



Jarre Pty Ltd

Heritage Impact Assessment

Gosford Gateway Centre
(Mann, Faunce & Watt Streets)

27 July 2020

© Copyright Barker Ryan Stewart Pty Ltd
2020 All Rights Reserved

Project No.	CC160154
Author	LW
Checked	IS
Approved	LW

Rev No.	Status	Date	Comments
1	DRAFT	30/03/2020	
2	Final	27/07/2020	

COPYRIGHT

Barker Ryan Stewart reserves all copyright of intellectual property in any or all of Barker Ryan Stewart's documents. No permission, licence or authority is granted by Barker Ryan Stewart to any person or organisation to use any of Barker Ryan Stewart's documents for any purpose without the written consent of Barker Ryan Stewart.

REPORT DISCLAIMER

This report has been prepared for the client identified in section 1.0 only and cannot be relied on or used by any third party. Any representation, statement, opinion or advice, expressed or implied in this report is made in good faith but on the basis that Barker Ryan Stewart are not liable (whether by reason of negligence, lack of care or otherwise) to any person for any damage or loss whatsoever which has occurred or may occur in relation to that person taking or not taking (as the case may be) action in any respect of any representation, statement, or advice referred to above.

SYDNEY
P (02) 9659 0005
E sydney@brs.com.au

CENTRAL COAST
P (02) 4325 5255
E coast@brs.com.au

HUNTER
P (02) 4966 8388
E hunter@brs.com.au

SOUTH EAST QUEENSLAND
P (07) 5582 6555
E seql@brs.com.au

Reference for relevant Secretary's Environmental Assessment Requirements

Key Issue	Requirement	Relevant Report Section
12 Heritage	<ul style="list-style-type: none"> Assess any impacts on State and local heritage items, including conservation areas, natural heritage areas, relics, gardens, landscapes, views and trees and recommend mitigation and management measures where required. 	Sections 1-5
Policies, Plans and Guidelines	<ul style="list-style-type: none"> Gosford City Centre Development Control Plan 2018 Statement of Heritage Impact Guide (OEH) Design in context: Guidelines for infill development in the Historic Environment (NSW Heritage Office, 2005) 	Section 4.4 Section 4.2 Section 4.3

TABLE OF CONTENTS

1	Introduction	5
1.1	Brief.....	5
1.2	Methodology.....	5
1.3	Proposed Development	6
1.4	Limitations	7
2	Historic Review.....	8
2.1	History.....	8
2.1.1	Gosford	8
2.1.2	Surrounding Heritage Sites.....	8
2.2	Listings	10
3	Heritage Significance	12
3.1	Assessment of Significance	12
3.2	Statement of Significance.....	12
4	Heritage Impact Assessment	16
4.1	Potential.....	16
4.2	Assessment of Proposal	16
4.3	Design in Context.....	19
4.4	Gosford City Centre Development Control Plan 2018	22
4.5	Statement of Heritage Impact	25
5	Conclusion and Recommendations.....	26
6	References.....	27
	Appendix A: Lisa Wrightson Resume	28
	Appendix B: Heritage Assessment Criteria for Items in the Vicinity of the Site	29
	Appendix C: Heritage Listings	34

1 Introduction

1.1 Brief

Barker Ryan Stewart have been engaged to prepare the Heritage Impact Assessment (HIA) for the proposed development of the Gosford Gateway Centre site surrounded by Mann, Faunce and Watt Streets, Gosford. The site is shown in Figure 1 below. The proposed development will be a State Significant Development (SSD) Application and a heritage impact assessment is required to consider how the proposal will impact on heritage items that are in the vicinity of the site.



Figure 1: Aerial view of site and surrounding development

Further the Secretary's Environmental Assessment Requirements (SEARs) for the SSD application required the following assessment:

Assess any impacts on State and local heritage items, including conservation areas, natural heritage areas, relics, gardens, landscapes, views and trees and recommend mitigation and management measures where required.

The HIA has been prepared by Lisa Wrightson, Planning Manager / Heritage Advisor with Barker Ryan Stewart and considers the above SEARs key issue. Refer to Appendix A for Resume of Lisa Wrightson.

1.2 Methodology

This report has been prepared in accordance with the requirements of the Australia ICOMOS Burra Charter and more specifically the guidelines for *Statements of Heritage Impact* and *Assessing Heritage Significance* as issued by the NSW Heritage Office (now known as the NSW Heritage).

These guidelines note that a Statement of Heritage Impact should address the following issues:

- Why the item is of heritage significance;
- What impact the proposed works will have on that significance;
- What measures are proposed to mitigate negative impacts; and
- Why more sympathetic solutions are not viable.

This assessment has also considered the heritage controls within the Gosford City Centre Development Control Plan 2018 and Design in context: Guidelines for infill development in the Historic Environment.

1.3 Proposed Development

The proposed development is a concept plan for a mixed use development which includes hotel, commercial offices, retail areas, an educational and entertainment component, student accommodation and retirement independent living units, public open space and car parking. These uses will be provided over three (3) buildings and four (4) stages. The site currently contains a range of uses including car parking, dwellings and shopping and commercial facilities. The site includes five (5) parcels of land as detailed in Table 1 below:

Table 1: Details of existing land parcels

Address	Existing Use	Legal Description
8-16 Watt Street	Four Storey Mixed Use Building with Multi Level Car Parking	Lot 112 DP 1022614
243 Mann Street	Detached Building with Ground Level Car Parking	Lot 4 DP 1191104
249 Mann Street	Detached Building with Ground Level Car Parking	Lot 3 DP 1191104
135 Faunce Street	Two Storey Detached Dwelling	Lot 3 DP 1191104
137 Faunce Street	Ground Level Car Parking	Lot 1 DP 1191104

Figure 2 below includes the proposed site plan for the new development including the location of the new buildings and public plaza.

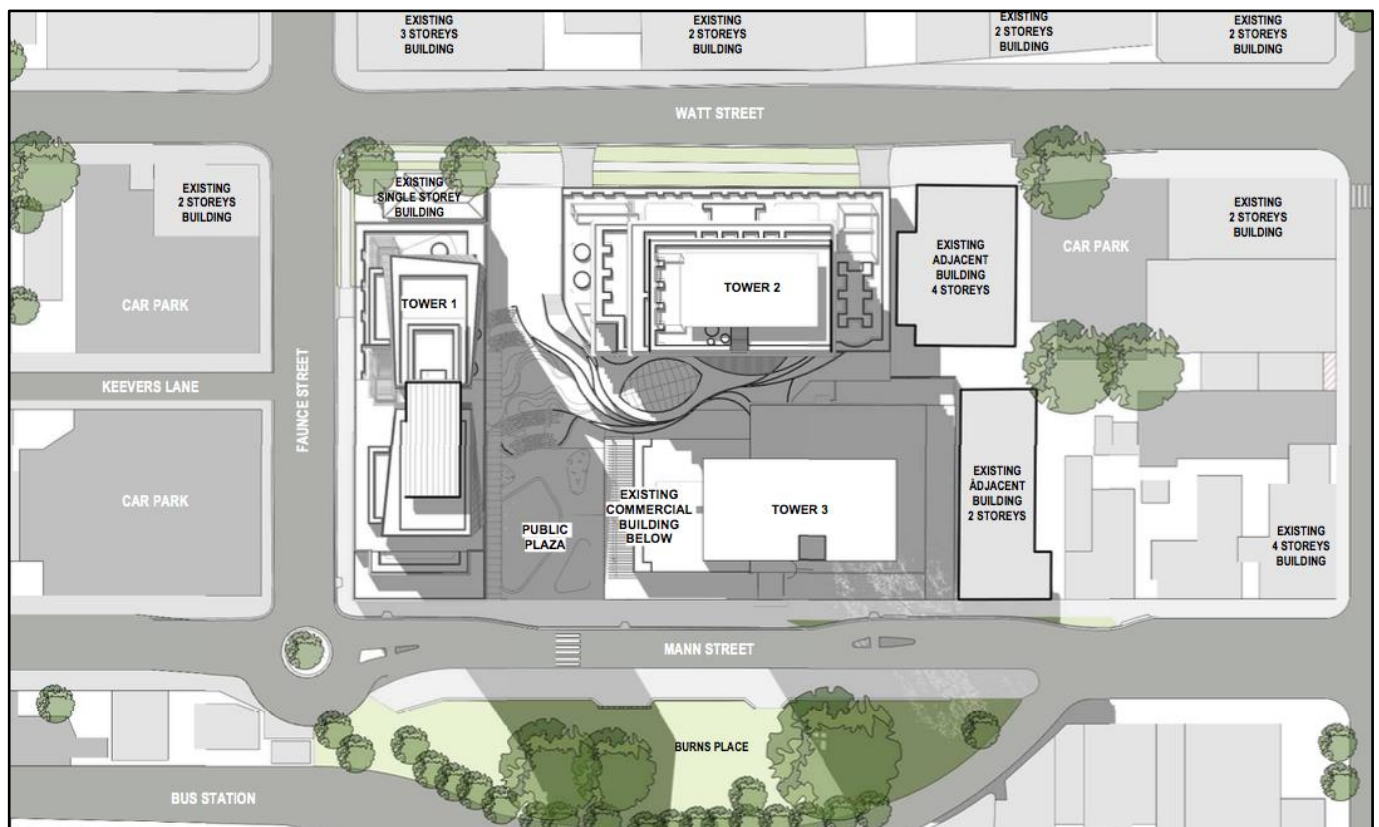


Figure 2: Extract of Concept Site Plan

A public plaza will be integrated within the centre of the site providing pedestrian access from Watt Street to Mann Street. The public plaza will incorporate high quality seating and soft landscaping to activate ground level retail space and channel pedestrians through the precinct including access from

the Railway Station and Burns Park. Figure 3 below provides an overview of the landscaping and public connections.

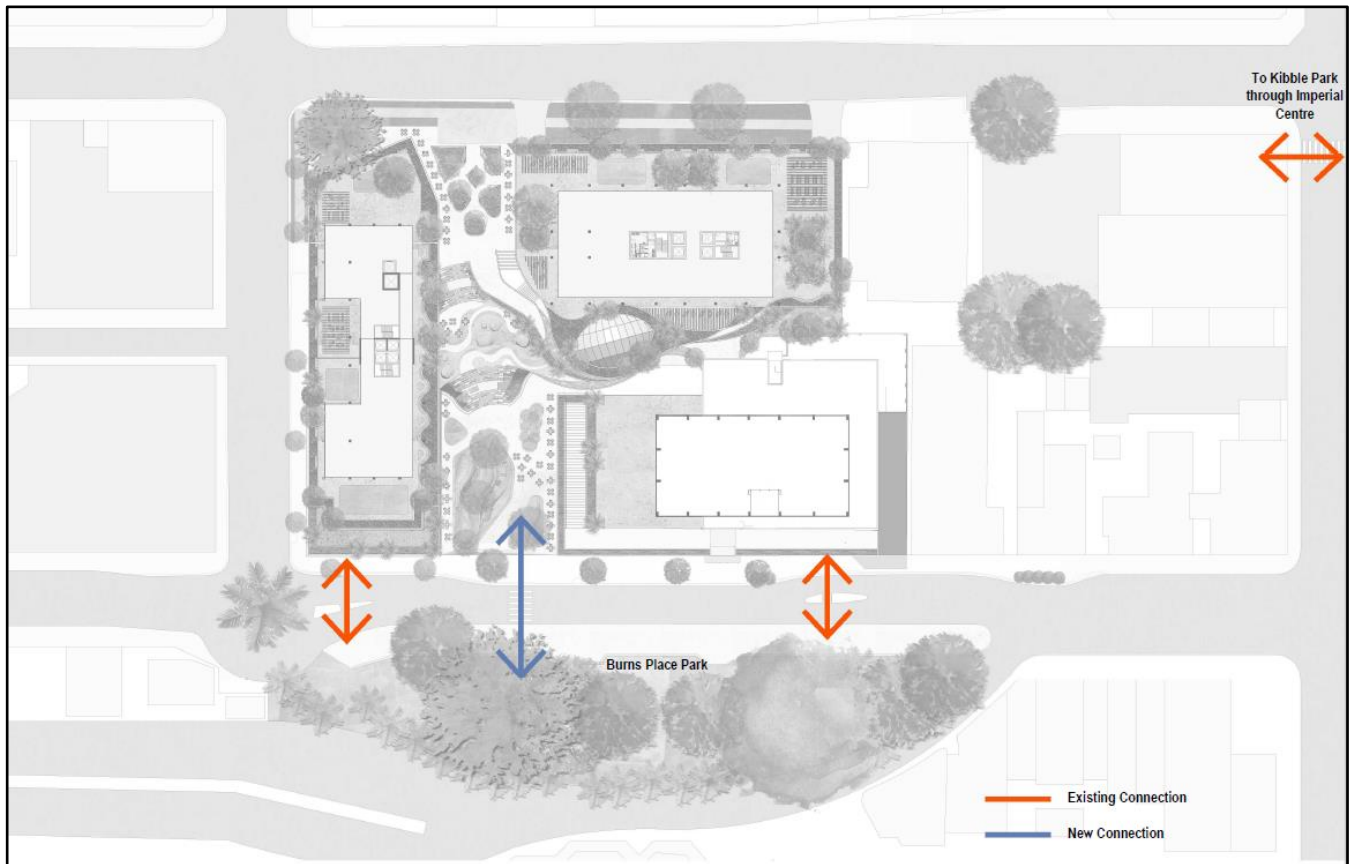


Figure 3: Extract from Plan set showing link to Burns Park and Station

The site is bordered by Mann Street, Faunce Street and Watt Street with pedestrian access available from the north, east and west.

