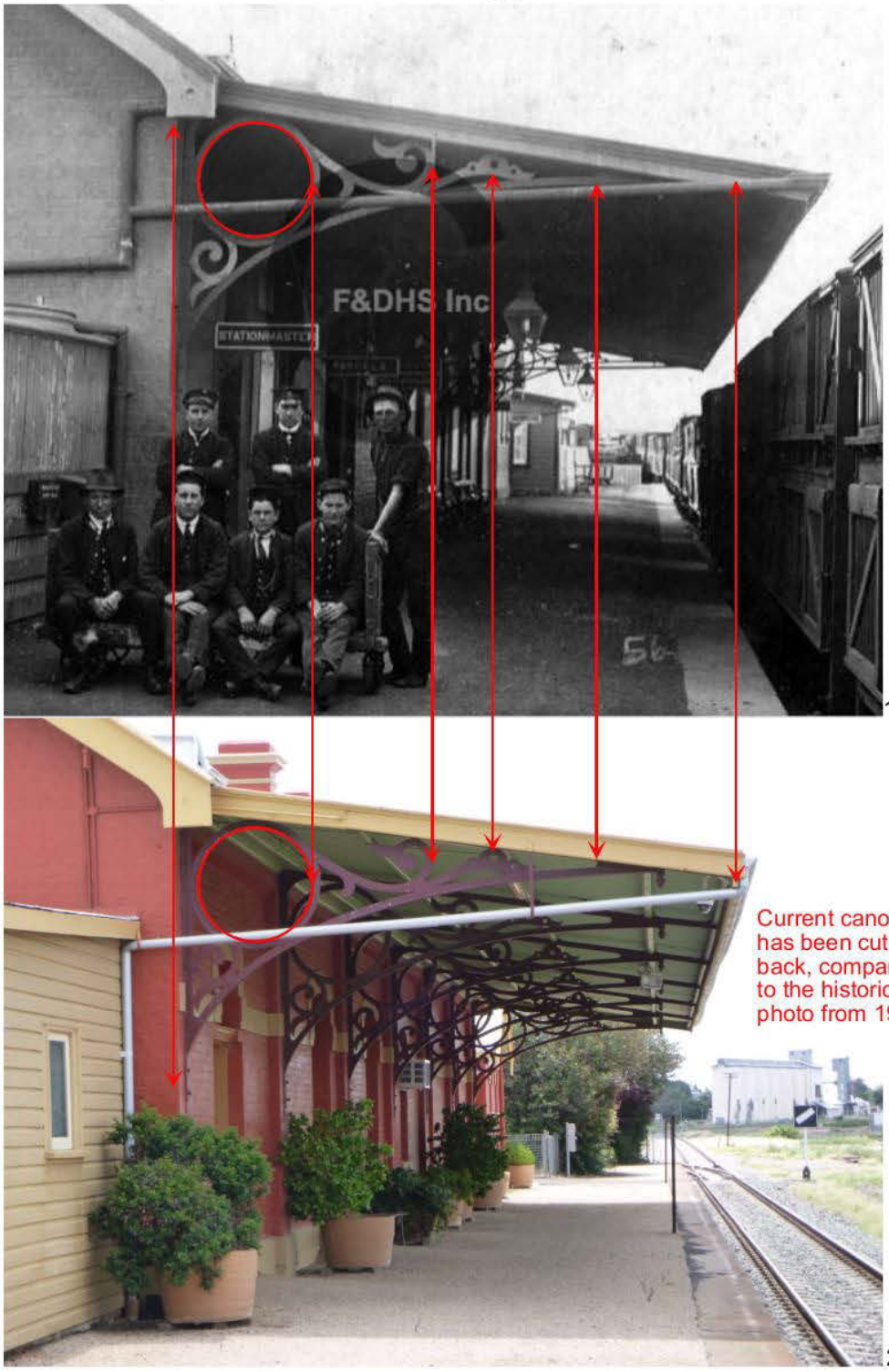
CCG

Photo Comparison of Station Canopy between 1925 and 2021



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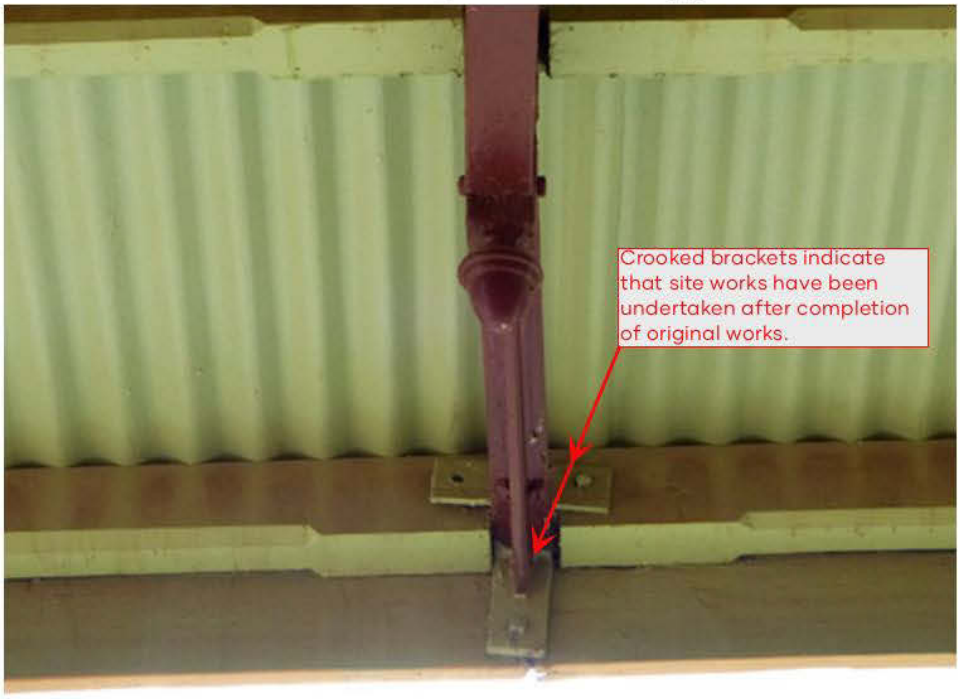
CCG ARCHITECTS

