Technical and Approvals Consultancy Services: Narrabri to North Star

Addendum Historic Heritage Assessment and Statement of Heritage Impact

Moree, Gurley, Bellata and Edgeroi Stations

3-0001-260-EEC-00-RP-0001

March 2020

Prepared for

Australian Rail Track Corporation

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Document Information

Document information	
Report Title	Addendum Historic Heritage Assessment and Statement of Heritage Impact
Subtitle	Moree, Gurley, Bellata and Edgeroi Stations
Document Number:	3-0001-260-EEC-00-RP-0001
Filename	3-0001-260-EEC-00-RP-0001
Date	March 2020

Rev	Date	Details
A	09/03/2018	Issued for Review
B	06/04/2018	Issued for Review (ARTC comments incorporated)
C	26/02/2020	Issued for Review
0	24/03/2020	Issued for Construction (ARTC comments incorporated)

Revision details

Revision details				
Prepared by	Matthew Kelleher, Cristany Milicich, Ben Anderson	Date: 24/03/2020	Signature:	
Reviewed by	Butch Rossouw	Date: 24/03/2020	Signature:	
Approved by	Richard Bromilow	Date: 24/03/2020	Signature:	

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Glossary and Abbreviations

ARTC	Australian Rail Track Corporation
DP&E	NSW Department of Planning and Environment
EIS	Environmental Impact Statement
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPBC Act	*Environment Protection Biodiversity Conservation Act 1999*
Existing rail corridor	The corridor within which existing rail infrastructure, subject to works as part of Inland Rail, are located. The existing rail corridor is defined by ARTC to mean everywhere within 15 metres of the outermost rails; or within the boundary fence where boundary fences are provided and are closer than 15 metres; or if the property boundary is less than 15 metres, the property boundary; or a permanent structure such as a fence, wall or level crossing separating the operating rail corridor from eased or non-operational land
IRDJV	Inland Rail Design Joint Venture – WSP|MM legal entity
N2NS	Narrabri to North Star
NSC	Narrabri Shire Council
OEH	Office of Environment and Heritage
Proposal	Construction and operation of the Narrabri to North Star section of Inland Rail
Rail line	Rail line within existing rail corridor
SEARs	Secretary's Environmental Assessment Requirements
SHR	State Heritage Register
SOHI	Statement of Heritage Impact
Study area	Existing rail corridor (including platforms) at Moree, Gurley, Bellata and Edgeroi stations
WSP|MM	WSP Australia | Mott MacDonald trading as IRDJV

Executive summary

Australian Rail Track Corporation Ltd (ARTC) is seeking approval to construct and operate the Narrabri to North Star section of Inland Rail, which consists of 188 kilometres of upgraded rail track and associated facilities. The Narrabri to North Star (N2NS) section of rail upgrade is a brownfield section and the project involves upgrading the existing track, undertaking minor realignments and construction of three new bridges. The proposal is State Significant Infrastructure and requires approval from the NSW Minister for Planning under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979*. Secretary's Environmental Assessment Requirements for the proposal were issued by the NSW Department of Planning and Environment on 8 November 2016. An Environmental Impact Statement (EIS) has been prepared for the proposal in accordance with the SEARs and included a number of technical reports. The assessment of the non-Aboriginal heritage impacts of the proposal was prepared by Umwelt (Australia) Pty Ltd to inform the EIS.

The Umwelt report included an assessment of historical context, physical context, heritage significance and a heritage impact statement for known and potential historic (non-Aboriginal) heritage items within the proposal area. Following completion of the Umwelt report, it was identified that additional strategic assessment would be required at four existing station locations along the rail corridor: Edgeroi, Bellata, Gurley and Moree Stations. The original assessment determined that these four stations would not be impacted by the proposal, however potential impacts have since been identified.

Kelleher Nightingale Consulting Pty Ltd was engaged by WSP | Mott MacDonald JV to undertake the additional assessment including preparation of an addendum report addressing specific concerns relating to the heritage status of these four stations. This assessment has included a review of historical context provided in the Umwelt report, an updated review of physical context and an assessment of heritage significance based on established NSW Heritage Division guidelines. A Statement of Heritage Impact (SOHI) has been prepared for Moree Station.

Moree station is a listed heritage item on both the Moree Plains Local Environmental Plan 2011 and the RailCorp s.170 heritage register. The item comprises the brick refreshment room and the station platform. The item is listed as displaying local significance and is generally in good condition. The built heritage fabric at Edgeroi, Gurley and Bellata stations is degraded or absent, however the significance assessment determined that these stations display a local level of heritage significance due to their historic and social values.

Potential impacts of the proposal include the demolition and removal of Edgeroi, Gurley and Bellata stations, which would have an adverse impact on the heritage values of the stations. The assessment of potential impact to Edgeroi, Gurley and Bellata stations is indicative only as the works will be subject to further detailed design and construction planning. The exact nature, scale and extent of potential impacts will be determined at the detailed design stage. It is recommended that there be further consideration of heritage impacts during the detailed design of the project, including ongoing input from heritage specialists. Given the absence of remaining heritage fabric at Edgeroi and Bellata and the poor condition of the brick platform at Gurley, archival photographic recording in accordance with NSW Heritage Division guidelines is considered to be an appropriate and adequate management measure to ensure that a full understanding and record of the former stations is documented and available for future generations.

At Moree, the concept design for the realignment and associated platform works has considered options to avoid or minimise the potential impacts of the proposal. The station building will not be physically impacted by the proposal and the island platform will be only minimally impacted at the location of the tie-ins to the new platform extension and surface mountings for the new safety fence. Detailed design for the proposed safety fence and new platform awnings will be undertaken with the input of a suitably qualified heritage architect to ensure sympathetic treatments which respect and where possible enhance the station's heritage value. It is therefore considered that the proposed works would constitute a minimal impact to the heritage values of Moree Station, but would not result in a reduction of the item's local level of heritage significance. Archival photographic recording should be undertaken prior to any project works at the station.

Best practice identifies interpretation as an integral part of the conservation and management of NSW's heritage. All four stations should be integrated into any interpretation strategy developed for the proposal.

1 Introduction

1.1 Project background

The Australian Government has committed to delivering a significant piece of national transport infrastructure by constructing a high performance and direct interstate freight rail corridor between Melbourne and Brisbane. The Inland Rail project (Inland Rail) involves the design and construction of a new inland rail connection, about 1,700 kilometres long, between Melbourne and Brisbane. Inland Rail will complete the backbone of Australia's national freight network, linking Australia's five largest capital cities, top four agricultural regions and seven major ports to help make agricultural and resource industries more competitive.

Australian Rail Track Corporation Ltd (ARTC) is seeking approval to construct and operate the Narrabri to North Star section of Inland Rail ('the proposal'), which consists of 188 kilometres of upgraded rail track and associated facilities. The Narrabri to North Star (N2NS) section of rail upgrade involves undertaking minor realignments and the construction of three new bridges. The proposal route is shown in Figure 1.1.

1.2 Assessment context and previous investigation

The proposal is critical State Significant Infrastructure (SSI) and requires approval from the NSW Minister for Planning under Division 5.2 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act). The proposal is also a controlled action under the Commonwealth *Environment Protection Biodiversity Conservation Act 1999* (EPBC Act), and requires approval from the Australian Minister for the Environment.

Secretary's Environmental Assessment Requirements (SEARs) for the proposal were issued by the NSW Department of Planning and Environment (DP&E) on 8 November 2016. An Environmental Impact Statement (EIS) has been prepared for the proposal in accordance with the SEARs and included a number of technical reports (GHD Pty Ltd 2017). The assessment of the non-Aboriginal heritage impacts of the proposal was prepared by Umwelt (Australia) Pty Ltd (Umwelt) to inform the EIS (Umwelt 2017).

The Umwelt report included an assessment of historical context, physical context, heritage significance and a heritage impact statement for known and potential historic (non-Aboriginal) heritage items within the proposal area. Following completion of the Umwelt report, it was identified that additional strategic assessment would be required at four existing station locations along the rail corridor (Figure 1.2):

- Moree Station;
- Gurley Station;
- Bellata Station; and
- Edgeroi Station.

1.3 Description of the area

The proposal traverses three local government areas (LGAs), with the southern section of the proposal located in the Narrabri LGA, the middle section in the Moree Plains LGA, and the northern section in the Gwydir LGA.

The proposal is generally located within the existing rail corridor, defined by ARTC to mean everywhere within 15 metres of the outermost rails; or within the boundary fence where boundary fences are provided and are closer than 15 metres; or if the property boundary is less than 15 metres, the property boundary; or a permanent structure such as a fence, wall or level crossing separating the operating rail corridor from eased or non-operational land. Additional expanded areas around culverts, underbridges, overbridges and level crossings were included in the Umwelt 2017 assessment.

The 'study area' for the current assessment is located within the existing rail corridor and comprises the location of the four existing stations identified as requiring additional assessment (Figure 1.2). These are located within the Narrabri and Moree Plains LGAs.

1.4 Addendum report

Kelleher Nightingale Consulting Pty Ltd (KNC) was engaged by IRDJV to undertake the additional assessment including preparation of an addendum report addressing specific concerns relating to the heritage status of these four stations. The scope of works included:

1. To assess the heritage value of the four stations within the study area;
2. Whether the proposal would adversely impact on the heritage values and significance of those places; and
3. Preparation of a Statement of Heritage Impact (SOHI), where required for heritage places/items that would be affected by the proposal. A SOHI has been prepared for Moree Station as part of this report.

This report presents the findings of the additional assessment. This report functions as an addendum to the existing heritage assessment for the proposal (Umwelt 2017) and should be read in conjunction with that document.

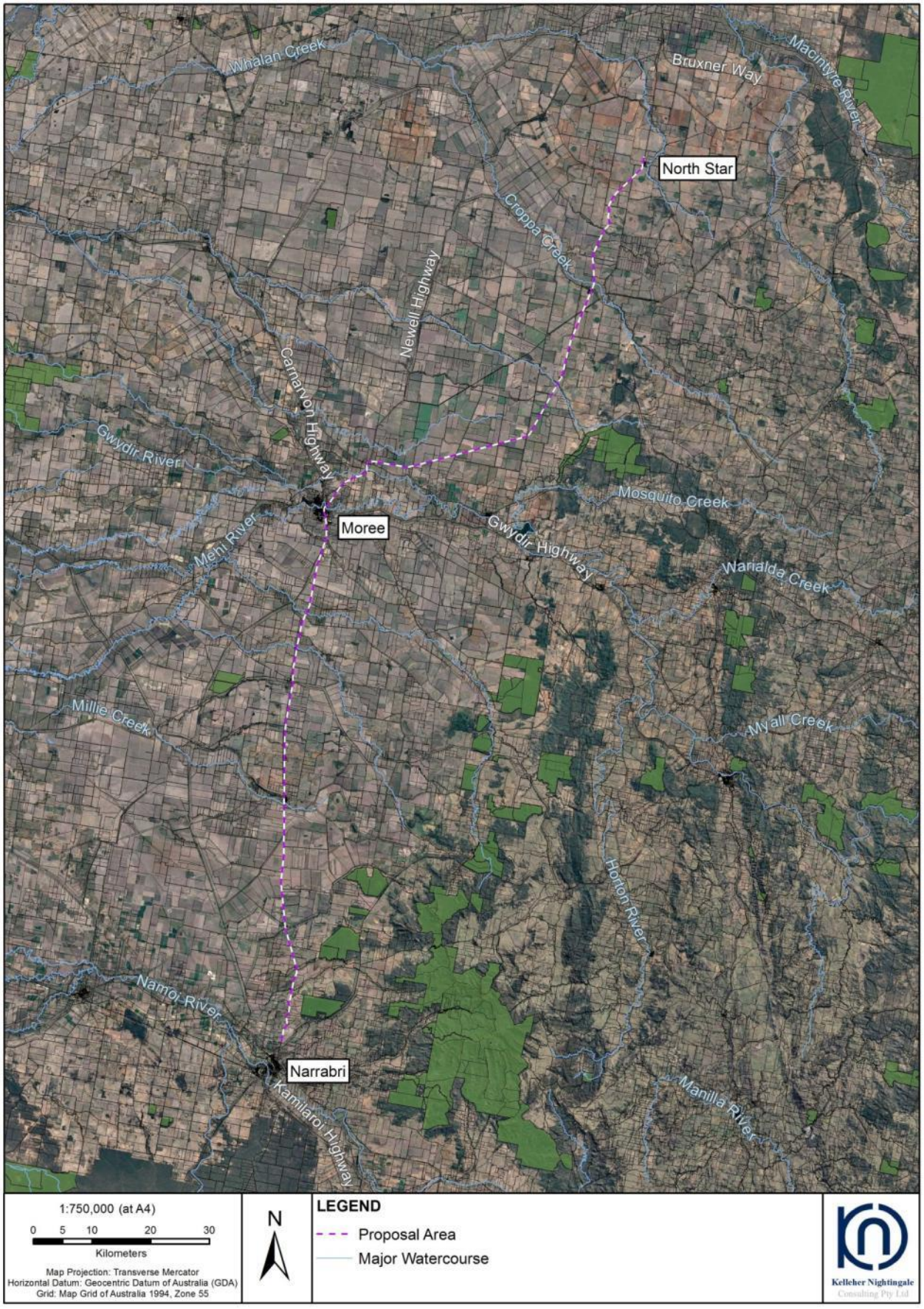

Figure 1.1 Narrabri to North Star – location of proposal

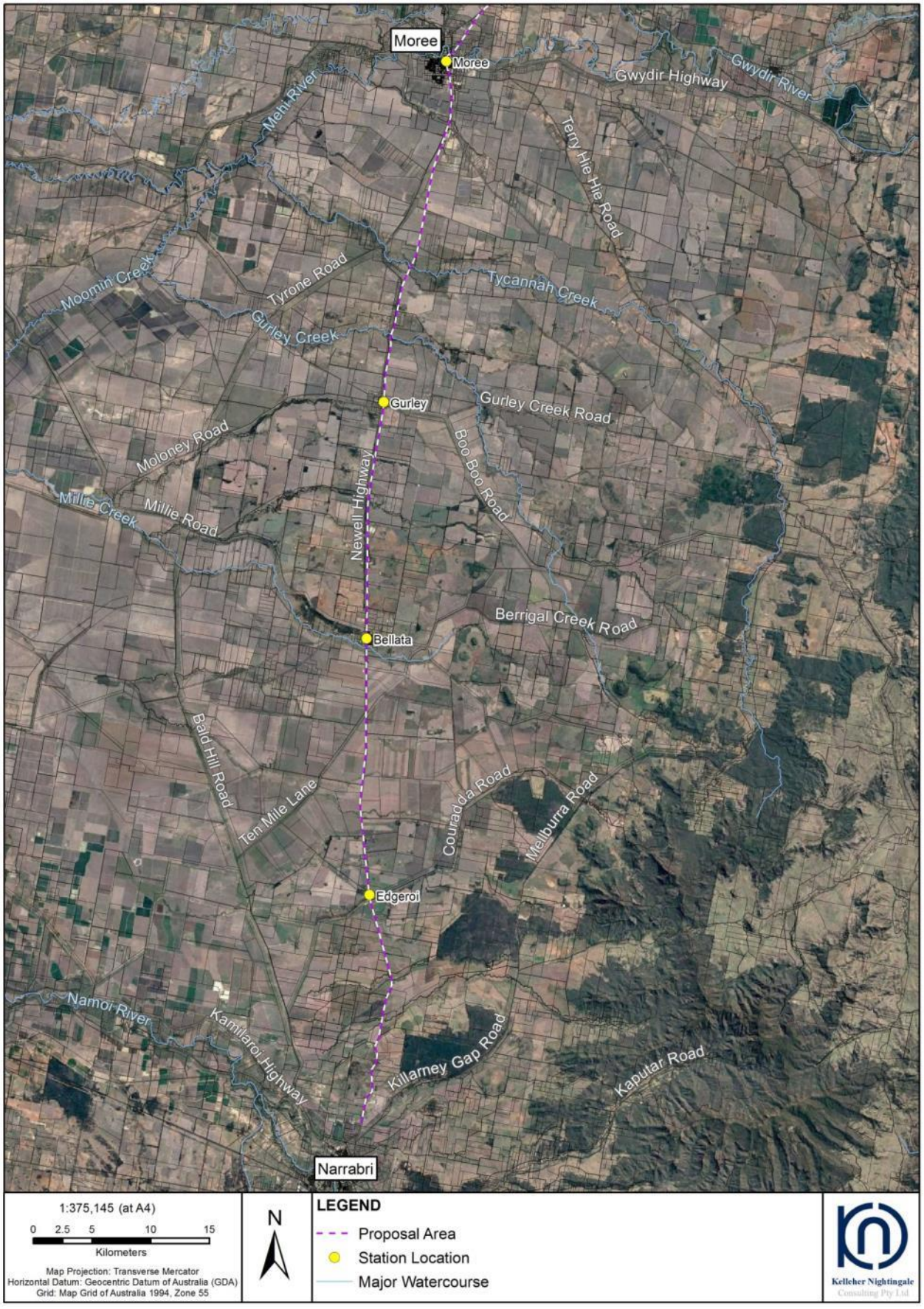

Figure 1.2 Location of Moree, Gurley, Bellata and Edgeroi stations

2 Legislative requirements

2.1 Statutory context

Places of heritage value can be subject to different levels of recognition and protection. This protection (at local, State and Commonwealth levels) includes specific measures for the protection of heritage items. The NSW *Heritage Act 1977* (as amended) and the EP&A Act are the primary statutory controls dealing with historic (non-Aboriginal) heritage within NSW.