Vehicle access is proposed from Faunce and Watt Streets with two commercial vehicle driveways and one driveway associated with the hotel and student housing.

Car parking will be provided within seven levels at basement, Ground Level and Level 1.

1.4 Limitations

This Heritage Impact Assessment is limited to the investigation of the non-Aboriginal cultural heritage of the site. Therefore, it does not include any identification or assessment of Aboriginal or archaeological significance. In addition, a detailed historical archaeological study is beyond the scope of this assessment.

2 Historic Review

2.1 History

2.1.1 Gosford

Until European settlement, the area around Gosford was inhabited by the Guringai peoples, who were principally coastal-dwellers and the Darkinjung people that inhabited the hinterland. Along with the other land around the Hawkesbury River estuary, the Brisbane Water district was explored during the early stages of the settlement of Sydney. In the early 19th century some pioneering European settlers began occupying the land, for timber cutting (mainly ironbark and Australian red cedar), lime production and grazing.¹

Gosford was initially explored by Governor Phillip but was not settled before 1823 as it was difficult to access. In 1830 the site of Gosford was decreed "most eligible" for a government township as it was "on the best anchorage". It was not surveyed and named until 1839.

East Gosford began to flourish as the main centre in the area following a private subdivision. It was not until the 1880s when the construction of the railway began that Gosford began to outgrow East Gosford as the main centre. The railway arrived in 1887 which accelerated the growth of the centre and the surrounding region and Gosford became the centre of administration.

2.1.2 Surrounding Heritage Sites

Burns Park

The history of Burns Park is:

Named after LT Burns, planning and design commenced in 1935 with construction continuing through 1938. In 1937, local businesses contributed towards the cost of the stone walls, archways, and garden layout while in 198 Gosford Municipal Council undertook a major tree planting scheme.

It is believed that the stonework was done by Mr Hayward as one of his last contracts. As a young man, Mr Hayward explored the district looking for suitable stone for quarrying. Stonemason Bill Thorn was the leading stonemason who worked on the stone fencing around Burns Place, which was undertaken in the late 1930s².

Gosford Hotel

The history of Gosford Hotel is:

Location of the hotel marks the shift in township centre from the wharf to the railway area further north. Good example of "high rise" hotel of 1920's. Once a landscape feature for rail travellers. Mr B. F. Rowe was the proprietor of the "new" Hotel Gosford when it opened on March 19, 1926.

The ground floor dining room could accommodate 56 diners. The kitchen was reported to have many labour saving devices and extensive pantry. There was fine woodwork throughout with Queensland Maple on the Ground and First Floors and Oregon elsewhere. An upholstered settee was provided on each landing of the stairs. Patrons could also use a lift that serviced each floor.

¹ Gosford City Council / Graham Brooks & Associates Pty Limited, Gosford Heritage Review, 1999, Gosford City Council.

² Central Coast Council / NSW Government, Heritage Listing – Burns Place Park, updated 2014, NSW Government.

Accommodation was provided on the upper floors with shared bathrooms. The bathrooms were lined with ceramic tile and marble³.

Railway Station

There are three parts to the railway station that are individually listed including:

- Railway Turntable;
- Signal box, water column and tank; and
- Large-faced clock with wooden frame.

The general history of the railway station and line includes:

The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems. The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888.

The line was completed between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889. Gosford Railway Station is located on the Main Northern line, approximately mid-way between Sydney and Newcastle. Gosford Railway Station was opened on 16 January 1888. The original line was constructed as a 'single' line, but Gosford was provided with three roads, a Down platform road, an Up platform road and a 'middle road' which could be used in either direction. Within a couple of years, a turntable, locomotive watering facilities, a refreshment room, footbridge, a number of goods sidings and signal box were added to Gosford.

Duplication of the main lines through Gosford was carried out in the 1910 period. The railway layout at Gosford was considerably enlarged. Locomotive servicing sidings were relocated to the north end of the platforms, station facilities and buildings were rebuilt, extra sidings and refuge loops were added.

Generally speaking, the layout at Gosford remained unaltered for the next 40 years, apart from some minor changes to sidings and points in the yard. By the 1950s, and a few years prior to the opening of the electrification of the main lines between Hornsby and Gosford, Gosford Railway Station comprised Down main line and Up main line side platforms. In addition, a branch line to Gosford Racecourse (opened 1916), trailing on to the Down main line at the Sydney-end of the platform, was brought into use.

In 1959, the first stage of electrification between Hornsby and the Hawkesbury River was completed, with the Hornsby to Gosford section opening in the following year. By 1960, the railway facilities at Gosford had been completely updated and rebuilt to allow for the changeover between electric locomotives (in the Sydney-Gosford section) and steam haulage between Gosford and Newcastle.

In the late 1980s-1990 most station buildings on the Northern line between Hornsby and Newcastle were further rebuilt with modern materials, a result of the extension of electrification from Gosford to Newcastle, which opened in May 1984. Major upgrading was undertaken at Gosford, and that included total replacement of the 1960-built station buildings and platforms. The layout of all sidings, crossovers and points were revised and upgraded. The steam locomotive, electric and, by the 1970s, the diesel-electric servicing sidings were removed. The Gosford Racecourse branch line was disconnected and removed.

³ Central Coast Council / NSW Government, Heritage Listing – Gosford Hotel, updated 2014, NSW Government

Today, only remnants of the extensive steam and electric servicing facilities remain. The elevated water tank and stand, the electric turntable and the water column (in a new position) mark the location of the locomotive area near the station. The electric locomotive sidings at the southern end of the platform remain but are used for stabling inter-urban electric trains. The sidings at the far north of the yard have been removed⁴.

2.2 Listings

There are different types of statutory heritage listings for local, state and national heritage items. A property, building, site or landscape is considered a "heritage item" if it is:

- Listed in the heritage schedule of a local Council local environmental plan (LEP), State Environmental Planning Policy (SEPP) or a regional environmental plan (REP);
- Listed on the State Heritage Register, a register of places and items of particular importance to NSW under the NSW Heritage Act 1977; and/or
- Listed on the National Heritage List established by the Federal Government to list places of heritage significance on a national level under the Environmental Protection and Biodiversity Conservation Act 1999, which has since been abandoned.

These top two statutory registers and listings provide legal protection for heritage items. Table 2 below identifies the statutory heritage listings applicable to the listings in the vicinity of this site in Mann Street, Gosford.

Table 2: Statutory Listing Information

Level of Significance	List	Listing	Purpose of the List
World	World Heritage Register	No	The world heritage list includes properties forming part of the cultural and natural heritage, which are considered as having outstanding value at a world level.
National	National Heritage List	No	The National Heritage List included places of outstanding national heritage significance, including natural, historic and indigenous places that are of outstanding national value to the Nation of Australia.
State	NSW State Heritage Register	No	The State Heritage register lists a diverse range of places, buildings and objects that are of importance to the State of NSW. Included under NSW Heritage Act 1977. The list includes Aboriginal places, buildings, objects, monuments, gardens, natural landscapes, archaeological sites, shipwrecks, relics, streets, industrial structures, public buildings, shops, factories, houses, religious buildings, schools, conservation precincts, jetties, bridges and moveable items such as church organs and ferries.

⁴ Central Coast Council / NSW Government, Heritage Listing – Signal Box, Water Column and Tank, updated 2014, NSW Government

Level of Significance	List	Listing	Purpose of the List
Regional	No regional listings	N/A	Not applicable
Local	State Environmental Planning Policy (SEPP) (Gosford City Centre (GCC)) 2018 Refer to details below. Note: Gosford Local Environmental Plan (LEP) 2014 is not relevant to this site.	No the site is not listed, however nearby sites are as detailed below.	Statutory documents prepared under Part 3 of the Environmental Planning and Assessment Act 1979, listing items of local heritage significance. Items in the SEPP are protected in that any development proposal affecting a listed item must include a Heritage Impact Assessment. This includes work in the vicinity of a heritage item, which is applicable in this case. Refer to clause 5.10(5) of SEPP (GCC) 2018.

As mentioned above the site is not specifically listed as a heritage item, however is located within the vicinity of a number of heritage items as detailed below in Figure 4 and Table 3.

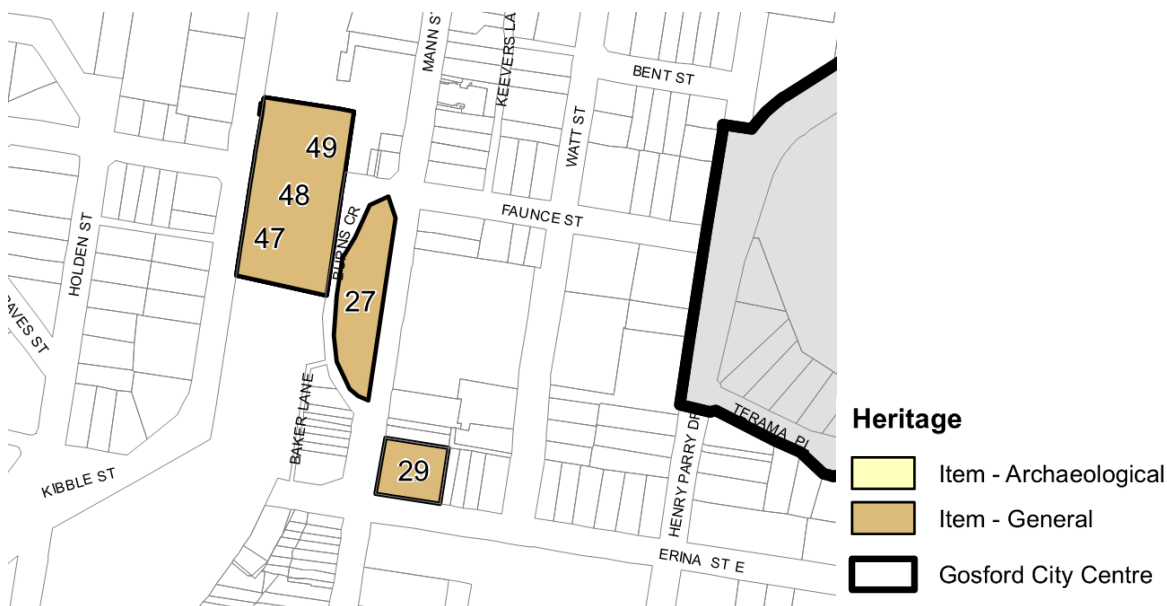


Figure 4: Extract of SEPP (GCC) 2018 Heritage Mapping

Table 3: Extract of Heritage Listings in SEPP (GCC) 2018

Suburb	Item name	Address	Property description	Significance	Item no
Gosford	Burns Place Park, feature eucalypt and stands of mature trees	Between Burns Crescent and Mann Street		Local	27
Gosford	Gosford Hotel	102 Erina Street	Lot 1, DP 76776	Local	29
Gosford	Railway turntable	Railway land off Showground Road	Part Lot 100, DP 1006006	Local	47
Gosford	Signal box, water column and tank	Railway land off Showground Road	Part Lot 100, DP 1006006	Local	48
Gosford	Large-faced clock with wooden frame	Burns Crescent (Gosford Railway Station)	Part Lot 100, DP 1006006	Local	49

3 Heritage Significance

3.1 Assessment of Significance

The NSW Heritage Assessment Guidelines (published by the former Office of Environment and Heritage in 2001) incorporates four possible values of heritage significance, which include:

- Historical significance;
- Aesthetic significance;
- Social significance; and
- Research / technical significance.

