FORMER BATHURST DISTRICT AMBULANCE STATION **CONSERVATION MANAGEMENT PLAN**

Corner of Durham and William Streets, Bathurst NSW

Issued January 2023 | Final

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Report Title

Former Bathurst District Ambulance Station, Conservation Management Plan
Corner of Durham and William Streets, Bathurst NSW

Client

Bathurst Regional Council

Version Register

The following report register documents the development and issue of this report undertaken by Hyperion Design in accordance with its quality management system.

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'Former Bathurst District Ambulance Station' taken by Kylie Christian, 23 November 2020.

Executive Summary

Background to the CMP

This report was prepared by Hyperion Design, Heritage Specialists, for Bathurst Regional Council. The commission required a new Conservation Management Plan (CMP) to address the significance of the site and building, and to develop management policies for the place. The CMP aims to provide a basis for identifying and managing the heritage significance of the Former Bathurst Regional Ambulance Station within the historical context of the greater Bathurst town district. The report structure and general contents follow the standard prescribed format for CMPs as per Heritage NSW guidelines.

Statement of Significance

The former Bathurst District Ambulance Station is of local historic significance to the town of Bathurst, a physical reminder of many years of ongoing work and fundraising by the St Johns Ambulance and the Bathurst District of the NSW Ambulance Service and the local community to provide an Ambulance service for the township. The siting of the complex, at a key intersection, reflects the initial planned layout of Bathurst, which is in turn reflected in the name of the Haymarket Reserve.

Utilised for over 80 years by the Bathurst District Ambulance Station, the building was one of the last 1920s ambulance stations to remain in use in NSW and is associated with the provision of first aid training and ambulance services to hospitals in the area and was the location for lectures, exhibitions and training courses as well as for social events.

Aesthetically the building is significant at a state level scale, its elaborate architectural character is rare in country NSW and the work is an important design by the English-trained architect, town planner and civil engineer Norman Weekes. The most elaborate of the Ambulance Stations erected in suburban Sydney and country NSW during the 1920s, designed using then current architectural ideas of townscape that revived historic civic architecture, the design including the associated gardens and the siting within a reserve is unprecedented in NSW.

Substantial evidence of the original layout of the building survives, demonstrating how the Ambulance Station was operated, including a distinct separation between the vehicle areas, the staff areas and the superintendent's accommodation. Associated with the series of Superintendents of the Bathurst Ambulance Station including R Scott (in office 1925-1954).

The use of local manufactured bricks and granite from Sodwalls for the foundation stone demonstrate the continuing tradition of the use of locally produced materials for major public buildings in Bathurst.

The community continues to retain a strong connection to the building.

Recommendations

Key recommendations that should be undertaken as an immediate priority include:

- Implementation of the Schedule of Works, Section 10.23.
- Prepare a regular maintenance schedule, Section 11.19.
- Consider an application to have the former Bathurst Regional Ambulance Station listed on the State Heritage Register as an item of State significance.
- Priorities for maintenance should include drainage investigations to the upper verandahs, repairs to the external windows and doors to ensure ongoing operation, and installation of a new subsidiary balustrade to the upper verandahs for safety.

- Updating of existing plans to include correct configuration, windows and door placement.
- Provide any future lessee or full-time user with a copy of this Conservation Management Plan and brief them regarding heritage conservation responsibilities.
- Ensure that any lease of the building includes both site specific and generic clauses about heritage management.
- Make this Conservation Management Plan a publicly accessible document and place a copy in the Bathurst District Historic Society archives.
- Ensure that all building contractors, project managers, council staff, trades personnel and consultants involved in works at the former Bathurst Regional Ambulance Station have appropriate skills and experience with working on historic buildings.

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1. Introduction

1.1 Context of the Report

The Bathurst District Ambulance Station is currently empty, the Ambulance Service having moved to modern premises in Commonwealth Street more suited to their current operational requirements. Bathurst Regional Council have been granted the surplus building, which is a prominent local historic landmark.

This Conservation Management Plan (CMP) has been prepared for Bathurst Regional Council.

Figure 1 Bathurst District Ambulance Station.

1.2 Summary of Significance

The former Bathurst District Ambulance Station has been assessed, in accordance with the NSW Heritage Manual, as being significant at both a state and a local level. Historically the Bathurst District Ambulance station, and the institution that operated it, are significant at a local level for the provision of the ambulance service and are important in the continued provision of health care in the municipality. The architectural design, the relationship of the main façade to the adjacent park and the intended overall civic quality of the building are significant at a state level. In terms of the quality of the architecture, the building is unsurpassed in Country NSW. Few comparable Sydney examples survive.

The full Statement of Significance is located in Section 7.5 Statement of Significance.

1.3 Aims and Objectives of this CMP

The aims and objectives of this CMP are to:

- Review previous documentation and physical evidence
- Analyse existing and new information relating to the building
- Assess the significance
- Updated and develop appropriate conservation policies
- Assist Council in developing a range of potential future uses

1.4 Methodology

The methodology used in this CMP is consistent with James Semple Kerr's *The Conservation Plan* published by Australia ICOMOS and has been prepared in accordance with the principles contained within *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and the associated guidelines*, a*long with *Conservation Management Documents (including Model Brief)* published by Heritage NSW.

1.5 Limitations

This report has been authored during the CoVid19 pandemic period of 2020/2021. Many government organisations, community run groups and archives have either been closed or heavily restricted in their operations. As such some primary resources have not been available for access, such as:

- Files/archives from Ambulance NSW, i.e. Annual reports

A preliminary site visit was undertaken by Kylie Christian, Noni Boyd and Pam Jeffery in February 2021.

1.6 Authorship

This report has been written and prepared by Hyperion Design utilising the following team members:

- Kylie Christian – Heritage Specialist
- Dr Noni Boyd – Architectural Historian
- Tony Brassil – Industrial Archaeologist
- Pam Jeffery – Heritage Architect
- Gavin Patton – Heritage Advisor

This schedule of conservation works was prepared by Pam Jeffery, Architect and Heritage Consultant, for Hyperion Design.

Unless otherwise specified images have been taken by the authors.

The report has been reviewed by the Client who are the owners of the property.

1.7 Terminology

The terms relating to heritage conservation used within this report are consistent with the definitions contained in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* and various Guideline documents produced by Heritage NSW.

Place	*means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.*
Cultural significance	*means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups.*
Fabric	*means all the physical material of the place including components, fixtures, contents, and objects.*
Conservation	*means all the processes of looking after a place so to retain its cultural significance.*
Maintenance	*means the continuous protective care of the fabric and setting of a place and is to be distinguished from repair. Repair involves restoration or reconstruction.*
Preservation	*means maintaining the fabric of a place in its existing state and retarding deterioration.*
Restoration	*means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.*
Reconstruction	*means returning the place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.*
Adaptation	*means modifying a place to suit the existing use or a proposed use.*
Compatible use	*means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.*
Curtilage	*is defined as the area of land surrounding an item that is required to retain its heritage significance. The nature and extent of the curtilage will vary and can include but is not limited to lot boundaries and visual catchments.*
Setting	*means the area around a place, which may include the visual catchment.*
Related place	*means a place that contributes to the cultural significance of another place.*

1.8 Abbreviations

The following are common abbreviations which may be used within this report:

BCA	Building Code of Australia (National Construction Code of Australia)
Burra Charter	The Australia ICOMOS Charter for Places of Cultural Significance
CMP	Conservation Management Plan
DCP	Development Control Plan
DoL	NSW Department of Lands
DoP	NSW Department of Planning
DPC	Department of Premier and Cabinet
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EP&BC Act	Environment Protection and Biodiversity Conservation Act 1999
EPI	Environmental Planning Instrument
GG	NSW Government Gazette
Heritage Act	New South Wales Heritage Act 1977
Heritage NSW	Heritage Office, Department of Premier and Cabinet (formerly OEH)
HIS	Heritage Impact Statement (also known as a SoHI)
HMP	Heritage Maintenance Plan
ICOMOS	International Council on Monuments and Sites
IHO	Interim Heritage Order
LEP	Local Environmental Plan
LGA	Local Government Area
ML	Mitchell Library
NP&W Act	National Parks and Wildlife Act 1974
NT Register	Register of the National Trust (NSW)
OEH	Office of Environment and Heritage
RAIA	Royal Australian Institute of Architects (now AIA)
RNE	Register of the National Estate
SA	State Archives NSW
SEPP	State Environmental Planning Policy
SHI	State Heritage Inventory
SHR	State Heritage Register
SLNSW	State Library of New South Wales
SoHI	Statement of Heritage Impact
WHS	Work Health and Safety Act 2011

Refer also to the document Heritage Terms and Abbreviations, published by Heritage NSW and available on the website: http://www.environment.nsw.gov.au/heritage/index.htm.

1.9 Acknowledgements

The authors would like to thank the following for their assistance in completing this report:

Bathurst Regional Council Staff
Bathurst District Historical Society
State Library of New South Wales
National Library of Australia
State Library of Victoria

2. Site Identification

2.1 Location

The Ambulance Station is located on the corner of Durham and William Streets, Bathurst. The specific Land Title is Lot 1, DP 1126067. The area adjacent to the drive is on a separate lot, lot 2, DP 1126067. A small sliver of land located at the rear of the property adjacent to the carpark is on an additional lot, lot 3, DP 1126067.

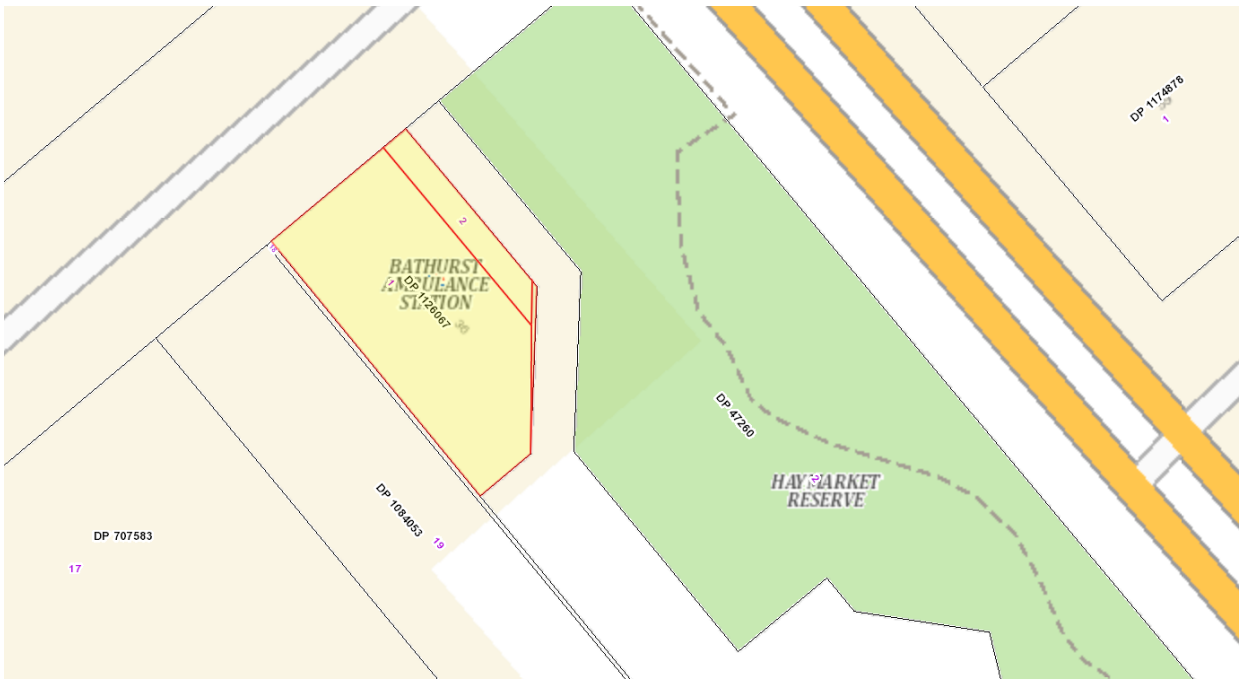

Figure 2 The location of the Bathurst District Ambulance Station is indicated by the red outline (showing each lot). Source: Six Maps. North is to the top of the map.

Figure 3 Aerial Photo showing the Bathurst District Ambulance Station outlined in red. Source: Six Maps North is to the top of the map.

2.2 Site Ownership

The transfer of ownership of the site to Bathurst Regional Council was announced in 2018 but was not finalised until 15 October 2020 when Council finally took ownership of the site. Council purchased the property for a nominal fee of $1 on the basis that the future "predominant use of the property is for community purposes" but allowing for ancillary commercial uses. There is a covenant in place on the site restricting any sale of the property and keeping it in public hands for at least the next 15 years (unless specific permission is sought from the State to sell the property within that 15 year period, with the State to be a party to any such sale). [1]

2.3 Layout

The current layout of the complex includes the main building with two ambulance bays to Durham Street and a substantial covered hardstand area. There is a triangular shaped yard to the rear of the building and a shed. This rear area was used as staff parking and has a gate from the drive to the carparking associated with the adjacent Haymarket Reserve.

The drive to the reserve carparking passes in front of the main façade of Ambulance Station. The main entrance to the building faces the reserve rather than Durham Street, although there is a door to the street.

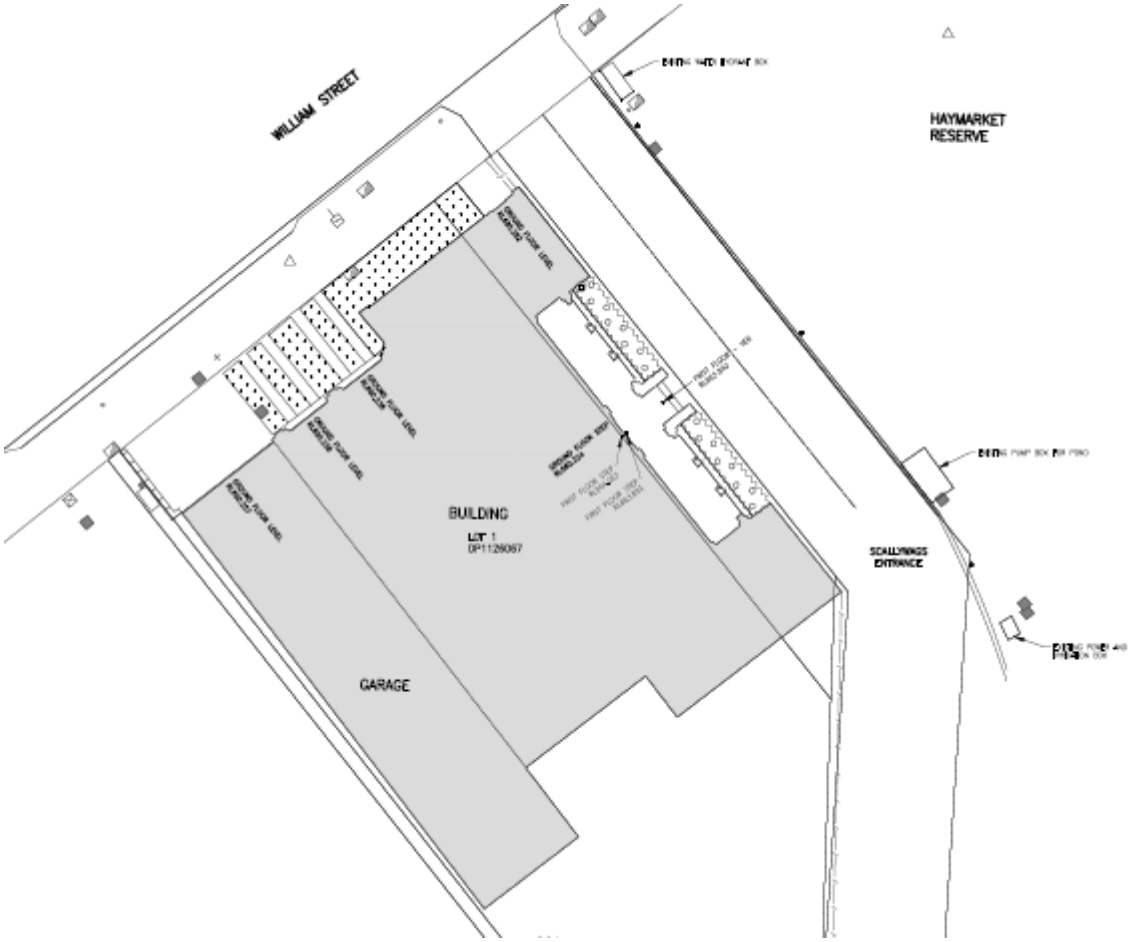

Figure 4 Site layout showing building locations. Source: Bathurst Regional Council. North is to the top of the image

[1] Bathurst Regional Council offered Ambulance Station at bargain price of $1. *Western Advocate*, 20 December 2018

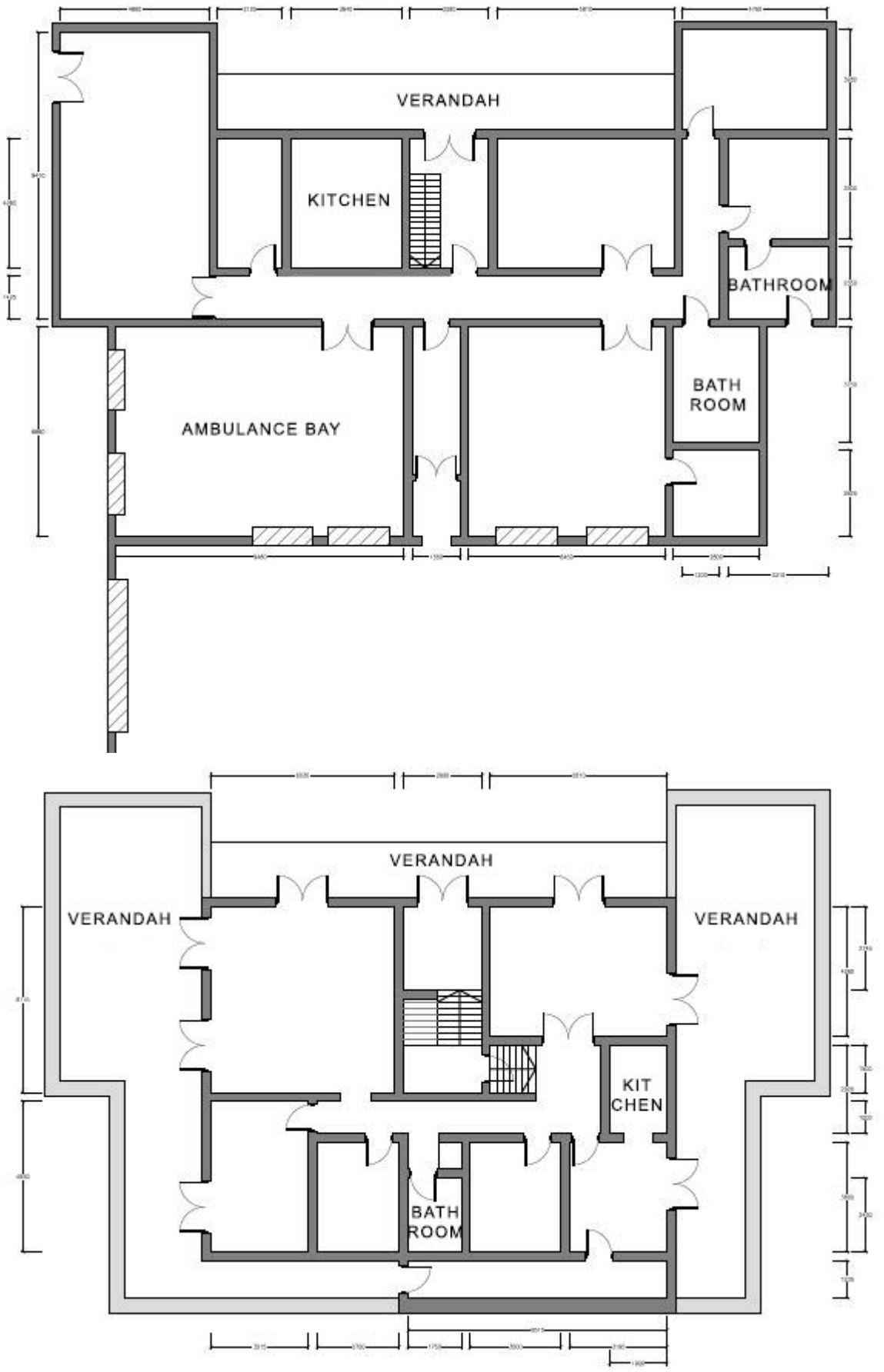

Figure 5 Current floor plans of the internal configuration using original walls. Top – Ground floor. Bottom – First floor. Source: Bathurst Regional Council.

3. Heritage Status

3.1 Statutory Heritage Listings

Statutory Heritage recognition in NSW has a four-tier structure, supported by Commonwealth and State legislation. Places and objects may be identified as having World Heritage Significance, National Heritage Significance, State Heritage Significance and/or Local Heritage significance. Places recognised as having higher levels of significance will typically be also recognised at the lower levels.

World Heritage List / National Heritage List

The former Bathurst District Ambulance Station is not included on the World Heritage List or the National Heritage List.

State Heritage Register

The former Bathurst Ambulance Station is not included on the NSW State Heritage Register however approval may be required if works to the place involve the disturbance or excavation of any land in NSW that is likely to contain "relics" or archaeological remains.

NSW State Agency Section 170 Register

The former Bathurst District Ambulance Station, whilst it was still an operational Ambulance Station, was listed on the NSW Department of Health Section 170 Register (under the NSW Heritage Act). The facility was one of many facilities operated by the Central West Area Health Service. The Department of Health no longer own or manage the facility.

Bathurst Regional Local Environmental Plan 2014 (BRLEP)

The former Bathurst District Ambulance Station is listed as an item of local heritage significance (Item I-71) in Schedule 5 (Environmental Heritage) of the *Bathurst Regional Local Environmental Plan 2014* (LEP) and is protected under the *Environmental Planning and Assessment Act 1979 (NSW)*.

Ambulance Station, 31 William Street	Local item	I71

The former Bathurst District Ambulance Station is also located within the boundaries of the Bathurst Conservation Area (C1), a Heritage Conservation Area listed under Part 2 of Schedule 5 – Environmental Heritage in the *Bathurst Regional LEP 2014*.

An extract from the Bathurst Regional LEP Heritage Map is shown at Figure 6.

3.2 Other Statutory Obligations

Changes to the place or the building may result in further upgrading of certain facilities to meet obligations under the Building Code of Australia or those of Bathurst Council. Matters that may require modification include, but are not limited to, the following:

- National Construction Code of Australia.
- Fire safety requirements.
- Disability access code.

Some upgrading works, that would result in the loss of heritage significance, may be eligible for exemptions from code compliance. These issues may be addressed directly with the relevant consent authority.

3.3 Heritage Items in the Vicinity

The Bathurst District Ambulance Station is within the broad vicinity of some other heritage items listed in Schedule 5 (Environmental Heritage) of the *Bathurst Regional Local Environmental Plan 2014*. Other listed Heritage Items include:

▪ Bathurst Street Lamps	George, William, Howick Church, Russell and Keppel Streets	State item	I22
▪ Bathurst Bowling Club	29 William Street	Local item	I70

The locations of these items in the vicinity of the former Bathurst District Ambulance Station Ambulance Station are shown in Figure 5 below.