Section 4(1) of the Heritage Act defines a *relic* as "any deposit, artefact, object or material evidence that: (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and (b) is of State or local heritage significance". In relation to relics, *harm* is defined to mean "damage, despoil, move or alter".

Section 4A defines heritage significance. *State heritage significance* is defined in section 4A(1) as "in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item". Items of State heritage significance are those that have been listed on the State Heritage Register kept under Part 3A of the Act. *Local heritage significance* is defined in section 4A(1) as "in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item". In accordance with section 4A(2) an item can be of both State and local heritage significance, while an item of local heritage significance may or may not be of State heritage significance.

The proposal requires approval under Division 5.2 of the EP&A Act. The proposal has been declared to be critical SSI and the Minister for Planning will be the consent authority for the proposal. The relevant approval provisions of the Heritage Act and local planning instruments established under the EP&A Act therefore do not apply.

For SSI projects under the EP&A Act, the SEARs direct the preparation of various environmental assessments which form part of the proposal's EIS. Previous historic heritage assessment undertaken for the proposal has been completed in accordance with the SEARs (Umwelt 2017). This report forms an addendum to the existing assessment and has been undertaken with reference to relevant heritage guidelines as indicated by the SEARs and the (former) Office of Environment and Heritage (OEH). These include:

- NSW Heritage Manual (NSW Heritage Office and Department of Urban Affairs & Planning 1996a);
- Assessing Heritage Significance (NSW Heritage Office 2001a);
- Statements of Heritage Impact (NSW Heritage Office and Department of Urban Affairs & Planning 1996b);
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013 (Australia ICOMOS 2013), and
- Historical Archaeology Code of Practice (Heritage Council of NSW 2006).

2.2 Heritage listings

Heritage registers, lists and databases (both statutory and non-statutory) and various Planning Instruments were searched for listed historic heritage items within or immediately adjacent to the study area.

Results are shown in Figure 2.1 and presented below.

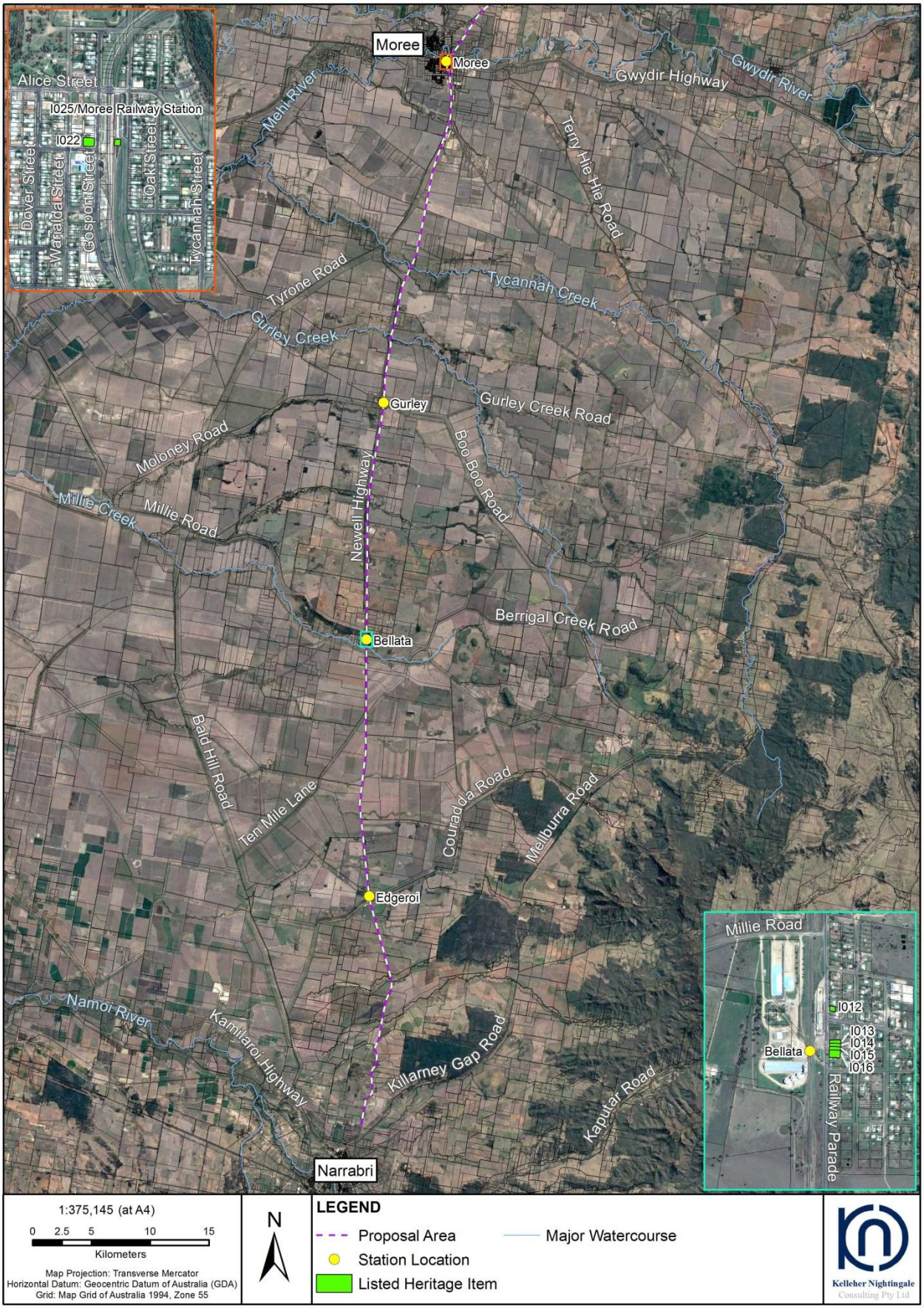

Figure 2.1 Listed historic heritage items

The following sources were searched for existing heritage listings within the study area:

- World Heritage List (UNESCO);
- Commonwealth Heritage List;
- State Heritage Register and State Heritage Inventory;
- Heritage Act Section 170 Heritage and Conservation Registers;
- National Heritage List;
- Australian Heritage Database and Australian Heritage Places Inventory;
- Register of the National Estate (non-statutory archive)
- Narrabri Local Environmental Plan (LEP) 2012; and
- Moree Plains Local Environmental Plan (LEP) 2011.

The register search results are consistent with previous results for the study area (refer Umwelt 2017 section 2.1). One historic heritage item, the Moree Railway Station, was identified within the study area and is present on three heritage registers/databases (Table 1.1, Figure 2.1).

The RailCorp Section 170 (s.170) register lists the item as 'Moree Railway Station' (State Heritage Inventory # 4801208), categorised as an item of built heritage in the railway platform/station category. The listing describes the boundary of the item as the "RailCorp property boundaries of platform building as shown on vesting plan, R29719.It should be noted that the original area of the railway station has been reduced, and that there is an historical and visual relationship with the surrounding area not necessarily apparent from the current property boundaries. As such, any proposed development within the vicinity of the railway station should also consider the historic relationship between the station site and its surrounding area." The listed physical description of the item includes the two major structures of the station building and the platform. Figure 2.2 shows the vesting plan. For the RailCorp listing, the item comprises both the station building and the platform.

The same item is included on the Australian Heritage Places Inventory as 'Moree Railway Station Group' (Record identifier 5012109). The item is also listed in Schedule 5 of the Moree Plains LEP 2011 as 'Brick Railway Station Building' (Item No. I025). The LEP listing is restricted to the station building and does not include the station platform.

Table 2.1 Listed heritage items within the study area

Register	Item Name and Register Number	Location	Description
RailCorp s.170 Register	Moree Railway Station (4801208)	Morton Street, Moree	Built heritage – Railway platform/station – Transport-Rail group
Australian Heritage Places Inventory	Moree Railway Station group (5012109)	Werris Creek-Moree railway, Moree	Station buildings
Moree Plains LEP 2011	Brick Railway Station Building (I025)	Werris Creek-Moree Railway Land, Gosport Street, Moree	Railway land adjacent to Lot 158, DP 1157018

No other heritage items or places were identified during register searches, either within or immediately adjacent to the study area.

The closest other listings comprised a group of historic buildings on Railway Parade, Bellata and the Victoria Hotel, Moree. The historic village buildings at Bellata are listed in Schedule 5 of the Narrabri LEP 2012 (Item Nos. I012, I013, I014, I015 and I016). The buildings are located approximately 70 metres east of Bellata Station, on the opposite side of the Newell Highway. The Victoria Hotel at Moree is located approximately 90 metres west of Moree Station, on the opposite side of Gosport Street and the Moree Bypass. The building is listed on Schedule 5 of the Moree Plains LEP 2011 as Item No. I022.

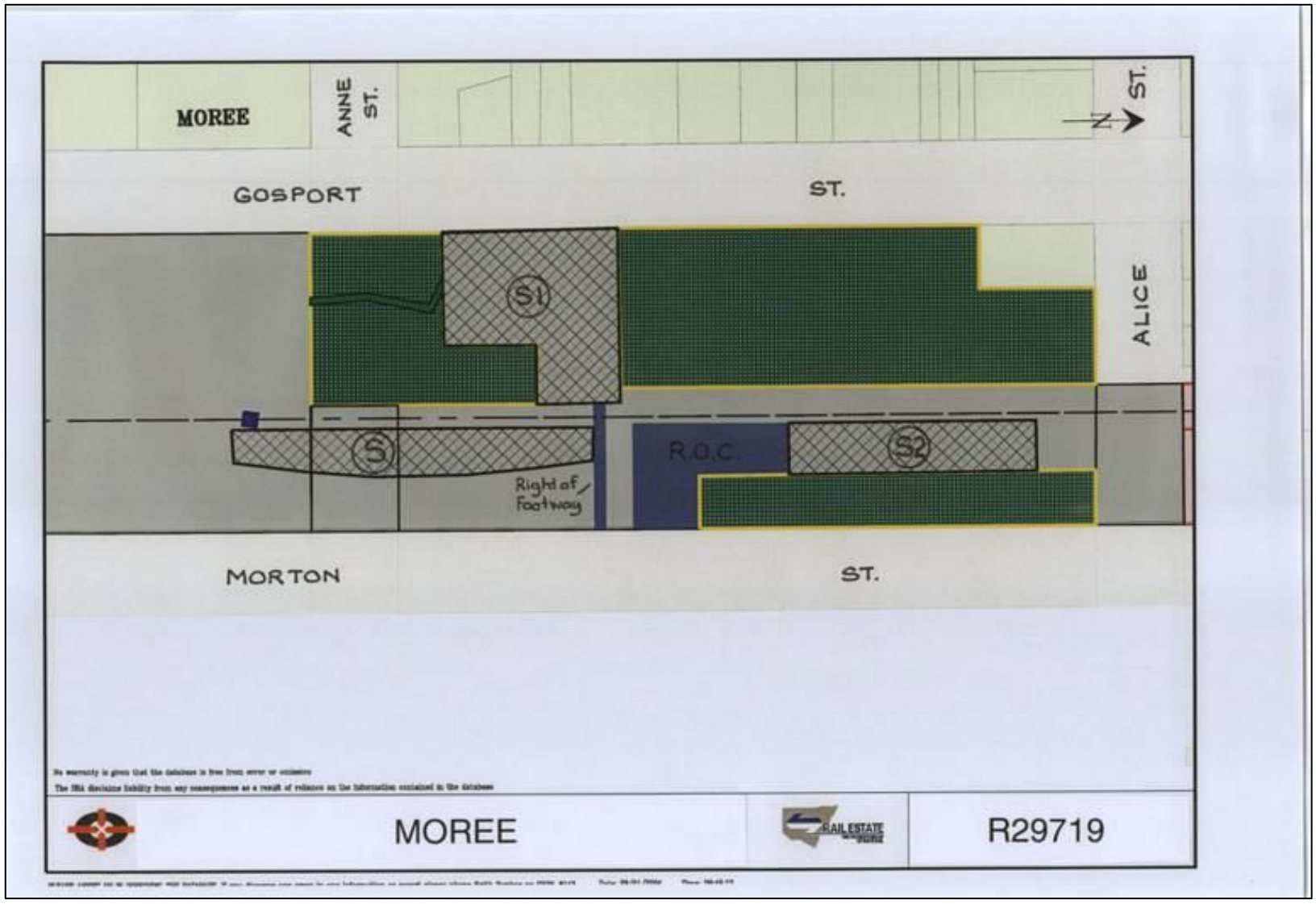

Figure 2.2 RailCorp vesting plan for Moree Railway Station (R29719)

3 Historical Context

Previous historic heritage assessment for the proposal included a detailed review of historical context (Umwelt 2017 Chapter 3). The assessment included information on Aboriginal cultural context, early European exploration and settlement, early pastoralism practices and changing land administration, the 1884 land acts, and the development of the wheat industry, towns and villages and the railway along the Narrabri to North Star Inland Rail route. Relevant historical information specific to the current study area and development of the railway stations is described below.

3.1 Early exploration and pastoralism

The region within which Narrabri, Moree, and North Star are located was first explored by John Oxley (Surveyor General of NSW from 1812), who discovered the Castlereagh and Peel rivers. In 1828, Thomas Mitchell (Surveyor General from 1828) further explored the region, including the Namoi, Gwydir and Macintyre rivers. Mitchell's expedition route became the basic supply route for squatting activity in the region.

Pastoralists began bringing their cattle to western NSW following John Oxley's explorations. The expanding market for meat due to population growth in NSW, and the demand for grazing land to meet the needs of the developing sheep industry, provided impetus for increased squatting activity during the 1830s. The first squatter in the Narrabri area established a station in 1834. Following initial squatting activity, large pastoral runs were opened from 1835. The runs in this region were predominantly cattle.

The land between the Liverpool Range and Pilliga Scrub, running west to Dubbo, consisted of fertile, well-watered land. As such, selection of land in this area became popular after 1861. Wheat growing began around Narrabri in 1873.

The 1884 Land Act encouraged smaller leases of mixed farming, and the 1895 Homestead Selection Act encouraged wheat cultivation. This caused a shift in production from cattle to wheat, wool, and lambs, which was also later boosted by the construction of inland railway lines. Soldier settlement after the First World War and private subdivision of land allowed wheat to become a key crop.

Wheat was introduced in the Gurley area in 1937 and by 1938 commercial crops were being grown around and sold at Bellata. Wheat growing entered the region comparatively slowly from the eastern boundary with the New England region. It eventually spread across the region, especially with the break-up of the large pastoral stations. The discovery of breeds that could withstand the northern summers resulted in Moree becoming the centre of a large wheat growing region around the middle of the twentieth century. A flour mill was built at Moree in 1951.

Bulk handling of wheat grain was first phased in during the 1920s. This meant that grain did not need to be bagged before being stored and shipped, leading to substantial savings of time and money, as well as protection from pests. The first grain silo along the rail lines in the study area was constructed at Narrabri in 1934.