These four values are expressed a list of seven detailed assessment criteria, which specifically address key areas of possible significance. An item will be considered to be of significance if it meets one or more of the following criteria.

Criterion (a)	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (b)	An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (c)	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);
Criterion (d)	An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;
Criterion (e)	An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (f)	An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);
Criterion (g)	An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's) cultural or natural places, or cultural or natural environments.

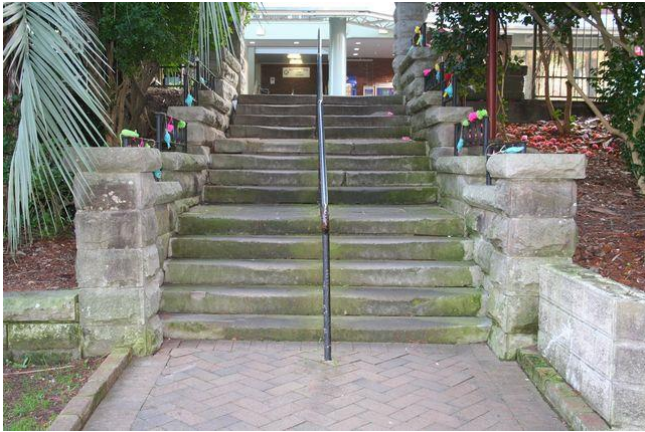
Appendix B includes an indication of how the listings located in the vicinity of Table 3 meet these criteria.

3.2 Statement of Significance

The Statement of Significance for the Items listed above, prepared for the State Heritage Inventory on behalf of the former Gosford City Council, now Central Coast Council is shown below:

Burns Park

Burns Place Park is the prime city centre formal park acting as a gateway between the commercial streetscape and the railway station. It is aesthetically significant as a public open space, and socially significant for its components donated/built by the community, such as the War Memorial Fountain. Full height mature trees (Taxodium distichum (Bald Cypress), especially in groups, are a valuable asset to the city.



Photograph 1: Burns Place Park Steps & Entrance (Source: NSW Heritage / CCC Listing)

Hotel Gosford

The Gosford Hotel at the corner of Mann and Erina Streets, Gosford has historic and social significance as a hotel providing accommodation for holiday makers in close proximity to the new Great North Railway. Built at the north end of Gosford, it marks the change in transportation for holiday makers from boat to train. It has aesthetic significance as a fine and intact example of a "high rise" hotel of the 1920's, associated with tourism to the Gosford township and is a prominent element in the streetscape of Mann Street.



Photograph 2: Gosford Hotel (Source: NSW Heritage / CCC Listing)

Railway Turntable and Signal Box, Water Column and Tank

Gosford Railway Station contains items of local significance, although this excludes the station buildings themselves, as they were built in the 1990s. These items of significance include the signal box, battery box and water spout. The signal box and the installation of the 'under wires' type water column on Platform 2 have historic associations with the Sydney - Gosford electrification which was completed in 1960. Gosford Signal Box is rare as an example of a signal box containing both manually operated lever and electronic signalling frames as a result of the combining of three signal boxes in the 1960s.

The Gosford steam locomotive servicing facilities are significant at a local level because they are the most complete group of steam locomotive servicing facilities in the Sydney Metropolitan area. The servicing facilities are significant for the role they played in the Sydney - Newcastle line during the age of steam (a rare remnant of servicing equipment from this age within the region). The facilities have aesthetic significance at a local level, with the turntable and watering facilities being good examples of steam age railway infrastructure, while the water tank has landmark qualities.

They provide an important physical reminder of a technological and transportation era that is now past. The facilities are fine examples of their type, containing the principal characteristics of both individual type and group, and have a high level of integrity.



Photograph 3: Gosford Railway Station Elements (Source: NSW Heritage / CCC Listing)

Railway Station Clock with Wooden Frame

Gosford Railway Station contains items of local significance, although this excludes the station buildings themselves, as they were built in the 1990s. The drop case clock is rare as it is of a much larger size than standard railway clocks found on the Northern line. It is also one of very few such clocks on public display.



Photograph 4: Gosford Railway Station Clock (Source: NSW Heritage / CCC Listing)

The full heritage listings are included in Attachment C.

This statement of significance extracts needs to be clarified by the following:

- The railway station and associated infrastructure that is listed is not visible from the site or immediate surrounds.

4 Heritage Impact Assessment

4.1 Potential

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

- Provision of visual and physical connection to Burns Place Park through the use of public open space and pedestrian connection;
- Retention of the main part of the existing Gateway building which assists with protecting the streetscape of Mann Street; and
- The heritage items associated with the Railway Station are not visible from site.

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

- The building presents a significant visual change to the area;
- Height of the towers in terms of overshadowing and possible wind tunnel effects; and
- Change in the potential curtilage of the heritage item.

This Heritage Impact Assessment analyses the extent of these potential impacts and the measures taken to mitigate negative impacts.

4.2 Assessment of Proposal

The following assessment is based on the guidelines set out by the NSW Heritage Office (now NSW Heritage) publication 'Statements of Heritage Impact', referred to above. The standard format and questions have been adapted to suit the circumstances of this proposal.

It should be noted that the main heritage items to potentially be impacted by the proposal are Burns Place Park and Gosford Hotel. The railway station items, as previously mentioned are not visible from the proposed development and are unlikely to be impacted and will only be mentioned in the assessment where relevant.

New development adjacent or in the vicinity of a heritage item

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

The proposed development includes two main features that work together to ensure the impact on the nearby heritage items are minimised including the following:

- Retention of the existing Gateway Centre façade and building height at street level; and
- Provision of open space area that connects Burns Place Park with the new development.

Both these elements help to reduce the potential for impact on the heritage items. Figure 5 shows the proposed development and the open space / forecourt element which will directly connect to Burns Place Park. It also shows the updated Gateway Centre which retains the scale at the street to connect to the existing Hotel and a setback taller element. Photograph 5 shows the existing relationship between the buildings along Mann Street. From a pedestrian level, this relationship will not be significantly altered due to the setback of the upper storeys.



Figure 5: Perspective of proposed development from Burns Park



Photograph 5: Existing Streetscape from Corner of Mann and Erina Streets

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

Gosford City Council is encouraging the development of Gosford as a regional city centre for business, residential development and tourism. This site is well placed to be part of that development and has been identified as Key Site No 2 within Gosford City Centre DCP 2018, which includes potential bonuses

for height and floor space. This area is close to railway station and bus interchange which makes it perfect for the proposed retail, commercial, education, tourism and specialised residential development that is proposed.

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

The Gosford Hotel is separated from the proposed development site by an existing development which is shown in Photograph 5 above. This provides separation from the new development and the heritage item providing sufficient curtilage to enable the effective interpretation of the item. The location of the Hotel on the corner of the street enables it to maintain its corner prominence. The use of glass on the new buildings in the background will enable them to reflect the surrounding elements and not take away from the streetscape elements.

The proposal does not adversely impact on the curtilage of the Burns Place Park in that it ensures that there is better pedestrian connection and visual linkages. The vegetation, which are an important element in the park will not be adversely affected in terms of shadow and wind tunnel effects.

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

The proposed development is located to enhance and direct views to Burns Place Park. The visual and pedestrian connection is important from the site to the existing railway station and bus interchange.

The views to and from the Gosford Hotel will also not be adversely impacted by the proposal. Views to and from the Hotel are directly related to the intersection at which it is located as shown in Photograph 5 above. Figure 6 below provides an indication of the views to be enhanced and or retained.

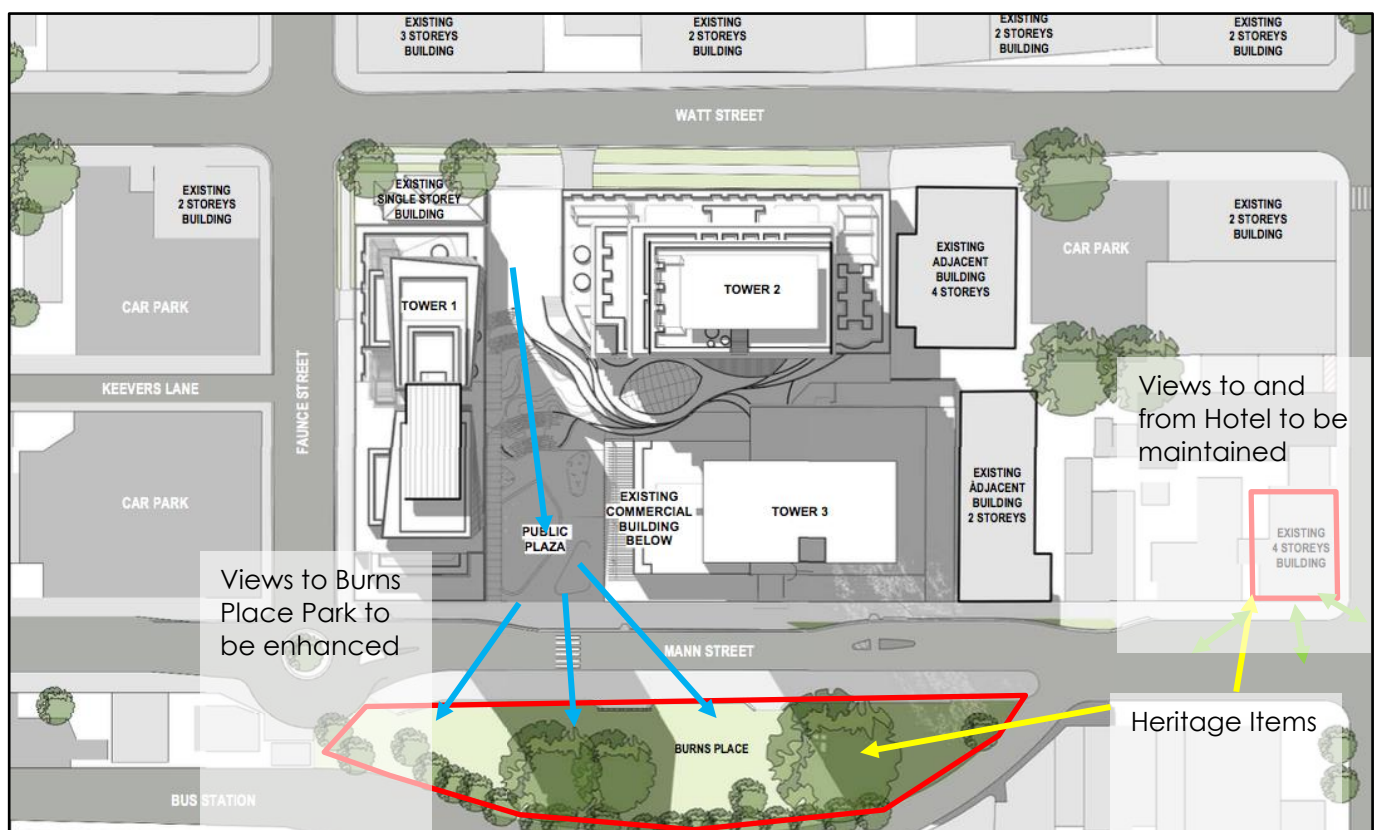


Figure 6: Views to and from Heritage Items in the vicinity of the site

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

No archaeological deposits are known in this area and the site has been excavated a number of times for concrete and other buildings. As with any development, should any objects or relics be uncovered during construction then the relevant provisions for discovery of relics under the NSW Heritage Act would be applicable.

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

The proposed development is somewhat separate from the heritage items, in that it is visually and physically separate. In relation to Gosford Hotel, the separation is significant along the street and the setback of the taller elements. The retention of the Gateway Centre provides continuity on streetscape and protection of the existing streetscape, although enhanced by the updated and improved building. Further the buildings have been stepped down along Mann Street to ensure the lowest elements are closest to the Hotel and are sympathetic in scale.