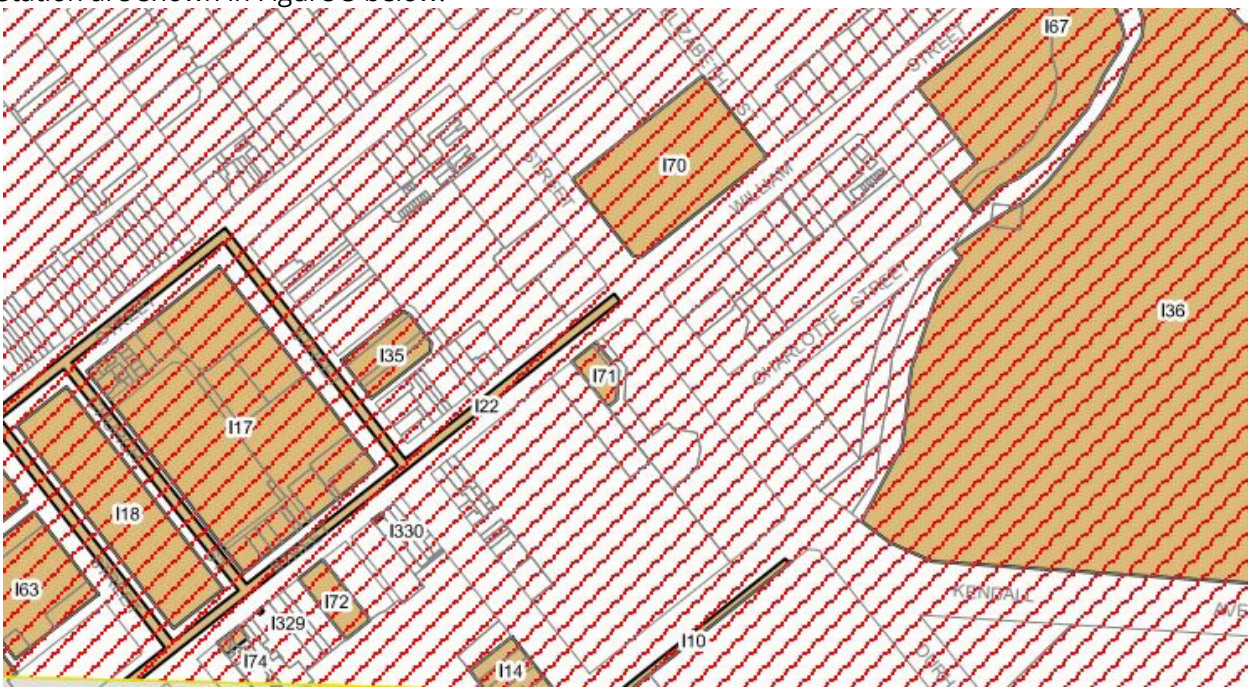

Figure 6 Extract from the Bathurst Heritage Map showing the location of the former Bathurst District Ambulance Station, item 171. Source: Bathurst LEP Maps.

4. Historical Context

4.1 Australia's First Nation People

The Wiradjuri people lived to the west of the Blue Mountains and have been described as being the people of three rivers, including the Macquarie River.[2] Their seasonal movement through the lands that are Wiradjuri Country was related to ceremonial practices, hunting and the gathering of food and other resources. The establishment of the township at Bathurst and the granting of land had a substantial impact on the traditional way of life of the Wiradjuri people. The continued growth of the township as a regional administration centre focused on the provision of services for the settlers.

There is nothing in the documentary record to indicate a particular pattern of use for this site that was in any way different from the more general history of the development of the township of Bathurst. The Ambulance Station was however utilised for exhibitions of collections of Aboriginal artefacts during the 1930s, and proceeds from the exhibition were to fund the Ambulance service.

4.2 General Introduction to Ambulance Service

Ambulance services, as organisations, have their basic origins in the military context, with 'stretcher bearers' removing wounded soldiers from the battlefield to First Aid Stations. If conditions permitted, horse-drawn wagons would be used to assist in this regard. One of the earliest recorded attempts to address battlefield injuries and disease was the establishment of the monastic 'hospitaller' Order of St. John, founded following the First Crusade by Gerard Thom and formally recognised by Pope Paschal II in 1113. Within a few years, this Order developed into a military organisation with three ranks: the military brothers, the brothers' infirmarians and the brothers' chaplains and it became known as the 'Knights Hospitaller'. It developed into one of the largest and longest surviving military organisations associated with the Crusades and the Roman Catholic Church and it was still active and occupying a fortress on the island of Malta until the early nineteenth century. Several modern organisations claim to be the direct descendants of the Order, most notably the Sovereign Military Order of Malta, based in Rome from 1834.

More relevant is that, in England during the Reformation, almost all the property of the Knights Hospitaller was confiscated by King Henry VIII. Though not formally suppressed, the Order abandoned the British Isles. In 1831, however, the 'Order' was recreated by European aristocrats in France in the 1820s and relocated to Britain in the early 1830s. This order became known as the Most Venerable Order of Saint John, and it received a royal charter from Queen Victoria in 1888. It expanded throughout the British Commonwealth and the United States and, today, the best-known activities of this order are the St John Ambulance Brigade in Britain and the Commonwealth. The distinctive Cross of the Order of St. John, the historical legacy of the Knights Hospitaller, which was adapted as the symbol of the St John Ambulance Corps and, later, the NSW Ambulance and other ambulance services and can frequently be found on the façade of ambulance stations and more infrequently as a motif in metalwork or joinery.

[2] https://heritagebathurst.com/history-matters/indigenous-history/

Figure 7 The Maltese Cross and its use in the logos of the St John Ambulance and the NSW Ambulance Service. Source: web

Notwithstanding the Knights Hospitaller, in the European wars that came and went from the 1600s onwards, the provision of medical assistance within armies was basic and unorganised. Florence Nightingale famously served in the military hospitals during the Crimean War and her subsequent writings and advocacy led to a complete reorganisation of military medical services and the design of hospitals in Britain and the colonies.

More notably, having witnessed the aftermath of the Battle of Solferino in 1859, where there were about 40,000 dead and wounded soldiers on the battlefield with little or no help for their injuries, Henri Dunant, a Swiss businessman, proposed the formation of a permanent relief agency for humanitarian aid in times of war and an inter-governmental treaty recognising the neutrality of such an agency to allow it to provide aid in a war zone. The former proposal led to the establishment of International Red Cross in 1863 and an international conference in 1864 resulted in the first Geneva Convention. Outside of the military, it was the Industrial revolution that created the need for centralised ambulance services, with large workforces and centralised workplaces that led to the creation of first aid teams and recognised 'stretcher bearers' to carry those wounded in industrial accidents to hospital. In Britain, the resurgence of the Order of St John led to the decision to train ordinary people in first aid, so that accident victims could be treated quickly and, in 1877, the St John Ambulance Association was established. Classes were set up across the country, particularly in workplaces and also in villages, seaside towns and middle class suburbs. The railways were at the forefront of this movement, with Railway Ambulance Corps existing in England by 1879.[3] Railway Ambulance Vans were in operation in Queensland by 1879 and in NSW in the early 1880s, conveying patients to trains so that they could be transported to hospital or to hospital.[4] Railway Ambulance Vans were in use in the railyards in Sydney in 1883.[5]

4.3 Ambulance Services in NSW

In NSW, the earliest known formal ambulance service was established in 1881 by the Board of Health as part of the opening of the Coast Hospital at Little Bay, the isolation of its location, as well as its focus on infectious diseases, meant that a dedicated transport service was needed to bring patients to the Hospital. The New South Wales Railway Ambulance Corps was formerly established in 1885 by Charles Augustus Goodchap, the Commissioner of the New South Wales Railways.[6] Goodchap was keen to

[3] Little K; The New South Wales Railway Ambulance Corps, 1885–1935; in The Journal of the St John Ambulance Historical Society of Australia; Volume 10, 2010–2011

[4] Morning Bulletin, Rockhampton, 27 Dec 1879

[5] Newcastle Morning Herald, 5 March 1883

[6] Little K; The New South Wales Railway Ambulance Corps, 1885–1935; in The Journal of the St John Ambulance Historical Society of Australia; Volume 10, 2010–2011

introduce the most modern reforms to the NSW railways based upon advances in England and had already issued the NSW Railways Ambulance Corps Handbook in 1883. Railway Ambulance Lectures were given to railway employees from 1884. By 1891 country classes were being provided in Albury, Armidale, Bathurst, Dubbo, Goulburn, Junee, Newcastle, Orange, Wagga Wagga, Wallerawang with certificates of competency issued by the Railway Medical Officer.[7]

In 1892, the Railway Ambulance Corps was described by Dr Woodward of the Railway Medical Office as:

> *Every accident van is now furnished with three stretchers and an ambulance chest, fully equipped, and qualified men told off to attend any emergency. The brake vans of all passenger trains traveling outside the suburban district are fitted with a St John Ambulance stretcher and chest containing all the surgical appliances for first aid. Fifty of the principal stations and workshops are similarly equipped. The department is now in good and efficient condition:*
>
> *225 St John Ambulance stretchers*
> *90 Ambulance chests*
> *1 Ambulance wagon*
> *5 Hand-wheel litters*
> *40 Ambulance hampers.*
>
> *As far as I am concerned no such complete Railway Ambulance System exists in any other country.*

Figure 8 Horse Drawn Ambulance for the Coast Hospital. Source: SRSNW image FL14009

Figure 9 Railway Corps Horse Drawn Ambulance, 1890. Source: SRSNW image FL1742138

Sydney saw the formation of a St John Ambulance Association in 1890, expanding the original establishment formed in Melbourne in 1883. Brisbane established a Civil Ambulance and Transport Brigade in 1893 followed by a similar Brigade in Sydney in 1895. The St John's Ambulance Association described their advocacy work and progress in 1892 in a letter to the Editor of the Daily Telegraph.

> *In London, in New York, even in Melbourne, there are in properly-established ambulance stations properly-constructed cars in waiting, which, on being "rung up," start immediately for the scene of the accident and bear the injured sufferer to the nearest hospital, attendants in the meantime scientifically relieving the unfortunate person with all the aids at their disposal. It may be urged that there is really no necessity for an ambulance station in Sydney, since the police have the victims of accident quickly taken to one of our hospitals in a cab, and that, therefore, no time is lost. Granted that such is the case, and that the police are as careful as the necessity of the case demands they should be, is it not patent that through want of knowledge of an improvised tourniquet, or the location of a main artery, a considerable quantity of blood may be unnecessarily lost. That from ignorance of improvising a splint, a stretcher or a proper*

[7] Sydney Mail, 4 April 1891.

support, a fracture, simple or compound, may be made a sort of martyrdom for the poor unfortunate who is hurled over the stones on springs that excite most excruciating torture! It is intended to establish an ambulance station in our city, equipped, with all the appliances necessary to minimise human suffering. This, however, cannot be done until the available funds are forth coming. In the meantime, the association is not idle. Classes have been formed in Darlinghurst, Waverley, Petersham, Balmain, North Shore and in many country districts. Talented medical gentlemen give free instructional lectures; and at the end of a given term examinations are held in both the theoretic and practical work.[8]

Figure 10 The original Headquarters of the Civil Ambulance and Transport Brigade in Sydney, circa 1900, with a horse-drawn ambulance. Source: State Library of NSW image a2263001h

The first Sydney ambulance station, the Central Ambulance Station was established in a former police station at the intersection of Pitt and George Streets, Railway Square, Sydney and was staffed by two permanent officers. Patients were transported on hand-held stretchers or litters. This Civil and Transport Ambulance Brigade acquired its first horse-drawn ambulance in 1899, the first bicycle ambulance in 1904 and the first motor vehicle in 1912.[9]

In a typical month (April 1899), the Brigade attended 116 cases of accident and transport, the men and hand-wheel ambulances travelling 255 miles. The cases were classified as follows:

Wharf and shipping accidents: 16
Government (including employees, police cases, and Government order cases): 31
Treated at the ambulance stations according to first aid: 32
At the sports: 17
Medical, surgical and casualty transports: 54
Factory accidents: 27
Domestic: 7

[8] Daily Telegraph, 4 April 1892
[9] NSW Ambulance Service Website - History - www.ambulance.nsw.gov.au › about-us ›

Of these, 24 were conveyed to Sydney Hospital, 12 to Prince Alfred Hospital and others to Lewisham Hospital, Balmain Cottage Hospital, Women's Hospital, Western Suburbs Cottage Hospital, North Shore Hospital, St. Joseph's Providence Hospital and the Benevolent Society's Lying-in Hospital. 24 were female cases and 12 occurred on Sundays. Long distance transports (over 8 km) had been conducted from Randwick, Canterbury, Balmain, Alexandria, and Parramatta.[10]

In 1898, the Australian Gas Light Company formed its own Ambulance Brigade; similar organisations were already operating at the Colonial Sugar Refinery and Mort's Dock and Engineering Company.[11] In August 1898, a meeting was held in Sydney to form an Ambulance Union, the chairman noting the large numbers of women members. The object of the Union was "to further ambulance work, generally by means of gatherings and competitions, by which they might estimate their strength, and compare notes, and bring the different classes together."[12]

By 1899 suburban Ambulance Brigades or corps had been formed, charitable organisations, supported by fund-raising, donations and subscriptions, that immediately filled a need. The range in the scale and type of Ambulance Stations stems from this initial set up of separate corps or brigades. The Western Suburbs Ambulance Corps dates from 1899 and their first Ambulance Station was erected at Summer Hill Railway Station in a former goods shed in 1901.[13] This is believed to be the first suburban ambulance station. An Ambulance Station was also opened in Balmain in 1901.[14]

The volunteer St John Ambulance Brigade was formed in Sydney in June 1901 and provided voluntary ambulance services at events and sporting contests in addition to the work of the Civil Ambulance and Transport Brigade. These two organisations operated concurrently as rivals until 1904, when they were amalgamated on economic grounds into the Civil Ambulance and Transport Corps. The St John Ambulance Association remained the primary First Aid training organisation.

Figure 11 Quay Ambulance Station, George Street North Source: SHFA

Figure 12 Ambulance Avenue, Central Station c.1938 Source: MAAS donated by Tom Lennon

The Ambulance Service expanded rapidly in the city, with branches opened in a converted building in The Rocks (73 George Street North). A new Ambulance headquarters established as stage of construction of Central Station when it opened in 1906, with its own vehicular entry known as Ambulance Avenue. Ambulance classes had been held at North Sydney from 1895 and there were still calls for a horse-drawn ambulance in 1910. By 1912 Motor Ambulances had been introduced, with the first vehicle donated by Mr Anthony Hordern.

[10] Evening News; Mon 15 May 1899; Page 3: CIVIL AMBULANCE AND TRANSPORT
[11] The Daily Telegraph; 3 Nov 1897
[12] Evening News; 12 Aug 1898:
[13] Daily Telegraph 27 May 1901
[14] Evening News, 11 November 1901

The 1914 - 1918 war did not have much impact upon the Civil Ambulance Service until its end, when returned soldiers and military medical staff were demobbed and there were suddenly many qualified staff available. An associated issue was the outbreak of Spanish Influenza in 1919, which brought added difficulties to the work of the Ambulance Service.

In 1919, the NSW Government passed the Ambulance Transport Service Act 1919 and created the Ambulance Transport Service Board, constituted in 1920. The Act provided for the establishment of suburban and regional Ambulance Districts, with five local committees and a central Board of Administration. In 1921, the name of the organisation was changed to the Ambulance Transport Service Board. Suburban branches began to appear throughout Sydney over the ensuing decade. In 1921, the organisation was renamed the NSW Ambulance Transport Service Board.

The Board were responsible for overseeing the development of regional ambulance services, although funding was still largely obtained through local fund-raising, donations and subscriptions. The first regional Ambulance Station (although Wollongong had established its own dedicated Ambulance Station in 1916, it pre-dated the NSW Ambulance Transport Service Board and was closely associated with the mines and miners in the area) opened in NSW was the Boolaroo and Teralba District Ambulance Transport Station, opened in 1921. It was supported financially by local collieries and the Sulphide Corporation, as well as subscriptions from the local community and regular contributions from colliery workers. A cottage-sized building with one garage, it was eclipsed in 1923 by the opening of the Newcastle Ambulance Station in Hamilton, with three garages, a residence for the Superintendent, a lecture room and extensive amenities for the ambulance staff. This Ambulance Station was designed by FA & AC Castleden, well-known Newcastle architects.

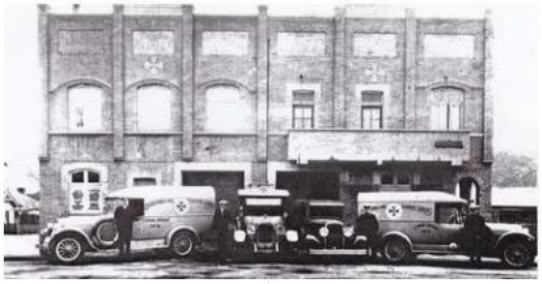

Figure 13 Lithgow Ambulance Station, 1930s. Source: Lithgow District Historical Society

Figure 14 Newcastle (Hamilton) Ambulance Station (circa 1920s). (Source: University of Newcastle Living Histories - originally published in 'Glimpses of Newcastle' by Hunter the Stationer)

Major regional Ambulance Stations were opened at Lithgow in 1928, Wagga Wagga in 1929 and Bathurst in 1929. In each case, the buildings were funded by local philanthropy and the architects were usually engaged locally. All of these large, purpose-built Stations followed the establishment of an Ambulance service in the area, usually with a single motor ambulance located in a local existing building. As the service became locally established, more funding was sought and gained and, within a few years, a 'proper' establishment was provided. This pattern was repeated in most regional towns and centres throughout NSW throughout the following decades.

The NSW Ambulance Transport Service Board continued to develop ambulance services in NSW for the following decades, until, in the 1970s, increasing technology, higher standards of health care and changing community expectations led to The Ambulance Service Act (No.15, 1972). This Act did not notably change the operation of ambulance services, but it replaced the former Board comprised of

nominees from external organisations (in particular the St John Ambulance Association) with the New South Wales Ambulance Board, comprised of ten appointees by the NSW Health Minister. In 1976, a change of government saw the Ambulance Services Act 1972 repealed and replaced with The Ambulance Services Act (No.72, 1976), abolishing the New South Wales Ambulance Board and bringing all ambulance services within the ambit of the Health Commission of New South Wales (now the Department of Health).

4.4 Bathurst District Ambulance Station

The site on which the Bathurst District Ambulance Station was erected was, in the Town Plan of Bathurst prepared by Surveyor-General Thomas Mitchell in 1833, part of a Reserve for a market and market building. A hay and corn market was established in 1847 by an Act of Parliament.

The choice of the site as a market was considered advantageous, and in 1848 the Bathurst Advocate commented:

> *After all, we cannot conceive a more eligible spot than that laid down on the chart of the town for the purpose, situate at the corner of William and Durham Streets ; although at one end of the town, it is at a very convenient distance from the most thickly populated part, and being near the creek, affords an opportunity of getting rid of any refuse that may accumulate ; it is also conveniently situate to the quarters from whence we may calculate on supplies ; and a further advantage is, that being the spot set apart by the government for a market, there can be no doubt, that on a proper application, this land would be granted for the purpose. This therefore appears, in every way, the most eligible spot.*[15]

In 1849

> *The Commissioners have accepted a tender for the erection of two sheds on the poultry and vegetable market, and for fencing and paling in the corn and hay market; we may therefore reasonably expect in the course of a few months that both these markets will be opened for the accommodation of the public.*[16]

The Bathurst Market Act 1864 transferred responsibility for the markets to the Bathurst Council, with the Hay and Corn Market located on the space of ground bounded by Durham, William and Bentwick (Bentinck) Streets.[17] Little infrastructure appears to have been erected other than fencing.

Late in the 19th century the market ceased to function, and the site reverted to being an unoccupied reserve, which was not formally dedicated until 1927.[18] The street layout survives and the Ordnance reserve and former military barracks diagonally opposite is now the Bathurst Community Club (bowling club). The site for the Ambulance Station was carved out of the reserve in the 1920s. The following sequence of town maps shows the transition. The sequence of maps does not indicate an intervening use.