3.2 Development of towns and villages

Urban development prior to 1850 was limited due to a sparse and poor population. In 1847 Wee Waa had a courthouse and lock-up and Dubbo had a commissioner's headquarters and courthouse (NSW Heritage Office 1996c:81). A town site was identified in 1848 for Narrabri. While small villages grew up, travellers recount that the remote country was covered by numerous isolated inns, some of which grew into towns, while others have collapsed in ruin. The Australian writer Henry Lawson described the towns along the rail line as 'consisting of a public house and a general store, with a square tank and a school- house on piles' (NSW Heritage Office 1996c:80).

Settlement and growth came to the region in the 1880s and by 1891 Moree had become a municipality and by 1902 possessed a Land Office, newspaper and three churches, as well as physicians, dentists, chemists, solicitors, stock and station agents, tobacconists, bookmakers, plumbers, saddlers, a surveyor,

photographer, jeweller, hairdresser, undertaker, coach-builder, brewery, sawmill brickworks and hospital (NSW Heritage Office 1996c:84).

The construction of the inland railway was a very significant development in the late nineteenth century leading to the establishment and survival of villages and towns. The prosperity and growth of villages and towns depended on whether a rail line linked the settlement with the wider region and the rest of NSW.

3.3 Development of the railway

The railway spurred the growth of many inland towns, with settlement at Narrabri increasing with its arrival in 1882. Moree expanded with a town hall, grandstand at the oval and boom-style architecture of the 1880s (NSW Heritage Office 1996c:84).

Although the first steam railway between Sydney and Parramatta opened in 1855, the extension west was delayed with the engineering issues presented by the Blue Mountains. Bathurst and Orange were finally reached by rail in the 1870s and the extension of the line to Molong served as the railhead for Parkes and the western districts until the 1890s.

The railways in NSW were built to two main standards: main line and branch line / Pioneer Lines. In the period 1910 to 1930 a large number of branch railway lines were constructed through western and north western NSW, with the aim of establishing access to wheat growing areas and the edge of productive wool growing areas. These branch lines were known as Pioneer Lines which had a cheaper railway construction method than the main rail lines. While larger towns were established independent of the railway (e.g. Dubbo), urban centres were established as the railway extended through the Darling Plains region (e.g. Moree and Narrabri) and smaller towns were created specifically by the arrival of the railway (e.g. Bellata) (NSW Heritage Office 1996c:80-87). The development of the railway through the region enabled the bulk transportation of wheat and was a major factor in encouraging agricultural expansion through the district as it reduced or eliminated ‘the long and costly haul by slow horse transport to distant railheads’ (Tindall 1982:28). The inland rail line runs through the heart of the NSW wheat belt.

The study area for this assessment is located along the Mungindi Line (part of the North-West Line). The Mungindi Line commences at the major rail centre of Werris Creek before heading north to the town of Mungindi on the Queensland border. Along the line are the major towns of Narrabri and Moree. The construction contract for the rail line between Narrabri and Moree was awarded to W Finlayson, H. Smith and J. Timms on 10 July 1895. The line opened from Narrabri to Moree on 1 April 1897 as a single track. For many years Moree was the railhead, until the completion of the Pioneer line Moree-Mungindi section in 1914. The Mungindi line is still operational and is mainly used for grain transport however the final section of track north of Weemelah has been closed since 1974 due to flood damage. Further expansion north of Moree was undertaken via construction of the Pioneer line Bogabilla branch line from Camurra (11 kilometres north of Moree) via North Star on 20 June 1932. The Bogabilla branch line carried mixed trains, railmotor services and goods trains and operated largely as a seasonal goods line by the late 1970s. In 1987, the line was truncated at North Star and grain was road trucked to the silos there and at Crooble.

3.3.1 Edgeroi village and station

The village of Edgeroi was named after the 150,000 acre Edgeroi Station, established as one of the region’s largest in the early 1880s until it was broken up for soldier settlement blocks after World War II (Narrabri Shire Council (NSC) nd). A school opened as Edgeroi Station in February 1884, changed its name to Edgeroi in 1901 and closed in December 1978.The railway station opened in April 1897. A post office opened at the railway station on 1 August 1912 and moved to a new site on 20 August 1913 (Forsyth 2002:29-30).

The woolshed located on Edgeroi (pastoral) station was at one point the largest in the southern hemisphere with 52 stands (NSC nd). The woolshed was located north of the village of Edgeroi and had a separate railway station constructed for it which opened in April 1897 (Woolenget Railway Station). The woolshed and Woolenget station were located approximately 3km north of Edgeroi station.

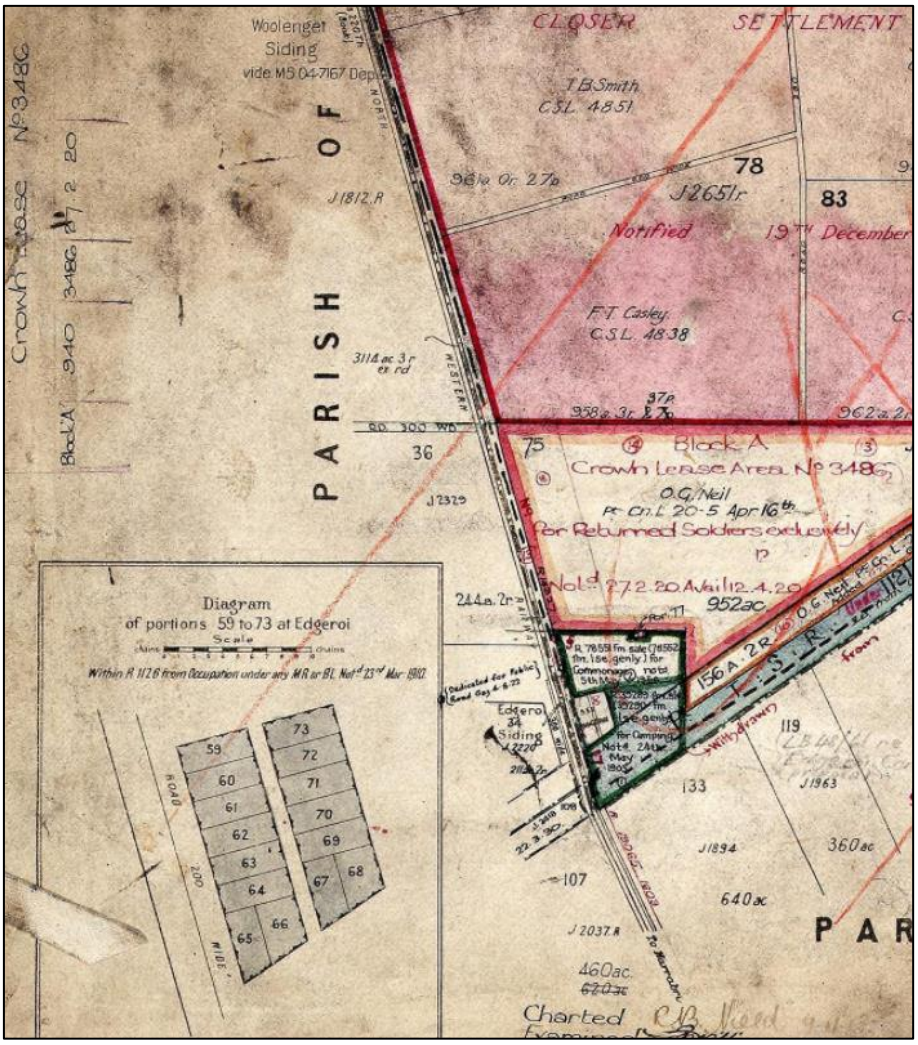

Figure 3.1 Extract from 1913 Parish of Nundi map, 3rd edition, showing Edgeroi village and Edgeroi siding (Land & Water Conservation 126051: LPI Historical Land Records Viewer).

Edgeroi Station was opened on 1 April 1897, closed 2 February 1972 and reopened November 1993. The platform (35 metres long) was constructed on the up side (east side). A sheet metal 9.1 metre long station building, a station masters office, and general waiting room were constructed on the platform.

A goods and stock siding was constructed on the down side (west side) including a loading bank, stockyards and a grain shed with a capacity of 10,640 bags of wheat. The crossing loop was 392.5 metres long. A station master's residence was constructed in 1914 for a cost of £438. A wheat silo was constructed in 1962 and a wheat depot was constructed in 1966.

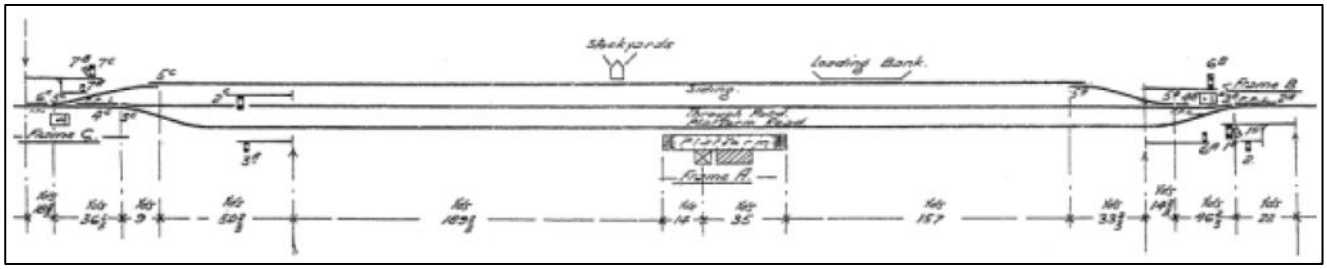

Figure 3.2 1913 Edgeroi station plan (Umwelt 2017: Table 3.6)

3.3.2 Bellata village and station

The 1866 Gazetteer lists a pastoral holding in the area of Bellata as being held by Alexander Munro. The holding comprised an area of 9,112 hectares and had a capacity of 4000 sheep (Forsyth 2002:52-53). Bellata was originally known as Woolabra which is thought to be a corruption of the adjacent parish name 'Woolabrar'. In the late 1800s when there was a shortage of currency in NSW, Woolabra produced the Woolabra one pound note, which was legal tender throughout NSW (NSC nd).

A school opened in March 1889 as Woolabra and changed its name to Bellata in February 1909. A post office opened as Woolabra on 1 September 1899 and changed its name to Bellata on 1 March 1909 (Forsyth 2002:52-53). A court house (later used as a police station and residence) was constructed on Railway Parade in 1902; the building was designed by the Government Architect WL Vernon (OEH nd). The building is now heritage listed.

Figure 3.3 Extract from 1899 Parish of Boorah map, 2nd edition, showing Woolabra village and Woolabra siding (Land & Water Conservation 127017: LPI Historical Land Records Viewer).

Bellata Station was originally opened as Woolabra on 1 April 1897. It was renamed Bellata 1 March 1909.

The platform (87.4 metres long) was constructed on the up side (east side). A timber station building was constructed by W. Mitchell (contracted 18 June 1896) containing a ladies waiting room, general waiting room and station masters office, and a 'out of' room was constructed on the platform.

The goods siding including a platform, 7.9 metres by 4.8 metres goods shed, 5 tonne crane, and loading bank is located on the east side of the line directly north of the passenger platform. The crossing loop was 664 metres long. The goods yard also included stockyards, a grain shed with a capacity of 12,900 bags of wheat and 20 tonne weighbridge.

A station master's residence was formerly located to the southeast of the station within the railway land. It was demolished in 1988.

A wheat depot was built in 1955 and further silos and wheat depots were constructed throughout the early 1950s.

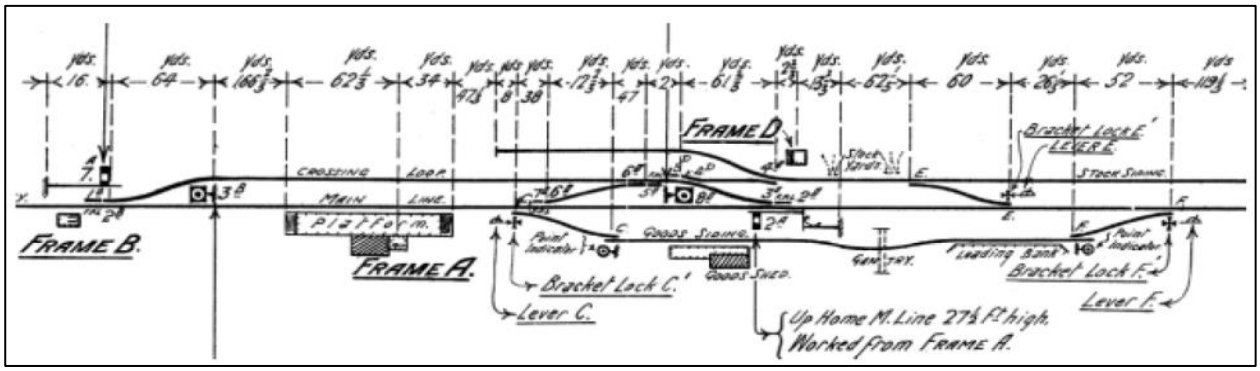

Figure 3.4 1911 Bellata station plan (Umwelt 2017: Table 3.6)

Photo 3.1 Bellata station. Top: View south towards Narrabri showing original timber faced platform and station building. Bottom: view north towards goods siding. © David Nelson.

3.3.3 Gurley village and station

The Gurley pastoral station boundaries are first described in the 1848 Government Gazette. It is recorded as Gurley and Bumble with an estimated area of 100,000 acres (when surveyed 30 years later in 1879 it was determined to be 240,000 acres). While the station changed ownership several times it was recorded to have been sold by the Bank of Australasia to E. Hamilton with 8,000 or 9,000 sheep for £2000 in 1847 (Mahaffey 1989:13-14).

The village of Gurley began with the establishment of a store by Mr Gerald Kaines in a small timber building. A school was opened in January 1873, however it closed in May 1915. The school later reopened at the railway station in February 1920 and closed again July 1926 (Forsyth 2002:115). The siding (later station) at Gurley was opened in April 1897 and the main industry in the area until the 1930s was sheep raising, with the railway being utilised for the transport of wool. The first train from Moree to Narrabri arrived on the first of April carrying two passengers; a Mrs Ritter and her baby daughter Florence. The railway station included a water tank, small station structure, trucking yards and wool-loading dump. A small timber station master's residence with a chimney and water tank was located behind the station (Mahaffey 1989:38). The post office opened as Gurley Siding on the 1 October 1902 and changed its name to Gurley on the 17 January 1917 (Forsyth 2002:115).

Gurley was proclaimed a village on the 28 May 1913 and subsequently the Land Department released several 6 acre blocks as residential sites. The hotel was also opened in Gurley in 1913 with the licence transferred from the Millie Village which went into decline after the construction of the railway decreased traffic through the village formerly located on the Narrabri- Moree Road (Mahaffey 1989:36).

Wheat was introduced to the area in the late 1930s. The Gurley Weigh-bridge Co. Pty. Ltd. was established and weighbridge constructed for bagged wheat delivered to the station for transport, prior to which it was stacked and stored in a shed opposite the station. By 1968 the station only accepted bulk wheat (Mahaffey 1989).

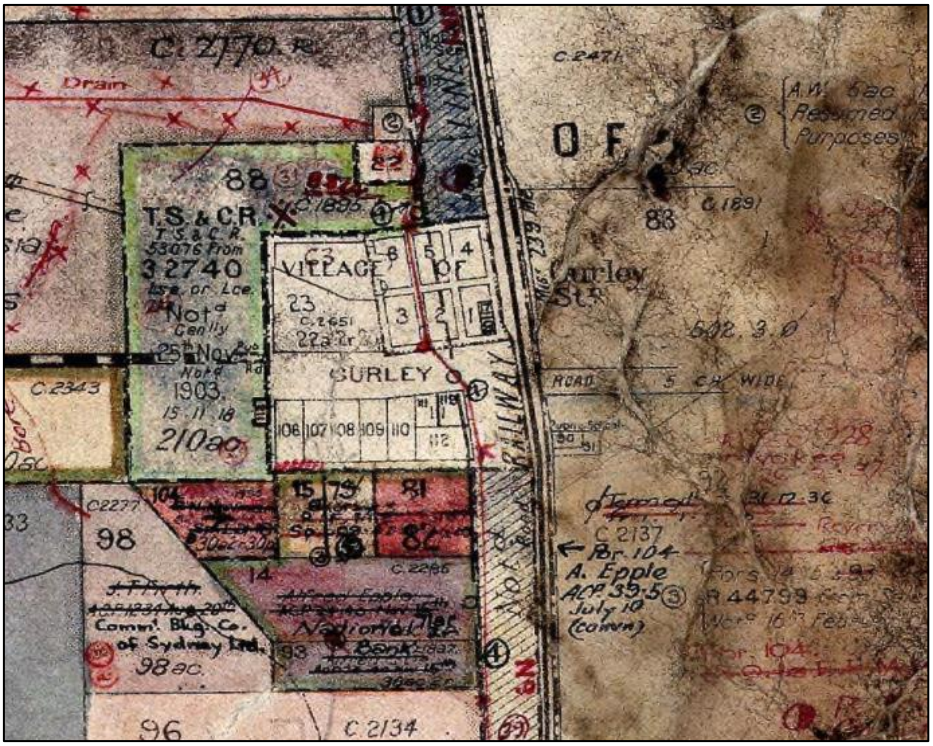

Figure 3.5 Extract from 1920 Parish of Burranbah map, 4th edition, showing Gurley village and Gurley Station (Land & Water Conservation 126918: LPI Historical Land Records Viewer).