Burns Place Park provides improved access and connection to this important open space element in the town centre. It not only allows better pedestrian connection, it also allows visual connection and improved active and passive surveillance. This helps to protect the important heritage elements in the park from vandalism and inappropriate behaviour.

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

The location and setting of the heritage items will not change and can still be viewed from Mann Street by the public and are still accessible to the public. As mentioned previously the public access to Burns Place Park will be significantly improved and provide a safer place. The additional plaza in the development will improve the feeling and usability of the green space in the locality, including Burns Place Park.

4.3 Design in Context

Tables 4 and 5 below are variations of extracts from the publication *Design in Context*, which assist in considering heritage impacts of new development on infill sites within urban locations. Table 5 specifically includes design elements for the proposed Infill building which will need to be considered when preparing the detailed design for the site.

Table 4: Assessing new development in an historic context – checklist for applicants and assessors

Part A: Documents to be included	Assessors Comments
Date of submission	April 2020
Statement of heritage impact (SOHI)	Refer to Section 4.6 below
Site Plan	Refer to plans submitted with the Concept plan State Significant Development Application.
Landscape plan	
Floor plans	
Sections and details	
Elevations	
Fencing details	Not applicable
External materials and colours	Refer to plans submitted with application. They work with the heritage items and streetscape.
Working model	

Table 5: Response to Design Criteria to assist with Statement of Heritage Impact

Part B: Design criteria	Assessors Comments	
	Existing Context	Infill Building
CHARACTER	<ul style="list-style-type: none"> Mixed character – typical mix of early and mid-nineteenth century commercial, government and retail buildings, with more scattering of residential shop top housing and residential towers, a number of which have been recently built. Secondary street frontages. Some neglect to frontages due to vacant properties and car parks. Transport hub including railway station and bus interchange. Open space elements. <p>Refer to Photograph 6 showing site and context of locality.</p>	<ul style="list-style-type: none"> Reinforces existing mixed character of the streetscape and future character of higher density development. Encourages development being supported by Council and NSW Government to revitalise Gosford town centre in close proximity to transport hub. Enhances and improves open space and linkages to open space and pedestrian areas.
SCALE	<ul style="list-style-type: none"> Mixed scale of development. Mainly three-four storey fronting Mann Street. Newer development providing higher density development, usually setback from street. 	<ul style="list-style-type: none"> Maintaining street scale with new development providing similar three-four storey podium development. Introducing higher scale development, which is part of future character of Gosford. Creates a vertical element through towers which although tall does not dominate the heritage items when viewed at street level.
FORM	<ul style="list-style-type: none"> The form of development in Gosford is aging, varied and eclectic dating from a range of periods, styles and forms. The car park does not form any specific element within the streetscape. The Railway and bus interchange stands out as an important element in the locality. Burns Place Park is an important green element but has limited access and due to this forms a place for anti-social behaviour at times. Gosford Hotel forms an important corner element in the streetscape. 	<ul style="list-style-type: none"> Contemporary designed buildings that do not detract from the character of the heritage items. Open space element of the design connects well to the existing park providing an improved level of access and surveillance. Maintaining three-four storey elements at street level will assist to maintain the streetscape for pedestrians. The tower elements separate the massing of the built elements and create variation to the form of development. Use of mirror and glass elements and similar colouring will assist to reflect the surrounding development and green ridges nearby. Retention of Gateway Centre along Mann Street helps to reduce impact on Gosford Hotel.
SITING	<ul style="list-style-type: none"> The mix of buildings have a range of street alignments. Many maintain a zero setback in accordance with a commercial environment. 	<ul style="list-style-type: none"> Commercial zero setback to be maintained for the commercial and lower levels to maintain street coverage for pedestrians through the podium levels.

Part B: Design criteria	Existing Context	Assessors Comments Infill Building
	<ul style="list-style-type: none"> As the car parks are generally vacant, there is no real siting for building elements in this area. 	<ul style="list-style-type: none"> The upper levels have similar setback to the new development in the street to reflect the other higher density development. An increased setback for the tower closer to the Gosford Hotel retains the important streetscape levels. The open space area is well sited to connect to Burns Place Park. The setbacks and siting maintain pedestrian level development and views to and from the heritage items.
MATERIALS AND COLOUR	<ul style="list-style-type: none"> Various materials reflecting the mix of building construction and age. Brick and tile. Concrete and glass Asbestos / iron roofing where still existing. Eclectic range of colour toning. 	<ul style="list-style-type: none"> New buildings glass, steel and concrete with stone / brick elements and colours to reflect local materials. Glass at podium and street level will assist to reflect nearby existing buildings.
DETAILING	<ul style="list-style-type: none"> Gosford Hotel reflective of 1920s design elements including brick and plaster detailing and curved verandah elements. Other buildings have a simple mix of styles that form an inconsistent streetscape. Burns Place Park has a mix of elements from historical sandstone, to more modern art deco style elements. Important landscape elements in the park and streetscape. 	<ul style="list-style-type: none"> Infill development form a contemporary design that does not detract from the heritage elements of the street. Detailing will remain simple as to not detract from the items. Use of existing buildings and new reflective materials and elements to assist in merging into the streetscape effortlessly. Continue landscaping elements to the public areas to ensure seamless flow.





Photograph 6: Character of existing locality close to the site

4.4 Gosford City Centre Development Control Plan 2018

Table 6 considers the heritage provisions of the Gosford City Development Control Plan (DCP) 2018.

Table 6: Assessment of DCP Provisions

DCP Provision	Comment / Response
Section 10.1 Heritage Items – Relevant Objectives	
<i>E. To facilitate the conservation and protection of heritage items and heritage conservation areas and their settings.</i>	The proposed development respects and enhances the nearby heritage items and their curtilage through appropriate setbacks, connections and view protection.
<i>F. To reinforce the special attributes and qualities of heritage items by ensuring that development has regard to the fabric and prevailing character of the item or special area e.g., scale, proportions, materials and finishes</i>	The proposed development has retained the Gateway building and has used the current streetscape to protect the similar scale to the Gosford Hotel. In addition the open space / public element will provide improved pedestrian access to Burns Place Park and through to the Railway Station and bus interchange. The proposed finishes, although modern will provide an updated streetscape and will reflect the surrounding environment.
<i>G. To conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic</i>	As detailed above and in Figure 6, the views to and from the heritage items will be retained and not adversely impacted and, in some cases, will be improved.

DCP Provision	Comment / Response
significance.	
Section 10.1 Heritage Items – General Principles	
1. Scale. The scale and bulk of any new building or work must be in scale with the original building and new development must not obstruct important views or vistas of the item. In the case of infill work in a conservation area, the scale of the new building must be similar to those around it. Where this is not feasible, sufficient curtilage around the heritage item must be included to assist interpretation of its heritage significance. In some circumstances where site depth would allow, a higher building could be erected behind a heritage shopfront.	The streetscape will be retained along Mann Street which will help to maintain the three-four storey height element along from the Gosford Hotel. The higher element has been setback from the street to reduce any potential impacts. Burns Place Park will be improved by better access and views to and from the important access point and gathering places. In addition, the proposed plaza and open space will improve the green / open feeling of Burns Place Park.
2. Siting. If the existing street façade of the building is sympathetic to the character of the street, then alteration must be avoided. New work is best located to the rear or side of the building.	As stated above, the proposed development has been well sited to maintain the views to and from the heritage items and places. There will not be any adverse impacts.
3. Architectural form. The basic architectural form of any new work needs to respect what exists. Issues to consider are the roof form, proportion and location of windows and doors.	The proposed architectural form has been designed as a modern element within the streetscape. The locality does not reflect any specific architectural era and the modern elements proposed will provide an improved outcome rather than the dated or vacant development currently on the sites.
4. Architectural detailing. It is important to be aware of the particular era and architectural style of the building or buildings and make sure that any proposed changes are contextual to the period. For example, it is not appropriate to mix Victorian features with a California Bungalow. Overuse of historical architectural features on new work should be avoided, with preference given to uncomplicated interpretive forms and detailing.	The new development will not include any architectural features from the historical development. It purely provides a modern element that does not adversely impact on the heritage buildings in the vicinity of the site.
5. Materials and finishes. Existing materials should be reused where possible. New materials and detailing must be compatible with the original and consideration must be given to the colour, texture and type of materials and finishes	Proposed materials and finishes will not adversely impact on the heritage buildings in the vicinity.
6. Use. The best use for a building is usually the one for which it is built. Where this is not possible, a use sympathetic to the layout of the building and requiring minimal alterations will be more compatible.	The proposed uses fit with the future character of the locality. They will not adversely impact on the heritage items.
7. Original fabric. It is important to minimise alterations to the original fabric	No changes to the heritage fabric of the area are proposed by the new development. The new

DCP Provision	Comment / Response
<i>and where possible, repair rather than replace individual elements, such as windows and doors.</i>	development will provide a better understanding of the Burns Place Park and give it more purpose and visibility.
8. The aging process. <i>The patina of age on a building adds much to its character and significance. A worn step for example demonstrates the many years of feet crossing a threshold. Such features add to the uniqueness and character of a place and must be retained wherever this does not present a public safety risk.</i>	No changes to the "aging" features of the heritage items are proposed. The existing features, particularly within Burns Place park will be enhanced and have a opportunity for further use and understanding.
9. Curtilage. <i>There are three types of heritage curtilage:</i>	See below.
10. Lot boundary. <i>The lot boundary is the most common type of curtilage. It may contain associated buildings, gardens, walls, fences and the like which contribute to the significance of the property. The majority of built items in Gosford are listed within their lot boundary curtilage</i>	No change is proposed.
11. Reduced curtilage. <i>This curtilage is less than the lot boundary of the property and it arises where the significance of the item and its interpretation is not dependant on having a large curtilage extending to a lot boundary. For examples are a large estate with sufficient land on the lot that can be subdivided independent of the heritage significance of any item on that land, or a new dwelling adjacent but not impacting on the existing heritage item on that land. In such cases, it is necessary to identify a curtilage that enables the heritage significance of the item to be retained.</i>	No change is proposed.
12. Expanded curtilage. <i>This curtilage is greater than the property boundary. An expanded curtilage may be required to protect that landscape setting or visual catchment of an item. For example, the significance of some properties includes a visual link between the property itself and a harbour, river or topographical feature.</i>	The proposed setting for Burns Place Park will potentially be expanded as it will now be directly accessible and be viewed from new public space.
13. Infill development. <i>The key to successful infill development adjacent to a heritage item is reflected in design where the infill is of similar mass and character to the adjacent heritage building/s. This may comprise use of the vertical (versus square) windows, verandahs, balconies, positive roof pitches (i.e. 25 to 35 degrees) and</i>	The proposed development is a mix or new development and refurbishment of existing. It will provide a better outcome than completely new development as it will mix and merge well with the existing and heritage elements. Refer to Table 5 above that provides a response to designing in context for more detail.

DCP Provision	Comment / Response
<p><i>general facade detailing. Buildings and landscaping may establish a character of an area and provides a sense of continuity and a recognised community value. Unsympathetic infill development will disrupt the unity of a group of buildings and may spoil the existing character. Architectural 'good manners' are important in areas of special character. An infill building must not precisely imitate its neighbour but use recognisable tools such as massing, scale, setback and orientation, detailing and materials, roof forms and coursing lines to complement adjacent heritage items.</i></p>	

4.5 Statement of Heritage Impact

The proposed mixed use development is located in the vicinity of a number of heritage items including:

- Gosford Hotel;
- Burns Place Park; and
- Various Railway Station elements.

These items are heritage listed in SEPP (GCC) 2018. The heritage items will not be physically altered by the proposed development on the nearby site, nor will views to or from the sites be obstructed.

The history, aesthetic and social significance of the items contribute to their heritage significance. However as new development is built within the Gosford City Centre, their importance will increase as examples and reflections of the areas history and development.

The proposed development will not alter or change the historic, aesthetic or social significance of the items and will not have any significant adverse impacts. In many cases, the proposal may make the sites more visible and appreciated, particularly in relation to Burns Place Park.

There may be some visual impacts from the development to the sites, particularly the Gosford Hotel and Burns Place Park, however these are minimal and will not take away from the heritage significance of the building and place, the Hotels landmark corner location and the "community" importance of the park.