[15] Bathurst Advocate, 5 Feb 1848
[16] SMH 12 January 1849
[17] NSW Government Gazette 20 August 1864
[18] SHI Database: Ambulance Station Bathurst; Hughes Trueman Ludlow; Bathurst City Council Heritage Study

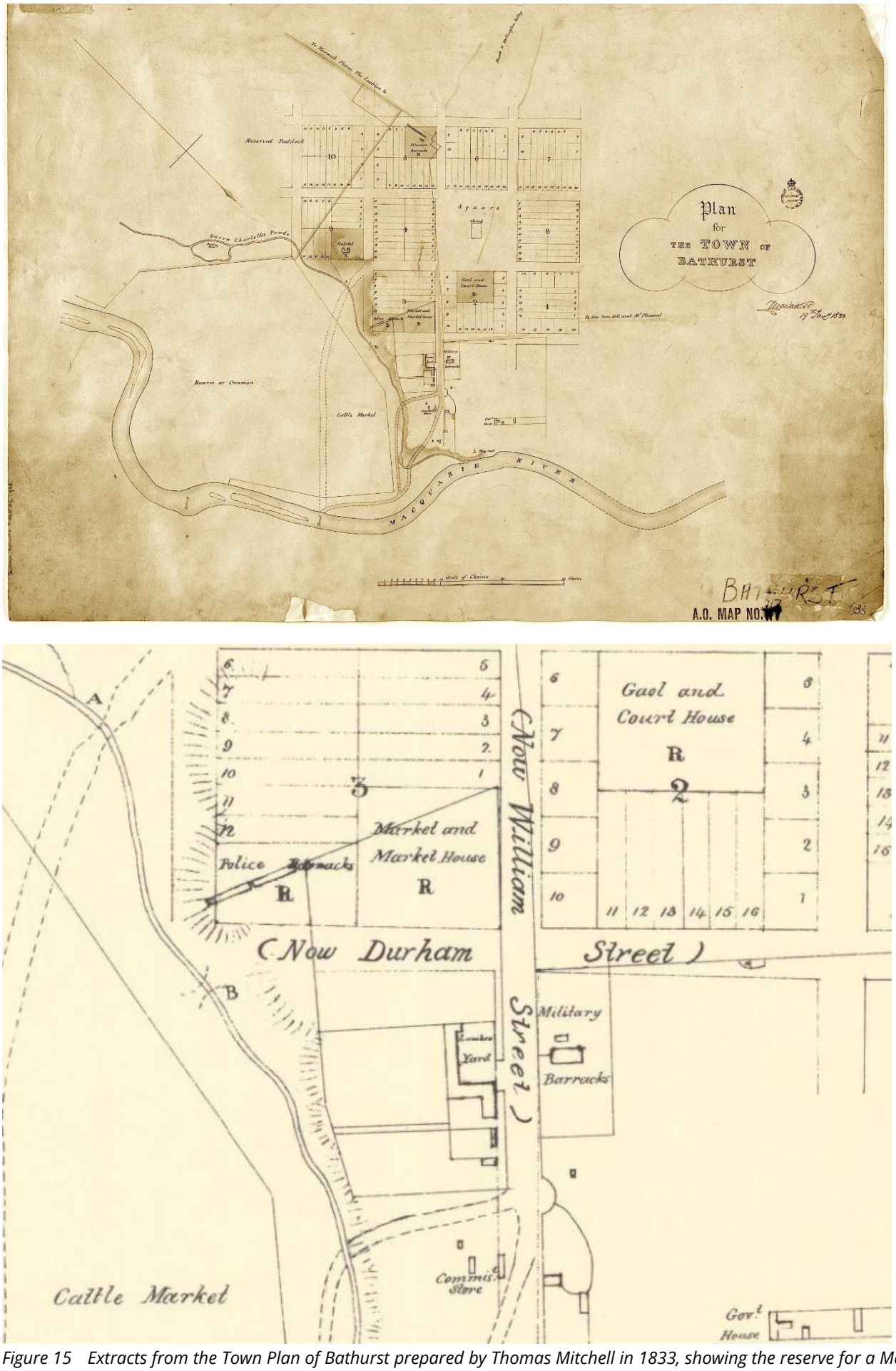

Figure 15 Extracts from the Town Plan of Bathurst prepared by Thomas Mitchell in 1833, showing the reserve for a Market and Market House (Source: AO Map 117]

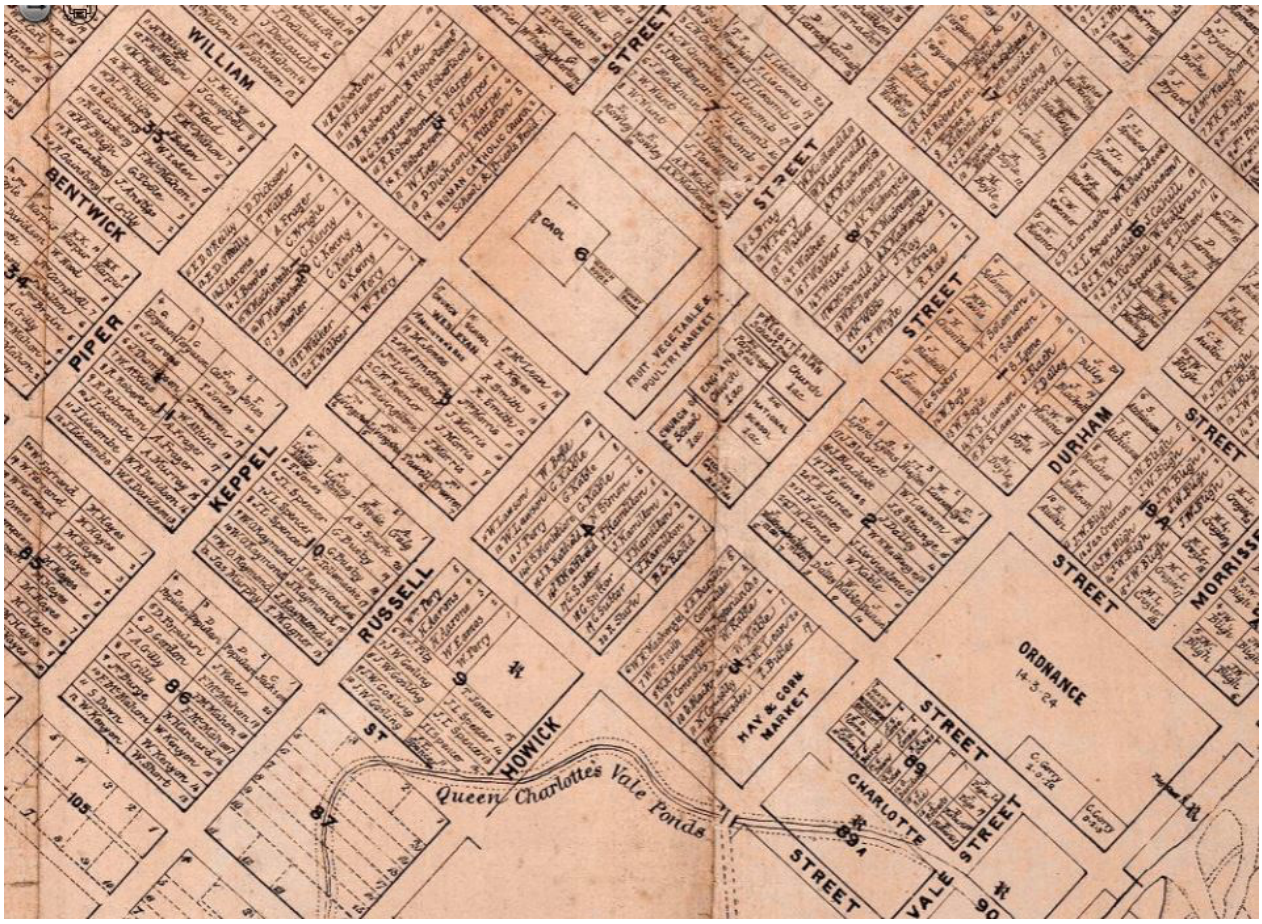

Figure 16 1860s Town of Bathurst Map showing the location of the Fruit and Vegetable Market and the Hay and Corn Market HLRV Town of Bathurst

Figure 17 Town of Bathurst Map from the 1920s showing the former Hay and Cornmarket site dedicated as a reserve, with a portion excised for the Ambulance Station. HLRV Town of Bathurst

Ambulance Classes in Bathurst

In Bathurst and Lithgow Ambulance classes had been held since 1890.[19] During the 1890s men and women were successful in obtaining St John's Ambulance badges and certificates, which were presented at the Bathurst Town Hall.[20] The Bathurst Railway Ambulance Association was reformed in 1896 to provide more opportunities for social events. Tartarin reported in the National Advertiser that

> *It is with keen pleasure that I hear of the re-organisation of the Bathurst Railway Ambulance Association. For a long time the Association has been carried on under a ridiculous and ineffective system. All members were working members, and the whole be-all and all of the organisation was supposed to be the binding up of wounds and the setting of fractures and generally rendering ' first aid' to the wounded. Naturally under these circumstances the interest taken by members was not so great as might be wished. People won't join an ambulance class for the mere sake of doing ambulance work. They want to have a good old time in some other way. But the Bathurst people in their ignorance went plodding along; doing all that was required of them as an Ambulance class, whilst at Goulburn and Granville and other wise places the leaders of fashion and society were attracted to the associations of a similar character as honorary members, and there were additional 'draws' in the shape of socials, 'football -matches, cricket; contests and the like.*
>
> *On Friday night Bathurst saw the error of its ways, and the local Ambulance Association emerged from the chrysalis of a mere useful society to the butterfly perfection of a social organisation. It was decided to follow Goulburn's example, to have, honorary members galore, to establish football and cricket clubs; to indulge in socials, and generally to give to the dry work of wound-bandaging an atmosphere of conviviality instead of one of simply carbolic acid. A fine imposing list of officers was then drawn up. It is hoped the cricket and football clubs will not only attract members to the association but will also give them employment. A detachment with splinters, lint, stretchers, &c., will accompany the team to the football field and tenderly care for anyone who may be laid out. In the evening after a match a class will be held, when plenty of live subjects will probably be available. The 'honorary officers ' are to be given the chief positions of danger in the sports field so that the active members will not be incapacitated from duty. Mr. J. McCarney, as president, will be ex officio full back during the football season and wicket-keeper in cricket 'matches; and working members hope that they will shortly have an opportunity of bringing home to him their proficiency in pulling together a dislocated shoulder and sewing up a split eyebrow.*[21]

The men from the Bathurst Railway Ambulance association competed against Ambulance squads from other railway lines with considerable success. Examinations and competitions were held at the Railway Institute in Sydney.[22] In 1909 Bathurst Ambulance Classes were examined in the Railway Institute, Havannah Street by a local doctor, Dr Machattie. The Instructor Mr T Smith had conducted Ambulance classes for twenty years.[23] By 1913 Bathurst Railway Ambulance Rifle Club had been formed.

[19] National Advocate, 20 June 1890
[20] National Advocate, 16 October 1894
[21] National Advocate, 2 November 1896
[22] Bathurst Free Press and Mining Journal 2 August 1900.
[23] National Advocate, 7 December 1909

Calls for a Permanent Home

Despite the Railway Ambulance equipment being available, there had long been calls for a public ambulance. In May 1897 the Bathurst Free Press reported that

> *Two serious accidents which have recently occurred have brought prominently before the public the necessity of having an ambulance in Bathurst. Last week Mr Matherson of Georges Plains was brought to Bathurst by train and the only way of taking him to hospital was by wagon…[The second] unfortunate victim had to be carried on a litter from the station. In both instances Mr Farquhar placed at the disposal of the injured men the stretcher used by the Railway Ambulance Corps, but this is not sufficient. What really is required is one of the most improved ambulance carts which might be kept at either the hospital or the Fire Brigade Station and be ready for use when required. Sometime ago a gentleman undertook to collect shilling subscriptions towards a fund to purchase a cart, and we are satisfied that if an active canvas was made sufficient money would be raised.*[24]

It would be nearly a decade before this aim was achieved and it was not until the mid-1920s that a permanent home for the Bathurst ambulance was obtained. Complaints about the lack of an ambulance continued. In 1902

> *Mr. C. R. Pickworth suggested that something should be done in the way of trying to procure an ambulance for Bathurst. He pointed out the need for one in the city in cases of accident and said that he wondered one had not been procured before. Now that there was a horse stabled at the Fire Station, the ambulance could be kept there ready for use in cases of emergency.*[25]

The question continued to be asked and the status of the subscriptions was confirmed. By December 1905 7 pounds 6 shillings had been raised of the 25 pounds necessary for an ambulance for Bathurst.[26] In 1906 the amount of the subscriptions increased rapidly, reaching just over 20 pounds by the end of January.

Additional funds were raised by a newly formed branch of the St John's Ambulance association at the Elms.

> *There was a large and appreciative audience at 'The Elms' last night when an entertainment for the purpose of raising funds, to be devoted towards the purchase of an ambulance for Bathurst was held. The idea of the function originated with Mrs. W E George, who, recognising that an Ambulance in Bathurst would supply long-felt want, decided that a good means of bringing the object nearer achievement would be a concert including a demonstration of ambulance work… That she was correct in her decision is evident from the liberal response; made by the public last night, and it should not now be long before Bathurst is in possession of a suitable vehicle in which sick and injured persons might be transported with comfort.*[27]

The Elms branch of the St Johns Ambulance Association, the Bathurst Ladies Branch of the St John's Ambulance provided classes for women and girls from Bathurst High School.[28] During 1906 branches were formed "amongst the employees of the [Sydney] Harbour Trust and the Water and Sewerage Board

[24] Bathurst Free Press and Mining Journal 26 May 1897
[25] National Advocate, 9 July 1902
[26] National Advocate, 6 December 1905
[27] National Advocate, 27 October1906
[28] National Advocate, 12 July 1906

and also at Orange, Blayney, Watson's Bay, Bathurst and Gladesville".[29] The formation of country branches was a deliberate initiative of the St Johns Ambulance Association during 1906 and the Deputy Commissioner and secretary visited towns on the Western railway line to provide encouragement.

> The value of first aid knowledge in Sydney and suburbs has been fully recognised, and very general encouragement given to promoters of that class of work for a considerable time past; but the question arose recently in connection with the aims of the leading organisation for the advancement of first aid instruction, viz the St. John Ambulance Association, as to whether something could not be done for the towns in New South Wales.[30]

This added interest in first aid training and the associated fund raising resulted in Bathurst being able to purchase its first public Bathurst Ambulance. Purchased towards the end 1906 and handed over by the mayor towards the end of December, the new Ambulance was put to use just before Christmas.[31] Where to house the ambulance remained an issue. The Bathurst Hospital Committee were informed in 1908 that

> unless the present arrangements were altered, it was likely that the Captain of the Fire Brigade would not allow the ambulance to be housed at the fire station. The ambulance had been purchased for accident cases only, but it was also used for cases of infectious disease, and as it was returned without being fumigated the health of the occupants of the station was endangered. It was pointed out that the ambulance had nothing to do with the hospital, being used by the public generally to take cases to any hospital. It was decided, however, to see what could be done in the way of causing the ambulance to be fumigated...[32]

However, the Fire Brigade did not operate any of the ambulance equipment, "when the occasion for its use occurs, volunteers must come and take it".[33] The Fire Brigade clearly did not wish to be responsible for providing ambulance services and it was suggested that Council provide an Ambulance Depot, with a special 'ambulance officer' in charge. The alternative was to leave it in the charge of a volunteer, who would be subsidised for their services.

By 1915, however, influenced by events in Europe, a local Bathurst branch of the British Red Cross Society was formed. These were primarily fund-raising groups, holding events, fairs and sporting carnivals and soliciting donations from the community. The Bathurst Railway Ambulance continued to operate, with activities including a shooting club. The St Johns Ambulance branches appeared to have lapsed during the war years.

A Motor Ambulance

In 1919, with the war over, the Bathurst Ambulance Committee had raised sufficient funds to purchase a motor ambulance for Bathurst. The first motor ambulance arrived in June 1919, a Model T Ford with space for two stretchers and an attendant and driver. The following month the National Advocate reported that the new ambulance had been busy lately.[34]

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[29] Daily Telegraph 14 September 1906
[30] Daily Telegraph 13 November 1906
[31] National Advocate, 22 and 24 December 1906
[32] National Advocate, 2 June 1908
[33] Bathurst Times, 11 June 1914
[34] National Advocate, 8 July 1919

The Committee intended that it be given to the Council, but Council prevaricated, unwilling to accept the maintenance costs and the potential costs of employing appropriate staff. In the meantime, Messrs. Havenhand, Best and O'Dea agreed to house the ambulance at their garage.[35] This issue was still unresolved a year later, after three local garages had variously cared for it.

In June, 1920, it was reported that the ambulance was now "unavailable" and stored "somewhere in South Bathurst".[36] However, as stated earlier, these difficulties were partially overcome by the formation of a local branch of the St John Ambulance Association in June, 1920.[37] The creation of this group, in association with the Ambulance Transport Service Board, provided the trained staff and an organisation to manage and operate the ambulance, which was regularly involved in attendance at motor vehicle accidents in the district over the next few years.

In June 1920, a public meeting was held in Bathurst Town Hall to discuss the formation of a local branch of the St John Ambulance Association. Instigated by a Mr Naxer and presided over by the mayor, the meeting was informed that this required that "a First Aid Class should be formed under the tutorship of a medical practitioner, and that the local branch of the Ambulance Association could be formed on members passing the necessary examination."[38]

It was noted that some First Aid classes had already been given in Bathurst at the railway and at the Red Cross Home and that a 'citizen's class' was also required (implying that both were specific workplace training courses). As previously noted there had already been a Bathurst Branch of the St Johns Ambulance Branch set up in Bathurst in 1906. This meeting was held in the light of the passing of the Ambulance Transport Service Act 1919 and the formation of the Ambulance Transport Service Board.

Haymarket Reserve Beautification

By 1908 Bathurst Council had begun to beautify the Haymarket Reserve.

> *The parks committee reported to the Bathurst Municipal Council last night that it could not recommend that the Haymarket Reserve on the east side of Durham-street, between William and Bentinck streets, be thrown open to the public; and this report, was adopted by the council. The Mayor explained that the Parks Committee were of the opinion that the time was not opportune for the reserve to be thrown open. The trees were not protected in any way, and while some were growing fairly well others were not growing at all satisfactorily, and in order to protect these it would involve some considerable expense. It would also be necessary to make pathways, install seats and provide gates. At present Aldermen were obliged to economise as much as possible, but as soon as funds were available they should make this reserve a beauty spot of the town.*[39]

Plans in 1915 to rededicate the Haymarket reserve as a school yard did not proceed. In the early 1920s public tennis courts were erected on the site by the Bathurst Tennis Association, turning "the unsightly Haymarket Reserve into a beauty spot".[40] These courts were joined by a croquet lawn in 1930. In the 1980s, the tennis courts moved to a new location further north along Durham Street as part of the Sports Centre (now the John Matthews Sports Centre). In more recent years, the western part has been

[35] National Advocate; 28 June 1919
[36] Previous ref 12
[37] National Advocate; 09 June 1920
[38] National Advocate; 15 June 1920
[39] National Advocate; 14 May 1908
[40] National Advocate; Sat 9 Jul 1921; 'A PROGRESSIVE MOVE'

redeveloped as the Armada Shopping Centre and the central section formally named the Haymarket Reserve, with landscaping and public facilities and a Child Care Centre.

By 1925, the value of the motor ambulance was no longer in doubt and a new ambulance, on a Hudson chassis, was purchased. A local meeting of the community determined in February to form an Ambulance District in accordance with the requirements of the Ambulance Transport Service Board. In July, Superintendent R Scott, formerly Deputy Superintendent of the Newcastle Ambulance Station, was appointed as a full-time officer to operate the Bathurst ambulance service. By August, a new ambulance had been purchased and a full-time Ambulance Station, albeit temporary, had been secured in a converted shopfront at 28 George Street, Bathurst. These premises are most likely to have been the Mackler Brothers Old Store on George Street.[41] The Bathurst Furniture Company moved into 26-28 George Street once the new Ambulance Station had been completed.[42]

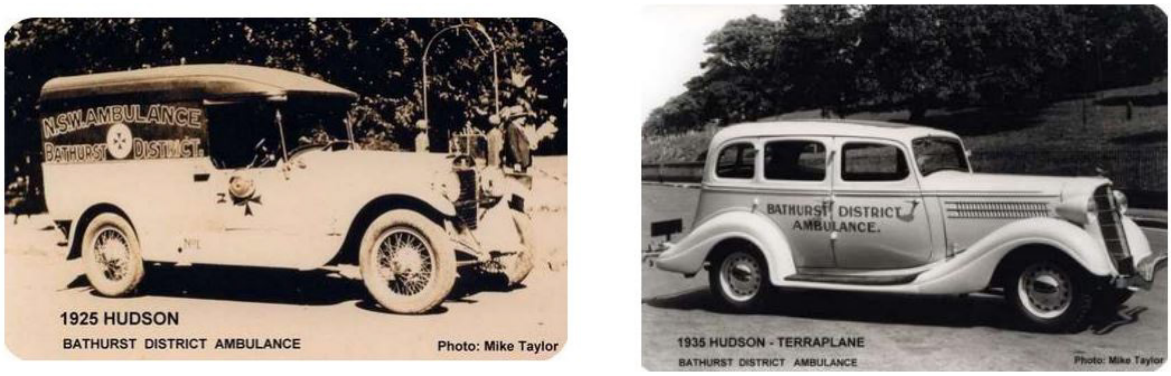


Figure 18 A 1925 Hudson Ambulance and a 1935 Hudson Terraplane, both vehicles used by Bathurst District Ambulance. Source: Pinterest - Harry McNaught

Attention then turned to the acquisition of a site and erection of a permanent Ambulance Station and the Ambulance Committee began fund-raising in earnest. In 1927, negotiations with the NSW Department of Lands regarding the Haymarket Reserve were successfully completed and it was agreed that a part of this land would be set aside for an Ambulance Station and the rest dedicated for Public Recreation (maintaining its use by the Bathurst Tennis Club).[43] The activity of the Ambulance service had increased steadily since it was formally created in 1925, carrying 523 cases in 1925, 1216 cases in 1926 and 1367 cases in 1927.[44]

The Design of the new Ambulance Station

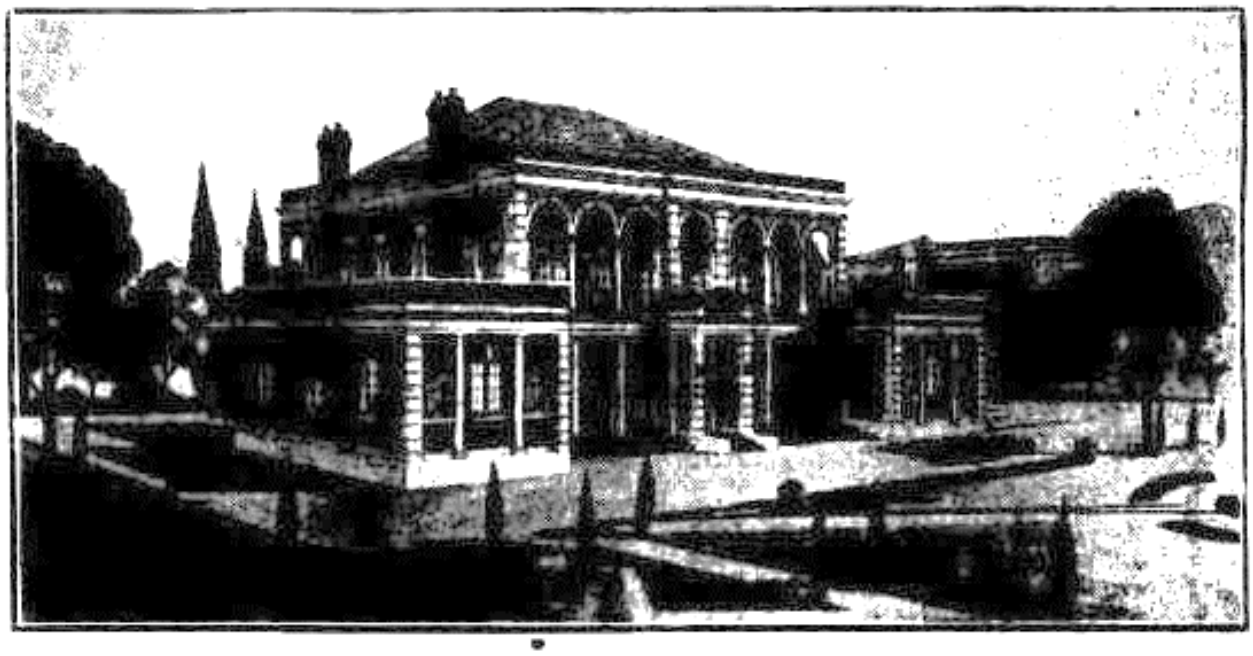
By November 1927, the Bathurst Ambulance Committee had accepted the design of Architect Norman Weekes for "a remarkably imposing structure which, as well as admirably serving the purpose for which it is being established, will form a picturesque addition to the city's architecture". Norman Weekes promised that he would have: "particular regard to the landscape setting and its location at the entrance to the city" and "to encourage the preservation of the spirit of the city beautifications for which Bathurst is noted, I shall have pleasure in donating part of my fee towards the objective."[45]

[41] S170 Listing – Bathurst Ambulance Station
[42] National Advocate,, 19 June 1929
[43] Lithgow Mercury; 22 July 1927
[44] National Advocate; 1 August 1928
[45] National Advocate; 16 November 1927

It was stated that Mr. Norman Weekes, the architect for the new station would attend a special general meeting of the committee to be held on Monday night next, when he would place the plans and specifications for the building before the committee, and when all important details would be discussed. It is hoped that as a result of that meeting, tenders for the new building will he called at an early date. Committeemen generally were enthusiastic over the prospects of a new and up-to-date station, and it was pointed out that the country supporters of the Ambulance wore looking forward to the completion of the building as one of the most valuable institutions in the town.