Gurley Station was opened on the 1 April 1897 and closed in 1973.

The platform (91.4 metres long, later reduced to 9 metres long) was constructed on the down side (west side). A timber station building contained a general waiting room, ladies waiting room, an 'out of' room and a station masters office. A second station building also of timber contained 5 rooms and was constructed in 1922.

A goods and stock siding was constructed on the up side (east side) and included a loading bank, a 10.9 metre by 10.9 metre goods shed, a 10 tonne crane and a grain shed with a capacity of 9,500 bags of wheat. The station yard had a 20 tonne road weighbridge. The crossing loop was 388 metres long and later extended to 639 metres long.

A wheat silo and depot were constructed in 1963 and 1968. The goods shed was removed in 1973.

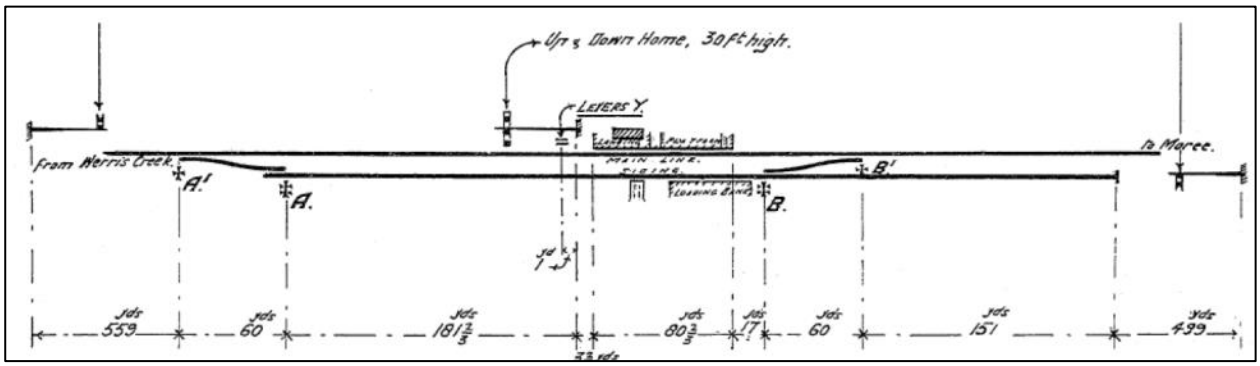

Figure 3.6 1903 Gurley station plan (Umwelt 2017: Table 3.6)

Photo 3.2 Photograph showing the first train to arrive at Gurley (April 1897) Note stationmasters residence behind station building and store in right of photo. Umwelt 2017: Plate 3.7 [Mahaffey 1989]

3.3.4 Moree township and station

The Moree region was first explored by Europeans in 1827 with settlement of the area beginning in earnest in 1836. James Cox was recorded on the pastoral property 'Moree' in August 1844. The population of the region had reached 100 people by 1848. The first general store at Moree was opened in 1852 by James Brand which soon incorporated a post office, as recorded in the Government Gazette of 30 August 1853 (Forsyth 2002:161-162). Surveys for the town of Moree occurred in 1860 and the first sale of town and suburban lots occurred on 25 June 1862 (Forsyth 2002:161-162). Within the next ten years the town grew to have three hotels, a butcher, a saddler, a school and a population of 107 (NSW Heritage Office 1996c: 83). Moree is located within the Great Artesian Basin and the first bore was sunk in 1895. While the bore water was unsuitable for irrigation as it contained large proportions of sodium carbonate and sodium chloride it was found to have medicinal properties. As result of its higher temperature it was also used in the wool-scouring industry; an important economic driver for the early development of Moree.

Moree Station was opened on the 1 April 1897 as a terminus. W. Mitchell was contracted on 18 June 1896 to construct the first platform at ground level along with the station building, station master's residence, goods shed, carriage shed and engine shed. The original 1897 platform and station was constructed to the north of the current station area. Moree Station was initially utilised as the major rail head for the large sheep stations in the vicinity. The original station included sheep and cattle yards, a passenger station building and platform, urinals, a goods shed with goods platform, wool loading bank, single-road carriage shed, weighbridge, a station master's residence, and a locomotive servicing depot consisting of a single road engine shed, turntable, water tank, and coal stage. At the opening of the station the Mayor at the time made critical comments as to the modest and utilitarian appearance of the buildings which reflected the cost efficiencies of the pioneer lines (OEH Moree Railway Station Listing Sheet, nd).

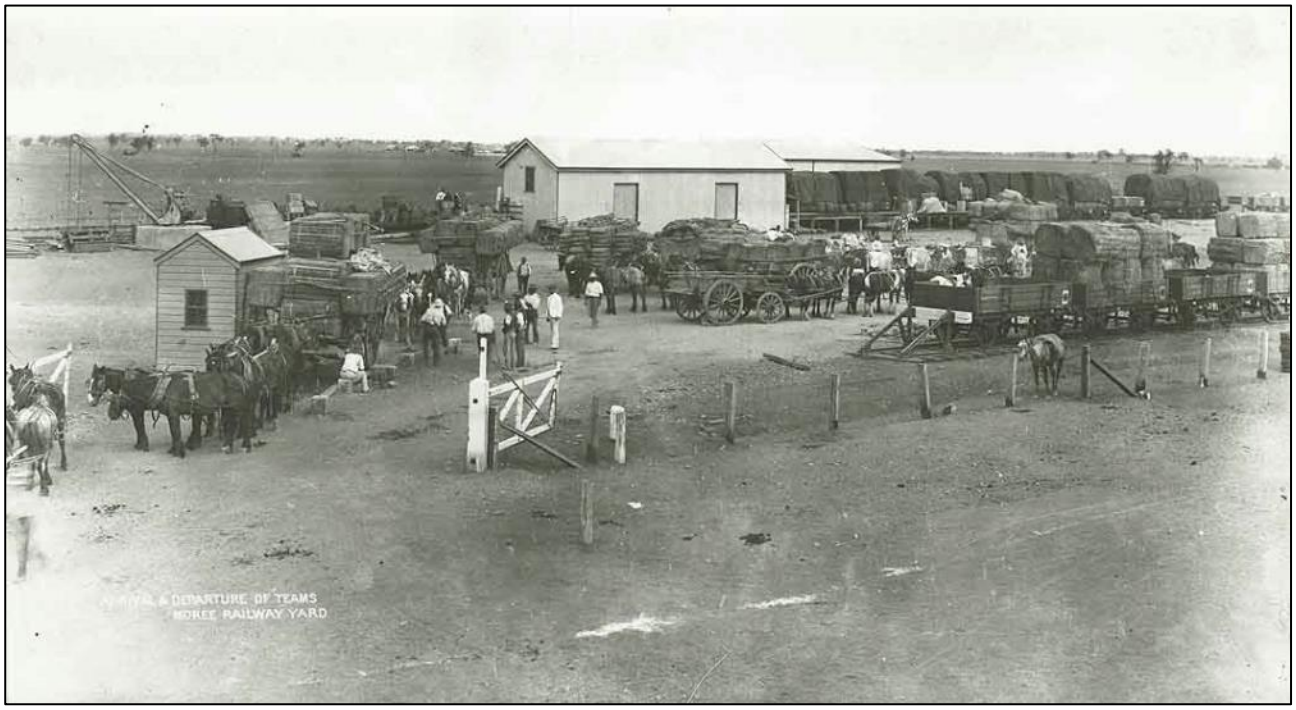

Photo 3.3 Arrival and departure of horse teams at the Moree Rail Yard, nd. Image from NSW State Records, OEH Moree Railway Station listing.

The station area was reconfigured between 1897 and 1929 for the addition of the northern branch lines and the increased capacity required. Following the opening of the Moree to Inverell branch line in 1901 the locomotive depot was upgraded, the engine shed was extended, and inspection and ash pits, a water tank, and a rest house constructed. The early goods yard consisted of a platform, good shed, crane, wool loading bank, and a weighbridge. The early station area also included a carriage shed, engine shed, coal stage and turntable. Later in 1902 a 90 kL water tank was installed.

In 1903-04 a new island passenger platform and passenger station was erected in the station's current location (replacing a temporary sleeper platform and waiting shed constructed in 1902). The brick island platform is 118.2 metres long. The new timber built station building accommodated both rail staff and the public. The 1904 station building was 32.6 metres long and contained a men's toilet, store room, ladies waiting room, locker room, meal room, 'out of' room and a traffic inspector's room. It was supplemented by another goods 'out of' room, originally constructed at the northern end of the new island platform. This was relocated in 1928-1929 to immediately north of the 1904 station building to provide space for the new brick refreshment room facility.

Photo 3.4 Moree Railway Station, view of track side, 1911. Image from NSW State Records, OEH Moree Railway Station listing.

The third station building (constructed in 1928 to 1929) was brick built and 24.3 metres long. It included a refreshment room and stationmasters office. The refreshment room included a bar, dining room, kitchen, cellar (located below the bar), storage facilities and toilets for staff. This building was converted during the 1960s to station management offices (OEH Moree Railway Station Listing Sheet, nd). This building is the only one currently remaining on the platform.

Photo 3.5 Interior of refreshment room, c. 1950. Images from NSW State Records and NSW State Archives

During World War II further modifications were made to the platform layout. In 1943 a timber and fibro booking office was built at the northern end of the platform, although this structure was demolished in 1964 when a new combined booking, parcels and goods office was built on the western side of the station precinct, opposite the passenger station. At the same time, the parcels office in the station building was converted into an additional waiting room. Plans for the conversion of the refreshment room to a kiosk and traffic office space were approved in 1964, and completed over the next couple of years. The former bar area was converted to a small refreshment kiosk, whilst the counter area in the dining room was converted to a food preparation and storage area. The rest of the refreshment room interior was converted to a switch room, a teleprinter room, staff locker rooms, and offices for the Stationmaster and Assistant Stationmaster. Station management was thus completely shifted from the 1904 timber passenger building by the mid-1970s (OEH Moree Railway Station Listing Sheet, nd).

When the Camurra to Boggabilla branch line opened in 1932 traffic through the station increased and in 1939, a larger 60-foot diameter turntable from Grafton replaced the original 50-foot diameter turntable. The later goods yard included 2 up loop sidings, 2 down goods sidings, a wool siding, a vegetable oil siding and a silo siding. The yard had a 10 tonne crane, 20 tonne weighbridge, a 22.8 metre by 4.8 metre goods shed and a grain shed with an 800 wheat bag capacity. A wheat silo and depot were constructed in 1963 and 1967. By the 1960s steam servicing equipment was gradually removed due to the introduction of diesel-electric locomotives. In 1980 the crew rest house was removed. By the end of the 1990s the depot had been closed, and the majority of its buildings demolished (OEH Moree Railway Station Listing Sheet, nd).

Two cottages are reported to have been constructed on railway land associated with the railway. A station master's cottage was located on Morton Lane and was purportedly built in the early 1900's. A second cottage was constructed at 56 Morton Street during the railway construction period when railway tents were falling into disrepair. The timber and fibro cottage with a corrugated iron skillion roof was constructed of material provided by the railway authority and material purchased from the railway. Both cottages were demolished during the construction of the Moree Bypass and are no longer located within the rail corridor. In 2009, the 1904 timber station building was removed following serious fire damage (OEH Moree Railway Station Listing Sheet). The majority of the structures associated with the station have been removed, leaving the island platform (1904) and the 1929 brick refreshment rooms.

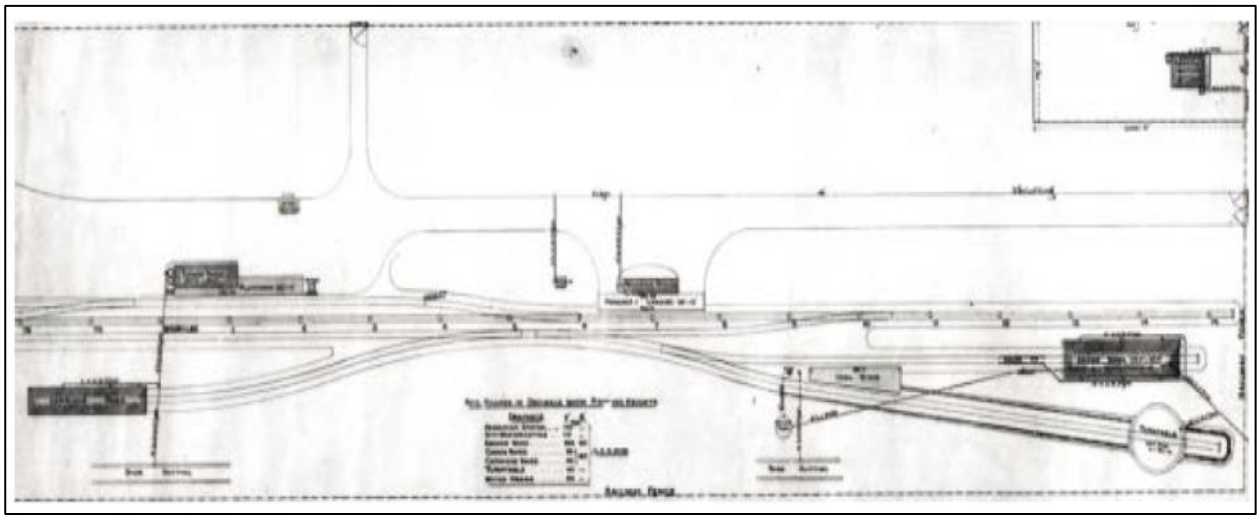

Figure 3.7 1896 Moree station plan (Umwelt 2017: Table 3.6)

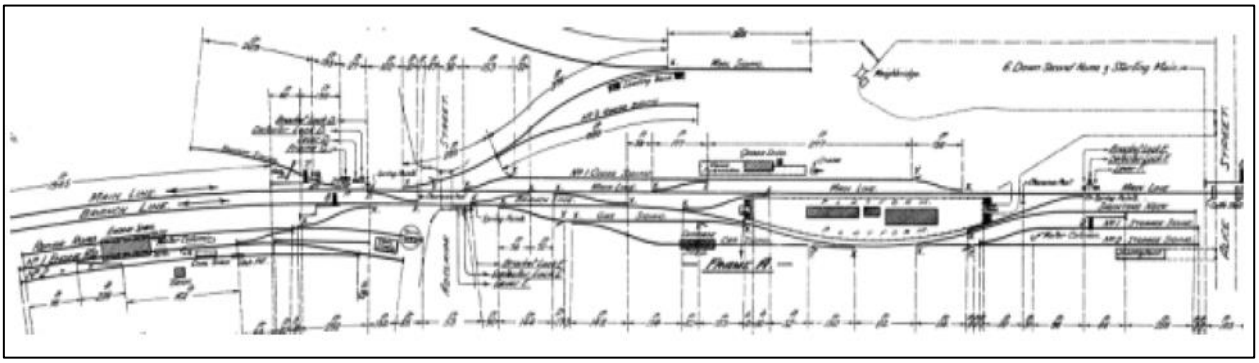

Figure 3.8 1929 Moree station plan (Umwelt 2017: Table 3.6)

Photo 3.6 Moree Railway Station, dated 28/03/1963. Image from NSW State Archives.

Photo 3.7 Moree Railway Station- view of approach side. Image from NSW State Records.