5 Conclusion and Recommendations

The concept proposal, as outlined in Section 1.3, has been assessed as to what impacts it may have on the heritage significance of the nearby heritage items, including those associated with Gosford Railway Station, the Gosford Hotel and Burns Place Park.

Table 5 above includes design criteria that should be considered in any future design for development on the site. Of specific note are the following elements that could be considered for inclusion:

- Three-Four storey street levels retained as part of the refurbishment and redevelopment of the Gateway Centre;
- Pedestrian access across to Burns Place Park and use of reflective elements within the public spaces;
- Use of appropriate colours and landscape elements to ensure no adverse impacts on nearby heritage items and spaces.

It is recommended that a heritage consultant review the detailed design of the final building proposed for the next stage development applications to ensure that these elements are considered and any additional considerations specific to that design.

The proposal, when constructed, should contribute to the diverse urban fabric of Gosford City centre that has and will be created by the existing and new development being proposed and recently approved.

This assessment demonstrates that the proposed development, will not result in any adverse impacts and maintains the embodied values, aesthetic and cultural significance of the nearby heritage items and therefore the proposed development is supported on heritage grounds.

6 References

1. NSW Government, 1979, '*Environmental Planning and Assessment Act 1979 No 203*', viewed 23 March 2020, www.legislation.nsw.gov.au.
2. NSW Government, 2000, '*Environmental Planning and Assessment Regulation 2000*', viewed 23 March 2020, www.legislation.nsw.gov.au.
3. NSW Government, 2018, '*State Environmental Planning Policy (Gosford City Centre) 2018*', viewed 23 March 2020, www.legislation.nsw.gov.au.
4. NSW Government, 2018, '*Gosford City Centre Development Control Plan 2018*', viewed 23 March 2020, www.planning.nsw.gov.au.
5. NSW Heritage Office, 2001, '*Assessing Heritage Significance*', Part of NSW Heritage Manual, NSW Government.
6. NSW Heritage Office, undated, '*Statements of Heritage Impact*', Part of NSW Heritage Manual, NSW Government.
7. NSW Heritage / Central Coast Council, copy printed 16 March 2020, *State Heritage Inventory*, State Heritage Inventory Format, SHI Nos 1620253, 1620241, 1620252, 1620059, 1620633.
8. NSW Heritage Office, 2005, *Design in Context, Guidelines for Infill Development in The Historic Environment*, NSW Government.

Appendix A: Lisa Wrightson Resume



Lisa Wrightson

B.TownPlan, Dip. Local and Applied History,
Registered Planner

Current Position

Planning Manager
Heritage Advisor

Qualifications & Accreditations

- Bachelor's Degree in Town Planning
University of New South Wales
- Post Graduate Diploma in Local and Applied
History (Heritage Conservation)
- Certificate IV in Business (Frontline Management)
- Registered Planner

Other Professional Development

- Certificate in Public Participation
- Urban Design and Place Making
- Healthy Planning
- Conflict Resolution and Collaborative Negotiation
- Heritage Advisor Training
- Project Management
- Crime Prevention Through Environmental Design
(CPTED)

Summary of Experience

- Lisa has over 22 years' experience as a planner in local government and the private sector.
- Lisa has been involved in a wide variety of projects including strategic land use planning, development and environmental assessment, planning proposal preparation, development control plan preparation and assessment, development applications, heritage assessment, community engagement and public participation, preparation of strategic plans and policies, GIS mapping and manipulation of data, and project management.
- Lisa's experience in local government has been varied and diverse from rural to coastal locations as well as city and urban areas. This has included the preparation of strategies and policies for rural residential development, villages, urban design, coastal protection, heritage management, sustainable agricultural management, and community engagement.
- Lisa has been involved in the preparation, interpretation and recommendations for change for various legislative changes at both a local and state level, including the preparation of submissions.
- Lisa has experience as an expert witness in the Land and Environment Court which included the preparation of statements of evidence.
- Lisa has also presented to various conferences and seminars for a variety of audiences.
- Lisa is an independent expert to the Independent Hearing and Assessment Panel pool of consultants under the relevant provisions of the Environmental Planning and Assessment Act 1979.

Employment History

- Barker Ryan Stewart Pty Ltd— Planning Manager (2019— current)
- Barker Ryan Stewart Pty Ltd— Senior Town Planner (2013— 2019)
- Lisa Wheeler Town Planning (2010—2013)
- Lake Macquarie City Council (2012—2013)
- Byron Shire Council (2002—2010)
- Wyong Shire Council (1999—2002)
- Greater Taree City Council (1996—1999)

SYDNEY

P (02) 9659 0005

E sydney@brs.com.au

CENTRAL COAST

P (02) 4325 5255

E coast@brs.com.au

HUNTER

P (02) 4966 8388

E hunter@brs.com.au

SOUTH EAST QUEENSLAND

P (07) 5582 6555

E seql@brs.com.au

Appendix B: Heritage Assessment Criteria for Items in the Vicinity of the Site

Assessment Criteria	Burns Park	Gosford Hotel	Railway Turntable	Signal Box, Water Column & Tank	Railway Clock
Criterion (a) An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area);	Burns Place Park is a prominent public recreation area and constructed by the community and Gosford Municipal Council in the period 1935-38 to enhance the gateway from the railway station to the main street.	The Hotel marked a state of the art contemporary facility for travellers and visitors coming to Gosford by train in the 1920s	The tank, water spout and turntable are able to evoke an earlier age of railway technology and travel that is now past.	The servicing facilities are significant for the role they played in the Sydney - Newcastle line during the age of steam. The tank, water spout and turntable are able to evoke an earlier age of railway technology and travel that is now past.	Gosford Railway Station Group contains items of local significance, although this excludes the station buildings themselves, as they were built in the 1990s.
Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area);	L.T. Burns	The Railway and nearby Gosford Railway Station			
Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area);	The open space is aesthetically significant as the gateway to the commercial precinct from the foreground of the railway station while the mature planting and use of local sandstone celebrates the	The substantial building retains the original and distinctive features from the Georgian Revival style and the prominent location dominates the street corner.	The turntable and watering facilities are distinctive railway infrastructure, while the water tank has landmark qualities.	The facilities include infrastructure for watering, turning, and de-ashing steam locomotives in a highly visible location. The turntable and watering facilities are distinctive railway infrastructure, while the water tank has landmark qualities.	The clock retains the key distinctive materials and finishes from the original design and complements the Station public areas.

Assessment Criteria	Burns Park	Gosford Hotel	Railway Turntable	Signal Box, Water Column & Tank	Railway Clock
	natural character of the Gosford area.			The aesthetic significance of the group overall has been diminished by the loss of the original station buildings. The signal box is an example of a signal box with both manual and electronic frameworks.	
Criterion (d) An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;	Significant to the military and general communities, and to Rotary, as a symbol of the contribution to the community in relation to the war memorials and places in public where interest groups leave their mark. The business community made a substantial contribution to the original construction.	The site is valued by the community with heritage listings by various studies and agencies		The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.	The Clock contributes to the community's sense of history and provides physical evidence for making connections to that history
Criterion (e) An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);	The memorials offer archival records of those who served.			The archaeological research potential of the site is low. They are not likely to yield significant information and thus are not considered to have significance under this criterion.	The clock is extremely rare within regional NSW and provides opportunities for reviewing and studying the design and construction.

Assessment Criteria	Burns Park	Gosford Hotel	Railway Turntable	Signal Box, Water Column & Tank	Railway Clock
Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);		A rare example of a three storey Hotel in regional NSW		The Gosford Steam Locomotive Servicing Facilities are rare as the only remaining group of steam locomotive facilities on the Northern line. Gosford Signal Box is a rare example of a signal box containing both manually operated levers and electronic signalling frames as a result of the combining of three signal boxes in the 1960s.	The drop case clock is also rare as it is of a much larger size than standard railway clocks found on the Northern line. It is also one of very few such clocks on public display.
Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's (or the local area's) cultural or natural places, or cultural or natural environments.				The Gosford Steam Locomotive Servicing Facilities are fine examples of their type, containing the principal characteristics of both individual type and group. Gosford Signal Box is a good example of the standard O Type Signal Box constructed throughout NSW in the years around 1930. The water column at the northern end of Platform 2/3 is a	

Assessment Criteria	Burns Park	Gosford Hotel	Railway Turntable	Signal Box, Water Column & Tank	Railway Clock
				good and operational example of a Type 2 water spout found at various locations in the Metropolitan network (e.g.: Waterfall, Hawkesbury River).	

Appendix C: Heritage Listings

Burns Place Park

Item details

Name of item:	Burns Place Park
Type of item:	Landscape
Group/Collection:	Parks, Gardens and Trees
Category:	Other - Parks, Gardens & Trees
Primary address:	Between Burns Crescent and Mann Street, Gosford, NSW 2250
Local govt. area:	Gosford

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Between Burns Crescent and Mann Street	Gosford	Gosford			Primary Address

Statement of significance:

Burns Place Park is the prime city centre formal park acting as a gateway between the commercial streetscape and the railway station. It is aesthetically significant as a public open space, and socially significant for its components donated/built by the community, such as the War Memorial Fountain. Full height mature trees (*Taxodium distichum* (Bald Cypress), especially in groups, are a valuable asset to the city.

Date significance updated: 04 Feb 14

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

Description

Builder/Maker:	Gosford Municipal Council
Construction	1935-1938

years:

**Physical
description:**

Between Gosford Railway Station and Mann Street. Large area of turf with mature trees and garden beds, edged with sandstone. Various benches and lighting. Rotary War Memorial Fountain, designed by Gerald Lewers and completed by his wife Darani, with sculpture and mosaic tile backdrop at western side of the park, constructed 1962-63. Sandstone entry arch on axis with station entry. Tourist Information building at southern edge of park appears to date from 1960s. Overhead pedestrian bridge to shopping centre opposite, discharges at station entry level.

Significant trees - *Taxodium distichum* (Bald Cypress)

**Physical
condition
and/or
Archaeological
potential:**

Well maintained

Date condition updated:14 Dec 13

**Modifications
and dates:**

Various related to donations and memorials

Current use:

Parkland

History

Historical notes:

Named after LT Burns, planning and design commenced in 1935 with construction continuing through 1938. In 1937, local businesses contributed towards the cost of the stone walls, archways, and garden layout while in 198 Gosford Municipal Council undertook a major tree planting scheme.

It is believed that the stonework was done by Mr Hayward as one of his last contracts. As a young man, Mr Harward explored the district looking for suitable stone for quarrying. Stonemason Bill Thorn was the leading stonemason who worked on the stone fencing around Burns Place, which was undertaken in the late 1930s.

Until European settlement, the area around Gosford was inhabited by the Guringai peoples, who were principally coastal-dwellers and the Darkinjung people that inhabited the hinterland. Along with the other land around the Hawkesbury River estuary, the Brisbane Water district was explored during the early stages of the settlement of Sydney. In the early 19th century some pioneering European settlers began occupying the land, for timber-cutting (mainly ironbark and Australian red cedar), lime production and grazing.[citation needed]

Gosford itself was explored by Governor Phillip between 1788 and 1789. The area was difficult to access and settlement did not start before 1823. By the late 19th century the agriculture in the region was diversifying, with market gardens and citrus orchards occupying the rich soil left after the timber harvest. The road between Hawkesbury (near Pittwater) and Brisbane Water was a cart wheel track even in 1850.

Convicts once lived and worked in the Gosford area. In 1825, Gosford's population reached 100, of which 50% were convicts.

East Gosford was the first centre of settlement. Gosford was named in 1839 after Archibald Acheson, 2nd Earl of Gosford a friend of the then Governor of New South Wales George Gipps.

In 1887, the rail link to Sydney was completed, requiring a bridge over the Hawkesbury River and a tunnel through the sandstone ridge west of Woy Woy. The introduction of this transport link and then the Pacific Highway in 1930 accelerated the development of the region.

Gosford became a town in 1885 and was declared a municipality in 1886.