An important step has already been taken towards the erection of the station. The Bliss firm of local brick makers have been entrusted with an order for 110,000 bricks, and other necessary arrangements are in contemplation.[46]

The Bliss Brickworks supplied bricks for many of Bathurst's major buildings. The Bliss family had been making bricks in Bathurst since the early 1870s. The demand in the late 1920s saw the establishment of a new Bathurst Brickworks which opened in 1929, a venture that the Bliss family were involved in.



THE NEW AMBULANCE STATION, to be erected at a cost of £7000.

Figure 19 The New Ambulance Station, to be erected at a cost of 7000 Pounds. This perspective was published in the National Advocate in August 1928.

In August 1928 a perspective of the proposed new Ambulance Station was published, along with a summary of the work of the Bathurst District Ambulance Service since its inception.

The Bathurst Ambulance is an institution of which the city may well feel proud, and its existence represents a praiseworthy spirit on the part of the citizens. A few years ago, how many people who now realise the benefit of the Ambulance activities would have dreamed of seeing such an up-to-date service established with in a comparatively brief period. It is only about three years ago since an ambulance service on anything like a systematic basis was made available to the public. Superintendent R. G. Scott, an experienced and capable officer, was brought from Newcastle to assume charge, and since then the work of the Ambulance has undergone remarkable extension and expansion, until now its operations cover a wider area than any other country transport

[46] National Advocate; 17 January 1928

service in New South Wales. Since its establishment the Bathurst Ambulance has treated 3106 cases, 523 having been dealt with during the first year, 1216 in the second, and 1367 In the third, showing an increase each year. These were made up of:

First year, 51 accidents, 330 transport cases and 142 minor cases

Second year, 135 accidents, 568 transport, 513 slight

Third year, 138 accidents, 552 transport 675 slight

The total number of miles covered in the three years was 35,640, made up of 8003 miles first year; second year 11317; third 16320. In covering this great area, the Ambulance deals with calls from as far west as the borders of Orange, several miles beyond Hill End and Tarana, and on occasions journeys are undertaken for a distance of over 100 miles to the southern and western points of the compass, and even further, for Mr. Scott took one memorable trip to Coolah. Tarana at its own request has been included in the Bathurst Ambulance area during the past few months, while Sunny Corner, Dark Corner, and Palmer's Oakey have received the necessary official sanction to come within the service. The great demand upon the activities of the Ambulance has necessitated more commodious and modern headquarters from which to operate, and a start has been made in the erection of the new Ambulance station on the Haymarket site in William Street.

The plans for this building disclose a handsome and solid structure, with provision for an up-to-date equipment and living rooms. Architecturally as well as from the utilitarian standpoint the station should be an acquisition to the town. The design is from the Renaissance period, following the lines upon which the Court House, the Town Hall, the Exchange Buildings in William Street, and other prominent Bathurst buildings, are constructed. Bathurst brick, relieved with columns, pilasters and cornices and other ornamental features in cement, finished in stone, will be used. The external features will include colonnade, facade and terraced roof gardens, the latter being designed to provide facilities for social entertainments. The front of the building will face Durham Street, and will be known as the administrative block, while the emergency block, from which the cars will operate, will face William Street. The station will be situated about 15 feet back from William Street and in the area fronting Durham Street, ample space will be available to lay out picturesque lawns and gardens. In the service station and plant room there will be accommodation for five vehicles, and other conveniences will be a fumigating room, repair workshop, showers etc.

A large lecture room, capable of seating 50 people, will be situated on the first floor reached from the main entrance to Durham Street. This room will open on to the roof gardens in William Street. Also on the first floor, suitable apartments will be set apart for the accommodation of the Superintendent and his family. A balcony running right round the building will be set off by beautiful arched windows. The situation of the new buildings is one of the most attractive in Bathurst, commanding a fine view of a large stretch of picturesque country. The contractors for the new building are Messrs. McNaughton and Son of Sydney, and the architect is Mr. Norman Weekes.[47]

By July 1928 the proposal was on display so that the citizens of Bathurst could see the scale and character of the proposed new building.

[47] National Advocate, Bathurst, 1 August 1928

Exhibited in the window of Mr. P. J. Moodie's William Street shop is a fine perspective view of the new Ambulance Station, which is shortly to be erected at the corner of William and Durham Streets. Of imposing appearance, the sketch illustrates exactly how the building will appear on completion, together with the garden scheme which it is proposed to carry out in connection with it. When completed the new station will be one of the finest buildings in Bathurst.[48]

The site works began in August 1928 and were inspected by the architect in mid-August who

reported that the contractor assuming possession of the site on July 30, and excavation began immediately; the concrete foundations were laid about August 6 or 9; brickwork in the footings to the pavilion on the south side are in hand and progressing satisfactorily; he had personally checked all setting out and confirmed floor levels previously determined and approved by the committee; the work was progressing accurately and satisfactorily.[49]

The foundation stone was laid in September 1928,

In the presence of a large gathering of towns people and country visitors, the ceremony of laying the foundation stone of the new Ambulance station, which is in course of erection In lower William Street, was performed on Saturday afternoon by the president of the Ambulance committee, Mr. James Beddle. During the speeches associated with the function stress was laid on the generous support accorded by the country people to the Ambulance service since its inception, and the wisdom of the committee in establishing the new station at the 'gateway to the city, where its striking architecture would be in harmony with the handsome building opposite, and the scenic beauty of the surrounding district, was emphasised at the banquet held later to celebrate the event.[50]

A local stone, Sodwalls Granite had been utilised for the foundation stone and there had been much debate as to the wording.

Prior to the opening of the new Ambulance Station there were complaints about the layout and the standard of the residential accommodation. Mr Crowe considered that the Superintendents quarters upstairs were cramped in comparison with the Bearer's bedrooms on the ground floor. The use of plain glass in the Billiard Room facing William Street did not provide sufficient privacy.

Mr P J Moodie said that is for example frosted windows were put in, they would spoil the general style of the building. He said, however, that he was not pleased with the kitchenette, which should have been twice the size. As it was at present, it would not be a pleasant place in the summertime. Otherwise, he thought the station was a credit to the architect.

Superintendent Scott said he did not know why Mr Weekes had placed a sink in the casualty rooms which a hand basin would have served the purpose admirably. He would like to see an alteration made as a sink was out of place in a casualty room. He also noticed that the bearer's bathrooms and other conveniences were on a more elaborate scale than the corresponding rooms in his quarters, and he was at a loss to know why such a distinction had been made. "You have made the bearers quarters the very best" he added, "while my bathroom for instance is very poor. Their rooms are tiles and the very best and mine has a concrete floor."

[48] National Advocate, 6 July 1928.
[49] National Advocate, 15 August 1928.
[50] National Advocate, 10 September 1928.

Mr Moodie said the sink in the bearer's room was an eyesore and he hoped that Mr Weekes would remedy it. The Committee should have it altered.

Mr Weekes welcomed the "reasonable criticism" of the committeemen. Regarding the concrete floor, there was no alternative to placing concrete floors between the rooms used as a garage and those used for occupational purposes, and it was open to the committee to add a wooden floor or any other covering which they saw fit. The kitchenette was combined with a breakfast room and taking it as a whole the size was satisfactory. The kitchenette would merely serve the purpose of washing up and cooking and would not be used for occupational purposes…The Superintendent's quarters had been designed for privacy, and the floor could be tiled later, while the bearers' accommodation had been arranged so as to not intrude on the superintendent's privacy. The superintendent's bathroom would also be of a comfortable and attractive design…[51]

Others praised the new facility; Mr Bailey described the new building as an 'elaborate palace' that was a credit to the architect and builders. [52]

Built by a Sydney firm of building contractors, McNaughton & Son and opened in March 1929 by the NSW Premier, Thomas Bavin, the Bathurst District Ambulance Station was widely praised for the quality of its architecture. Other towns such as Dubbo admired the new facility and had clearly inspected the internal layout.

Steps should be taken in Dubbo for the provision, in a central spot, of a station on similar lines to that created at Bathurst. Dubbo should make quest for a central Ambulance Station, for the importance of the district and the necessity of such an innovation warrants her so to do. A glance through the new Bathurst ambulance station illustrates how complete had been the efforts of the various donors in presenting furnishings which would harmonise with the building. The rooms, including the office, board room, casualty room, bearers' quarters and watch-room are indeed magnificently furnished. All appointments are thoroughly modern and tasteful, affording both convenience and beauty, and should prove of tremendous value.[53]

An extrapolated original floor plan is provided in later a section.

A description also appeared in the Orange press and the Mayor of Orange had delivered an address at the opening ceremony at Bathurst.

With the inspiring example set by Bathurst, Orange people should not hesitate to patronise and support the carnival now being conducted to provide funds for the building of a suitable and up-to-date station here, which would be up to the high standard of other municipal projects.[54]

No original plans have been located that would confirm the rooms uses and the various published descriptions give different room names. When you enter the building, the bearer's quarters were in the pavilion to the left and the billiard room was to the right. The rooms on either side of the staircase included the casualty room and the board room. On the first floor was the Superintendent's flat (with a separate entrance) and the Lecture Room. The furnishings and equipment throughout were donated by the Country Women's Association, equipping the casualty room, the ambulance class equipped the board room, the recreation room and the bearers' quarters, with the offices furnished by Edgley's Sports

[51] National Advocate, 16 January 1929.
[52] National Advocate, 16 January 1929.
[53] Dubbo Dispatch & Wellington Independent, 14 March 1929
[54] Orange Leader, 4 March 1929

Club.[55] Also notable were the Yetholme Junior Red Cross for their donation of the Ambulance Flag; and citizens A. A. Pacey for the donation of a clock and Ald. P J Moodie for donation of parapet lights. Bathurst Council had provided the land and funded the improvements.[56] Public contributions totalled 4,000 pounds, with a further 3,500 owing when the building was opened.

For the first few days after opening there were no cases. On the 8th of March it was noted that until 8pm last night, the Ambulance Station had a clean sheet.[57] Initially the building did not operate to its full capacity, as there were more car bays than vehicles.

> *The Brigade plant consists of two motor ambulances fitted in the latest approved type; and one auxiliary car, for collecting purposes, and also convertible into an ambulance car, office furniture, casualty room furniture, Board Room furniture, furnishing for bearers' sleeping quarters, also a well-equipped recreation room.*[58]

The top floor contained five rooms and a kitchen for the superintendent's quarters and the lecture room. The roofs of the two ground floor wings were flat and intended to house two roof gardens to be used for social functions. These roof terraces were not a usual feature of NSW Ambulance Stations and no other examples have been located.

Figure 20 Opening Ceremony of the Bathurst District Ambulance Station in March 1929. Source: Bathurst District Historical Society

After the opening the adjacent park was laid out.

[55] Orange Leader, 2 March 1929
[56] National Advocate, 30 September 1929
[57] National Advocate, 8 March 1929.
[58] National Advocate, 30 September 1929

The parks committee reported to last night's meeting of the Bathurst Council that having considered the report of the Consulting Engineer covering the estimate by Mr. Norman Weekes, of the cost of carrying out certain improvements to the ground in front of the Ambulance Station, beg to recommend that an amount up to £100 be expended by the Council in the construction of a concrete kerb with concrete posts and chain fence and surfacing over the garden area to a depth of 4 inches and granite for the pathways. The work here is recommended to be carried out by the Council, conditionally upon the Ambulance Committee laying out the grounds in accordance with Mr. Weekes' plan and undertaking to maintain the lawns and flower beds in the future.[59]

This was an unusual undertaking for an Ambulance Service, and the majority of the NSW Ambulance Stations did not have extensive grounds.

4.5 Subsequent Operations

The Bathurst District Ambulance Station operated throughout the rest of the twentieth century without major incident. By 1933, permanent staff had risen to three and, in March 1935, the Bathurst Ambulance Board began charging non-subscribers for transport services, which had been free for all up to that time. This had an interesting side effect, with Lithgow Ambulance District complaining of Bathurst's encroachment into their territory and demanding transfer of the fees charged.[60] In the late 1930s, radios were fitted to ambulances throughout the state to assist in communications.

Figure 21 Undated Post card (prior to 1941) of the Bathurst District Ambulance Station held in the State Library of Victoria. Source: SLVIC image a09760

New ambulance cars were purchased approximately every ten years, a Hudson in 1940 and a Pontiac Silver Streak in 1948. By the end of the 1950s, there was a fleet of four cars in service at Bathurst. In

[59] National Advocate, 16 May 1929
[60] Daily Advertiser 15 May 1935

1954, R G Scott retired as Superintendent of the Bathurst District Ambulance after twenty-nine years. Motor vehicle accidents were the most common call-outs, with the ambulances commonly attending local sporting events, especially horse-races and motor racing at Mount Panorama. In the 1960s, air ambulances were introduced to the NSW State ambulance fleet, with a single Beechcraft Queen Air B80; this grew to a fleet of five aircraft over the next ten years. Air ambulances saved many transportation trips between Bathurst and Sydney. In 1970, the Ambulance Board purchased forty-five new Ford F100 Ambulances, which would become the standard ambulance for many years.

In 1976, the Ambulance Services Act (No.72, 1976) abolished the New South Wales Ambulance Board and created the NSW Ambulance Service within the Health Commission of New South Wales (now the Department of Health). Most importantly, this meant state funding and management for ambulance services. In May 1976, the Central Western Ambulance District was established by amalgamation of the existing Bathurst, Central West, Forbes, Lachlan, Lithgow, Mid-Western and Orange ambulance districts.

In 2017, after several years of review of regional ambulance services, it was decided that Bathurst would have a new ambulance station. A greenfield site in Commonwealth Street was acquired and, in February, the plans were approved by Bathurst Regional Council. Construction commenced in May of that year, and it was completed and opened in June 2019. Many of the 1920s ambulance and fire stations are no longer in use for their original purpose, the scale of current operations requires more space for vehicles and staff facilities. Live-in staff including superintendents has also been phased out, with staff working shifts. The Bathurst District Ambulance Station was one of the last 1920s ambulance stations to remain in operation across NSW.

5. Physical Description

5.1 Exterior Configuration

The former Bathurst District Ambulance Station is a symmetrical two story brick building located near the corner of Durham and William Streets, Bathurst. The building is set back from the corner of William and Durham Streets and is sited within the Haymarket Reserve. The drive to the carpark for the reserve also serves the front entrance to the former Ambulance Station. The historic photographs show that the drive was not installed when the building was opened however Norman Weekes' perspective shows that there was to be a paved forecourt. The reserve is in the foreground in views towards the main frontage of the building. These views were part of the intended design.

Figure 22 View of the main front of the former Bathurst District Ambulance Station.

The arcaded main façade of the building, with its two storey central section and symmetrical flanking wings overlooks the Haymarket Reserve. This form of symmetrical façade layout is frequently termed Palladian; however the source of the design is more likely to be more contemporary civic buildings and municipal buildings that utilised Palladian motifs such as the arcade motif and symmetrical side wings. The style was loosely termed Renaissance, with the other buildings in Bathurst similarly described however these buildings are all designed in revivals of historic architectural styles. The style of the Ambulance Station has also been described as Interwar Mediterranean. The arcade form is rare in Bathurst, the colonnade and the verandah being more commonly employed. Municipal buildings such as the now demolished Fish Markets in Woolloomooloo utilised a symmetrical façade and arcade however this building no longer survives. The choice of the arcade was also a practical one, as the arcade shades the rooms within.

Figure 23 View of the first floor arcade of the former Bathurst District Ambulance Station.

Figure 24 View showing the arcaded main façade with two story central section and flanking wings.

Many of the major public buildings in Bathurst are constructed of brick and this building continues that tradition. The bricks were made by Bliss Brickworks, a local Bathurst firm who had been making bricks since the 1870s. It would appear that this choice of material was made by the Ambulance Committee, as the bricks were ordered before the design was finalised.

The main entrance to the Superintendents Residence and lecture room for the Ambulance Officers, as well as to the operations and casualty rooms and bearers' quarters is in the centre of the main façade. The rusticated piers are constructed of brickwork and there is a triangular brick pediment bearing the Ambulance Service logo. This is the customary location for the logo on an NSW Ambulance Station. The two dwarf piers at first floor level may have been intended for urns, lamps or statues however none are shown on the photograph of the opening of the Ambulance Station. The round globe lamps on stands can however be seen.

The arcade to the upper level features rendered columns whilst the colonnade to the lower level is composed of rendered pilasters affixed to rusticated brick piers. A cornice and frieze separates the ground and first floors. Above the colonnade is a rendered string course, a brick frieze with the lettering NSW Ambulance Transport Service to the front and Bathurst District to William Street surmounted by a second cornice. The Ambulance Cross has also been utilised in the detail of the wrought iron balustrading.

Figure 25 Main entrance located in the façade facing the reserve, showing the logo and station name on the brick frieze, below the pediment bearing the Ambulance Service logo.

The façade has a symmetrical or Palladian arrangement with single storey side wings with rusticated quoins and pilasters. The window heads, like the arches in the arcade have a keystone. Each side wing has a flat, trafficable roof and a solid parapet with recessed panels. Light fittings are arranged at intervals along the parapet, and these appear to be original. There is a similar solid parapet above the cornice of the two storey section of the building.

The brick work is red brick and the façade bricks have been carefully selected to create a pattern using stretchers in one row and headers centralised with the mid-point of the stretcher in the next, commonly referred to as English Bond. This provides a strong bond when the wall is constructed, and is often used for civil engineering structures, such as government buildings, bridges and viaducts. The columns and pilasters are finished in a sandstone colour. The keystones above the windows at ground level are painted white.

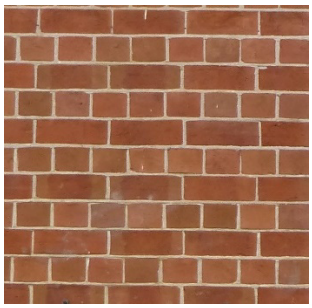


Figure 26 Detail of brick patterning in the style of English Bond.

The joinery is timber, with multi-paned casement windows painted white or double hung windows in the more utilitarian areas, also painted white. The windows at first floor level have a semi-circular fanlight, as do the French doors at the top of the stairs. The access to the two roof terraces is from the arcade to the main façade. The access from the arcade on the opposite elevation, facing the side of the row of shops, has been altered as this area has been infilled to create rooms.

French doors, with curved fanlights over, open onto the terraces at first floor level. These French doors alternate with blind arches. The arches are carefully set out brick arches, potentially of rubbed bricks. The façades overlooking the two roof terraces are not identical, as the uses of each side of the building varied. The section of the building that was the Superintendent's residence is evident in the arrangement of the windows.

Figure 27 Fanlight over French doors onto terrace area on first floor.

The side elevation to the street and the side elevation facing the side wall of the row of shops in William Street each contains two sets of Ambulance Bay doors. This is a very unusual configuration of ambulance bay doors, and no other examples have been located.

The side elevation facing William Street has been altered, with a door to the operations room added. This was originally a window, as can be seen in the photograph of the opening of the Ambulance Station. This substantial room was the recreation or billiard room for the ambulance bearers, utilised whilst they were waiting to be despatched. The configuration of the windows and arches has also been altered to the upper level also, with the rear arcade infilled to create a room/ room. The tall chimneys are brick, with rendered bands.

The Ambulance Bay Doors

The Ambulance Bay doors survive to two elevations. A 1941 post card (see Figure 21) shows these doors to have been painted a dark shade whereas the keystones to the brick arches are a light colour. Above each bay facing the street is a St John's Cross and these can be seen in the historic postcode. In a 1954 image the doors appear to be painted in a green shade with similar exterior features.

Figure 28 1954 Bathurst Ambulance Station view with one bay door visible. Photograph by A G Howett Studio of 179 George Street, Bathurst. Source: cardcow.com

Figure 29 View of the Ambulance Bay Doors, Bathurst District Ambulance Station.

In its original configuration the first floor arcade to the rear and the ambulance bays at ground level were visible from the street. A hard stand area located adjacent to the Ambulance Bays has been roofed other with a modern roof and modern garage doors.

Figure 30 View of the modern covered area, Bathurst District Ambulance Station.

The Back Porch

The configuration of the back porch and former laundry area has been altered. There is no longer an operational back door, the door remains externally but has been covered in to create additional shower and toilet facilities.

Figure 31 Side View of the Bathurst District Ambulance Station.

The Roof

A photograph of the opening day festivities (see Figure 20) shows the roof to have been tiled, probably Marseilles tiles.

5.2 Internal Configuration

The Ground Floor

The interior of the building is divided into a series of functional areas, with the Ambulance bays to the rear of what would have been the Recreation room, office and casualty room to the right of the vestibule and the board room and bearers' quarters to the left. The central corridor appears to have been altered but the original configuration is not evident. A conjectural floor plan is shown below. The original floor plans have not been located.

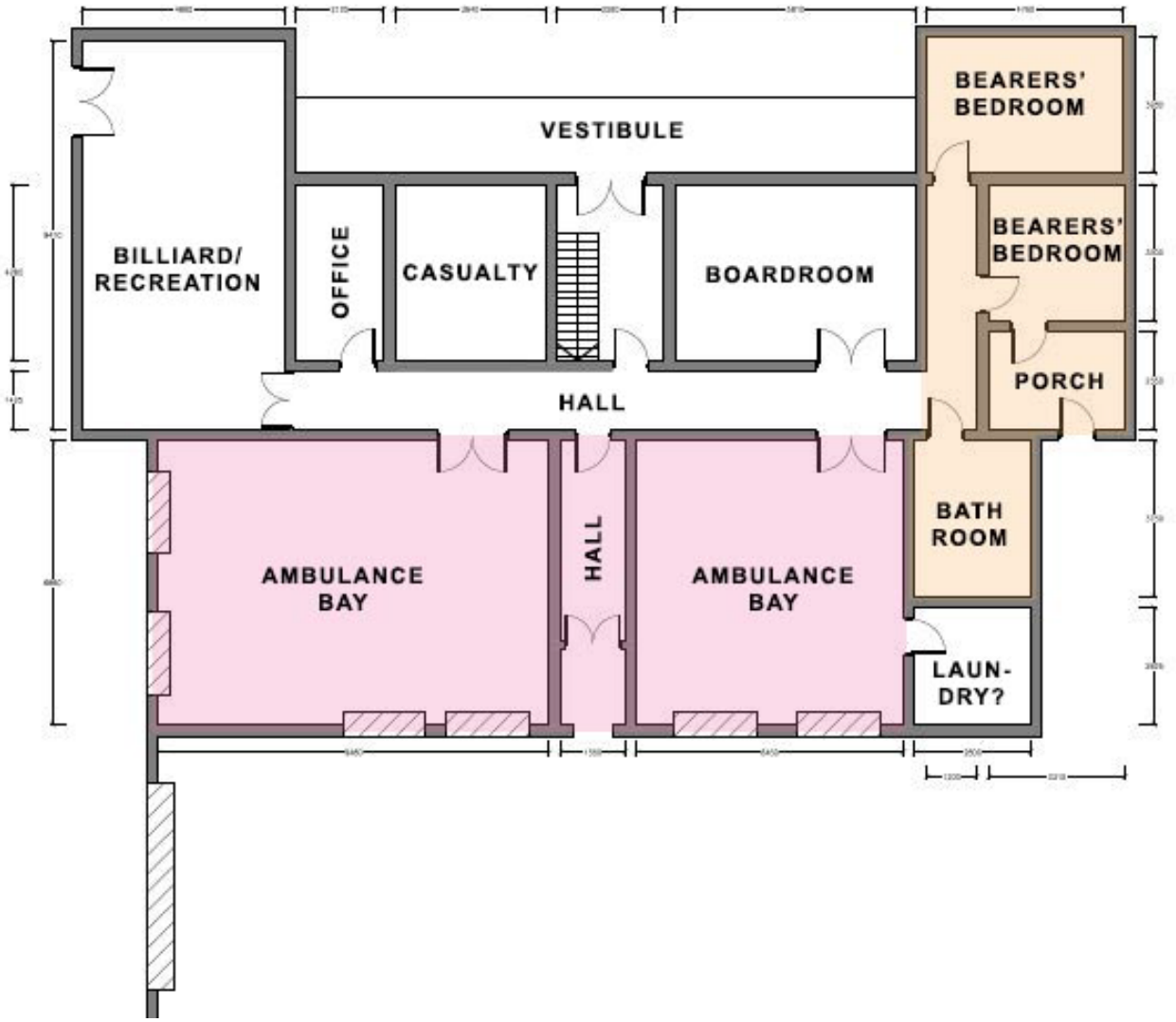


Figure 32 Conjectural original layout of the ground floor layout. Source: Base plan by Bathurst Regional Council.