Photo of underside of existing Station Canopy



5 Heritage Report Forbes Station

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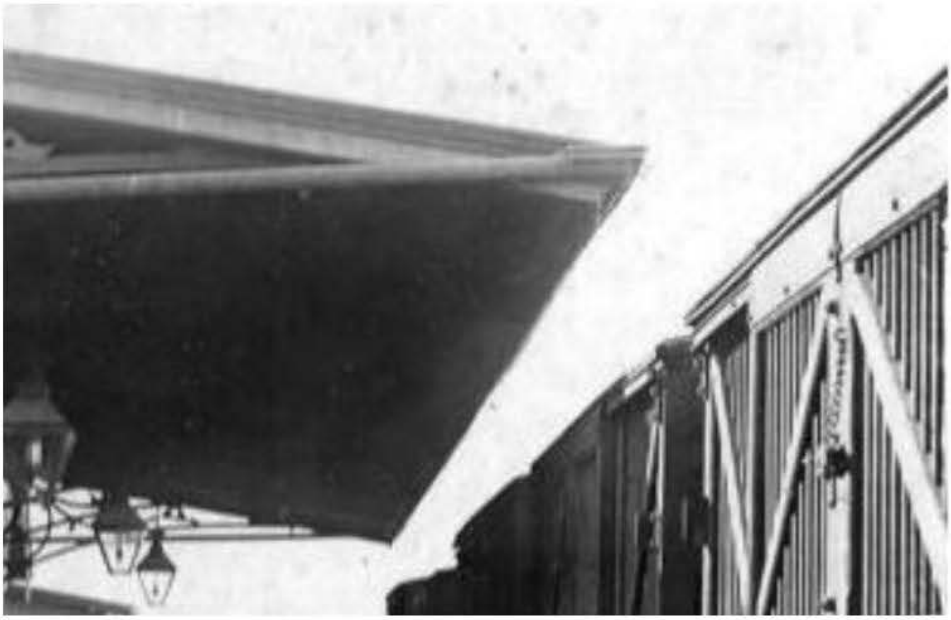
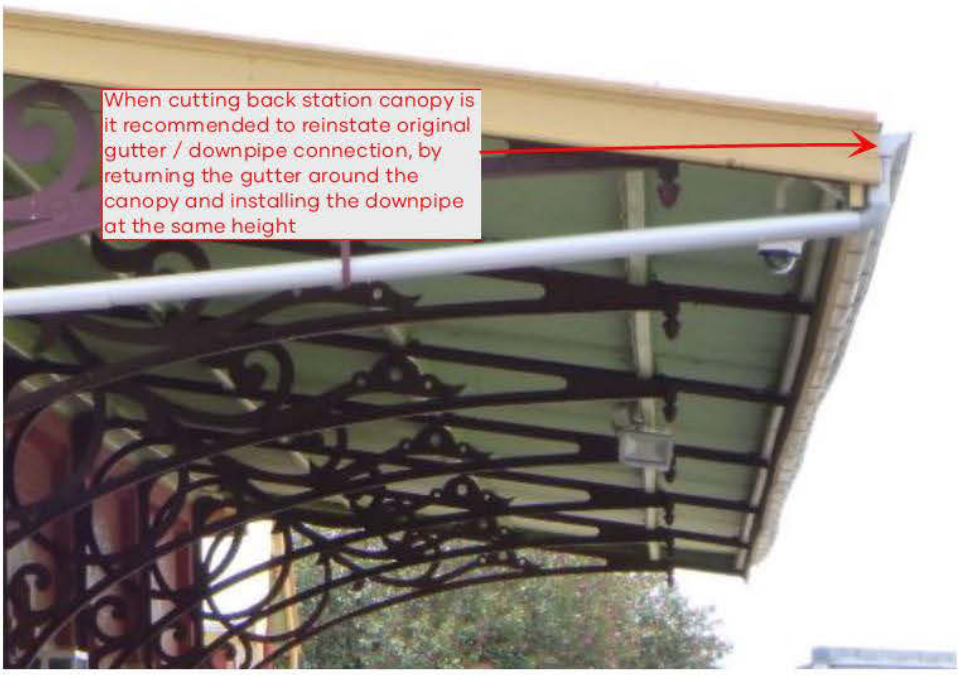
Photo comparison of down pipe connection between 1925 and





6 Heritage Report Forbes Station

CCG

Summary & Conclusion

Comparing the current existing station canopy with historical photos from 1925 we are the opinion that the station canopy has been cut back since then. This is evident when overlaying existing and historical photos and also when reviewing existing fascia connection details, which appear to be crooked, therewith indicating that site works had been undertaking since the original installation.

If a decision is made to cut back the station canopy, we would recommend to reinstate the original OG gutter and reuse the original chamfered edge beams. The gutter should be returned around the canopy edge, therewith allowing the original down pipe connection to be re-instated.

END OF REPORT