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
1. Environment-Tracing the evolution of a continent's special environments	Environment - naturally evolved-Activities associated with the physical surroundings that support human life and influence or shape human cultures.	Significnat Native Tree-
7. Governing- Governing	Government and Administration-Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs - includes both principled and corrupt activities.	Civil works by local Government-
8. Culture- Developing cultural institutions and ways of life	Leisure-Activities associated with recreation and relaxation	Park-

9. Phases of Life-Marking the phases of life	Persons-Activities of, and associations with, identifiable individuals, families and communal groups	Association with L.T.Burns-
--	--	-----------------------------

Assessment of significance

SHR Criteria a)

[Historical significance]

Burns Place Park is a prominent public recreation area and constructed by the community and Gosford Municipal Council in the period 1935-38 to enhance the gateway from the railway station to the main street.

SHR Criteria b)

[Associative significance]

L.T. Burns

SHR Criteria c)

[Aesthetic significance]

The open space is aesthetically significant as the gateway to the commercial precinct from the foreground of the railway station while the mature planting and use of local sandstone celebrates the natural character of the Gosford area.

SHR Criteria d)

[Social significance]

Significant to the military and general communities, and to Rotary, as a symbol of the contribution to the community in relation to the war memorials and places in public where interest groups leave their mark. The business community made a substantial contribution to the original construction.

SHR Criteria e)


[Research potential]

The memorials offer archival records of those who served.

Integrity/Intactness:

Good/Good

Assessment criteria:

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

Recommended management:

The place is worthy of listing and maintaining the hard and soft landscape elements. Caution should be expressed in locating future objects within the place which reduce the significance and character of the original recreation concept.

Recommendations

Management Category	Description	Date Updated
Statutory Instrument	List on a Local Environmental Plan (LEP)	09 Apr 13
Recommended Management	Consult with owner and/or community	14 Dec 13

Recommended Management	Produce a Conservation Management Plan (CMP)	14 Dec 13
------------------------	--	-----------

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		41	01 Jan 04		
Local Environmental Plan		17	21 Dec 12		
Local Environmental Plan	Gosford LEP 2014	27	11 Feb 14		

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Gosford Heritage Review - Stage 2	2001	66	Suters Architects		Y e s
Gosford City Council Draft LEP Heritage Items	2004	40, 41	Suters Architects		Y e s
Gosford Community Based Heritage Study	2013		David Scobie Architects Pty Ltd		Y e s

References, internet links & images

Type	Author	Year	Title	Internet Links
Oral History	Fry, S		Member of Gosford Council Heritage Committee	

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



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

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 1620241

[Return to previous page](#)

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

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners

Hotel Gosford

Item details

Name of item:	Hotel Gosford
Other name/s:	Hotel
Type of item:	Built
Group/Collection:	Commercial
Category:	Hotel
Primary address:	102 Erina Street, cnr Mann Street, Gosford, NSW 2250
Local govt. area:	Gosford

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
102 Erina Street, cnr Mann Street	Gosford	Gosford			Primary Address

Statement of significance:

The Gosford Hotel at the corner of Mann and Erina Streets, Gosford has historic and social significance as a hotel providing accommodation for holiday makers in close proximity to the new Great North Railway. Built at the north end of Gosford, it marks the change in transportation for holiday makers from boat to train. It has aesthetic significance as a fine and intact example of a "high rise" hotel of the 1920's, associated with tourism to the Gosford township and is a prominent element in the streetscape of Mann Street.

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

Description

Designer/Maker	Robertson & Marks
-----------------------	-------------------

:

Builder/Maker:	Hutcherson Bros.
Construction years:	1926-
Physical description:	<p>Located on large prominent corner site to Mann Street. To north is commercial strip, similar awnings at ground floor level. Four storey brick building, rendered and tiled at ground level, face brick to upper levels. Concrete string course and sills to windows at fourth floor level. Hipped roof of terra cotta tiles, brick chimneys and boxed eaves. Shops at ground level have direct access to street. Modern aluminium glazed shopfront windows and doors. Hotel accommodation above, with secondary entry through the two storey extension to the north. Pair of timber glazed doors to Erina Street form original main entrance. Foyer behind has original timber panelling, staircase and ceiling. Recessed central bay to Mann Street features concrete columns and entablature, and timber and glass French doors which open out onto small semi-circular balconies. Wrought iron balustrades. Upper level windows are generally timber framed double hung with decorative brick heads. A timber lined suspended awning at ground level appears original. Extension to north has rendered masonry walls at ground level, with similar face brick above, concrete parapet. Roof unseen.</p>
Physical condition and/or Archaeological potential:	<p>The building is generally well conserved</p> <p>Date condition updated:29 Sep 13</p>
Modifications and dates:	Intact and in good condition.
Further information:	Foyer retains much of the original Queensland Maple woodwork. Management seems well aware of the heritage value of the property with a range of interpretive material evident.

History

Historical notes:	<p>Location of the hotel marks the shift in township centre from the wharf to the railway area further north. Good example of "high rise" hotel of 1920's. Once a landscape feature for rail travellers. Mr B. F. Rowe was the proprietor of the "new" Hotel Gosford when it opened on March 19. 1926 The ground floor dining room could accommodate 56 diners. The kitchen was reported to have many labour saving devices and extensive pantry. There was fine woodwork throughout with Queensland Maple on the Ground and First Floors and Oregon elsewhere. An upholstered settee was provided on each landing of the stairs. Patrons could also use a lift that serviced each floor. Accommodation was provided on the upper floors with shared bathrooms. The bathrooms were lined with ceramic tile and marble.</p>
--------------------------	--

Until European settlement, the area around Gosford was inhabited by the Guringai peoples, who were principally coastal-dwellers and the Darkinjung people that inhabited the hinterland. Along with the other land around the Hawkesbury River estuary, the Brisbane Water district was explored during the early stages of the settlement of Sydney. In the early 19th century some pioneering European settlers began occupying the land, for timber-cutting (mainly ironbark and Australian red cedar), lime production and grazing.[citation needed]

Gosford itself was explored by Governor Phillip between 1788 and 1789. The area was difficult to access and settlement did not start before 1823. By the late 19th century the agriculture in the region was diversifying, with market gardens and citrus orchards occupying the rich soil left after the timber harvest. The road between Hawkesbury (near Pittwater) and Brisbane Water was a cart wheel track even in 1850.

Convicts once lived and worked in the Gosford area. In 1825, Gosford's population reached 100, of which 50% were convicts.

East Gosford was the first centre of settlement. Gosford was named in 1839 after Archibald Acheson, 2nd Earl of Gosford a friend of the then Governor of New South Wales George Gipps.

In 1887, the rail link to Sydney was completed, requiring a bridge over the Hawkesbury River and a tunnel through the sandstone ridge west of Woy Woy. The introduction of this transport link and then the Pacific Highway in 1930 accelerated the development of the region.

Gosford became a town in 1885 and was declared a municipality in 1886.

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy- Developing local, regional and national economies	Commerce-Activities relating to buying, selling and exchanging goods and services	Hotel-

8. Culture-Developing cultural institutions and ways of life	Creative endeavour-Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.	Example of an Architectur al Style-
8. Culture-Developing cultural institutions and ways of life	Leisure-Activities associated with recreation and relaxation	Hotel-

Assessment of significance

SHR Criteria a)

[Historical
significance]

The Hotel marked a state of the art contemporary facility for travellers and visitors coming to Gosford by train in the 1920s

SHR Criteria b)

[Associative
significance]

The Railway and nearby Gosford Railway Station

SHR Criteria c)

[Aesthetic
significance]

The substantial building retains the original and distinctive features from the Georgian Revival style and the prominent location dominates the street corner

SHR Criteria d)

[Social significance]

The site is valued by the community with heritage listings by various studies and agencies

SHR Criteria f)


[Rarity]

A rare example of a three storey Hotel in regional NSW

Integrity/Intact ness:

Good/Good

Assessment criteria:

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

Recommended management:

Consideration should be given for requirement of an Assessment of Heritage Impact prior to any proposals for alteration or additions which may adversely impact on the significance of the building or its streetscape value. All materials not originally painted such as stone or face brick should remain unpainted. The form, scale and character of the building and its streetscape value should be retained. The existing curtilage should be retained and future development to surrounding properties should be restricted to a similar scale so as not to impact negatively on the prominence of the building in the streetscape. The building would benefit from a

more traditional and appropriate colour scheme - without the use of pink, when due.

Recommendations

Management Category	Description	Date Updated
Statutory Instrument	List on a Local Environmental Plan (LEP)	01 May 13
Recommended Management	Consult with owner and/or community	29 Sep 13
Recommended Management	Prepare a maintenance schedule or guidelines	29 Sep 13
Recommended Management	Carry out interpretation, promotion and/or education	29 Sep 13

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		10	21 Dec 12		
Local Environmental Plan	Gosford LEP 2014	29	11 Feb 14		

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Gosford Heritage Study	1999	60	Graeme Brookes	GBA	N o
Gosford City Council Draft LEP Heritage Items	2004	39	Suters Architects		Y e s
Gosford Community Based Heritage Study	2013		David Scobie Architects Pty Ltd		Y e s

References, internet links & images

Type	Author	Year	Title	Internet Links
Written	J.M.Freeland	1966	The Australian Pub	

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



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

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 1620059

[Return to previous page](#)

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

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners

Railway Station Clock with Wooden Frame

Item details

Name of item:	Railway Station Clock with Wooden Frame
Type of item:	Built
Group/Collection:	Transport - Rail
Category:	Railway Machinery & Objects
Primary address:	Showground Road, Gosford Railway Station, Gosford, NSW 2250
Local govt. area:	Gosford

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Showground Road, Gosford Railway Station	Gosford	Gosford			Primary Address

Statement of significance:

Gosford Railway Station contains items of local significance, although this excludes the station buildings themselves, as they were built in the 1990s. The drop case clock is rare as it is of a much larger size than standard railway clocks found on the Northern line. It is also one of very few such clocks on public display.

Date significance updated: 23 Feb 13

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

Description

Physical description:	Gosford Railway Station occupies a large precinct between the Pacific Highway (Mann Street) and Showground Road, Gosford. A large bus terminal and commuter car park is located on the eastern side of the station off Burns Crescent. The station building itself is a large brick structure with a concourse, constructed in the 1990s.
------------------------------	---

Drop Dial Clock is on upper platform concourse. Features an extremely large roman numeral dial and is marked "New South Wales Government Railways" (not operating)

Physical condition and/or Archaeological potential:

Good Condition

Date condition updated:23 Feb 13

History

Historical notes:

The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems.

The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888.

The line was completed between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.

Gosford Railway Station is located on the Main Northern line, approximately mid-way between Sydney and Newcastle.

Gosford Railway Station was opened on 16 January 1888. The original line was constructed as a 'single' line, but Gosford was provided with three roads, a Down platform road, an Up platform road and a 'middle road' which could be used in either direction. Within a couple of years, a turntable, locomotive watering facilities, a refreshment room, footbridge, a number of goods sidings and signal box were added to Gosford.

Duplication of the main lines through Gosford was carried out in the 1910 period. The railway layout at Gosford was considerably enlarged. Locomotive servicing sidings were relocated to the north end of the platforms, station facilities and buildings were rebuilt, extra sidings and refuge loops were added.

Generally speaking, the layout at Gosford remained unaltered for the next 40 years, apart from some minor changes to sidings and points in the yard.

By the 1950s, and a few years prior to the opening of the electrification of the main lines between Hornsby and Gosford, Gosford Railway Station comprised Down main line and Up main line side platforms. In addition, a branch line to Gosford Racecourse (opened 1916), trailing on to the Down main line at the Sydney-end of the platform, was brought into use.

Refuge sidings, goods loop and fruit growers sidings on the up side of the main lines were part of the arrangement. All points and crossovers were controlled by a signal box on the up main line platform. Station buildings, including the Railway Refreshment Rooms were built on each of the platforms. A footbridge (with steps) spanned the tracks at the Newcastle-end of the platforms.

A locomotive servicing siding was laid in on the Down side of the main lines at the Newcastle-end of the platforms. A 60-foot diameter turntable, ash pit, water columns and elevated water tank were on, or near this siding.

In 1959, the first stage of electrification between Hornsby and the Hawkesbury River was completed, with the Hornsby to Gosford section opening in the following year. As part of this scheme, the platforms, overbridges, underbridge, footbridges and other structures were modified or rebuilt to accommodate the wide electric rolling stock, planned to operate between Hornsby and Cowan. Beyond Cowan, it was planned to use the new 'narrower' electric interurban rolling stock.