The large recreation room, used by the volunteers and staff whilst waiting for a call, was converted into the operations room. Evidence of the original volume survives. Some changes have been made to the internal finishes and there are various surface mounted remnants of equipment and modern lighting. This room did not originally have a door to the street. A window has been converted into an external door. Above the dado, the wall was face brick.

The access to the rear yard is via a passage between the Ambulance Bays.

Bearers Quarters

The remaining rooms on the ground floor would have originally been the quarters for the ambulance bearers including sleeping quarters. The bearers' quarters are plainly detailed. The two rooms used as sleeping quarters are largely in their original configuration. The bathroom layout has been altered, the

original porch has been infilled internally to create a bathroom, the door survives externally. No trace of the original fit out remains. The additional bathroom is likely to have been added for female ambulance officers.

Figure 33 View of the former Billiard/Recreation room.

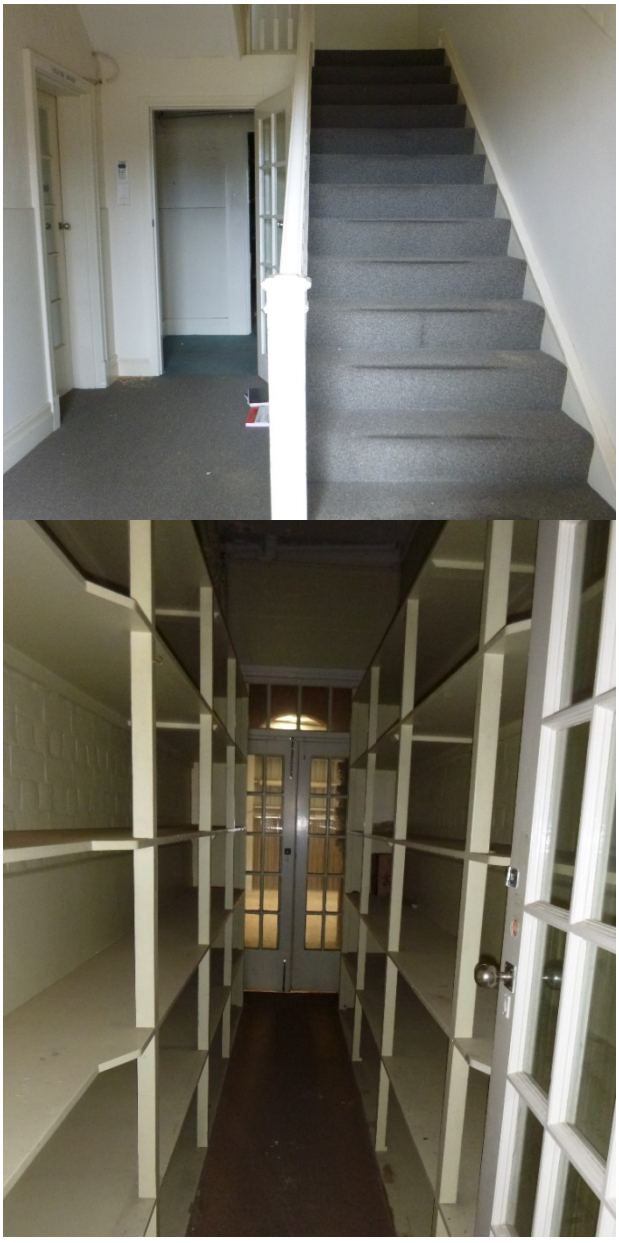


Figure 34 Entry stairs and passage between ambulance bays leading to the rear yard.

Vestibule

Although the colour scheme and other finishes have been altered, the volume of the hall and the staircase survives. The finishes are as in the other main rooms on both levels.

Figure 35 View of the vestibule area including entry stairs.

Ground Floor Rooms Generally

The ground floor rooms have modern floor finishes and retain their wall plaster and fibrous plaster ceilings. The ceilings appear to be original and can be found in other buildings of the same date in Sydney.

The Ambulance Bays

The areas used for the Ambulances have more utilitarian finishes including a concrete floor and plastered dado with face brickwork above (now painted). A system of fixed ventilation that serves as an intake or extract from the subfloor area of the front portion of the building including the recreation room which appears to have a timber floor. These areas have undergone very little modification over the years and still retain an early green colour scheme.

Unlike most NSW Ambulance Stations there are two separate areas for vehicles. The front bay is located closer to the casualty room. The back bay is likely to have been utilised for maintenance.

Figure 36 Internal views of one of the Ambulance Bays

Services

Throughout the building services and air conditioning units have been installed in an intrusive manner. Air Con units have been installed above the fireplace in the Superintendents Flat, with units mounted on the brickwork in the blind arches externally.

The First Floor

The first floor contains two distinct areas, the Superintendent's residence and the lecture room.

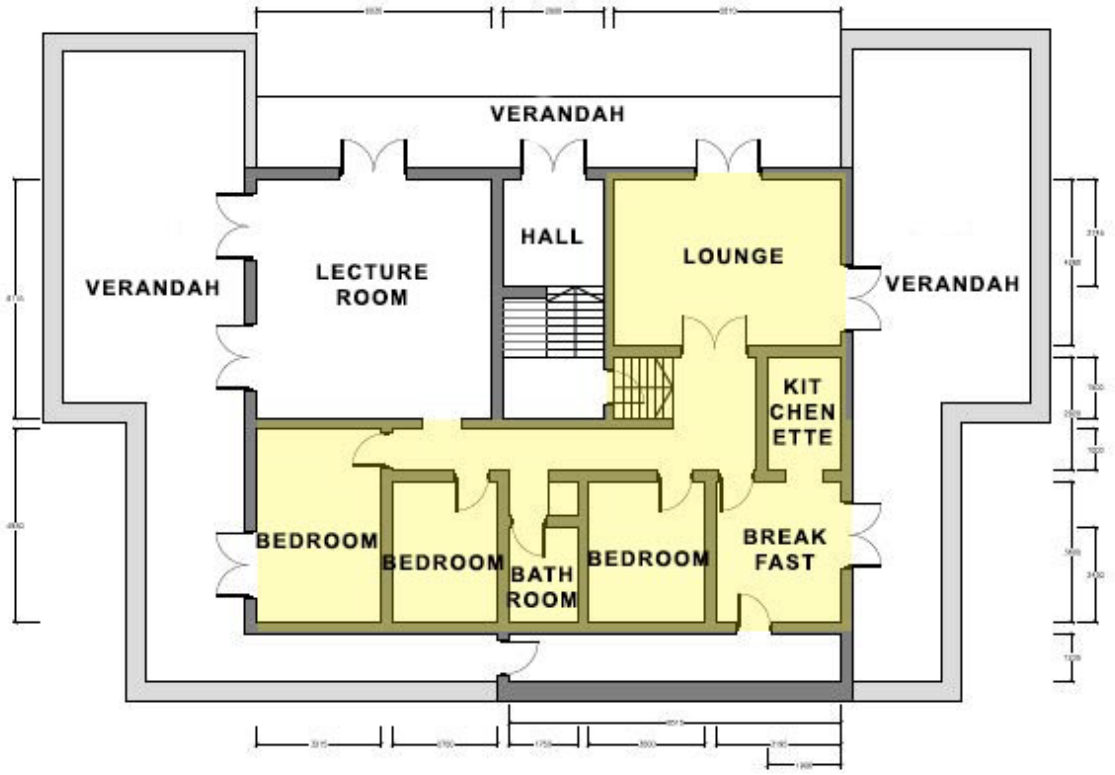


Figure 37 Conjectural original layout of the first floor layout. Source: Base plan by Bathurst Regional Council.

The Lecture Room

The Lecture Room on the first floor largely retains its original character. The room volume, joinery and detailing survive, including the French doors with fanlights above that open onto the arcade and roof terrace. The fireplace has distinctive herringbone brick work, and it appears that the wall above the fireplace was intended to be face brick as well, however this element is now painted. The cornice and fibrous plaster ceiling survive. The light fittings are modern. A doorway connects the lecture hall to the superintendent's flat, but this may be a later addition.

Figure 38 View of former lecture room with detail of verandah door.

The Superintendent's Residence

Off the timber staircase is an archway that led into the Superintendents flat. This flat also had an entrance from the top of the stairs, into the main lounge room. The Lounge Room retains its fireplace and French doors to the arcade and roof terrace and is of a similar architectural character to the lecture room opposite.

The residential flat contained a lounge, a breakfast room and kitchenette, three bedrooms and a bathroom. The separate stair opens into the breakfast room and this room also once opened onto the rear arcade. The bedrooms and bathroom open off the corridor that runs parallel to the arcades. The main bedroom opens onto the terrace overlooking the street.

The same architectural vocabulary as the remainder of the building is utilised in the residence. Face brickwork to the fireplaces in the lounge and breakfast room survives. The lounge room and breakfast room also have a picture rail. In the lounge surface mounted conduits intersect this rail. The air conditioning unit has been placed above the fireplace. The glazed French doors to the breakfast room also survive and this room opens onto the terrace. The kitchen cupboards and oven and sink are more recent. The bathroom fit out retains some interwar elements but has been altered.

The floor of the Superintendents Flat was described as concrete in the historic reports, for fire safety reasons.


DISTRICT OFFICE

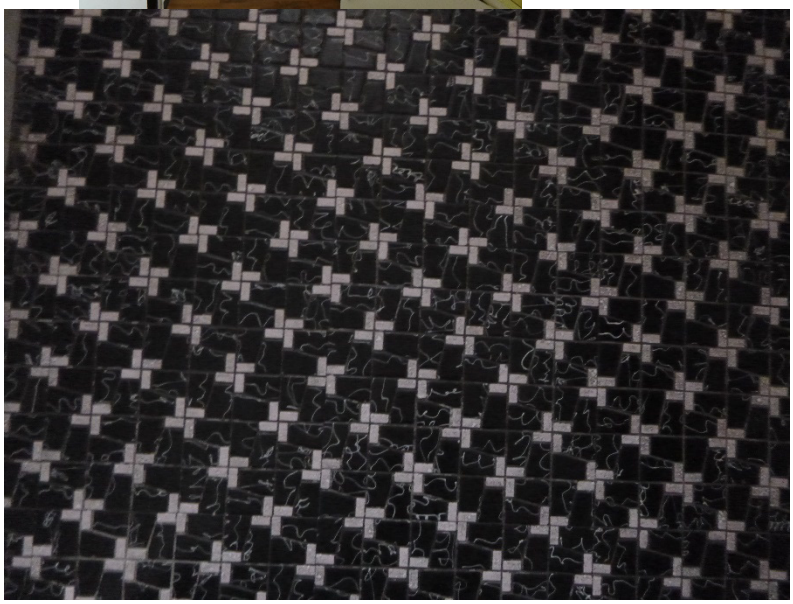


Figure 39 View of the former Superintendent's residence showing altered entry door and stairs, kitchenette and bathroom tiles.

Figure 40 View of the former Superintendent's residence showing window, fireplace, rear verandah area and lounge.

6. Comparative Analysis

6.1 Ambulance Stations

Ambulance Stations of a similar scale erected during the 1920s include Newcastle, Tamworth, Wagga Wagga and West Maitland. Other proposed stations such as Casino did not eventuate until the 1930s. Suburban ambulance stations erected in Sydney during this decade include Drummoyne, Coogee, Liverpool, Parramatta, Rockdale, Sutherland, Summer Hill (altered 1930s), Waverley.

None of the suburban Sydney Ambulance stations are of the same scale or architectural character as the example at Bathurst.

Figure 41 Coogee Ambulance Station (much altered)

Figure 42 Drummoyne Ambulance Station (demolished)

A detailed description of the Newcastle Ambulance Station, erected at Hamilton East in 1923 gives an idea of the scale of the complex, which was probably the largest ambulance station erected in NSW during the 1920s.

> *A site has been purchased from the A.A. Company for a new station at the corner of Denison and Myra streets, Hamilton. The land is 148 feet by 132 feet, and the price paid was £740, the company selling it for about half its market value. The position is central to the district generally. Plans and specifications have been prepared by Mr. F. G. Castleden, architect, and when completed the building will be one of the most up-to-date ambulance stations in Australia.*
>
> *The station will be a brick two-storied building with a frontage of slightly over 90 feet. The ground floor is planned to hold 18 cars, and in conjunction is a main office, casualty room, storeroom, kitchen for the bearers, and recreation room. The superintendent's office will be connected with his residence. Upon the upper floor there will be a lecture room, 64 feet by 25 feet, portion of which can be partitioned off by sliding doors and used as a board room. The floor will also contain bedrooms for nine bearers, and bathrooms. The superintendent's residence will contain four bedrooms, sitting-room, bathroom on the top floor, the dining-room, kitchen, and laundry being on the ground floor. A large balcony, 10 feet wide, will occupy the front of the building, and at the rear there will be another balcony of the same width. A repair shop, carpenter's shop, fumigating house, an oil store, and a shed for the washing of the cars, will occupy the ground at the rear of the main building. The ground floor will be laid of concrete with the exception of the plant room, which will be laid with red ironite. A Bowser*

petrol filling apparatus will be installed for the brigade's cars. The estimated cost of the building is £6500 [pounds]...[61]

Figure 43 Ambulance Station, Newcastle. Source: Flickr.

The mining and industry in the Newcastle area resulted in the need for such an extensive complex, the Bathurst District Ambulance Station was designed for four cars, had fewer bearers' bedrooms and the superintendent's flat was smaller.

Other Ambulance Stations that were opened in 1929 include Maitland and Wagga Wagga. The Maitland example was also slightly larger than the new station at Bathurst and was designed for six Ambulance cars. Historic photographs show that the station had a smaller street frontage, lacking the side pavilions and landscaped setting found at Bathurst.

Figure 44 Maitland Ambulance Station. Source: Flickr.

[61] Newcastle Morning Herald 2 Feb 1923

'The new ambulance station presents a handsome front, 68ft long to High-street, with a depth to a lane at the rear. The car room is over 60ft by 24ft, with accommodation for six ambulance cars. There is repair shop and washing plant at the rear, with storage accommodation for oils, tyres, spare parts as well as a bowser for the exclusive use of the brigade. The general office, waiting-room, casualty-room, recreation room and kitchenette for bearers are on the right of the car room, and the Superintendent's office and three rooms for the three permanent bearers on the left side. The casualty room is furnished on the latest lines, every facility being afforded with enamelled cabinets, gas, water-heater, etc. The walls are tiled in white and present an exceptionally bright appearance. ' The furniture in the Superintendent' s office was supplied as a gift 'by the Aberglasslyn Public School; while the bearers' rooms were furnished by the 'Maitland District Licensed Victuallers Association; A large table in the recreation room. was donated by Mr. W.J. M'Lauchlin. A septic tank is installed on the premises. On the second storey are the quarters of the Superintendent, comprising three bedrooms, a living room, kitchen, laundry, and other conveniences.[62]

This building, designed by the prominent Newcastle architect, W Pender, has been demolished and replaced by a modern office building erected by Maitland City Council.

Figure 45 Wagga Wagga Ambulance Station

The Wagga Wagga Ambulance Station, which also opened in 1929, is of a similar scale to West Maitland.

The building will be of brick and two storeys high, with a frontage to Johnston Street of 53 feet and a depth of 52 feet. The plans and specifications were drawn up by Messers Pitt and Morrow, Architects, Wagga.

The ground floor will comprise a spacious plant room, with a graded concrete floor, and the walls to a height of six feet will be tiled. This rooms will be 21 feet wide and 39 feet 6 inches long, providing ample accommodation for the present cars and allowing space for twice the number. The plant room will be entered from the street by two sets of folding doors, and another set of doors at the rear, which will allow of cars being driven straight through to the garage situated at the back of the building.

[62] Newcastle Morning Herald, 25 March 1929

This configuration of driving straight through the building was the most common configuration. No other examples with ambulance bay doors on the side as at Bathurst have been located. The description of the Wagga Wagga facility continued:

> *Opening off the plant room will be the following rooms – office, honorary bearers and casualty rooms, and on the other side, an entrance to the vestibule leading to the Superintendent's quarters and a lecture and board room combined…under the skillion roof at the back will be the following rooms, store, fumigating room, conveniences and laundry.*
>
> *The second floor will all be used as living quarters. Two rooms and a bathroom will be separate from the rear and will be reached by a separate stairway. These will be for the use of the permanent bearers only. The superintendent's quarters will be reached through a vestibule on the ground floor, with an entrance from the outside, or from the plant room, and a concrete stair leading up to a hall on the second floor. The rooms for his use will be a living room … with doors opening onto a front balcony, three bedrooms…a kitchen, a bathroom … and sleep out and conveniences. The upper floor will be constructed of reinforced concrete, with a wood floor carried over the top, except the verandahs and bathroom. The ceilings will be of plaster for the ground floor and Wunderlich steel for the second floor. The roof will be covered with red Marseilles pattern tiles. Electric light and gas will be connected to the building.*[63]

In addition, there was a garage to the back and a wash down area to the side.

None of these Ambulance Stations have the same extent of recreational facilities or civic presence as the Bathurst Ambulance station. None of these buildings have the second Ambulance car bay. In all of the cases the Superintendent was allocated a flat on the first floor. The accommodation for the bearers varied, in some cases it was on the ground floor and in other cases the accommodation was on the first floor.

The Bathurst Ambulance Station is the most architecturally imposing of the series of ambulance stations erected during the 1920s and exhibits a greater concern for townscape than any other complex. No other Ambulance Stations are located adjacent to reserves so that the reserve forms a forecourt.

6.2 Norman Weekes[64]

Barnet Norman Weekes was born in Bilston, Staffordshire around 1884 and was raised in a Wolverhampton orphanage. Weekes initially became an apprentice in mechanical and electrical engineering after he left school and, moved from industrial design to training in designing more extensive civil engineering projects. Employed as an Assistant Engineer with the Liverpool City Corporation prior to World War I, his involvement in the design and erection of markets, hospitals and municipal housing projects contributed to his growing interest in architecture and he commenced studies in architecture at the University of Liverpool. This was one of few available University architecture courses.

In 1914, at the start of the war, Weekes was appointed to a temporary commission as 2nd Lieutenant in the Royal Garrison Artillery before being transferred to the Royal Engineers. As a Divisional Engineer, he

[63] Daily Advertiser 29 June 1928.

[64] This section has largely been drawn from James, P and Freestone, R; "Norman Weekes' contribution to modern town planning and design in New South Wales"; published in the Journal of the Royal Australian Historical Society; Dec 1, 2008

designed and managed essential public works on the home front such as roads and bridges, aerodromes at York and clothing and boot factories at Halifax and Leeds. The reason for Weekes deployment on home defences has not been determined however this was usually the result of poor health.

Figure 46 Norman Weekes. Source: SCC.

After the war, Weekes returned to studying at Liverpool and he completed his Diploma in Civic Design before crossing the Atlantic for a position in New York with Charles Wellford Leavitt, working on projects ranging from the design of suburban gardens and parks to parkways, cemeteries and city plans. Weekes assisted Leavitt in development work associated with the latter's widely noticed 1915 landscape design at *Immergrun*, the residence of steel magnate Charles M Schwab, as well as working on the design of

company towns in the Pennsylvania coal fields, a borough on Long Island and a country club in Westchester County. Back in the UK by late 1920, Weekes took up the position of Assistant Engineer for the Borough of Rochdale. Until late 1922, he undertook tasks such as developing a modern civic centre, supervising housing schemes, and designing infrastructure including roads.

In 1923, Weekes was appointed to the position of City Surveyor at the Sydney City Council in NSW. Key priorities were to secure cost savings while supervising urgent improvements to the road system. At this time, he was a member of the English Institute of Engineers, the Institute of Mechanical Engineers, the Institute of Municipal and County Engineers and a Fellow of the Surveyors Institute. He was also an associate of the Royal Institute of British Architects and an associate of the Town Planning Institute and a member of the English and International Town Planning Association. In early 1924, Weekes completed a report proposing a comprehensive reorganisation of the City Surveyor's Department. He recommended establishing a new City Planning Division under his control and employing deputies to assist in the Roads and City Cleansing divisions. To help fund and properly staff the new roads program, he proposed halving the number of clerical employees and injecting appropriate expertise into his technical staff through new recruitment. Weekes' proposals caused controversy in the Council and, when it refused to adopt his report, Weekes offered his resignation.

On 31 December 1924, Weekes' resignation took effect and he moved into private practice. Underpinned by his British credentials and American experience, Weekes quickly established a profile in local professional circles. He addressed the Institution of Surveyors on best practice in roads and traffic planning and the Institute of Architects on civic architecture. He was a member of the Sydney Regional Plan Convention (SRPC) a group of leading business, professional and civic representatives advocating for a metropolitan plan for the Sydney region with a focus on traffic arteries and identification of zones for major land uses such as manufacturing, retail trading, residential development and parks. By the end of 1925, Weekes had turned to private practice as a planner, architect and engineer, taking advantage of the plentiful development work at the time. Weekes submitted the winning entry in the 1926 design competition for Hyde Park that drew upon his beaux-arts training. When roadworks associated with the southern approaches to the Sydney Harbour Bridge led to the demolition of the Scots Presbyterian Church in York Street, Weekes acted as technical adviser and judge of the 1927 design competition for the new church buildings. He was engaged to redesign the Sydney city markets and he prepared plans for flats and shops at Darlinghurst.