Photo 3.8 1904 timber station building in 2001. Image © M. Zanker, nswrail.net

3.4 Relation to historical themes of NSW

An understanding of how the study area fits into a wider thematic history of the local area, region and state is also valuable when assessing significance of an item and/or its research potential. There are currently over 30 historic themes identified for NSW (NSW Heritage Council 2001b). An exploration of the themes relevant to a particular item or place helps establish a better understanding of a site's storylines and thus enable a comparative framework for sites across the state.

The development of the study area is broadly reflective of the history of the local region, and can be assessed in the context of these broader historical themes. The overall historic heritage assessment prepared by Umwelt 2017 identified 12 historical themes with relevance to the overall Narrabri to North Star proposal and surrounding area. The current assessment has identified six of these as holding relevance specific to the current study area and stations. The historical themes identified for the study area are described below in Table 3.1.

Table 3.1 Historical themes of NSW

National Theme	NSW Theme	Description	Examples
Developing local, regional and national economies	Pastoralism	Activities associated with the breeding, raising, processing and distribution of livestock for human use	Pastoral station, homestead, pastoral landscape, fencing, grassland, well, water trough, wool store.
	Agriculture	Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture	Hay barn, wheat harvester, silo, dairy, rural landscape, fencing, shed.
	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, highway, lane, train, tickets, carriage, stock route, bridge, footpath, toll gate, horse yard, coach stop.
	Industry	Activities associated with the manufacture, production and distribution of goods	Factory, workshop, depot, industrial machinery, timber mill, quarry, private factory office, company records.
Working	Labour	Activities associated with work practices and organised and unorganised labour	Rail staff office, staff change rooms, safe work rooms, staff sheds, staff exchange boxes, hotel with an occupational patronage
Building settlements, towns and cities	Accommodation	Activities associated with the provision of accommodation, and particular types of accommodation	Station master's quarters, semi-detached house, hostel, bungalow, shack, caravan, migrant hostel, homestead, cottage, house site (archaeological).

4 Physical context

4.1 Edgeroi Station

Edgeroi station is located to the south west of the village of Edgeroi, approximately 23 kilometres north of Narrabri. The rail line and station are located on the western side of the Newell Highway, north of Couradda Road. The station platform is located on the up side (eastern side) of the rail line, approximately 50 metres from the Highway. Edgeroi has an active grain siding line to the west with grain silos, warehouses and loading infrastructure.

Photo 4.1 View north west to Edgeroi station from western side of Newell Highway

The platform at Edgeroi is relatively short, approximately 35 metres in length. The platform has a short, steep earthen embankment to the rear (east) side and the track (west) side is faced with concrete panels and bracketed with rails. The concrete top edge of the platform rail side is approximately 40 centimetres wide and is edged on the eastern side with rails. A concrete retaining wall is present at the rear of the earthen embankment at the northern end of the platform. Broken concrete, brick and other rubble is present along and around the platform, covered over with thick grasses and weeds.

There was no evidence of the former loading bank on the down (west) side of the rail line or of the station masters residence. Built features on the platform include the station sign, a station building, lamp posts, a power pole and a communications pole with a telephone and an emergency goods box.

The station sign is in poor condition and affected by rust, and is supported by two painted rails with metal brackets. The station building is constructed from corrugated sheet metal atop a brick pillar foundation. The single slope shed roof is corrugated tin with both metal and timber beams, faced on the underside with sheets of fibro. Interior floors are nailed timber planking. The building has elevated awning windows on the eastern, northern and western faces.

The interior is divided into two rooms, both accessed from doors on the platform side. The northern room was previously used as a safe work room for rail staff. The dividing wall contains a single (empty) window opening between the two rooms with an extended timber sill/ledge at the base. Interior walls are fibro sheeting. The building is dilapidated, unstable and in poor condition. The station has a strong visual and spatial relationship with the grain transport infrastructure but a poor relationship with the village.

Photo 4.2 View south east from platform embankment showing station sign and building

Photo 4.3 View north from southern extent of platform. Grain silos visible at left

Photo 4.4 Concrete retaining wall at northern end of platform. View to south west

Photo 4.5 View south of platform and station building

Photo 4.6 View south west to platform and station building

Photo 4.7 View north along up side track showing concrete platform facing

Photo 4.8 Dilapidated interior of former safe work room

Photo 4.9 Detail of station building

4.2 Bellata Station

Bellata station is located west of the village of Bellata, approximately 46 kilometres north of Narrabri and 51 kilometres south of Moree. The rail line and station are located on the western side of the Newell Highway, south of Millie Road. The station platform is located on the up side (eastern side) of the rail line, approximately 50 metres from the Highway. The station is separated from the Highway by Sugars Park and a large gravelled turn-in area adjacent to a service station on the northbound side of the road. Bellata is an active public passenger station with a crossing loop to the west and also has a grain siding line with grain silos, warehouses and loading infrastructure.

Photo 4.10 Panorama showing Bellata station and relationship to silos, goods depot and historic town buildings. View to south from gravelled area adjacent to service station.

Photo 4.11 Panorama showing Bellata station and relationship to silos, goods depot and historic town buildings. View to north from the side of the Highway.

The current passenger platform at Bellata is approximately 47 metres long and comprises the northern portion of the originally constructed platform (87.4 metres long). The track (west) side of the platform displays concrete facings and a concrete overhang. The top is paved with concrete slabs. The rear (east) side comprises a short, moderate-gradient earthen embankment. The north and south ends of the platform are buttressed by concrete slabs and have concrete stairs descending from the elevated platform to the ground. A modern fence separates the publically-accessible trackside portion of the platform from the rear embankment and the northern and southern ends of the platform structure.

Built features on the platform include two station signs, a public shelter/shed, a staff hut, modern fencing and lighting poles, power poles and a concrete ramp path lined with railings between the platform and the adjacent parking area. This path is the public access point for the station. The southern end of the platform also contained several older concrete slabs embedded in the earthen embankment, including a rough concrete foundation for the former water tank immediately south of the staff hut. This was surrounded by older rail fencing and covered over with a stamped metal sheet similar to a utility access cover. The shelter is of modern construction, built from corrugated sheet metal with a very gently sloped shed roof. The staff hut is a modern pre-fabricated building. Both station signs appeared to be in good condition and relatively new, held up on painted metal rails with metal bolts and brackets. There was no physical evidence observed for the former station-master's residence, original wooden station building or other historic features associated with the station. The station has a strong visual and spatial relationship with the village buildings.

Photo 4.12 View south west to platform showing staff hut and public shelter

Photo 4.13 View south along up side track showing concrete platform facing and overhang

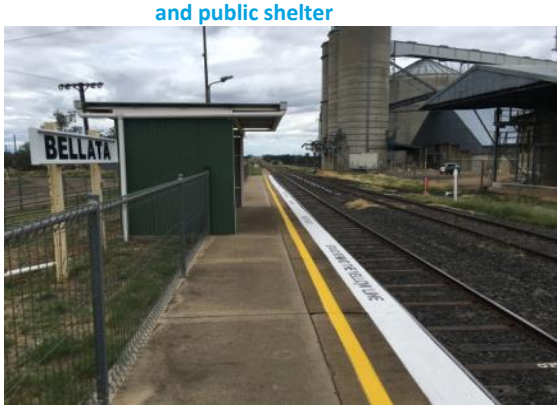

Photo 4.14 View south along platform

Photo 4.15 View south west of northern end of platform showing steps and concrete wall

Photo 4.16 View north along platform

Photo 4.17 Location of former water tank, view to west

Photo 4.18 View to north west showing rear of platform (earthen embankment)

Photo 4.19 View to south of Bellata station platform

4.3 Gurley Station

Gurley station is located to the south east of the village of Gurley, approximately 30 kilometres south of Moree. The rail line and station are located on the eastern side of the Newell Highway, south of Gurley Creek Road and opposite Keith Smith Place, approximately 50 metres from the Highway. The station platform is located on the down side (western side) of the rail line. The station is separated from the highway by a wide, grassed nature strip, an informal turn-in area and a rail corridor access track that runs alongside the rail line. The station has been closed since the 1970s. There is no grain storage or transport infrastructure at Gurley station – the silos and transport facilities are located on a goods siding approximately 575 metres to the north, on the opposite side of Gurley Creek Road.

Photo 4.20 View north showing relationship between Gurley station, silos and village

The platform is approximately 90 metres long. The western (rear) side of the platform comprises an earth ramp and embankment which varies in height and gradient. The northern and southern ends of the platform comprise earth ramps with no retaining walls or steps. The eastern (track) side of the platform is brick with partial concrete facing. Eight courses of brick were visible: at the base, three courses of English bond then four courses of header bond and a final course of header bond laid on edge. The top edge of the platform has a thin concrete facing approximately 40cm wide, which is missing in places revealing the brickwork beneath. While substantially intact, the platform has been damaged by repeated train impacts, especially along the southern section. The remainder of the top of the platform is covered in gravel and weed growth.

Other built structures associated with Gurley station include the station sign, a staff hut, fence, lighting poles and the remains of a small platform structure adjacent to the staff hut (likely previously occupied by a water tank). The station sign is bolted to metal rail poles, still easily legible but is in reasonably poor condition. The fence surrounding the north, west and south sides of the platform is constructed of track rails, once painted but now exposed. There are no stairs, ramp or other obvious access point on to the platform apart from a gap in the rail fence near the southern end of the platform. The staff hut is of modern construction (likely pre-fabricated) and rests upon a supporting structure of rails and steel poles dug into the earthen embankment to the rear. The shed is marked as containing emergency equipment.

There was no physical evidence observed for the former station-master's residence, original wooden station buildings, goods sheds, weighbridge or other historic features associated with the station.

The station has a poor visual and spatial relationship with the goods transport infrastructure and siding located approximately 575 metres to the north. The station also has a poor relationship with the village buildings, which are located approximately 440 metres away on the opposite side of the Highway.

Photo 4.21 View north along platform towards silos

Photo 4.22 View north west from track showing damaged brick platform

Photo 4.23 View north west showing staff hut

Photo 4.24 View south along platform

Photo 4.25 Damaged concrete along platform edge showing exposed brick

Photo 4.26 View east showing western face of platform

Photo 4.27 View to south showing northern end of platform and sloped earth embankment

Photo 4.28 Station sign with Highway at rear

4.4 Moree Station

Moree station is located in the township of Moree, NSW. The station is located on the southern side of the Mehi River, approximately 1.2 kilometres south east of the Moree CBD. The station is located opposite the Victoria Hotel and the Moree Artesian Aquatic Centre on the other side of Gosford Street and the Moree Bypass. To the east, the station area is bounded by Morton Street, a commuter carpark and an earthen noise bund which commences south of the carpark and runs the length of Morton Street. The original station precinct was much larger, extending west to Gosford Street, and included sheep and cattle yards, urinals, a goods shed with goods platform, wool loading bank, single-road carriage shed, weighbridge, a station master's residence, and a locomotive servicing depot consisting of a single road engine shed, turntable, water tank, and coal stage. No physical remains of these features are present within the study area.

Moree station has an island platform between the rail tracks, built in 1903-1904 to replace the original 1897 station platform to the north. The station platform at the current location replaced a temporary sleeper platform and waiting shed constructed in 1902. Platform 1 (west (down) side of island) is a straight island platform made of brick. Platform 2 (east (up) side of island) is a curved convex platform made of precast concrete post and panel. The current island platform is approximately 120 metres in length. Platform 1 was extended northwards from its original shorter 1904 length in 1929, with Platform 2 constructed around the same time (OEH Moree Railway Station Listing). The island was raised to the standard height and the surface covered over with asphalt around 1950. Moree is an active passenger station and has a strong visual and spatial relationship with the surrounding area.

Photo 4.29 View to south of Moree station from pedestrian level crossing.

Built features on the platform include one station building, modern station signs, power poles, lampposts, and fencing at the northern and southern ends. A small pre-fabricated modern shed is also present immediately south of the island platform. The northern end of the platform is built from concrete slabs with an asphalted concrete pedestrian ramp providing public access to the island. The ramp and the northern edge of the platform are edged with modern safety fencing. The southern end of the platform is a combination of brick faced with concrete and concrete post and panel construction. A modern safety fence restricts public access beyond the platform edge, with a short ramp on the western side providing access to the shed beyond the platform.

The sole remaining station building is the brick refreshment room, originally built in 1929. The building has an open gable roof of corrugated iron and is faced on both platform sides with bracketed awnings. The cantilevered awnings are supported by iron brackets resting on cement corbels and are bordered on each end with decorative timber planking. The northern end of the building has a short extension below the awning roofline with a skillion shed roof of corrugated iron inset below brick side walls of the same height as the awnings. The main building has a single corbelled chimney running down its northern face. Double-hung timber windows run along the eastern and western sides of the building, with a single-paned lower sash and a multi-paned upper sash.

Photo 4.30 View south along Platform 1

Photo 4.31 View north west to Platform 2 and station building

Photo 4.32 View south west to Platform 2 showing platform concrete post and panel construction

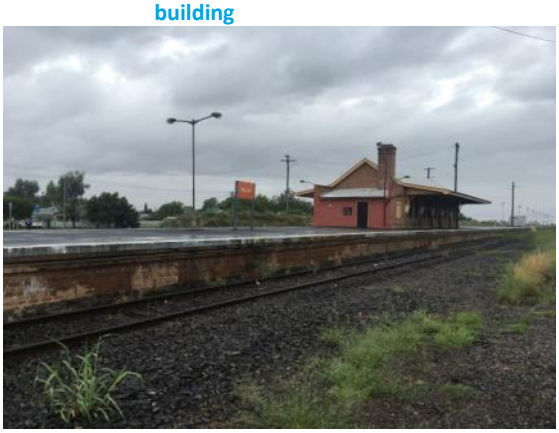

Photo 4.33 View south east to Platform 1 and station building showing brick platform construction

Photo 4.34 View north along Platform 2 showing station building awning

Photo 4.35 View south along Platform 2 showing awning underside

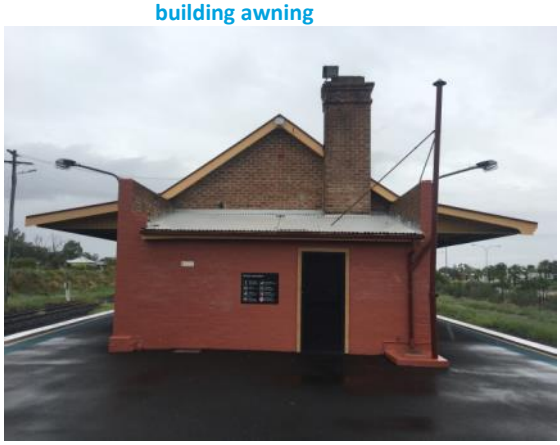

Photo 4.36 Station building – northern elevation

Photo 4.37 Detail of station building

5 Significance assessment

5.1 Assessment criteria

Significance assessment is the process whereby buildings, items or landscapes are assessed to determine their value or importance to the community. Significance assessment for historic heritage in NSW is undertaken using the NSW heritage assessment criteria. These criteria have been developed by the NSW Heritage Division and embody the values contained in the Burra Charter, which provides principles and guidelines for the conservation and management of cultural heritage places within Australia (Australia ICOMOS 2013).

Significance assessment for the four stations within the current study area has been undertaken with reference to these criteria. Previous significance assessment undertaken for the EIS considered that surviving component elements of the existing railway line (including remnant evidence of former stations) were generally of local significance (Umwelt 2017:103). However, the assessment did not specifically address the heritage significance of Edgeroi, Gurley and Bellata stations. A more specific significance assessment is therefore required to inform the impact assessment and management recommendations.

This assessment includes reference to historical context, the guidelines for inclusion/exclusion as described in the Assessing Heritage Significance guidelines (NSW Heritage Office 2001a) and relevant identified historical heritage themes that contribute to our understanding of the potential significance of the resource. An established significance assessment for Moree station already exists as part of the item's listing on the RailCorp s.170 heritage register and has been adopted and expanded below.

SHR Criterion a)	**an item is important in the course, or pattern, of NSW's cultural or natural history [Historical significance]**

Edgeroi, Bellata and Gurley stations

These three railways stations are historically significant as part of the Mungindi railway line which was constructed during the 1890s to capture the border trade market between NSW and Queensland. The railway itself demonstrates the pattern of land use and development in the area and has associations with the broader development of the region including its early exploration, settlement, development of major towns and exploitation for pastoral and agricultural purposes.