By 1960, the railway facilities at Gosford had been completely updated and rebuilt to allow for the changeover between electric locomotives (in the Sydney-Gosford section) and steam haulage between Gosford and Newcastle. The former Down main line platform was rebuilt and widened to form a third 'back platform', most station buildings were rebuilt and enlarged, a new elevated signal box was provided at the Newcastle-end of the Up platform, all sidings and loops were remodelled, and an 'under-wires' type water column was provided at the Newcastle-end of No.2 platform (and remains in service today).

The locomotive servicing facilities were enlarged with three sidings laid in beyond the northern end of the yard on the Down side of the line in approximately the same location as provided in 1910. On these sidings, a new 75-foot diameter electrically driven locomotive turntable, ash pits, provision for coaling steam locomotives and water columns were provided. North of the Etna Street bridge and the railway yard, two new locomotive servicing sidings with water columns and an elevated water tank were installed, specifically for the servicing of Beyer-Garratt steam locomotives. Two new sidings were provided south of the station on the up side of the line to service and stable the electric locomotives.

In the late 1980s-1990 most station buildings on the Northern line between Hornsby and Newcastle were further rebuilt with modern materials, a result of the extension of electrification from Gosford to Newcastle, which opened in May 1984. Major upgrading was undertaken at Gosford, and that included total replacement of the 1960-built station buildings and platforms. The layout of all sidings, crossovers and points were revised and upgraded. The steam locomotive, electric and, by the 1970s, the diesel-electric servicing sidings were removed. The Gosford Racecourse branch line was disconnected and removed.

Today, only remnants of the extensive steam and electric servicing facilities remain. The elevated water tank and stand, the electric turntable and the water column (in a new position) mark the location of the locomotive area near the station. The electric locomotive sidings at the southern end of the platform remain but are used for stabling inter-urban electric trains. The sidings at the far north of the yard have been removed.

Until European settlement, the area around Gosford was inhabited by the Guringai peoples, who were principally coastal-dwellers and the Darkinjung people that inhabited the hinterland. Along with the other land around the Hawkesbury River estuary, the Brisbane Water district was explored during the early stages of the settlement of Sydney. In the early 19th century some pioneering European settlers began occupying the land, for timber-cutting (mainly ironbark and Australian red cedar), lime production and grazing.[citation needed]

Gosford itself was explored by Governor Phillip between 1788 and 1789. The area was difficult to access and settlement did not start before 1823. By the late 19th century the agriculture in the region was diversifying, with market gardens and citrus orchards occupying the rich soil left after the timber harvest. The road between Hawkesbury (near Pittwater) and Brisbane Water was a cart wheel track even in 1850.

Convicts once lived and worked in the Gosford area. In 1825, Gosford's population reached 100, of which 50% were convicts.

East Gosford was the first centre of settlement. Gosford was named in 1839 after Archibald Acheson, 2nd Earl of Gosford a friend of the then Governor of New South Wales George Gipps.

In 1887, the rail link to Sydney was completed, requiring a bridge over the Hawkesbury River and a tunnel through the sandstone ridge west of Woy Woy. The introduction of this transport link and then the Pacific Highway in 1930 accelerated the development of the region.

Gosford became a town in 1885 and was declared a municipality in 1886.

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy- Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Rail-
7. Governing-Governing	Government and Administration-Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs - includes both principled and corrupt activities.	State Public Works-

Assessment of significance

SHR Criteria a)

[Historical
significance]

Gosford Railway Station Group contains items of local significance, although this excludes the station buildings themselves, as they were built in the 1990s.

SHR Criteria c)

[Aesthetic
significance]

The clock retains the key distinctive materials and finishes from the original design and complements the Station public areas.

SHR Criteria d)

[Social significance]

The Clock contributes to the community's sense of history and provides physical evidence for making connections to that history

SHR Criteria e)

[Research potential]

The clock is extremely rare within regional NSW and provides opportunities for reviewing and studying the design and construction.

SHR Criteria f)


[Rarity]

The drop case clock is also rare as it is of a much larger size than standard railway clocks found on the Northern line. It is also one of very few such clocks on public display.

Integrity/Intactness:

Fair/Good

Assessment criteria:

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

Recommended management:

Continue to list the valued moveable heritage item on the LEP.

Recommendations

Management Category	Description	Date Updated
Statutory Instrument	List on a Local Environmental Plan (LEP)	14 Dec 13
Recommended Management	Consult with owner and/or community	14 Dec 13

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		18	21 Dec 12		
Local Environmental Plan	Gosford LEP 2014	49	11 Feb 14		
Local Environmental Plan			21 Dec 07		
Local Environmental Plan			01 Feb 98		

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
S170 Heritage & Conservation Register Update	2009	4800002	NSW Department of Commerce		Y e s
Gosford Community Based Heritage Study	2013		David Scobie Architects Pty Ltd		Y e s

References, internet links & images

Type	Author	Year	Title	Internet Links
Writte	John Forsyth		Line Histories	

n				
Written	NSWGR		Station Expenditure History Card	
Written	Singleton C.C.		The Short North. ARHS Bulletin. No.336, October 1965.	

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



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

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 1620253

[Return to previous page](#)

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

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners

Railway turntable

Item details

Name of item:	Railway turntable
Type of item:	Built
Group/Collection:	Transport - Rail
Category:	Railway Turntable
Primary address:	Railway land off Showground Road, Gosford, NSW 2250
Local govt. area:	Gosford

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Railway land off Showground Road	Gosford	Gosford			Primary Address

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Gosford LEP 2014	47	11 Feb 14		

References, internet links & images

None

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

Data source

The information for this entry comes from the following source:

Name: Local Government

**Database
number:**

1620633

[Return to previous page](#)

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

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners.

Signal Box, Water Column and Tank

Item details

Name of item:	Signal Box, Water Column and Tank
Type of item:	Built
Group/Collection:	Transport - Rail
Category:	Signal Box
Primary address:	Railway Land, Showground Road,, Gosford, NSW 2250
Local govt. area:	Gosford

North: line 30m north of the water tank; South: 5m south from end of platform; East: eastern wall of Signal Box ; West: property boundary along Showground Road. The clock located at Gosford Station is excluded from the curtilage above - but forms part of this listing.

Boundary:

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Railway Land, Showground Road,	Gosford	Gosford			Primary Address

Statement of significance:

Gosford Railway Station contains items of local significance, although this excludes the station buildings themselves, as they were built in the 1990s. These items of significance include the signal box, battery box and water spout. The signal box and the installation of the 'under wires' type water column on Platform 2 have historic associations with the Sydney - Gosford electrification which was completed in 1960. Gosford Signal Box is rare as an example of a signal box containing both manually operated lever and electronic signalling frames as a result of the combining of three signal boxes in the 1960s.

The Gosford steam locomotive servicing facilities are significant at a local level

because they are the most complete group of steam locomotive servicing facilities in the Sydney Metropolitan area. The servicing facilities are significant for the role they played in the Sydney - Newcastle line during the age of steam (a rare remnant of servicing equipment from this age within the region). The facilities have aesthetic significance at a local level, with the turntable and watering facilities being good examples of steam age railway infrastructure, while the water tank has landmark qualities. They provide an important physical reminder of a technological and transportation era that is now past. The facilities are fine examples of their type, containing the principal characteristics of both individual type and group, and have a high level of integrity.

Date significance updated: 23 Feb 13

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

Description

Designer/Maker : New South Wales Department of Railways

Builder/Maker: New South Wales Department of Railways

Construction years: 1890-

Physical description: BUILDINGS

Main Station Building and Concourse, (1990s)

Signal box, Type O (1937, 1960)

Battery Box

STRUCTURES

Elevated Water Tank (1925) and attached water treatment plant, including buried pipe work Water Spout, Type 1

Water Spout, Platform 2- Type 2 (1960)

Drainage pit

Modern tank and shed

CONTEXT

Gosford Railway Station occupies a large precinct between the Pacific Highway

(Mann Street) and Showground Road, Gosford. A large bus terminal and commuter car park is located on the eastern side of the station off Burns Crescent. The station building itself is a large brick structure with a concourse, constructed in the 1990s. The Gosford Signal Box is located at the northern end of Platform 1, whilst a water column remains at the northern end of Platform 2. The Gosford locomotive servicing facilities are located immediately north of the station group, on the western side of the railway corridor and opposite the signal box, adjacent to Showground Road. The site occupies a highly visible setting and is a prominent feature of the Gosford railway precinct. The group is comprised of a number of large scale pieces of equipment associated with the age of steam and includes an elevated water tank, water spout, drainage pit and turntable, accessed by a number of newly constructed sidings with concreted pathways and modern lighting.

SIGNAL BOX (1937, 1960)

External: Gosford Signal Box is a good example of a Type O signal box. Opened 15 March 1937, the signal box was upgraded in 1960. The rear (bus terminal) side of the building has been connected to an adjacent building at ground level. The signal box is a two storey structure with brick base and fibro above. A modern external steel staircase giving access to the upper floor has been added to the southern end. The brick base features three recessed brick panels along the east and west elevations, each with an eight pane steel framed window with central four pane pivoting section. The brick base is slightly longer than the upper floor, and its northern end features a concrete landing for the main upper access door. The upper floor is of fibro cement sheeting with a central band of sliding three pane windows and fibre cement mouldings. The roof is typical of the O Type signal box, being a corrugated fibre cement gabled roof of very shallow pitch with curved corrugated fibre cement ridge. A recently installed skillion roof shelters the first floor landing at the southern end.

Internal: Gosford is an unusual signal box in that it contains the original 42 lever mechanically operated interlocking system (used for the central Gosford points) flanked by electronically operated controls (which operate the northern and southern points). All of this equipment dates from the 1960 upgrade, when this box took over the role of three previous boxes at Gosford. The original signal indicator board is dated 1959 and is still in operation, along with two large television screens. Also on the wall is a framed "Pulling List" for Gosford, dated 1960. Internally, the building features fibro walls and battened ceiling, with timber floors. The northern end has been extended with a skillion-roofed fibro addition containing a kitchenette and toilet supported on a simple steel frame.

BATTERY BOX

A small pre-cast concrete drop panel Battery Box is located at the northern end of Platform 2/3, in front of the Signal Box. The structure features a hipped corrugated iron roof.

WATER TANK AND TREATMENT PLANT (1925)

The elevated 20,000 gallon water tank is the most prominent feature of the Gosford station steam locomotive servicing facilities. Each side of the tank is constructed

from a single row of five welded mild steel plates, a number of which display a plate which reads "Makers Per. Way. Shop Newcastle 1925". There are rounded corners where the base of the tank joins the sides. The tank sits atop a steel framework and is supported primarily by 16 large steel I-beams on concrete plinths. From photographic evidence, these concrete plinths appear to have been installed c.1960, at which time the whole tank and stand was dismantled, the concrete plinths built and then the tank rebuilt. The steel beams are marked "Dorman Long & Co. Ltd, Middlesbrough, England" and are kept rigid by steel cross bracing. Immediately adjacent to the water tank on the southern side is located an elevated water treatment plant, whose floor level is above the level of the water tank. The plant features an elevated tank and has a gabled roof over. The water treatment plant is elevated on a grid of four columns which contains the main access ladder to the tank through its centre.

WATER SPOUT (TYPE 1)

A standard design Type 1 water spout is located next to the drainage pit. The spout consists of a metal column bolted to a concrete base. At the top of the column is a moveable metal arm from which hangs a canvas tube.

WATER SPOUT (TYPE 2) (1960)

A Type 2 water spout is located at the northern end of Platform 2/3. This type was erected in areas where there was overhead catenary for electric train operation, and is unique in that it features no canvas tube but is instead comprised of fixed elements. The design features a counterweight that helps lift the moveable arm to the required height before lowering it close to the tender. The spout is accessed by a flight of stairs at the end of the platform, and is located on a small timber platform with timber handrails.

DRAINAGE PIT

One of two original drainage pits survives at Gosford. It is located immediately adjacent to the Type 1 water spout and is approximately 20m long. The pit is 1.5m deep and of concrete construction.

MODERN TANK AND SHED

A small tank has been installed adjacent to the newly constructed sidings against Showground Road. The tank is protected by a steel skillion roof and has a small flat roofed concrete block shed next to it.