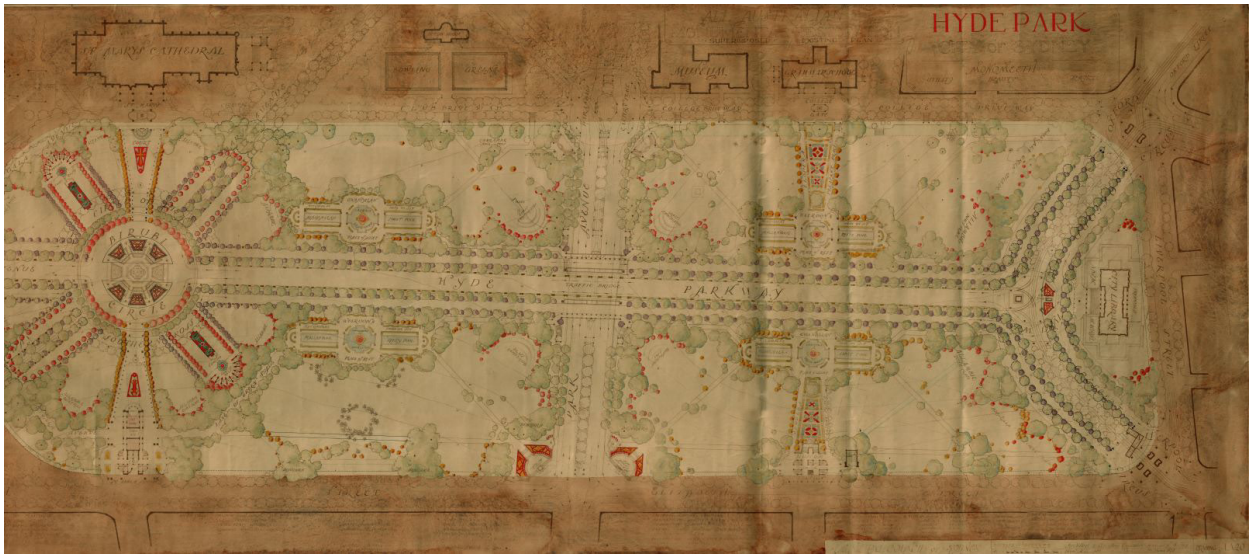


Figure 47 Hyde Park, Weekes. Source: SCC archives.

While continuing to advocate for a regional planning authority, Weekes continued in private practice, working for clients such as Rookwood Necropolis in western Sydney and Ascham School in the eastern suburbs. In the mid- 1930s, Weekes and Dudley Ward jointly entered a functionalist design in the

competition for the NSW Community Hospital, using broad sweeps of glass and strong horizontal lines in the emerging modernist style considered ideal for hospitals. He also prepared a rebuilding and landscape plan in 1936 for the Australasian Missionary College at Cooranbong and a landscape design for the Seventh Day Adventist Hospital at Wahroonga.

In 1937, Weekes accepted a position with the Department of Works and Local Government (DWLG) as an engineer-architect and town planning specialist. He assisted councils such as Ku-ring-gai with subdivision designs, prepared a design for Blair Park in Burwood, and a plan for a council housing scheme for Ryde. Weekes also worked as the engineer for the department when it built part of the drainage system at Rookwood in the late 1930s and he was the designer and engineer responsible for the Riverside Drive section of the new Lane Cove National Park, built by unemployment relief workers for the park's 1938 opening. He acted as technical adviser to the new Housing Improvement Board of New South Wales whose 1938 report called for a central housing program guided by town and regional planning. In April 1941, Weekes joined the Royal Australian Air Force Volunteer Reserve and was sent to Malaya but, after the fall of Singapore in 1942, he was taken prisoner by the Japanese and held in prisoner of war camps in Java and elsewhere for three and a half years. He returned to Australia in September 1945 and was quickly appointed to head the new Town Planning Branch of the Department of Local Government (DLG). As a Senior Planning Officer, he had the task of overseeing the preparation and authorisation of local statutory planning schemes across the state, as well as managing the Branch, advising the Minister on planning issues and acting as departmental representative on numerous committees, including the Town and Country Planning Examination Committee, Observatory Hill Committee, Historical Buildings Committee and the Circular Quay Committee of Architects.

Weekes left the Town Planning Branch of the DLG in 1954 (at the age of seventy) and again took up work as a private consultant. He continued at Rookwood Necropolis, undertaking projects such as designing new entrance gates, gardens for the crematorium and grave layouts for the Catholic and Jewish cemeteries. He also prepared designs for new gardens and worked on the Quebec Road entrance at the Northern Suburbs Crematorium. He assisted in Gosford Shire with local area planning from 1962- 65 and lent his support to the Hawkesbury Scenic Preservation Council's proposal to establish Dharug National Park. As a consultant to the NSW Government, he acted as a commissioner on town planning appeals between 1955 and 1961 and continued to act as Chairman of the Town and Country Planning Examination Committee until 1971, a position he had held since the mid-1940s. Norman Weekes died in March 1972, the night after he finished the estimates for his proposed landscape plan for the Jewish Cemetery Trust at Rookwood.

Norman Weekes was a key player in the evolution of town planning in New South Wales through the twentieth century, providing international ideas and experience and advocating for centralised planning focussed on infrastructure, whilst also allowing for local engagement and involvement in town planning outcomes. As an architect, his skills in landscape design and urban context meant that his buildings strove to find a balance between beauty and utility, against the backdrop of his Beaux Arts and Functionalist architectural training. He is best known for his urban landscapes, especially the landscapes of the Rookwood Necropolis, the Northern Suburbs Crematorium, Lane Cove National Park and the plan for Hyde Park, which survives largely intact today.

The symmetrical layouts of the elements within his proposal for Hyde Park are continued in the layout for the Ambulance Station at Bathurst.

6.3 Analysis of Evidence

The former Bathurst District Ambulance Station retains substantial evidence of its original layout and its original external and internal configuration. The original Architectural drawings have not been located.

Externally the original form of the building remains evident, however changes have been made to the rear arcade and the entrances. A new entrance from the street into what was used as the operations room has been made by converting a window into a door.

Internally the building has had a neutral colour scheme and there have been a series of internal changes for operational purposes. With increases in staff numbers came an expansion of the change rooms and showers. Plans showing the original confirmation of this area have not been located however an external door remains that has been blocked up internally for additional showers. The ambulance officers would originally have been male.

The Superintendent's flat remains largely as constructed and evidence of the original bathroom tiles survives. The rear arcade has been infilled to create additional space, reducing the amount of light to the bedrooms.

7. Heritage Significance

7.1 Introduction

Setting out the cultural significance of a place assists in identifying what aspects of the place contribute to that significance and the relative contribution of the various elements of the place to that significance. An understanding of the significance of the place is crucial to its management in providing guidance for future work and to ensure its cultural significance is retained.

Cultural significance is defined in *The Burra Charter (1999*), published by Australia ICOMOS, as: *Aesthetic, historic, scientific, social or spiritual value for past, present and future generations*.

Section 4 of the NSW *Heritage Act, 1977* defines 'State heritage significance' as: *In relation to a place, building work, relic, movable object or precinct, means significance to the State in relation to the historic, scientific, cultural, social, archaeological, natural or aesthetic value of the item.*

The following section identifies the criteria for assessing heritage significance in New South Wales, considers the existing assessments and applies the assessment criteria to the former Bathurst District Ambulance Station.

7.2 Criteria for Assessing Cultural Heritage Significance

The NSW Heritage Council has gazetted seven Assessment Criteria as the basis for any assessment of heritage significance of an item or place. This is achieved by evaluating the place or items significance in reference to the specific criteria, which can be applied at a national, state or local level. These Criteria are:

Table 1: NSW Statutory Criteria for Assessing Heritage Significance

Criterion	Description
Criterion (a)	*An item is important in the course, or pattern, of the cultural or natural history of the Australian, NSW or local area;*
Criterion (b)	*An item has a 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;*
Criterion (c)	*An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW;*
Criterion (d)	*An item has a strong or special association with a particular community or cultural group in NSW 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;*
Criterion (f)	*An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history;*
Criterion (g)	*An item is important in demonstrating the principal characteristics of a class of Australia, NSW or local areas; Cultural or natural places; or Cultural or natural environments.*

7.3 Existing Assessments

Irrespective of the work undertaken for this report, the cultural heritage significance of the former Bathurst Ambulance Station has been previously assessed in the Department of Health Section 170 Register as being

> *Of historical and architectural significance to the community of Bathurst and townscape.*

The Statement of Significance for the State Heritage Inventory / LEP listing states that the former Ambulance Station is

> *Purpose built and Architect designed, and the building is a first-class example of an Interwar Mediterranean style unusual outside Australia's capital cities. Built in 1929 on what was an early market site of the Bathurst Settlement (1833), Excellent streetscape contribution especially when visible from the highway.*

7.4 Assessment against Criteria

Table 2 Summary of Assessment against Criteria.

Criterion	Assessment
Criterion (a): Historic Significance	Local
Criterion (b): Associative Significance	Local
Criterion (c): Aesthetic Significance	State
Criterion (d): Social Significance	Local
Criterion (e): Technical / Research Significance	Local
Criterion (f): Rarity	State
Criterion (g): Representativeness	State

7.4.1 Criterion (a) Historic Significance

An item is important in the course, or pattern, of NSW's cultural or natural history (State significance).

The former Bathurst Ambulance District Station is of historic significance to the town of Bathurst, a physical reminder of many years of community fundraising and the ongoing work of the St Johns Ambulance and the Bathurst District of the NSW Ambulance Service in the township since the late nineteenth century.

The siting of the complex, at a key intersection, reflects the initial planned layout of Bathurst, set aside as a location for the Corn and Haymarket, a use still reflected in the name of the reserve.

The historic significance of the place is at a local level.

7.4.2 Criterion (b) Associative Significance

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.

The former Bathurst District Ambulance Station is associated with the provision of first aid training, ambulance services to hospitals in the area and was the location for exhibitions and training courses as well as for social events.

Associated with the series of Superintendents of the Bathurst Ambulance Station including R Scott (in office 1925-1954).

The associative significance of the place is at a local level.

7.4.3 Criterion (c) Aesthetic Significance

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW.

Aesthetically the building is significant at a state level scale, its elaborate architectural character is rare in country NSW and the work is an important design by the English-trained architect, town planner and civil engineer Norman Weekes. The most elaborate of the Ambulance Stations erected in suburban Sydney and country NSW during the 1920s, designed using then current architectural ideas of townscape that revived historic civic architecture, the design including the associated gardens and the siting within a reserve is unprecedented in NSW.

The Bathurst District Ambulance Station is a significant design by the architect, town planner and civil engineer Norman Weekes.

The use of local manufactured bricks and granite from Sodwalls for the foundation stone demonstrate the continuing tradition of the use of locally produced materials for major public buildings in Bathurst.

The aesthetic significance of the place is at a state level.

7.4.4 Criterion (d) Social Significance

An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons.

The Bathurst community retains a strong connection with, and attachment to, the building.

The social significance of the place is at a local level.

7.4.5 Criterion (e) Technical / Research Significance

An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history;

Substantial evidence of the original layout of the building survives, demonstrating how the Ambulance Station was operated, including a distinct separation between the vehicle areas, the staff areas and the superintendent's accommodation.

The technical / research significance of the place is at a local level.

7.4.6 Criterion (f) Rarity

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history;

Utilised for over 80 years by the Bathurst District Ambulance Station, the building was one of the last interwar ambulance stations to remain in use in NSW. The building is of a scale and elaborate

architectural character that was rare in Country NSW, as is the siting of the building overlooking a reserve.

The rarity of the place is at a state level.

7.4.7 Criterion (g) Representativeness

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

The former Bathurst District Ambulance Station is more substantial in its scale and architectural character than the majority of the Ambulance Stations erected across NSW in the 1920s.

The representativeness of the place is at a state level.

7.5 Statement of Significance

The former Bathurst District Ambulance Station is of local historic significance to the town of Bathurst, a physical reminder of many years of ongoing work and fundraising by the St Johns Ambulance and the Bathurst District of the NSW Ambulance Service and the local community to provide an Ambulance service for the township. The siting of the complex, at a key intersection, reflects the initial planned layout of Bathurst, which is in turn reflected in the name of the Haymarket Reserve.

Utilised for over 80 years by the Bathurst District Ambulance Station, the building was one of the last 1920s ambulance stations to remain in use in NSW and is associated with the provision of first aid training and ambulance services to hospitals in the area and was the location for lectures, exhibitions and training courses as well as for social events.

Aesthetically the building is significant at a state level scale, its elaborate architectural character is rare in country NSW and the work is an important design by the English-trained architect, town planner and civil engineer Norman Weekes. The most elaborate of the Ambulance Stations erected in suburban Sydney and country NSW during the 1920s, designed using then current architectural ideas of townscape that revived historic civic architecture, the design including the associated gardens and the siting within a reserve is unprecedented in NSW.

Substantial evidence of the original layout of the building survives, demonstrating how the Ambulance Station was operated, including a distinct separation between the vehicle areas, the staff areas and the superintendent's accommodation. Associated with the series of Superintendents of the Bathurst Ambulance Station including R Scott (in office 1925-1954).

The use of local manufactured bricks and granite from Sodwalls for the foundation stone demonstrate the continuing tradition of the use of locally produced materials for major public buildings in Bathurst.

The community continues to retain a strong connection to the building.

7.6 Levels of Significance

Grading the significance of building fabric reflects the contribution the element makes to overall significance of the item, and the degree to which the significance of the item would be diminished if the component were removed or altered.

The significance of the various elements of the Bathurst District Ambulance Station have been graded in accordance with the Heritage NSW guideline document: *Assessing Heritage Significance*. The guidelines identify criteria for grading heritage significance in five categories: Exceptional, High, Moderate, Little and Intrusive. An explanation of each grading is shown in Table 3.

The significance grading applied to each element is provided in Table 4. The NSW Heritage Manual Guideline – Assessing Heritage Significance notes that

> *Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or condition may diminish significance. In some cases, it may be useful to specify the relative contribution of an item or its components. While it is useful to refer to the following table when assessing this aspect of significance, it may need to be modified to suit its application to each specific item.*

This system is a planning tool that assists in the development of a consistent approach to the treatment of different elements. The various grades of significance generate different requirements for retention and conservation of individual spaces and the various elements.

Table 3: Heritage Significance Gradings

Grading	Justification	Status	Recommended Treatment
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance. This particularly refers to rare or outstanding original fabric and spaces of particular historic and aesthetic value, and unaltered original elements and features.	Fulfils criteria for local or State listing.	Elements identified as being of exceptional significance should be retained and conserved in situ. Any work, which affects the fabric or external appearance of these elements, should be confined to preservation, restoration and reconstruction as defined by The Burra Charter. There is a very limited tolerance for change and any change must be to ensure the conservation of significant fabric. Fabric of exceptional significance is not to be altered for temporary uses. Replace like with like if absolutely necessary. Allow minor adaptation only if necessary for significant use of the place and in areas of lesser significance, or areas already modified.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance. Includes elements and features that make an important contribution to the recognition of the item's significance albeit	Fulfils criteria for local or State listing.	Elements identified as being of high significance should also generally be retained, restored and conserved in situ subject however to other relevant factors including technological feasibility of proposed works. There is a very limited tolerance for change but minor intervention including adaptation and alteration as defined by The Burra Charter is permissible if it is to allow for significant uses to continue, or for a new compatible use that provides for the long term conservation. The significance of each element is retained, with an aim

Grading	Justification	Status	Recommended Treatment
	the fabric may not be in good condition. This may include elements that have been altered, or elements created as part of a generally sympathetic alteration to the building. This category is likely to include much of the extant fabric from the early phases of construction and many reconstructed early or original elements wherever these make an important contribution to the significance of the item.		not to remove or obscure significant fabric, giving preference to changes that are reversible and in areas that have already been modified.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item. Includes building fabric and relationships that are supportive of the overall significance of the item and have some heritage value, but do not make an important or key contribution to that significance. Also includes elements and features which were originally of higher significance, but have been compromised by later, less significant modifications or elements that have deteriorated beyond repair and cannot be reconstructed in a technologically feasible manner.	Fulfils criteria for local or State listing.	Where the fabric is of moderate significance a greater level of intervention is permissible but changes to fabric must benefit long term conservation of the place. Adaptation and relocation to components of these elements and spaces is acceptable provided that it protects the overall cultural significance of the item. Such work should take place within defined work programs and should not be the product of general maintenance or sporadic alterations. Aim to retain most of the significant fabric. Conservation of overall form and configuration is desirable. Compatible new construction may be added to accommodate compatible uses. Where possible, make change reversible.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.	Elements assessed as being of little significance are generally not regarded as essential to the major aspects of significance of a building or place, often

Grading	Justification	Status	Recommended Treatment
	Also includes most of the fabric associated with unsympathetic alterations and additions made to accommodate changing functional requirements. These are components generally of neutral impact on the complex's significance.		fulfilling a functional role. Both retention and removal are acceptable options, depending on the element. Any major interventions to the item should be confined to areas where the fabric is of little significance and should not damage fabric of higher significance.
Intrusive	Damaging to the item's heritage significance. Includes fabric that adversely affects the significance of the complex or fabric created without respect for the heritage values of the building. Removal of elements of this category would directly increase the overall heritage value of the item.	Does not fulfil criteria for local or State listing.	Elements identified as intrusive can reduce or obscure the overall significance of the place, despite their role as illustrators of the site's progressive development. The preferred option is for their removal, conversion to a more compatible form, or replacement in a way that helps to retain the overall significance of the item. These works should be done without damage to adjacent fabric of significance. These items need not be addressed immediately unless they are causing damage to significant fabric.

Grading is a valuable tool to assist in developing appropriate conservation measures for the treatment of the former Bathurst Regional Ambulance Station and its various elements. In general, good conservation practice encourages the focussing on change, or upgrading of, an historical building/site to those areas or components, which make a lesser contribution to significance. The areas or components that make a greater or defining contribution to significance should generally be left intact or changed with the greatest care and respect.

Table 4 Element Analysis

Element Analysis	Grading
Ambulance Station – External	
Overall symmetrical form of the building including the flat roofed side wings and prominent chimneys	**Exceptional**
Face brickwork	**Exceptional**
Rendered masonry detailing including cornices, pilasters and keystones	**Exceptional**
Plaque – made of Sodwalls Granite	**Exceptional**
Arcade to the front elevation	**Exceptional**
Blind arches and French doors to the first floor	**Exceptional**
Current colour scheme Evidence of original colour scheme unconfirmed	**Little**
Infilling to the rear arcade	**Intrusive**
Balustrade	**Exceptional**
Original windows and fanlights	**Exceptional**
Logo and lettering identifying the building use	**Exceptional**
Original light fittings	**Exceptional**
Ambulance Bay Doors (timber)	**Exceptional**
Wheel strips to Ambulance Bays	**High**
Later side entrance (to former Billiard room, later Operations room), including dwarf wall and remnant fencing	**Moderate**
Paving to the flat roofed areas	**Moderate**
Garden beds adjacent to building	**Intrusive**
Asphalt poured up to the facade	**Intrusive**
Surface mounted air conditioning units	**Intrusive**
Covered Hardstand Area	**Intrusive**
Modern garage door to hardstand area	**Intrusive**
Shed	**Little**
Shade Sails – Haymarket	**Intrusive**
Modern security screens and grilles	**Intrusive**
Ambulance Station – Internal – Ground Floor	
Stair hall and stair	**Exceptional**
Operations Room volume (former Billiard Room)	**Exceptional**
Volume of the Ambulance Bays	**Exceptional**
Concrete floors in Ambulance Bays	**Exceptional**
Volumes of former office, casualty room and board room	**Exceptional**

Element Analysis	Grading
Fireplaces with decorative brickwork	**Exceptional**
Cross Hall	**High**
Fibrous plaster ceilings	**High**
Concrete slab between the Superintendents flat and the Billiard Room	**High**
Joinery including archives and sills, skirtings, picture rails, internal doors	**High**
Modern bathroom fit outs	**Little**
Modern shelving including to hallways	**Little**
Modern kitchen fit out (former Casualty room)	**Little**
Blocked upside porch	**Intrusive**
Surface mounted conduits, power points &c in the operations room	**Intrusive**
Modern fluorescent light fittings	**Intrusive**
Ambulance Station – Internal - First Floor	
First floor board room volume	**Exceptional**
Fireplace	**Exceptional**
Joinery including archives and sills, skirtings, picture rails, internal doors (solid doors and glazed doors)	**High**
Fibrous Plaster Ceilings, including border	**High**
Paint finish to face brickwork	**Intrusive**
Painting out to fanlights	**Intrusive**
Modern elements: Carpets, Air-conditioning units, fluorescent tubes	**Intrusive**
Superintendent's Residence	
Room volumes	**Exceptional**
Door and stair to Superintendent's flat	**Exceptional**
Fireplaces – Living Room & Dining Room Superintendent's flat	**Exceptional**
Joinery including archives and sills, skirtings, picture rails, internal doors (solid doors and glazed doors), internal flyscreens	**High**
Fibrous Plaster Ceilings, including border – Superintendent's flat	**High**
Timber floors – Superintendent's flat	**High**
Kitchenette fit out – Superintendent's flat	**Little**
Bathroom fit out – Superintendent's flat	**Little**
Venetian Blinds	**Little**
Modern elements: Carpets, Air-conditioning units, fluorescent tubes	**Intrusive**

7.7 Historic Themes

The following historic themes have been identified as relevant to the former Bathurst Ambulance Station:

Table 5 Historical Themes

Australian Theme	NSW Theme	Description	Relevance to Site
2 **Peopling Australia**	Aboriginal cultures and interactions with other cultures	Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practises, past and present;	Provision of Ambulance services to Aboriginal People Social interactions
	Ethnic Influences	Activities associated with common cultural traditions and peoples of shared descent,	Provision of Ambulance services for migrants Changes in policy and procedures in regional NSW
3 **Developing local, regional and national economies**	Agriculture	Activities relating to the cultivation and rearing of plant and animal species,	Provision of Ambulance services for injuries obtained on rural properties
	Health	Activities associated with preparing and providing medical assistance and/or promoting or maintaining the wellbeing of humans	Provision of a dedicated Ambulance service for Bathurst Healthcare advances
	Industry	Activities associated with the manufacture, production and distribution of goods	Provision of Ambulance services - for injuries obtained in the workplace Growth of regional industry opportunities

Australian Theme	NSW Theme	Description	Relevance to Site
	Transport	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Provision of a dedicated Ambulance service for Bathurst Bathurst's role in regional growth
4 **Building settlements, towns and cities**	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Provision of a dedicated Ambulance service for Bathurst Bathurst as a growing community and regional centre
5 **Working Labour**	Labour	Activities associated with work practises and organised and unorganised labour	Provision of a dedicated Ambulance service for Bathurst including paid staff and volunteers and community fund raising activities Social connectivity within the community
7 **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.	Provision and management of a district Ambulance service Changes in the way district services were run
9 **Marking the phases of life**	Birth and Death	Activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead	Provision of a dedicated Ambulance service for Bathurst The effect the dedicated service had on the lives of those living in the region.

8. Constraints & Opportunities

The first sections of this plan have aided an understanding of the values and significance of the historical fabric and features of the subject site. This section discusses the statutory, environmental, physical and owner's requirements for the place. The identification of context, constraints and opportunities provides a basis for developing an overall conservation philosophy and policy framework for future conservation and management of the place.