The stations have historical association with the expansion of the NSW rail network through the region and its role in encouraging urban, agricultural and pastoral development. The grain rail sidings, grain silos and other infrastructure located adjacent to the study area at Bellata and Edgeroi are closely associated with the rail line and comprise significant landmark features throughout the region. The village locations adjacent to the rail line contribute to the history of the development of the area as the rail line led to the establishment and survival of a number of these villages and towns. The stations display historical significance at the local level.

Moree station

Moree railway station is historically significant as part of the Mungindi railway line which was constructed during the 1890s to capture the border trade market between NSW and Queensland. Moree was a significant location in the line as the rail head for a number of years until the line was extended to Mungindi, as a junction of three branch lines, and as a locomotive servicing centre. The station displays historical significance at the local level.

SHR 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 [Associative significance]**

Edgeroi, Bellata, Gurley and Moree stations

While all four stations can be considered to have association with the Mungindi line's builders, operators and users, there have no strong or special associative significance with any persons of importance in NSW's cultural or natural history. The four stations do not display any strong or special associative significance and do not meet this criterion.

SHR Criterion c)	**an item is important in demonstrating aesthetic characteristics and/or a high degree of technical achievement in NSW (or in the local area) [Aesthetic significance]**

Edgeroi, Bellata and Gurley stations

Edgeroi and Bellata stations do not demonstrate any specific aesthetic or technical characteristics relevant to their heritage value. No original historic fabric was identified at either station, with both demonstrating modern buildings and concrete faced platforms. The exposed brick platform at Gurley may be considered to have a low level of aesthetic significance however it is badly damaged, which reduces its aesthetic heritage value. Station redevelopment, reconfiguration and upgrading during the stations' use-life has resulted in the loss of original heritage fabric and features. Overall, Edgeroi, Bellata and Gurley stations do not meet this criterion.

Moree station

The remaining station building at Moree is aesthetically significant at the local level as an early 1900s railway building, although having no particular specific aesthetic or technical significance. The exposed brick along the base of Platform 1 may be considered to have a low level of aesthetic significance as it visually demonstrates the construction history of the island platform, especially when compared to the modern concrete pole and panel construction of Platform 2. Overall however the island platform itself demonstrates no particular specific aesthetic or technical significance.

SHR Criterion d)	**an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons [Social significance]**

Edgeroi, Gurley and Bellata stations

Edgeroi, Gurley and Bellata stations may be considered to display some level of social significance to their respective local communities on account of their historical and contemporary association with the villages which grew up around them. Bellata station retains a strong visual and spatial link to the village and other historic items contemporary with the railway, however Edgeroi and Gurley stations do not. Regardless, all three stations are considered significant at the local level for their ability to contribute to the local community's sense of place and provide an important connection to the community's past.

Moree station

The site is of social significance to the local community on account of its lengthy association with 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 and provides an important connection to the community's past. The parcels office demonstrates the importance of the former use of the site to the regional centre.

SHR Criterion e)	**an item has potential to yield information that will contribute to an understanding of NSW's or the local area's cultural or natural history [Research potential]**

Edgeroi, Gurley, Bellata and Moree stations

Station redevelopment, reconfiguration and upgrading during the stations' use-life has resulted in the loss of original heritage fabric and features. Historic station layout plans, sketches and photos provide a record of what was constructed at each station in terms of platforms, station buildings, sidings, infrastructure and loading banks. The current stations display few remnant features of these earlier incarnations and the structure and fabric of the original stations is generally absent or highly degraded. Apart from the refreshment room at Moree, no historic buildings remain. None of the stations display the potential to yield additional information that will contribute to an understanding of the cultural or natural history of NSW and the local area and which is not already available from other existing documentary sources.

There would not be expected to be any archaeological resource associated with the rail line itself which is currently, and since its construction in the late nineteenth and early twentieth century always has been, a rail line. Continual usage and ongoing upgrading of the line over the years is likely to have removed any remains associated with the line's earliest construction and use. Similarly, upgrades and alterations to the facilities at Edgeroi, Bellata and Gurley have removed any historic fabric and features associated with earlier built structures. At Gurley, the existing brick platform is badly damaged. At Moree, track reconfiguration, construction of the Moree Bypass and other works around the station have removed evidence of earlier use including all station buildings apart from the 1929 refreshment room. Ongoing disturbance to the area is likely to have removed any archaeological traces of these buildings which nonetheless are well-documented in historic records.

Overall, all four stations do not meet this criterion.

SHR Criterion f)	**an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history [Rarity]**

Edgeroi, Gurley and Bellata stations

The former stations at Edgeroi and Gurley and the active station at Bellata do not represent uncommon, rare or endangered aspects of NSW's cultural or natural history. All three are typical of small regional stations and are not unusual or remarkable in nature, scale, fabric or construction. The majority of the original Mungindi line stations between Narrabri and Moree have been totally removed and only earthen embankments remain. As the stations at Edgeroi, Bellata and Moree retain their platforms and other built features they may be considered rare at the local level as the only remaining built physical resource associated with this section of the railway, however there is little heritage fabric remaining at the stations and the majority of the original station layout (including buildings) has been destroyed. This decreases their heritage significance. The remaining stations and their relationship to their village and rural landscape surroundings are part of an ever decreasing resource, and given that these three stations are the only remaining extant stations on this section of the rail line, they may be considered rare at a local level.

Moree station

Moree station has some unusual and unique features, including its layout as an island platform on a single line (though there are other examples at Casino, Dungog, and Kiama), a refreshment room built to the design of a standard early 1900s station building and a booking and parcels office located 'off platform'. While these features are unusual they do not appear to demonstrate any particular features of exceptional importance and are significant only at the local level.

SHR 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.** **[Representativeness]**

Edgeroi, Gurley and Bellata stations

In general, all three stations can be considered representative of the mixed passenger/goods stations typically found associated with late nineteenth century branch lines and early twentieth century Pioneer rail lines in regional NSW. Goods transport and storage infrastructure associated with the stations is typical of such features on rail lines across regional NSW. The loss of historic heritage fabric from all three stations however decreases their representativeness of rural village stations. The stations in their current state provide a poor example of historic branch line stations, which are better represented by intact examples elsewhere in regional NSW. The stations are not considered representative at the local level.

Moree station

The station building is representative of similar railway architecture found at many other railway sites across the state. The station exhibits a local level of significance for representativeness.

5.2 Statements of significance

The study area contributes to an important part of the history of the pattern of settlement and development in the region. The branch line had an important role in encouraging settlement, and agricultural and pastoral development in the region and is considered to generally be of local significance. Specifically, all four stations within the current study area are considered to display historic heritage significance at the local level. The statement of significance for Moree station is adapted from the RailCorp s.170 listing.

5.2.1 Edgeroi station

Edgeroi station is significant at the local level as a typical rural station constructed on the Mungindi line between Narrabri and Moree. The station has a local level of historic significance in relation to the development of the adjacent village. The station also displays social significance at the local level for its contribution to the local community's sense of place and connection to the community's past. The station demonstrates a strong visual and physical connection to the adjacent grain transport infrastructure, the silos of which dominate the village landscape. The station is rare at the local level as one of only three surviving stations on the Narrabri-Moree section of rail however its representativeness as a historic station is poor given the loss of heritage fabric. Overall, Edgeroi station is considered to display a ***local level of heritage significance.***

5.2.2 Bellata station

Bellata station is significant at the local level as a typical rural station constructed on the Mungindi line between Narrabri and Moree. The station has a local level of historic significance in relation to the development of the adjacent village. The station also displays social significance at the local level for its contribution to the local community's sense of place and connection to the community's past. The station demonstrates a strong visual and physical connection to the adjacent grain transport infrastructure, the silos of which dominate the village landscape. The station also retains a strong visual and physical connection to other heritage buildings associated with the village on the opposite side of the Newell Highway. The station is rare at the local level as one of only three surviving stations on the Narrabri-Moree section of rail however its representativeness as a historic station is poor given the loss of heritage fabric. Overall, Bellata station is considered to display a ***local level of heritage significance.***

5.2.3 Gurley station

Gurley station is significant at the local level as a typical rural station constructed on the Mungindi line between Narrabri and Moree. The station has a local level of historic significance in relation to the development of the adjacent village and displays social significance at the local level for its contribution to the local community's sense of place. The station also provides a connection to the community's past which is not immediately apparent given that the current spatial and visual connection between the station, village and grain transport infrastructure is poor. The station is rare at the local level as one of only three surviving stations on the Narrabri-Moree section of rail however its representativeness as a historic station is poor given the loss of heritage fabric and ongoing damage to the brick platform. Overall, Gurley station is considered to display a ***local level of heritage significance.***

5.2.4 Moree station

Moree Railway Station is significant at a local level as an important location on the 1890s section of the Mungindi line, being the rail head and the junction of three branch lines as well as a locomotive servicing centre. The site is of social significance to the local community on account of its lengthy association with 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 and provides an important connection to the community's past. The remaining station building is of aesthetic significance as a representative example of a standard platform building and is similar in design to other station buildings constructed throughout NSW during the early 20th century. The station maintains a visual and historic relationship with the surrounding area. Overall, Moree station is considered to display a ***local level of heritage significance.***

5.3 Consistency with EIS

Previous significance assessment undertaken for the EIS considered that surviving component elements of the existing railway line (including remnant evidence of former stations) were generally of local significance (Umwelt 2017:103). The specific significance assessment for each station described above is consistent with this assessment and finds Edgeroi, Gurley and Bellata stations to display a local level of heritage significance. Similarly, the EIS assessed Moree station as displaying a local level of heritage significance in accordance with the established RailCorp heritage listing for this item.

6 Impact assessment

Prior to completion of the previous historic heritage assessment (Umwelt 2017) and EIS, it was considered that the proposal would avoid any direct or indirect impact to the stations at Edgeroi, Bellata, Gurley and Moree. It was recommended that all four stations be retained in situ and protected from direct or indirect impacts from project activities.

Following completion of the Umwelt report and progression of the project design, it has been identified that these four stations may be impacted by the proposal and would require additional strategic assessment. This impact assessment forms an addendum to that provided in Umwelt 2017 and reflects the new potential impacts of the proposal.

As a result of further design refinement, it has been identified that impacts at these four stations are likely due to the construction requirements of the proposal.

6.1 Edgeroi, Gurley and Bellata stations

Track realignment works are required within the existing rail corridor in the vicinity of Edgeroi, Gurley and Bellata stations in order to conform with required platform clearances for Inland Rail trains. Works would include:

- excavation and removal of existing track and formation;
- construction of new track on revised alignments;
- demolition of existing structures, including Gurley and Edgeroi platforms; and,
- welding and adjustment of track to interface back into existing track alignment.

Currently at Gurley, passing trains frequently impact the platform. It is anticipated that the planned freight trains will increase this level of impact and design decisions have been made to mitigate this. To meet the spatial and engineering requirements for operational activities, the works involve demolition of platforms and buildings at Edgeroi and Gurley.

The potential impacts described above would have an adverse impact on the heritage values of the stations. Demolition and removal of the platforms and remaining station structure at Edgeroi, Gurley and Bellata would adversely impact their heritage significance.

6.2 Moree station

At Moree, the current east facing Platform 2 is a curved platform that will not allow the passing of freight trains without engineering intervention. Track realignment at Moree would be undertaken following the same process as at Edgeroi, Gurley and Bellata stations. In addition, the island platform will require upgrading to allow passengers to join or alight from the Xplorer passenger service. Proposed works at Moree therefore include the alteration and expansion of the existing curved island platform.

It was identified early in the design process that this would result in possible impacts to the station building awning due to the height of the double stack trains. As a result, design alternatives have been developed to avoid any physical impact to the station building. Figure 6.1 shows the concept design and the general site arrangement for the proposed works at Moree station, in comparison to the current site arrangement. Appendix A contains the concept design drawings.

The proposed works comprise an extension to the existing Platform 2. The existing Platform 1 (west (down) side of island) is a straight island platform made of brick. Platform 2 (east (up) side of island) is a curved convex platform made of precast concrete post and panel. The expanded platform would comprise an extension to the east and south of Platform 2, beginning at a point approximately parallel with the northern

end of the station building and extending approximately 45 metres south of the existing southern platform end. Proposed works associated with the expansion are detailed below.

- New platform extension structure would comprise a reinforced concrete retaining wall and foundation with a reinforced concrete cope unit to the platform edge. Existing platform cope edge units along Platform 2 would be removed along the extent of the interface with the new platform extension.
- A new asphalt platform surface across the extension, with the level tied to the existing platform.
- New platform shelters (awnings) would be installed on the extension, comprising steel framed cantilevered awnings on piled foundations. The exact form of these structures would be designed in consultation with a heritage architect.
- New signalling equipment room at southern end of extension to replace the existing room at this location.
- Existing help point to be relocated to new passenger platform.
- Retention of existing stabling yard to the north of the platform, with a new straight access tie-in.
- New rail alignment and train stopping position alongside new extension, and rail tie-ins to new track alignment.
- Demolition and relocation of solar lights.
- Removal of overhead electricity lines and replacement with new underground electrical supply for station building and for lighting within platform shelters. Existing power lines and power poles to be removed.
- Installation of safety fence along Platform 1, surface mounted into the platform slab.

6.2.1 Statement of Heritage Impact

It was identified during previous assessment that impact to the station building at Moree would be unsympathetic to the heritage value of the building and adversely affect the item's heritage significance. As a result, the concept design for the station works has been modified.

The proposed works at Moree under the current concept design would not physically impact on the station building and would have a minor physical impact on the (predominantly non-heritage) surfaces of the platform. A Statement of Heritage Impact evaluating the works is presented below.

The following aspects of the proposal respect or enhance the heritage significance of the item:

- No demolition works to affect the station building
- No heritage features associated with the station building or Platform 1 are to be lost: Platform 2 is not historic, and the impact of tying in the proposed extension to Platform 1 is minimal.
- Repositioning of the rail approximately 120mm away from Platform 1 to avoid impact to station building awnings.
- Platform extension is positioned away from the heritage building and will not physically impact or affect the existing heritage structure.
- The platform extension will not be visually dominant, instead forming a natural continuation of the existing arrangement and functional part of the new station, typical of how station complexes adapt over time.
- Removal of overhead electricity lines and replacement with underground services enhances the visual setting of the heritage structure. Drainage works associated with the platform extension will be designed away from the heritage building.

The following aspects of the proposal could detrimentally impact on the heritage significance of the item:

- Minor demolition works to key the new platform extension into the existing island platform. These works are essential to meet current access standards. Works for the platform extension do not impact on historic fabric, other than tying into the façade of the western platform face.
- Platform works and track repositioning change the setting of the heritage building, though these actions are not atypical in the context of how station complexes evolve. They are the most recent of many changes which have taken place at Moree Station since its original construction. The setting of the heritage building does not contribute significantly to its historic heritage value, and the existing visual and historic relationship to the surrounding area would be maintained.
- Similarly, installation of safety fencing along the western platform edge would have a minor impact on the visual setting of the heritage building and heritage material associated with the platform. The design of the fencing would be undertaken in consultation with a heritage architect to ensure sympathetic design choices and minimal effect. No impact to heritage fabric associated with the station building or brickwork along the base of Platform 1 is proposed. A standard 1.2 metre barrier fence is proposed, surface mounted into the existing platform slab. Installation of safety fencing is not an unusual activity for disused platforms and is a reversible activity.

The following sympathetic solutions have been considered and discounted for the following reasons:

The works described above are the most sympathetic solution, developed after potential physical impact to the station building was identified. They allow for the heritage building to be retained in its current context without physical alteration or impact to the heritage fabric.

Sympathetic design choices for the new platform awnings and safety fence would be made in consultation with a heritage architect, to ensure the identified heritage values are respected and enhanced where possible. The station remains a working passenger station with an existing history of addition, demolition and reconfiguration in response to the changing needs of its users. The proposed works form part of the station's ongoing evolution: it was, is, and will continue to be an active station on the rail line.

It is therefore considered that the proposed works would constitute a minimal impact to the heritage values of Moree Station, but would not result in a reduction of the item's local level of heritage significance.