**Physical
condition
and/or
Archaeological
potential:**

Signal box (1937, upgraded 1960) - Good Condition

The Gosford Station Signal Box is in good condition and is fully operational. The box has been well maintained.

Elevated Water Tank (1925) and attached water treatment plant - Very Poor Condition

The elevated water tank is in very poor condition and concern is held for the integrity of the structure. Whilst the tank itself appears to be in moderate condition, the stand is in a poor state of repair, with tie rods in some parts completely rusted through. The stand is placed on concrete footings, and these are in good condition. The attached water treatment plant was unable to be properly inspected, but appears to be in poor condition.

Water Spout, Platform 2 - Moderate Water Spout - Good Condition

The Type 1 water spout located next to the drainage pit is in good condition. It is operational.

Condition

The water column is in moderate condition and is said to be fully operational. The timber platform on which it stands is in moderate condition also, and lacks a security gate.

Drainage pit - Good Condition

The drainage pit has recently been upgraded and is in good condition.

(Date condition updated:17 Jun 09)

The water column is in moderate condition and is said to be fully operational. The timber platform on which it stands is in moderate condition also, and lacks a security gate.

Drainage pit - Good Condition

The drainage pit has recently been upgraded and is in good condition.

Large drop case clock - Good Condition

Station Indicator Boards - Good Condition

Date condition updated:23 Feb 13

Modifications

1960: Railway facilities at Gosford completely updated and rebuilt to allow for the

and dates: changeover between electric locomotives and steam haulage. The former Down main line platform was rebuilt and widened to form a third 'back platform', most station buildings were rebuilt and enlarged, a new elevated signal box was provided at the Newcastle-end of the Up platform, all sidings and loops were remodelled, and an 'under-wires' type water column was provided at the Newcastle-end of No.2 platform (and remains in service today). The locomotive servicing facilities were enlarged with additional sidings, including a new 75-foot diameter electrically driven locomotive turntable, ash pits, provision for coaling steam locomotives and water.

1984: Electrification of the main line between Gosford and Newcastle was opened. Major upgrading was undertaken at Gosford, including the total replacement of the 1960-built station buildings and platforms. The layout of all sidings, crossovers and points were revised and upgraded. The steam locomotive, electric and diesel-electric servicing sidings were removed. The Gosford Racecourse branch line was disconnected and removed.

Current use: Servicing heritage train steam locomotives & Signal Box

Former use: Servicing steam locomotives & Signal Box

History

Historical notes: The Main Northern line between Sydney and Newcastle was constructed in two distinct stages and in the earliest years, was worked as two separate railway systems.

The line between Sydney (actually the junction at Strathfield) and the Hawkesbury River was opened on 5 April 1887, with the terminus being on the southern bank of the Hawkesbury River. The line between Newcastle and the northern bank of the Hawkesbury River (near present day Wondabyne) was opened in January 1888.

The line was completed between Sydney and Newcastle with the opening of the massive bridge over the Hawkesbury River in 1889.

Gosford Railway Station is located on the Main Northern line, approximately mid-way between Sydney and Newcastle.

Gosford Railway Station was opened on 16 January 1888. The original line was constructed as a 'single' line, but Gosford was provided with three roads, a Down platform road, an Up platform road and a 'middle road' which could be used in either direction. Within a couple of years, a turntable, locomotive watering facilities, a refreshment room, footbridge, a number of goods sidings and signal box were added to Gosford.

Duplication of the main lines through Gosford was carried out in the 1910 period. The railway layout at Gosford was considerably enlarged. Locomotive servicing sidings were relocated to the north end of the platforms, station facilities and buildings were rebuilt, extra sidings and refuge loops were added.

Generally speaking, the layout at Gosford remained unaltered for the next 40 years, apart from some minor changes to sidings and points in the yard.

By the 1950s, and a few years prior to the opening of the electrification of the main lines between Hornsby and Gosford, Gosford Railway Station comprised Down main line and Up main line side platforms. In addition, a branch line to Gosford Racecourse (opened 1916), trailing on to the Down main line at the Sydney-end of the platform, was brought into use.

Refuge sidings, goods loop and fruit growers sidings on the up side of the main lines were part of the arrangement. All points and crossovers were controlled by a signal box on the up main line platform. Station buildings, including the Railway Refreshment Rooms were built on each of the platforms. A footbridge (with steps) spanned the tracks at the Newcastle-end of the platforms.

A locomotive servicing siding was laid in on the Down side of the main lines at the Newcastle-end of the platforms. A 60-foot diameter turntable, ash pit, water columns and elevated water tank were on, or near this siding.

In 1959, the first stage of electrification between Hornsby and the Hawkesbury River was completed, with the Hornsby to Gosford section opening in the following year. As part of this scheme, the platforms, overbridges, underbridge, footbridges and other structures were modified or rebuilt to accommodate the wide electric rolling stock, planned to operate between Hornsby and Cowan. Beyond Cowan, it was planned to use the new 'narrower' electric interurban rolling stock.

By 1960, the railway facilities at Gosford had been completely updated and rebuilt to allow for the changeover between electric locomotives (in the Sydney-Gosford section) and steam haulage between Gosford and Newcastle. The former Down main line platform was rebuilt and widened to form a third 'back platform', most station buildings were rebuilt and enlarged, a new elevated signal box was provided at the Newcastle-end of the Up platform, all sidings and loops were remodelled, and an 'under-wires' type water column was provided at the Newcastle-end of No.2 platform (and remains in service today).

The locomotive servicing facilities were enlarged with three sidings laid in beyond the northern end of the yard on the Down side of the line in approximately the same location as provided in 1910. On these sidings, a new 75-foot diameter

electrically driven locomotive turntable, ash pits, provision for coaling steam locomotives and water columns were provided. North of the Etna Street bridge and the railway yard, two new locomotive servicing sidings with water columns and an elevated water tank were installed, specifically for the servicing of Beyer-Garratt steam locomotives. Two new sidings were provided south of the station on the up side of the line to service and stable the electric locomotives.

In the late 1980s-1990 most station buildings on the Northern line between Hornsby and Newcastle were further rebuilt with modern materials, a result of the extension of electrification from Gosford to Newcastle, which opened in May 1984. Major upgrading was undertaken at Gosford, and that included total replacement of the 1960-built station buildings and platforms. The layout of all sidings, crossovers and points were revised and upgraded. The steam locomotive, electric and, by the 1970s, the diesel-electric servicing sidings were removed. The Gosford Racecourse branch line was disconnected and removed.

Today, only remnants of the extensive steam and electric servicing facilities remain. The elevated water tank and stand, the electric turntable and the water column (in a new position) mark the location of the locomotive area near the station. The electric locomotive sidings at the southern end of the platform remain but are used for stabling inter-urban electric trains. The sidings at the far north of the yard have been removed.

Until European settlement, the area around Gosford was inhabited by the Guringai peoples, who were principally coastal-dwellers and the Darkinjung people that inhabited the hinterland. Along with the other land around the Hawkesbury River estuary, the Brisbane Water district was explored during the early stages of the settlement of Sydney. In the early 19th century some pioneering European settlers began occupying the land, for timber-cutting (mainly ironbark and Australian red cedar), lime production and grazing.[citation needed]

Gosford itself was explored by Governor Phillip between 1788 and 1789. The area was difficult to access and settlement did not start before 1823. By the late 19th century the agriculture in the region was diversifying, with market gardens and citrus orchards occupying the rich soil left after the timber harvest. The road between Hawkesbury (near Pittwater) and Brisbane Water was a cart wheel track even in 1850.

Convicts once lived and worked in the Gosford area. In 1825, Gosford's population reached 100, of which 50% were convicts.

East Gosford was the first centre of settlement. Gosford was named in 1839 after Archibald Acheson, 2nd Earl of Gosford a friend of the then Governor of New South Wales George Gipps.

In 1887, the rail link to Sydney was completed, requiring a bridge over the Hawkesbury River and a tunnel through the sandstone ridge west of Woy Woy. The introduction of this transport link and then the Pacific Highway in 1930 accelerated the development of the region.

Gosford became a town in 1885 and was declared a municipality in 1886.

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy- Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Rail-

Assessment of significance

SHR Criteria a)

[Historical
significance]

The Gosford Steam Locomotive Servicing Facilities are historically significant at a local level. The servicing facilities are significant for the role they played in the Sydney - Newcastle line during the age of steam. The tank, water spout and turntable are able to evoke an earlier age of railway technology and travel that is now past.

Gosford Railway Station Group contains items of local significance, although this excludes the station buildings themselves, as they were built in the 1990s. The upgrades to the signal box carried out in 1960 and the installation of the 'under wires' type water column on Platform 2 have historic associations with the Sydney - Gosford electrification which was completed in 1960. Although built in 1960, the equipment in the signal box is a mixture of old mechanical and modern electrical. It represents a significant phase of modernisation of the NSW rail network and recognition that eventually electric trains would extend beyond Gosford.

SHR Criteria c)

[Aesthetic
significance]

The Gosford Steam Locomotive Servicing Facilities have aesthetic significance at a local level. The facilities include infrastructure for watering, turning, and de-ashing steam locomotives in a highly visible location. The turntable and watering facilities are distinctive railway infrastructure, while the water tank has landmark qualities. The limited amount of space available at Gosford has resulted in quite a close grouping of the individual elements and has also placed them in quite close proximity to the railway station itself, allowing a much stronger connection between the station and the facilities than at other stations (e.g.: Waterfall).

The aesthetic significance of the group overall has been diminished by the loss of the original station buildings and the construction of a modern bus interchange and commuter car park on the eastern side of the line.

The signal box at Gosford railway station has technical significance at a local level as an example of a signal box with both manual and electronic frameworks following the removal of the original north and south Gosford signal boxes.

SHR Criteria d)

[Social significance]

The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.

SHR Criteria e)

[Research potential]

The archaeological research potential of the site is low. There may be evidence of the former ash pits and former location of the water columns, but these are not likely to yield significant information and thus are not considered to have significance under this criterion.

SHR Criteria f)

[Rarity]

The Gosford Steam Locomotive Servicing Facilities are rare as the only remaining group of steam locomotive facilities on the Northern line.

Gosford Signal Box is a rare example of a signal box containing both manually operated levers and electronic signalling frames as a result of the combining of three signal boxes in the 1960s.

SHR Criteria g)

[Representativeness]


The Gosford Steam Locomotive Servicing Facilities are fine examples of their type, containing the principal characteristics of both individual type and group. Gosford Signal Box is a good example of the standard O Type Signal Box constructed throughout NSW in the years around 1930. The water column at the northern end of Platform 2/3 is a good and operational example of a Type 2 water spout found at various locations in the Metropolitan network (e.g.: Waterfall, Hawkesbury River).

Integrity/Intactness:

A number of original components of the group have been demolished (such as the ash pits) or upgraded beyond recognition, however other elements of the group are highly intact and there are enough elements remaining to enable the site to demonstrate its significance. The fact that there is a group of associated items for steam locomotive servicing is a key aspect of the significance of the site.

Both the Gosford signal box and water column on Platform 2/3 display a high level of integrity and intactness.

Assessment criteria:

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

Recommended management:

Recommendations

Management Category	Description	Date Updated
Statutory Instrument	List on a Local Environmental Plan (LEP)	24 Sep 15

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan			01 Feb 98		
Local Environmental Plan			21 Dec 07		
Local Environmental Plan		19	21 Dec 12		
Local Environmental Plan	Gosford LEP 2014	48	11 Feb 14		
Within a conservation area on an LEP					

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
S170 Heritage & Conservation Register Update	2009	4800002	NSW Department of Commerce		Y e s
Gosford Community Based Heritage Study	2013		David Scobie Architects Pty Ltd		Y e s

References, internet links & images

Type	Author	Year	Title	Internet Links
Written			No objection to disposal of Sand Bin - 12/5/95	
Written	John Forsyth		Line Histories	

Written	NSWGR		Station Expenditure History Card	
Written	Ray Love	2009	Historical Research for RailCorp s170 Update	
Written	Singleton C.C.		The Short North. ARHS Bulletin. No.336, October 1965.	
Written	State Rail Authority of New South Wales	1995	How and Why of Station Names. Fourth Edition	

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



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

Data source

The information for this entry comes from the following source:

Name: Local Government

Database number: 1620252

[Return to previous page](#)

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

All information and pictures on this page are the copyright of the Heritage Division or respective copyright owners