8.1 Client Requirements

This CMP was commissioned to achieve the following objectives:

- To gain a greater understanding of the cultural significance of the site, its curtilage and individual components.
- To formulate policies, strategies and guidelines that will direct future management, conservation, maintenance, new work and interpretation of the place.
- To identify a range of suitable future uses including the potential for adaptive reuse and the improvement of accessibility including the installation of a lift
- To aid in future planning for the site and its broader setting within the Bathurst Heritage Conservation Area

8.2 Conservation Objectives

The general conservation objectives for the former Bathurst Ambulance Station are:

- To provide for the long term conservation of the heritage significance of the place
- Protection of significant fabric of this important local heritage items
- To allow for interpretation to promote the history and significance of the site
- To inform and engage the local community

8.3 Cultural Heritage Significance

The former Bathurst District Ambulance Station is currently listed as a place of local heritage significance. Whilst certain aspects of the significance of the place have been assessed as being at a state level rather than a local level, the management of the heritage significance remains local.

Consequently, certain opportunities and constraints relate to the site:

- As a local heritage item, the place should be managed in accordance with principles and guidelines of the Australia ICOMOS Burra Charter
- Planning controls including the listing as an item of environmental heritage under the Local Environmental Plan
- The significance of the site
- The impact of proposals for adjacent development
- There is a community expectation that such places will be managed and conserved as a heritage item, that contributes towards the richness and heritage character of the historic centre of Bathurst
- Ownership by Bathurst Regional Council
- Funding constraints

8.3.1 Australia ICOMOS Burra Charter

The *Australia ICOMOS Charter for Places of Cultural Significance* (The Burra Charter) is widely accepted in Australia (including in planning controls and by local Councils) as the philosophical basis for managing places identified as having national, state and regional significance. The former Bathurst District Ambulance Station is of demonstrated cultural significance, therefore, procedures for managing changes to and activities at the site should be in accordance with the recognised conservation principles of the Burra Charter. The Articles of the Burra Charter relevant to the future management of the site are listed below.

Table 6: Burra Charter Principles

Principle	Description
Cautious Approach (Article 3)	All conservation work should be based on a respect for the original fabric, should involve the minimum interference to the existing fabric and should not distort the evidence provided by the fabric.
Location (Article 9)	A building or work should remain in its historical location.
Contents (Article 10)	Contents, fixtures and objects contributing to the cultural significance of a place should be retained at that place.
Change (Article 15)	The contribution of all periods to the place must be respected unless what is removed is of slight cultural significance and the fabric which is to be revealed is of much greater cultural significance. Removed significant fabric should be reinstated when circumstances permit.
Adaptation (Article 21)	Adaptation is acceptable where it does not substantially detract from the cultural significance of the place and involves the minimal change to significant fabric.
New Work (Article 22)	New work may be acceptable where it does not distort or obscure the significance of a place. New work should be readily identifiable as such on close inspection.
Use and Conserving Use (Article 7 and Article 23)	Where the use of a place is of cultural significance, it should be retained, and a place should have a compatible use. Modifying or reinstating a significant use may be appropriate and a preferred form of conservation.
Managing Change (Article 27)	Existing fabric, use, associations and meaning should be recorded before disturbance occurs.
Disturbance of Fabric (Article 28)	Minimal disturbance of fabric may occur in order to provide evidence needed for the making of decisions on the conservation of the place.

Principle	Description
Responsibility for Decisions (Article 29)	The decision-making procedure and individuals responsible for policy decisions should be identified.
Direction, Supervision and Implementation (Article 30)	Appropriate direction and supervision should be maintained at all stages of the work.
Records (Article 32)	A record should be kept of new evidence and future decisions and made publicly available.
Removed Fabric (Article 33)	Removed significant fabric should be catalogued and protected in accordance with its cultural significance. Where possible it should be stored on site.
The Burra Charter	https://australia.icomos.org/publications/burra-charter-practice-notes/#bc

In addition, there are a number of associated guidelines and practice notes to the Burra Charter.

The Burra Charter flow chart
Practice Note – Understanding and assessing cultural significance
Practice Note – Developing Policy
Practice Note – Preparing studies and reports – contractual and ethical issues
Practice Note – The Burra Charter and Archaeological Practice
Practice Note – The Burra Charter and Indigenous Cultural Heritage Management
Practice Note – Interpretation
Practice Note – Burra Charter Article 22-New Work
Practice Note – Understanding Cultural Routes
Practice Note – Intangible Cultural Heritage & Place
Practice Note_Heritage and Sustainability 1 – Built Heritage
Code on the Ethics of Co-existence

These documents can be found at:
https://australia.icomos.org/publications/burra-charter-practice-notes/#bc

8.4 Statutory Controls

The (former) Bathurst Ambulance Station is currently listed as a local heritage item

- Schedule 5; Bathurst Regional *Local Environmental Plan 2014* (under the NSW Environmental Planning and Assessment Act 1979 and amendments).

The subject site is not presently listed on the Commonwealth, National or World Heritage List and therefore the requirements of the Commonwealth *Environment Protection and Biodiversity Conservation Act (1999)* do not apply.

8.4.1 NSW Heritage Act 1977 (as amended)

The Heritage Act 1977 provides protection for items of State heritage significance that are listed on the State Heritage Register, as well as potential archaeological relics. The building is currently not listed on the State Heritage register however the provisions of the Heritage Act regarding the protection of archaeological relics still apply. Section 139 of the Act states:

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

Under Section 146 of the Act, the Heritage Council must be immediately notified in the event of relics being unintentionally located or disturbed. Works may be required to cease pending consultation and further research.

In the historical research undertaken for this CMP no earlier structures were identified on the site.

The building is of a level of aesthetic significance and rarity that could be considered for listing on the State Heritage Register.

8.4.2 Bathurst Regional Local Environmental Plan 2014

The former Ambulance Station is listed as an item of environmental heritage in Part 1 of Schedule 5 - Environmental Heritage of the *Bathurst Regional Local Environmental Plan 2014* (BRLEP) and also falls within the Bathurst Heritage Conservation Area listed under Part 2 of Schedule 5 of the BRLEP (2014).

Clause 5.10 of the LEP contains standard provisions to protect heritage items, or items within a Heritage Conservation Areas, identified in Schedule 5 of the LEP.

Clause 5.10 (2) states:
Development consent is required for any of the following:

(a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):

(i) a heritage item,

(ii) an Aboriginal object,

(iii) a building, work, relic or tree within a heritage conservation area,

(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,

(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,

(d) disturbing or excavating an Aboriginal place of heritage significance,

(e) erecting a building on land:

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land:

(i) on which a heritage item is located or that is within a heritage conservation area, or

(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance

Clause 5.10 (3) qualifies the requirement for consent:

(3) When consent not required

However, development consent under this clause is not required if:

(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

(i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and

(ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

(d) the development is exempt development.

Broadly, any future proposed works to be undertaken at the former Ambulance Station which would fall under the definition of development for local government purposes and/or which fall within the scope of Clause 5.10, will require Development Consent from Bathurst Regional Council via the submission of a Development Application (DA). The relevant clause being

Clause 5.10 (4) Effect of proposed development on heritage significance
The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

This Conservation Management Plan has been prepared to fulfil the requirements of clauses 5.10 (50 and (6).

(5) Heritage assessment
The consent authority may, before granting consent to any development—
(a) on land on which a heritage item is located, or
(b) on land that is within a heritage conservation area, or
(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),
require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

(6) Heritage conservation management plans
The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

A Statement of Heritage Impact will be required to accompany any Development Assessment that considers the potential heritage impacts of the proposed changes to the place and their impact on the identified cultural significance.

https://www.bathurst.nsw.gov.au/building/heritage/maintenance-advice/statement-of-heritage-impact.html

This website contains a link to the NSW Heritage Office standard brief and guideline for the preparation of Statements of Heritage Impact (SOHI).

The exception to the requirement for Development Assessment being minor works such as maintenance that the Council has been notified of. Council's requirements can be found at:

https://www.bathurst.nsw.gov.au/building/development-applications/development-types/exempt-development.html

8.4.3 National Parks and Wildlife Act 1974

In addition to the range of other environmental and land management matters, the National Parks and Wildlife Act includes provisions which currently apply to Aboriginal sites and relics. If Aboriginal cultural material is found during excavation activity on the site, the National Parks and Wildlife must be informed under Section 89A of the *National Parks and Wildlife Act 1974*. Excavation would then require a permit issued under Section 90 of the Act.

8.4.4 Aboriginal Land Rights Act, 1983

The *Aboriginal Land Rights Act 1983* acknowledges the traditional ownership and occupation of the state of New South Wales by the Aboriginal people. This Act has established Aboriginal Land Councils at State, Local and Regional levels. The local Aboriginal Land Council should be notified of any works that may impact on Aboriginal heritage values.

8.4.5 Disability Discrimination Act 1992

The *Disability Discrimination Act 1992* is Commonwealth legislation that requires the provision of equal opportunities for people with a disability to participate in cultural activities. Heritage places should be accessible to everyone and therefore owners and managers of heritage properties are required to create a situation in which this can be achieved.

Works required under the DDA Act still require assessment for heritage impact and approval under relevant heritage legislation.

8.4.6 Work Health and Safety Act 2011

The NSW *Work Health and Safety Act 2011* (WHS Act) aims to protect the health, safety and welfare of people at work. Provisions of the Act cover every place of work in NSW and every employer, employee, student, contractor and visitor. The subject site must comply with the WHS Act or seek alternative solutions which meet the objectives of the Act.

8.4.7 Building Code of Australia

The Building Code of Australia (BCA) is concerned with establishing uniform building regulations across Australia. The BCA is developed by the Australian Building Codes Board (ABCB) and is a national performance-based document and is implemented in NSW through the Local Government Act 1993. The main provisions of the BCA concern structural requirements, fire resistance, access and egress (including provisions for people with disabilities), services and equipment and health and amenities. Generally, minimum standards are required to be reached in building works.

In general, when considering the BCA in heritage buildings, proposals must ensure that significant fabric and spatial qualities are not compromised in achieving BCA compliance. Any works should be carefully considered for the heritage impacts and designed as 'deemed to comply' works.

Under the BCA, a building's classification is determined by the purpose for which it is designed, constructed or adapted to be used.

This building was originally designed with a residential component. Currently this would be a class 4 building.

Changes to the place or the building may result in further upgrading of certain facilities to meet obligations under the Building Code of Australia or those of Bathurst Council. Matters that may require modification include, but are not limited to, the following:

- National Construction Code of Australia.
- Fire safety requirements.
- Disability access code.

Some upgrading works, that would result in the loss of heritage significance, may be eligible for exemptions from code compliance. These issues may be addressed directly with the relevant consent authority.

8.5 Physical Condition

8.5.1 Significant Fabric

The need to conserve the significant fabric and not cause any adverse heritage impacts is a fundamental objective of the future management of the place. Refer to the tables contained in Section 8 and the conservation policies that relate to the retention of significant fabric.

The building is currently empty however recently there have been issues with squatters.

Water damage is evident internally, particularly to the first floor ceilings and this water egress is currently causing damage to significant fabric. A hazardous materials survey has been conducted, the findings of which should be taken into consideration when planning and documenting a change of use.

8.5.2 Maintenance

The nature of any building is that its fabric will deteriorate due to the effects of age, maintenance, weather, vegetation incursion and use. To ensure the ongoing conservation of significant building fabric, a regular maintenance schedule should be implemented, which provides for regular inspection and for remedial action to be taken where necessary.

As the building is between uses and the ownership has been transferred from the state to local government there has not been a regular program of maintenance works for some years.

8.6 Interpretation

Interpretation is an opportunity to reveal long-term connections with our cultural identity, reveal storylines within a community, and increase public understanding and appreciation of a heritage place. To “interpret” the former Bathurst Ambulance Station, we need to consider the benefits it will bring to both enhancing the history and heritage of the place, but also how it will increase the public’s understanding of the place’s significance, and by extension a desire to celebrate that significance.

Due to its social history, and rare architectural design and character, the former Bathurst Regional Ambulance Station should be interpreted for walking tours, educational and local history promotional purposes.

Interpretation planning for the Bathurst Ambulance Station must consider the following:

- The types of audiences who will interact with the site – based on end user consideration and availability of areas to the public at all times
- Where audiences are most likely to interact with the site (i.e. on-site, print or digital)
- The most appropriate types of interpretation to meet audience expectation
- Site user requirements and privacy
- Avoid adverse physical or visual impacts to the heritage fabric and significance of the place

Refer to Section 7.7 for a set of key themes which could be utilised as part of any interpretation of the Bathurst Ambulance Station.

There several interpretation opportunities for the Bathurst Ambulance Station, including devices including but not limited to:

- Information signage – Information signage has a low visual impact but is a highly effective means of communicating historical events and places.
- Print media – Using publications expands the reach and audience interaction with a site exponentially. Tourism leaflets, driving tours and local history publications are all potential opportunities for disseminating information about local tourism connections.
- Digital media – Using digital interpretation such as websites, expands the reach and audience interaction exponentially, encouraging immediate engagement online with historical and interpretive resources. QR codes and the Council App can also be utilised to include this important site into local walks and tours.

The following plan shows the possible locations for various interpretation on-site, depending on decided usage.

Figure 48 Location for various on-site interpretation devices depending on decided usage. Note: It is not recommended to use all of these places concurrently, it shows opportunities to suit future requirements.

8.7 Future Uses

Due to the increase in population of the Bathurst area and the demand for Ambulance services, the use for which the building was designed and erected has been transferred from this site. One consideration in regard to the future use is that the facility was funded by the local Council and through fundraising.

The presence of the Superintendent's flat should be considered in planning for the future use of the building, as an onsite presence serves as a deterrent to vandalism and squatters.

For a full outline of possible future uses see Section 10.18. A summary of potential uses is provided below and include:

Table 7 Future Uses

Organisation Type	**Uses**
Bathurst Council	Meeting or Seminar Rooms
	Gallery / Studio Spaces / Artist in Residence
	Offices
	Temporary Uses – major festivals
	Caretaker's flat
Community Facility	Meeting Rooms
	Gallery / Studio Spaces / Artist in Residence
	Yoga, arts, crafts and other activity spaces
Commercial Offices	Let facility for use as office space
Child Care Centre	Let facility for use as a childcare centre
Restaurant/ Cafe	Let facility for use as a restaurant / café
Health Care facility	Let facility for use as a heath care facility
Gallery	Let facility for use as a commercial gallery or a Council-operated facility
Museum	Let facility for use as a museum
Pop Up	Short term usage e.g., Food / Beverage (including in the courtyard and terraces)

Ideally the future use of the site would include the use of the outdoor areas for a use other than parking.

8.7.1 Food trucks and Popups

There is potential to rework the handstand area and use this for temporary events or regular events. Food trucks could utilise the area and the utility building could be reworked to include toilets and power supply.

Figure 49 Example of temporary or pop-up options for the hardstand area. Source: Pinterest

Another option is for stalls in the car bays and externally to showcase local produce. In some Asian cities colonial buildings and their grounds have been turned into very popular food courts that showcase local specialities and street foods. The arcades and larger rooms of the villas are used, with smaller individual kitchens added in the grounds that focus on one or two specialities each. The example in Vietnam is Quan An Ngon, with branches in a number of cities.

Quan An Ngon Restaurant on 18 Phan Boi Choi Street is a popular authentic Vietnamese restaurant, Han Noi, Hanoi,Vietnam, - Image ID: EH65DF

Figure 50 Food stalls and social areas are a good reuse of adjacent areas of heritage buildings. Source: Pinterest

8.7.2 Examples of reuse

Sydney

Figure 51 The former Central District Ambulance Station now an art gallery.

The former Central District Ambulance Station in George Street North, which was not a purpose built ambulance station but was installed into an earlier building, has operated as a gallery for many years. The characteristic Ambulance Station doors were retained.

Figure 52 The former fire station on Johnston Street Annandale.

The former fire station on Johnston Street Annandale now contains apartments and a café. Other than the signage, it is difficult to determine the previous use of this building. Likewise, the former Ambulance Stations at Coogee and Manly have been so altered in their conversions that they are no longer recognisable as such. This outcome is not a desirable one and the characteristic Ambulance Station doors should be retained.

Figure 53 Small Suburban Town Halls – Sydney City

Sydney City Council manages a number of small suburban town halls as community facilities that can be rented by community groups and individuals for classes and events. Toilets and kitchenettes are provided and some of the buildings include permanent infrastructure such as kilns for Art Classes. These buildings are widely used by the local community. Some of these buildings are of a similar scale to the former Ambulance Station in Bathurst.

Regional Galleries

Former Ballina Council Chambers and Fire Station
The Northern Rivers Community Gallery and Ignite Studio uses two buildings adjacent to the modern Ballina Council Chambers, one of which is the former Council Chambers, the other the former fire station.

> *The Northern Rivers Community Gallery (NRCG) has established itself as a significant regional cultural hub and creative catalyst in the Northern Rivers. NRCG exhibitions and programs promote critical thinking, creative exploration and social cohesion; and connect artists, makers and audiences with creative opportunity.*
>
> *Ballina Shire Council established the Northern Rivers Community Gallery (NRCG) in 2007 in the historic former Ballina Municipal Council Chambers. Built in 1927, Council renovated this building to the highest standard in lighting, climate control and security. Adjacent to the gallery in the same building is the popular Ballina Gallery Café.*

The gallery features four exhibition spaces and presents a range of professional, multi-arts and cultural programs incorporating diverse events, public programs and residencies. NRCG provides opportunities for emerging and established artists to hire galleries and exhibit and sell their work under subsidised arrangements (this is unique in the region), as well as touring exhibitions and in-house curated programs.

Programs are initiated by local and national artists, arts professionals and cultural and community groups and are guided by the principles of access, equity and participation.

Figure 54 Former Council Chambers Ballina, now NRCG Ballina, View showing the café added to the side of the building.

Envisaging a future creative precinct, in 2018 Northern Rivers Community Gallery expanded into the heritage listed former Ballina Fire station, which reopened as Ignite Studios @ NRCG. Ignite Studios, Ballina's newest multidisciplinary creative space provides dedicated, fit-for-purpose, creative industries spaces for studios, residencies, projects and events. Ignite Studios supports regional arts and cultural development through the provision of subsidised creative industry studio spaces and professional development programs including master classes and the visiting artist program.

A diverse range of public programs are offered throughout the year for all levels of creative development supporting the participation in arts and cultural activities for visitors and the wider community.

Located in the heart of the Ballina CBD, adjacent to the NRCG and housed in the historic former Ballina Fire Station, Ignite Studios provides a dynamic shared access space supporting the development and participation of artistic pursuits. Facilities include three creative studio spaces, a visiting artist-in-residence (AiR) studio and two access spaces for workshops, creative events, pop-up exhibitions, meetings and special projects.

The external character of the fire station has been retained, with carefully designed modifications to the fire station doors to provide for access into the Engine Room workshop. The remaining ground floor rooms are largely studios, including a dedicated Artist in Residence studio, storerooms and bathroom/toilets. Half of the building is accessible to the community and the other half is studios that are tenanted.

Within the former Council Chambers is a café and a shop as well as galleries. Additional funding is provided by CreateNSW.

Figure 55 Ignite Studios, NRCG Ballina.

8.8 Master plan – Adjacent Shopping Centre

There is some potential to replan the surrounds of this building to increase the area of park, provide a more pleasant link to the shopping centre and potentially outdoor dining. In addition, back of house facilities could be provided for the site such as garbage rooms, toilets and power.

The canopy over the hardstand area could be replaced with a much more elegant roof, such as the opening roof that has recently been installed in the courtyard of the General Gordon hotel in Sydenham, Sydney. Currently the roofed courtyard is very utilitarian in character.

Figure 56 Example of a canopy over approach to a hardstand area. Source: General Gordon Hotel.

9. Policies

9.1 Preamble

This section sets out a policy framework for future management of the heritage significance of the former Bathurst District Ambulance Station. The conservation policies arise from the analysis, assessment and procedure sections of this report, with particular emphasis on the significance of the place. The conservation policies have been prepared to provide advice on how to manage the long term future of the site, including the tolerance for change, and to conserve the identified cultural heritage values. The aim of these policies is to provide a solid foundation for all future conservation actions and be used as a basis for planning future works.

The policies provide guidance and, while prescriptive with respect to the management of significant historic fabric, cannot anticipate every possible circumstance which may arise on a site. Where this document does not provide sufficient guidance for a proposal, a separate Statement of Heritage Impact should be prepared.

9.2 Vision Statement

The future management of the former Bathurst Ambulance Station should:

- Recognise and celebrate the role of the Ambulance Station in the history of Bathurst and the region.
- Respect its historic position as an integral part of the townscape of original commercial centre of Bathurst, which in turn served the wider Bathurst district.

The following conservation policies aim to facilitate this vision and ensure that the place is conserved for future generations and is actively used.

As the building is no longer utilised for the purpose that it was designed for, and is now owned by Council, new uses will be sought for the building.

9.3 Policies

9.3.1 Best Practice Heritage Management

Policy 1
Conservation actions and processes should be undertaken in accordance with best practice heritage management as set out in the principles of, and guidelines to, the Burra Charter developed for Australian buildings and sites by Australia ICOMOS.

Guidelines:

- These principles and processes are now the accepted national standards for guiding conservation practice in Australia and have been adopted by Local Councils including Bathurst Regional Council.
- The former Bathurst Ambulance Station has been identified as being significant at a local level historically and at a state level for the quality of its architecture and contribution to the townscape. Therefore, as a place of cultural significance and in accordance with the principles of the Burra Charter, conservation of its heritage significance needs to be integrated into its overall management.
- The series of Guidelines to the Australian Burra Charter should be utilised as a basis for the long-term conservation of the former Bathurst District Ambulance Station.
-

Policy 2

Care of the significant fabric and ongoing maintenance is the responsibility of the relevant custodian and/or building owner, to ensure the long-term conservation of the heritage significance of place and the significant fabric for future generations.

Guidelines:

- This CMP should be adopted by the current owners of the site as the basis for the ongoing maintenance and care of significant historic fabric in-situ.
- The CMP should be made available to all lessees, owners and managers involved in any maintenance work or modifications to significant fabric.
- The CMP should be made available to all relevant persons involved in any maintenance work or modifications to significant fabric.
- This CMP should be made available on the Bathurst Regional Council's website and lodged in the local studies collection.
- Any documentation for future works, including any Statements of Heritage Impact, should refer to this CMP and the policies contained within.

Policy 3

Conservation policies are to be reviewed within five years and no later than ten years. The CMP should be revised and updated in the event of any major changes to the site and should include any new historical documentation that has come to light.

Guidelines:

- Conservation Management Plans are living documents which should be regularly reviewed and updated in accordance with major changes to the site and following the discovery of new archival source material.
- All future reviews should be based on, and consistent with, the Burra Charter, Bathurst Regional Council's heritage policy and the NSW Heritage Council guidelines and any other relevant government policies and legislation.
- In the event of significant changes to the place or its context, due to major works or a disaster such as a fire, the fabric analysis and conservation policies should be reviewed.

Policy 4

Bathurst Regional Council's heritage listing, and the SHI listing should be updated to reflect information contained in this report. Consideration should be given to a State Heritage Register nomination.