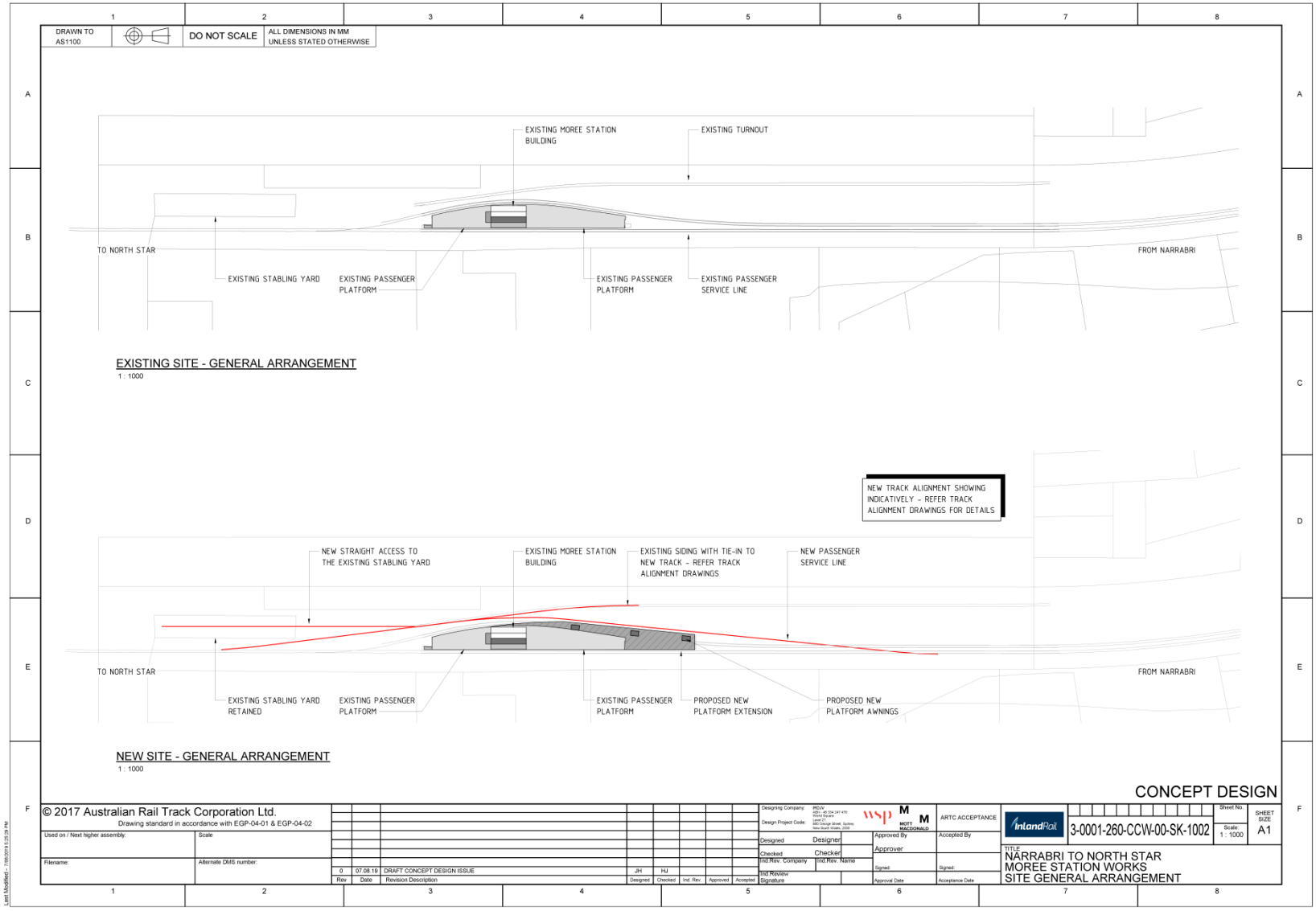

Figure 6.1 Concept design for Moree Station works – site general arrangement

7 Management and recommendations

The previous historic heritage assessment for the proposal provided management recommendations and advice to the effect that the identified heritage items should be retained in situ. Given that potential impacts have now been identified as a result of development of the design, the following updated management recommendations have been developed. Management recommendations have been developed based on existing recommendations in the EIS, best practice and the need to retain flexibility in planning for the ongoing development of the detailed design.

The initial addendum heritage assessment identified the need for further information relating to the proposed works at Moree station. Now that the design has progressed to a point where the nature, scale and extent of the proposed work at this location is known, an updated impact assessment and SOHI has been included in this report. This has been undertaken in accordance with the Heritage Office guidelines on *Statements of Heritage Impact* (NSW Heritage Office 1996b (revised 2002)).

There should be further consideration of heritage during the detailed design of the project, including ongoing input from heritage specialists.

7.1 Edgeroi, Bellata and Gurley stations

It is recommended that direct and indirect impacts to these three stations are avoided where possible, in line with the existing assessment of the EIS. Should the detailed design determine that impact cannot be avoided, then given the assessed local level of heritage significance of these former and current stations and the degree of potential impact, a program of archival photographic recording should be undertaken at each station prior to the commencement of any works with the potential to impact the station areas.

Given the low archaeological potential, general absence of remaining heritage fabric at Edgeroi and Bellata and the poor condition of the brick platform at Gurley, archival photographic recording is considered to be an appropriate and adequate management measure to ensure that a full understanding and record of the former stations is documented and available for future generations.

The archival recording should be undertaken in accordance with the OEH/Heritage Office guidelines in *How to Prepare Archival Records of Heritage Items* (NSW Heritage Office 1998) and *Photographic Recording of Heritage Items Using Film or Digital Capture* (NSW Heritage Office 2006). The archival recording should form a comprehensive record of the item as it currently exists in the landscape and be accompanied by a photographic plan drawing showing the location and orientation of each photograph, catalogue sheets for the photographs and archival quality prints.

The results should form part of a photographic recording report produced for the proposal which will include the existing rail line features of the Narrabri-North Star proposal area including station areas and underbridges. The photographic recording should include contextual photographs showing the relationships between the rail line, station areas, neighbouring streetscapes within the town and village areas and the associated grain rail sidings and silos. The recommendation for archival photographic recording of these three stations prior to any impacts is consistent with the existing recommendations of the EIS.

7.2 Moree station

The EIS and initial addendum heritage assessment recommended that direct and indirect impacts to the Moree station and station building be avoided where possible, in line with the existing assessment of the EIS. Moree station is a listed, locally significant heritage item on both the Moree Plains LEP and the RailCorp s.170 heritage register. The remaining station building is in good physical condition and has been sympathetically maintained. The initial addendum assessment identified potential impact to the building awnings. These are part of the original 1929 structure and form an integral element of the building's built form. It was identified that impact to the awning above Platform 2 would impact on the heritage value and significance of the station.

Given the assessed local level of significance and degree of proposed impact, it was recommended that the detailed design of the realignment at Moree Station should consider options to minimise the potential impacts of the proposal on the station.

Accordingly, the proponent has progressed a concept design which results in minimal to no impact on the heritage values associated with the listed item. The station building will not be physically impacted by the proposal and the island platform will be only minimally impacted at the location of the tie-ins to the new platform extension, and surface mountings for the new safety fence. Detailed design for the proposed safety fence and new platform awnings will be undertaken with the input of a suitably qualified heritage architect to ensure sympathetic treatments which respect and where possible enhance the station's heritage value.

The existing heritage listing for Moree Station on the RailCorp s.170 Register includes a series of recommended management actions. Recommendations in the current report have been developed with reference to these points and are consistent with the EIS:

1) Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the 'Australia ICOMOS Charter for Places of Cultural Significance'.

   The proposed works will not alter the item's historic heritage significance, and comprise a minimal impact on its heritage value.

2) Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.

   The proponent has consulted appropriately qualified heritage specialists throughout all phases of the project, and will continue to do so.

3) Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.

   A SOHI has been prepared for Moree Station and is documented in Chapter 6 of this report. A CMP is not required as no major works are proposed to the heritage features of the existing station (station building and 1904 Platform 1).

4) Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the 'Minimum Standards of Maintenance & Repair'.

   N/A for the current proposal – undertaken as part of standard ongoing management practice

5) Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.

   N/A for the current proposal – undertaken as part of standard ongoing management practice

6) Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.

   N/A for the current proposal – considered as part of the EIS.

7) Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.

   Heritage advice has been sought for all proposed changes within the item's curtilage. Any unexpected finds should be handled in accordance with the procedure outlined in the EIS.

8) Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.

   Archival photographic recording to be undertaken prior to the commencement of project works. Register updates to be undertaken as required following project completion.

While the concept design for the proposed works at Moree has minimised the effect of the proposal on the item's heritage value, a minimal level of impact is unavoidable given the requirement for the station upgrade.

For that reason, archival photographic recording should be undertaken with reference to the guidelines mentioned previously. The photographic recording should include contextual photographs showing the relationships between the rail line, station platform and neighbouring streetscapes within the town. The recommendation for archival photographic recording of Moree station prior to any level of impact is consistent with the existing recommendations of the EIS and the management recommendations associated with the RailCorp s.170 Register listing.

Based on the current concept plan for the proposed works, no further assessment on historic heritage grounds is required for Moree Station.

7.3 General recommendations

- There should be further consideration of heritage during the detailed design of this project, including ongoing input from heritage specialists. Development of the detailed design should consider reducing heritage impacts;
- All archival photographic recording should be undertaken prior to the commencement of any project works at the four stations, in order to capture the heritage items within their existing current settings prior to construction;
- It is considered that archival photographic recording comprises an adequate and appropriate record of the rail line stations and their associated elements and relationships in their current state; ensuring that a full understanding and record of the former line will be available for future generations;
- Detailed design for the proposed safety fence and new platform awnings will be undertaken with the input of a suitably qualified heritage architect to ensure sympathetic treatments which respect and where possible enhance the station's heritage value.
- All four stations should be integrated into any interpretation strategy developed for the proposal. Interpretation is an integral part of the conservation and management of NSW's heritage;
- This recommendation is consistent with the existing recommendations of the EIS (Umwelt 2017:128): "The proposal site [forms] a significant part of the history of the pattern of settlement and development in the region and warrants the development and implementation of an interpretation strategy"; and
- The interpretation strategy should also seek to incorporate, where feasible and relevant, existing physical station elements that would be impacted by the project, including station signs for Edgeroi, Bellata and Gurley, and bricks from the Gurley platform. This provides a direct physical connection to the predecessor line and its heritage features.

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Appendix A

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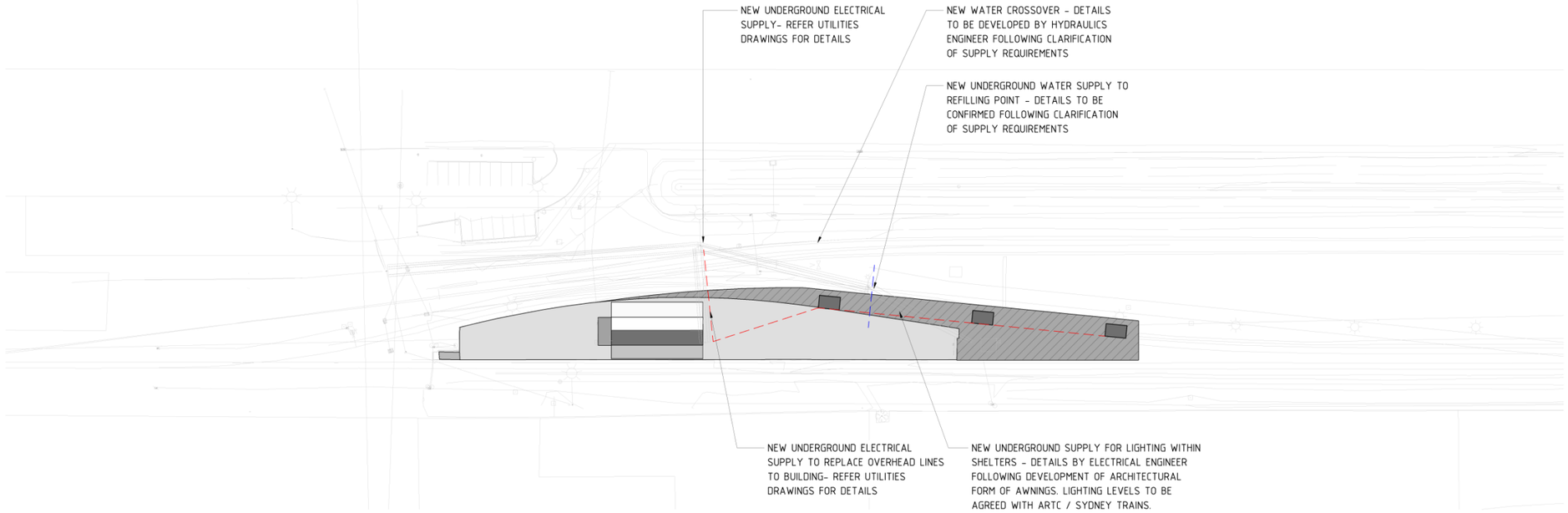

STATION SERVICES WORKS
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CONCEPT DESIGN

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Design Project Code:
Designed: Designer
Checked: Checker
Ind.Rev. Company | Ind.Rev. Name
Ind.Review Signature
Approved By: Approver
Signed:
Approval Date
ARTC ACCEPTANCE
Accepted By
Signed:
Acceptance Date

InlandRail
3-0001-260-CCW-00-SK-1005
Sheet No.
Scale: 1 : 500
SHEET SIZE A1

TITLE
NARRABRI TO NORTH STAR
MOREE STATION WORKS
STATION SERVICES WORKS

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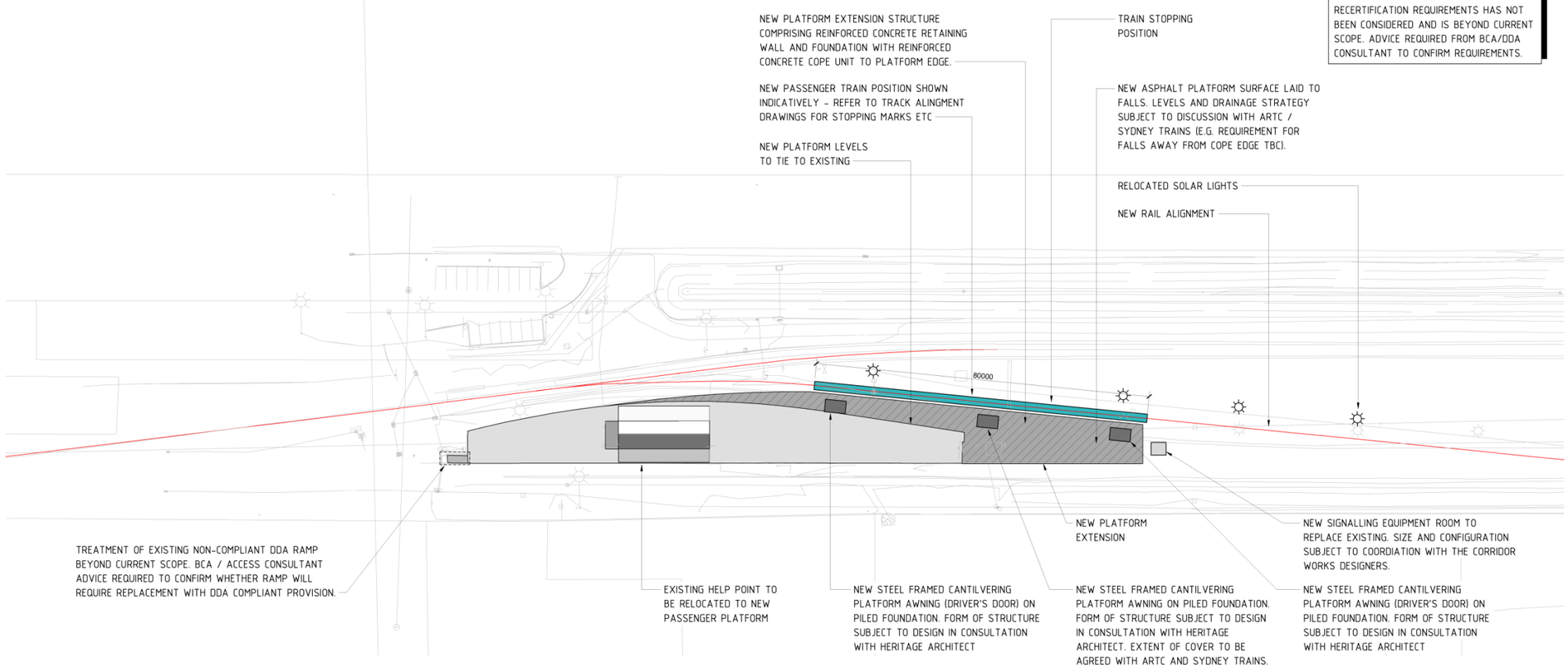
DDA COMPLIANCE AND STATION RECERTIFICATION REQUIREMENTS HAS NOT BEEN CONSIDERED AND IS BEYOND CURRENT SCOPE. ADVICE REQUIRED FROM BCA/DDA CONSULTANT TO CONFIRM REQUIREMENTS.



NEW STATION WORKS
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CONCEPT DESIGN

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Design Project Code:
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Checked: Checker
Ind.Rev. Company | Ind.Rev. Name
Ind.Review Signature
Approved By: Approver
Signed:
Approval Date
ARTC ACCEPTANCE
Accepted By
Signed:
Acceptance Date

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TITLE
NARRABRI TO NORTH STAR
MOREE STATION WORKS
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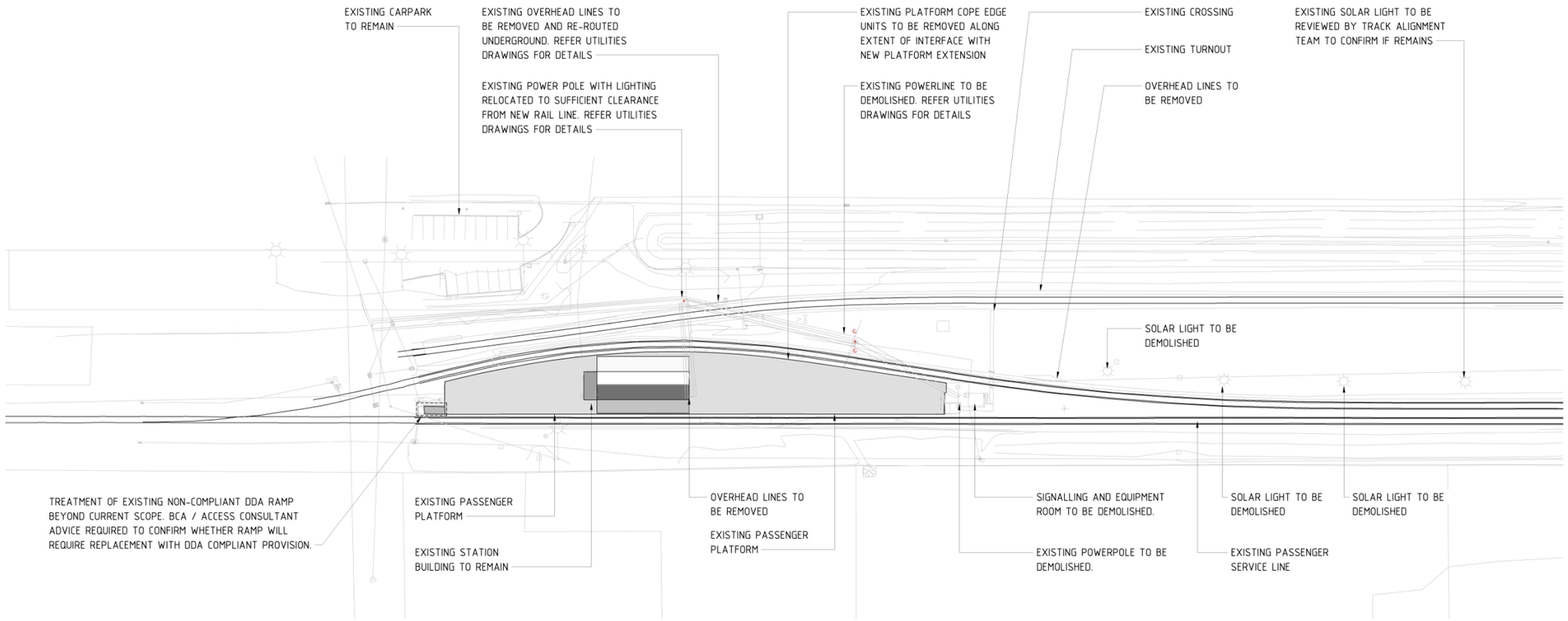

DEMOLITION WORKS
1 : 500

CONCEPT DESIGN

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Designing Company: IRDJV ABN - 46 334 247 476 World Square Level 27, 680 George Street, Sydney New South Wales, 2000
Design Project Code:
Designed J.HENSHALL
Checked H.JONES
Ind.Rev. Company | Ind.Rev. Name
Ind.Review Signature
MOTT MACDONALD
ARTC ACCEPTANCE
Approved By: Approver
Signed:
Approval Date
Accepted By
Signed:
Acceptance Date

InlandRail
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TITLE
NARRABRI TO NORTH STAR
MOREE STATION WORKS
DEMOLITION PLAN

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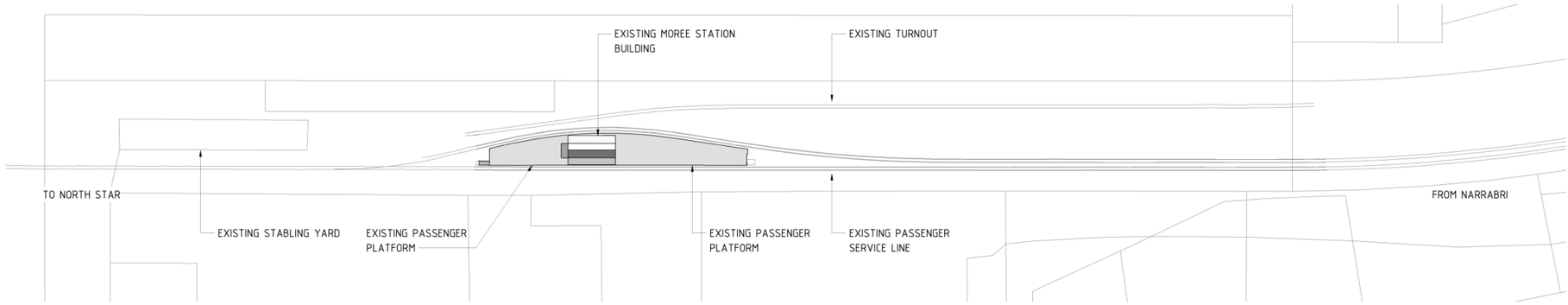
DRAWN TO AS1100 | DO NOT SCALE | ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE



EXISTING SITE - GENERAL ARRANGEMENT
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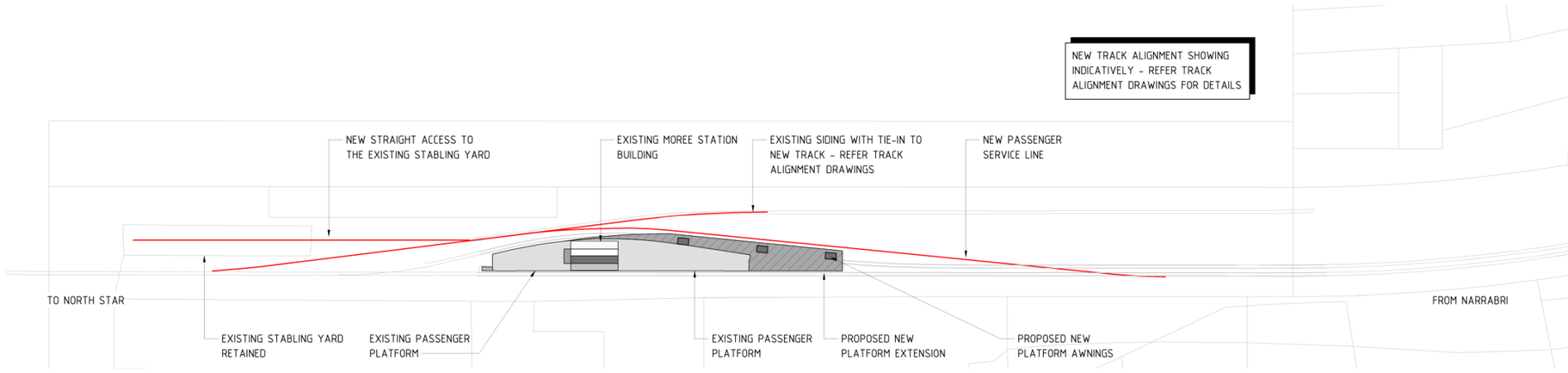

NEW SITE - GENERAL ARRANGEMENT
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CONCEPT DESIGN

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Design Project Code:
MOTT MACDONALD
Designed: Designer
Checked: Checker
Ind.Rev. Company | Ind.Rev. Name
Ind.Review Signature
ARTC ACCEPTANCE
Approved By: Approver
Signed: | Approval Date
Accepted By
Signed: | Acceptance Date

InlandRail
3-0001-260-CCW-00-SK-1002
Sheet No.
SHEET SIZE A1
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TITLE
NARRABRI TO NORTH STAR
MOREE STATION WORKS
SITE GENERAL ARRANGEMENT

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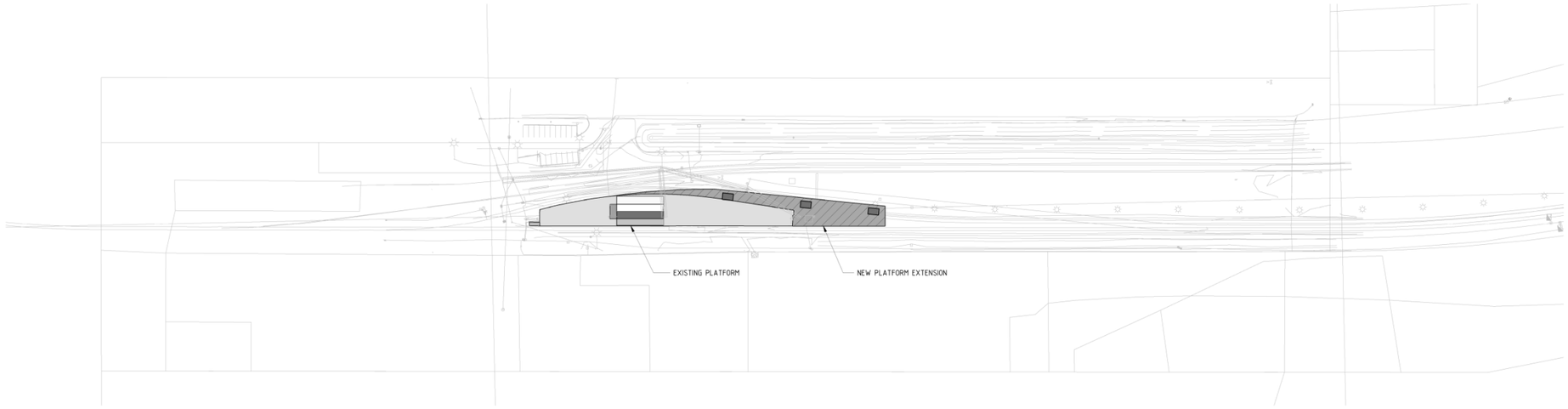
DRAWN TO AS1100

DO NOT SCALE

ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE



IN-PROGRESS

CONCEPT DESIGN

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Design Project Code:

MOTT MACDONALD

Designed: Designer

Checked: Checker

Ind.Rev. Company

Ind.Rev. Name

Ind.Review Signature

Approved By: Approver

Signed:

Approval Date

ARTC ACCEPTANCE

Accepted By

Signed:

Acceptance Date

Used on / Next higher assembly:

Scale

Filename:

Alternate DMS number:

InlandRail

3-0001-260-CCW-00-SK-1001

Sheet No.

Scale: 1 : 1000

SHEET SIZE A1

TITLE
NARRABRI TO NORTH STAR
MOREE STATION WORKS
COVER SHEET AND SITE PLAN

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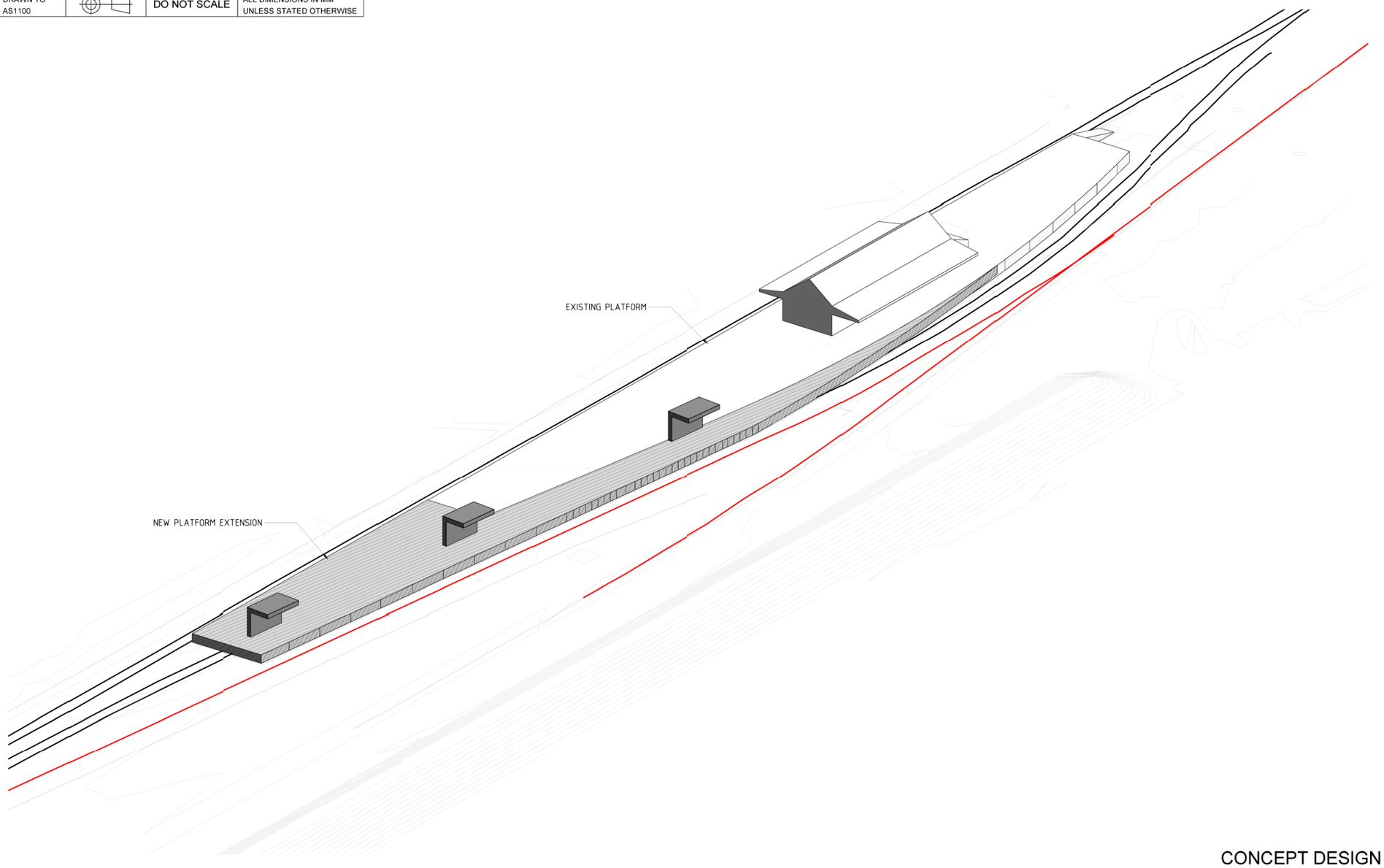
DRAWN TO AS1100

DO NOT SCALE

ALL DIMENSIONS IN MM UNLESS STATED OTHERWISE



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Designing Company: IRDJV ABN - 48 334 247 476 World Square Level 27 680 George Street, Sydney New South Wales, 2000

Design Project Code:

Designed: Designer

Checked: Checker

Ind.Rev. Company

Ind.Rev. Name

Ind.Review Signature

Approved By: Approver

Signed:

Approval Date

ARTC ACCEPTANCE

Accepted By

Signed:

Acceptance Date

InlandRail

3-0001-260-CCW-00-SK-1010

Sheet No:

Scale:

SHEET SIZE A1

TITLE
NARRABRI TO NORTH STAR
MOREE STATION WORKS
3D VIEW

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D2
R2
C3
National Rail