Guidelines:

- Information pertaining to the history, significance and current physical form and condition of the site should be incorporated into the existing heritage listing for the item.
- The historical and contextual research information collected for this report should be disseminated and utilised for local history publications and for interpretation of the place to the public.
- Recommended management of the existing heritage listing should be updated with regards to the policies and implementation strategies sections of this CMP.
- The building is of a level of significance that warrants consideration for listing at a state level.

9.3.2 Procedural Requirements

Policy 5
This Conservation Management Plan should be adopted by Bathurst Regional Council to ensure the retention and protection of the identified cultural significance of the former Bathurst District Ambulance Station and the surrounding Heritage Conservation Area.

Guidelines:

- This CMP provides guidelines for achieving the long term aim of conserving the building for the future.

Policy 6
Development, including adaptive reuse, of any component of the former Bathurst District Ambulance Station requires assessment of environmental impacts, including heritage impact, in accordance with the following NSW legislation:

- Environmental Planning and Assessment Act 1979 (Planning Controls)
- Bathurst Regional Local Environmental Plan 2014 (Local heritage item)
- National Parks and Wildlife Act 1974 (Aboriginal Heritage)

Guidelines:

- The heritage impact of the works proposed to be undertaken at the former Bathurst District Ambulance Station must be assessed in terms of the above NSW legislation.
- Planning and Heritage Approvals must be sought for any works in accordance with the relevant planning and environmental legislation prior to commencement of any works on the site.
- Heritage advice should be sought during all the phases of planning for development.
- Applications for exempt works should also make reference to the CMP and consider its policies.

Policy 7
An Archival Recording of the former Bathurst District Ambulance Station should be undertaken before any major works are undertaken on the site.

Guidelines:

- The methodology used in the preparation of the Archival Recording should be completed in accordance with the latest version of the NSW Heritage Branch's Photographic Archival Recording guidelines. Digital formats are generally acceptable, but this must be confirmed.
- The Archival Recording should be submitted to Bathurst Council upon completion and a copy lodged with the Council's Local Studies Collection

9.3.3 Recognising and Protecting Cultural Significance

Policy 8
The Statement of Significance should be adopted as the basis for heritage management. All decisions should consider and seek to retain the values identified in the Statement of Significance.

Guidelines:

- The conservation, adaptation and maintenance of the former Bathurst District Ambulance Station should be approached with the general principle of changing "as much as necessary but as little as possible".

9.3.4 Conserving Fabric

Policy 9
Extant building fabric, both internally and externally, should be retained and conserved in accordance with the levels of significance identified in the grading of significance of this CMP (Section 7) and in accordance with particular actions specified in schedule of conservation works of this CMP.

Guidelines:

- External and internal fabric, which has been identified as of exceptional or high significance should be retained and conserved, in particular the external form of the building and its architectural detailing.
- No conservation or maintenance work should alter or negatively impact on the elements of the external facades or internal fabric/space that have been identified as elements of high or exceptional level of significance.
- Internal alterations and renovations are acceptable within the context of compatible use; however, they should not impact on the significance of the internal original fabric and spatial qualities of the building, or the external facade.
- The only exception to this requirement relates to the potential provision of a fire stair and lift access between the levels which should be designed to occur without impact on the streetscape.
- No externally mounted air-conditioning, ventilation equipment, water heaters or service components should be visible from the street or impact negatively on the facade.
- All structural elements should be retained as existing, with appropriate maintenance. No original structural members should be removed. All original doors, windows, and floors should be retained.

Policy 10
The division of the building into four distinct sections: the operational areas, the ambulance bays, the bearers area and the Superintendent's flat should be retained. The major room volumes should also be retained including the former Billiard /Recreation room, the Lecture room, the Board Room and the Ambulance bays.

Guidelines:

- Any proposed change of use or new fit out should be based on an understanding of the original pattern of use of the building and the extent of survival of original fabric.
- The distinctive overall form of the building should be retained.
- The distinctive character of the Ambulance Bays and the characteristic doors should be retained.
- The domestic character and separate entrance to the Superintendent's flat should be retained.
- The more utilitarian nature of the bearers area should be retained, including retaining bathrooms in this area.

Policy 11
Works to the place and to fabric identified as being of high or exceptional significance should be undertaken and supervised by heritage architects, tradespeople and contractors with demonstrated skills and experience in working with historic fabric and construction techniques.

Guidelines:

- Refer to Levels of Significance in Section 8.0
- Work should be carried out by qualified professionals who have experience with heritage buildings and places.
- Works to fabric of high or exceptional significance should be documented and the records retained by Bathurst Council, forming a permanent record of the extent of works undertaken to the building.

Policy 12
Removal or alterations to significant fabric must be limited to elements of lesser significance.

Guidelines:

- If significant elements must be altered, such alterations should be limited to undertaking as little as necessary and alternatives must have been fully considered.

Policy 13
The ongoing conservation and maintenance of significant fabric must be carried out using appropriate methods and materials.

Guidelines:

- Traditional materials and techniques are to be adopted in carrying out work to significant fabric. Modern equivalents may be considered where they offer substantial conservation benefits however the material used must have a track record of success.

9.3.5 Use

Policy 14
Future uses should be compatible with the nature and significance of the building components and should enable the former Ambulance Station to remain a vital and important component within the township of Bathurst.

Guidelines:

Uses which require an unacceptable degree of intervention and removal of significant fabric for upgrading for ordinance compliance should be avoided, rather a use that is compatible with the existing layout should be sought.

The practice of undertaking minor alterations internally may continue however the rooms volumes and character of each area such as the Ambulance Bays should be retained.

9.3.6 Adaptive Re-Use

Policy 15
Adaptively re-use the building in a way that retains evidence of the original external and internal configuration and pattern of use of the former Ambulance Station.

Guidelines:

- The adaptive re-use of all building components is acceptable, with compatible new uses selected that utilise the original character or permit a creative and responsible re-use of the fundamental architectural, functional and spatial characteristics as far as possible.
- The original pattern of fenestration should remain unaltered when viewed from the exterior however the later doors can be retained if required.
- Changes to internal configurations, such as widening doors and removing intrusive elements, is permitted provided it is completed sympathetically and in a consistent manner. All original fabric removed during these works should be retained for reuse elsewhere.

9.3.7 New Work

Policy 16
New works to the site should minimise impacts to and the loss of significant fabric and should be designed to chaperone or protect the significant fabric from further deterioration.

Guidelines:

- Refer to Section 8.6 Levels of Significance for level of intervention allowable for each grade of fabric.
- Where new work or additions are required, the new materials should follow the Burra Charter aim of being easily distinguished on close inspection as being later work and should be date stamped.
- External alterations and additions should be confined to areas that have already been modified (ie to the rear).
- Subdivision of internal spaces, where appropriate, should be undertaken in a secondary manner, using such items as partitions that can eventually be removed and which do not impact on the existing finishes or details. Any subdivision should allow the original volumes to be understood.
- The introduction of new services and associated fittings as part of approved new uses should be carried out with the minimum of disruption to the fabric and spaces.

9.3.8 Vistas, Views and Settings

Policy 17
Significant views to the building from the street and across the Haymarket reserve should be retained and a forecourt should be reinstated.

Guidelines:

- No new structures should be placed in front of the street facades or in the Haymarket reserve that block views of the two main facades.
- Existing shade structures in Haymarket should be removed to open up the line of sight to the central façade, reinstating a significant view corridor.

9.3.9 Security

Policy 18
Any safety or security upgrades proposed for the site should be designed to respect the heritage values and significant fabric of the site.

Guidelines:

- Modern structures such as gates designed primarily for security should not impact on the overall appearance of the main facades and in particular should not be fixed to significant fabric.
- Consideration should be given to the continued use of the residential portion of the building, as an on-site presence acts as a deterrent to vandals and squatters.

9.3.10 Fire Safety, Building Standards and Hazardous Materials

Policy 19

Where proposed works have the potential to impact upon the heritage values and original layout of the place, a tailored alternative or 'deemed to comply' solution should be sought that balances the significance of the fabric with access requirements, BCA requirements and the removal of hazardous materials.

Guidelines:

- A use should be sought that does not require significant changes to the layout or the loss of the distinctive character of the various parts of the building.
- The extension or alteration of existing services of the former Ambulance Station is acceptable in the context of adaptive re-use but should not have a detrimental impact to the significance of the building as a whole.
- The proposal should be reviewed by a BCA, risk or disability access consultant with experience in working with heritage places.
- Consideration should be given to providing additional access, including a lift in a separate structure located to the rear of the main building.
- Any hazardous materials removal should be carefully undertaken so as to minimise the damage to significant fabric.

9.3.11 Maintenance

Policy 20

Maintenance of fabric assessed as having moderate, high or exceptional significance should be based on the Burra Charter principle of "do as much as necessary, but as little as possible" and must be as necessary to ensure the long-term conservation of the place.

Guidelines:

- Maintenance works must have regard to the heritage value of the place.
- Maintenance works are not subject to heritage approvals if they conform to the extent of minor works set out under LEP Heritage Conservation Provisions (Section 5.10) or in DCP heritage provisions.
- The heritage impact of proposed maintenance works will need to be assessed ie when new materials are proposed to be introduced, including when considering works that appear to be minor or exempt.

9.3.12 Historical Archaeology

Policy 21

Archaeological relics should be managed in accordance with the requirements of the NSW Heritage Act.

Guidelines:

- Any unexpected exposure of potentially significant archaeological relics or remains (unrecorded structures, evidence of past occupation including Aboriginal occupation) should be reported to the appropriate Management Agency, ie the Heritage NSW for advice regarding assessment and immediate and long-term management.

9.3.13 Aboriginal Archaeology

Policy 21
Aboriginal heritage must be managed in accordance with the requirements of the *National Parks and Wildlife Act 1974*.

In the event that any Aboriginal objects are unearthed during the course of any future excavation, activities should temporarily cease, and the area be cordoned off. Heritage NSW must be notified to advise on the appropriate course of action.

Guidelines:

- Aboriginal heritage must be managed in accordance with the requirements of the *National Parks and Wildlife Act 1974*. New policies for the management of Aboriginal Heritage are being introduced that will transfer legislative control to under the NSW Heritage Act. The current legislative requirements will need to be determined. Consultation with the local Aboriginal Community will be required.

9.3.14 Interpretation

Policy 22
The heritage significance of the former Bathurst Ambulance Station should be interpreted on site and digitally by appropriate methods. In particular the social significance of the site should be further investigated, documented and interpreted.

Guidelines:

- A heritage interpretation specialist should prepare an Interpretation Strategy and Plan to reveal the cultural significance of the place, particularly the site's history, development, ongoing use and links to other ambulance stations in NSW and /or Australia.
- One of the primary components of the conservation management of the former Bathurst Regional Ambulance Station should be to make the values of its cultural significance physically and emotionally accessible to the public.
- The social significance of the place should be investigated, and oral histories should be collected.
- Identification of key historic themes, audiences and a SWOT analysis (strengths, weaknesses, opportunities, threats) should inform interpretation planning.
- Interpretation should take into account all the historic phases of the site of the former Bathurst Regional Ambulance Station, including that which predates the current heritage building.

10. Implementation

This Section sets out general recommendations for the maintenance of the former ambulance station building, its components and immediate setting. This section is intended as a general guide for the appropriate conservation of the place, including its maintenance and repair. Its purpose is not to remove the patina or the blemishes of age, nor to attain perfection of detail or finish.

Where appropriate, works are to be monitored during any opening-up phase to determine the extent and nature of the works. Any cost estimate based on this schedule should contain a substantial contingency provision for the preparation of specifications and additional work.

Where reference is made to works being completed to "Heritage Consultant's approval", it is required that a nominated sample, or samples, is prepared and the outcome reviewed with the Heritage Consultant on site. Where noted, these samples are to be approved by the Heritage Consultant before the builder or specialist contractor proceeds with any of the conservation works affecting the subject trade or area.

10.1 Approach

This CMP has been prepared to provide guidelines for the conservation, re-use, interpretation and management of the former Bathurst District Ambulance Station to ensure that the heritage value of the place is maintained and enhanced. This section sets out a range of actions that should be undertaken on the site to conserve its significance and address any outstanding issues relating to fabric condition. It also identifies opportunities for heritage interpretation on the site.

10.2 Limitations

Assessment of nature and condition of fabric has been limited to non-invasive inspection from safe and accessible areas. Visual inspections were carried out from ground level or floor level. Roof spaces and subfloor areas were not inspected.

10.3 Methodology and Terminology

A visual inspection of the former Bathurst Ambulance Station was undertaken by Pam Jeffery on 12 February 2021 to confirm the extent and physical condition of building fabric comprising the former Bathurst Ambulance Station and its immediate setting.

The terms fabric, place, preservation, reconstruction, restoration, adaptation, conservation and interpretation used throughout this report have the meaning given them in Australia ICOMOS Charter for Places of Cultural Significance ('Burra Charter') 2013.

10.4 Compliance with Best-practice Heritage Guidelines

The development and documentation of maintenance and repair works are to be informed by the following documents:

- *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance*, 2013.
- James Semple Kerr, *The Conservation Plan*, Australia ICOMOS, 7th edition 2013.
- Maintenance Series published by NSW Heritage Office, available online at:

  https://www.environment.nsw.gov.au/Heritage/publications/index.htm

10.5 Experienced Direction and Supervision

All conservation work should be implemented by professionals and/or contractors with appropriate conservation experience and knowledge of traditional building skills and materials. Where any significant fabric or spaces are to be disturbed, the advice of the Heritage Consultant is to be sought and implemented prior to any work commencing.

10.6 Suitable Qualified Contractors

Contractors, sub-contractors and supervisory staff should be appropriately qualified in their relevant fields and have knowledge and experience of sound conservation practices. Where appropriate an experienced conservation architect is to be appointed to advise on heritage aspects of the project, to undertake design and contract documentation, and to make periodic site visits during construction.
Input from a Structural Engineer experienced in the conservation and repair of heritage structures/buildings is to be provided where necessary. This is to involve the assessment of all methodologies to do with the works, the phasing of the works and all measures to support the structure/fabric which is to remain.

10.7 Recording

If heritage fabric is required to be removed temporarily during the works, it should be accurately recorded by way of measured drawings and photographs and reinstated in its original location and configuration. Care should be taken to accurately record details such as mouldings, site orientation, inscriptions.

10.8 Retention of Fabric

Conservation works should aim to retain as much heritage fabric as possible. A heritage specialist familiar with the former Bathurst Ambulance Station and its components is to be consulted when there is any doubt about the level of heritage significance of any structure or component of the place identified during the works.

Preference should be given to the retention and repair of heritage fabric over the complete replacement of a building element. For example, where timber joinery is damaged, new timber should be scarfed into the existing, in preference to full replacement of the element.

10.9 Demolition

Generally, protect building fabric that is to remain on the site from interference or damage. Make good any such damage to match existing. Ensure that the existing structure is at all times maintained in a waterproof condition during the carrying out of the works.

10.10 Existing Services

Deal with existing services (such as drains, watercourses, public utility and other services) encountered, obstructed, or damaged in the course of carrying out the contracted works as follows:

- If the service is to be continued: Repair, divert relocate as required:
- If the service is abandoned: Cut and seal or disconnect and make safe.

Surface mounted conduits and services to be rationalised, and relocated, in consultation with heritage architect. All services and conduits to be concealed unless otherwise noted.

10.11 Non-Abrasive Methods

Care should be taken not to damage the surface, texture or colour of heritage fabric through physical contact or the use of abrasive methods or materials. Where cleaning of heritage fabric, such as original masonry, is required, this should be carried out carefully using water and a soft bristle nylon brush. High pressure water cleaners should not be used on stonework or brickwork. Similarly, where paint or other finishes are required to be removed sandblasting or other high-pressure methods should not be used. Only non-abrasive methods are acceptable.

10.12 Making Good

Following works to heritage fabric, for example repair works or removal of fixings and services, heritage fabric should be made good with an appropriate material to accurately match the original fabric in terms of colour, hardness and surface texture.

10.13 Archaeology

Documentary evidence indicates the area remained undeveloped until 1928 when the existing ambulance station building was constructed. The site has not been assessed for indigenous or historical archaeological potential, however, given the historic nature of the site, all earthworks shall be considered potentially productive archaeologically. All antiquities such as coins, pottery, hardware, bottles, bones and the like found on site remain the property of Bathurst Council.

10.14 Pest Infestation

The property is to be regularly inspected for pest infestation (pigeon, white ant, vermin, etc) and treated prior to works being undertaken. During all demolition and opening up, a close watch is to be kept for white ant damage. If live activity is found, the area concerned is to be immediately covered again to prevent ants from vacating the area and the pest control company (to be selected) is to be immediately informed. The infested area is not to be disturbed until clearance is given by the pest control company.

10.15 Hazardous materials

Bathurst Council, or its nominee, is to be advised where hazardous materials are located on site. Removal of hazardous materials is to be carried out and disposed of consistent with statutory requirements.

10.16 Salvaged Materials

Prior to demolition of partitions, etc., remove all door and window hardware. Where scheduled label salvaged fabric and set aside in a secure place for re- use. Refer to Schedule of door repairs and schedule of window repairs.

Where heritage significant elements/fabric is to be replaced, redundant fixtures and components are to be assessed by a suitably experienced heritage specialist to determine if the item is to be:

- retained and stored for future re-use, repair and/or interpretation of the history of the Bathurst Ambulance Station
- re-used off-site
- disposed of off-site

Items identified for future re-use, repair and/or interpretation are to be photographed, packed, tagged and securely stored to the satisfaction of the heritage specialist. Details of the element (photograph, original location of component, storage location, etc) are to be retained by Bathurst Council.

10.17 Additional Information

Records, including photographs of affected fabric before, during and after repair, may provide important information on the construction of the building. Additional information gathered during the process should be kept together and retained by a nominated person within Bathurst Council to inform current and future works to the former Bathurst Ambulance Station and its components. This information should be made freely available to those guiding decisions about the treatment and care of significant heritage fabric.

10.18 Potential Uses

The building is of a scale and character that limits the range of uses that the building can be put to.

Use as a Council Facility

The prominent location of the building within the township, its architectural character and proximity to the Haymarket reserve, including the existing parking area, would facilitate the use of the building for a variety of community uses, facilitated by the Council.

The ground floor could be made available for a range of community uses whilst the upstairs board room is suitable for use for meetings.

Bathurst Council maintains a list of available halls however these are generally not all Council owned or managed facilities.

Reconfiguration of the forecourt to reinstate the original design intent and reworking of the hardstand area to the rear could also provide usable areas for functions and events.

Continued Residential Use.

The continued residential use of the flat on the first floor of the building is desirable in the short term to prevent further issues with vandals and squatters. The position of any lift should not preclude the continued use of the residential flat.

Roof Terraces

The roof terraces were designed for use as areas for socialising however there is little in the historic record that indicates that this eventuated. The existing balustrade height does not comply with current building standards or safety legislation; therefore, additional balustrades should be implemented. Preference is for simple, metal rails along the existing balustrade. This could be attached to the back of the parapet minimising visual and physical impacts. Alternatively, a glass balustrade installation could be designed that would minimise visual impacts.

Installation of a Lift

Ideally, the installation of a lift would provide a range of opportunities for the reuse of the building, as well as bring it in line with current accessibility requirements. Dignified access for people with disabilities should be provided where possible within heritage buildings and spaces. However, heritage buildings have very specific issues and considerations that need to be overcome and/or designed around when providing such access.

All buildings, including those that are heritage listed, are subject to the requirements of the Federal Disability Discrimination Act 1992 (DDA) as well as state based legislation such as the NSW Anti-Discrimination Act 1977. The DDA applies whether buildings are in public or private ownership (excluding private residences). This Act requires that people with disabilities be given an equal opportunity to access premises without discrimination unless a case of unjustifiable hardship exists.

When proposing a significant change to any heritage building consideration of the impact on the heritage values and significance must be assessed.

The following is a recommended approach to the resolution of implementing access improvements:

1. Understand the significance of the building and/or area that the proposed changes will affect.
2. Undertake a detailed access audit, using an access consultant, to determine the suitability of the proposed locations, the required level of accessibility required for the building and the additional changes that will be required, such as public entry ways.
3. Develop options through a detailed design process with an architect that is experienced in working with heritage buildings and test their impact against significance and the policies contained within this document.
4. Undertake a review of the selected option and prepare an implementation schedule and plan to document the full array of works required, their timing and the methodology to be used for any works directly on the original fabric of the heritage building.
5. Lastly, ensure that all planning and building permits are actioned.

Generally, the following are high level considerations when considering locations for accessibility options such as lifts:

- New additions to heritage buildings enables access to be provided through linkages and connections without significance damage or change to the heritage place.
- Adaptive reuse through the integration of new works into areas of less significances may provide the best result for inclusion of a lift or similar.
- If the inclusion of access is prevented due to the exceptional significance of the heritage building and would impact or destroy significant fabric, then "unjustifiable hardship" provisions may apply.
- Consideration of the cost versus impact versus benefit should be fully investigated before such intrusive works are undertaken to a heritage building with high levels of significance.

The floor layout of the former Bathurst Regional Ambulance Station is such that the installation of a lift and the provision of access to the upper floor is problematic given the narrow central corridor. Also, any installation that cuts into or through the original residential flat would have a very high impact to the building's heritage significance. Whilst disabled access can more easily be provided to the downstairs area, it too provides challenges to meeting other accessibility options and requirements.

The following three options have been considered and presented here for further investigation.

Option 1 – Internal placement (Not Recommended)
Extensively affects internal layout, ground and first floor, high impact, loss of space.
A lift and reception area in the large room to the east of the stairs as you go in the main entry door may be feasible within the building envelope. The use of a hydraulic lift would be required to ensure no overrun is experienced with its placement and operational needs. Whilst this access option could be combined with a designated reception desk/waiting room area, this location results in a loss of one of the larger rooms at each level of the building and reduces the size of a potential caretakers flat / artist in residence on the first floor.

Option 2 – External placement of lift tower

Provides for an external access point that helps mitigates impacts to original building fabric and layout. Allows for greater adaptive reuse of the building.

Inclusion of a new addition to the building that enables access to be provided via a linkage to the heritage building provides a good heritage outcome. The installation of a glazed link at the upper level would enable an access point at both the ground and first floor which could be configured to enable the flat to remain substantially intact. This option also allows for good design principles to be used to create an attractive addition to the building allow for a greater reuse opportunity. Its location could also be combined with an accessible toilet on the lower level in the vicinity. This location could also be investigated for the inclusion of a ramp into the building for greater access.

Option 3 – Lift Tower/Services Building and Bridge Link

Allows for additional services such as toilets, kitchen, storage to be built into an additional building that houses the new lift tower.

There is potential to access the terraces at the upper level via a lift in a new building located in the vicinity of the existing shed with a walkway connecting the two structures. This option places the lift in a purpose designed secondary building that also contains toilets, chair storage, an events kitchen, or other service facilitation. The covered hard stand area adjacent would need to be upgraded in the process, potentially with an openable roof – for summer and winter use. The relationship with the park and the adjacent shopping centre should also be considered as this option could incorporate a link to the shopping centre allowing for a much wider range of events to be held within the site.

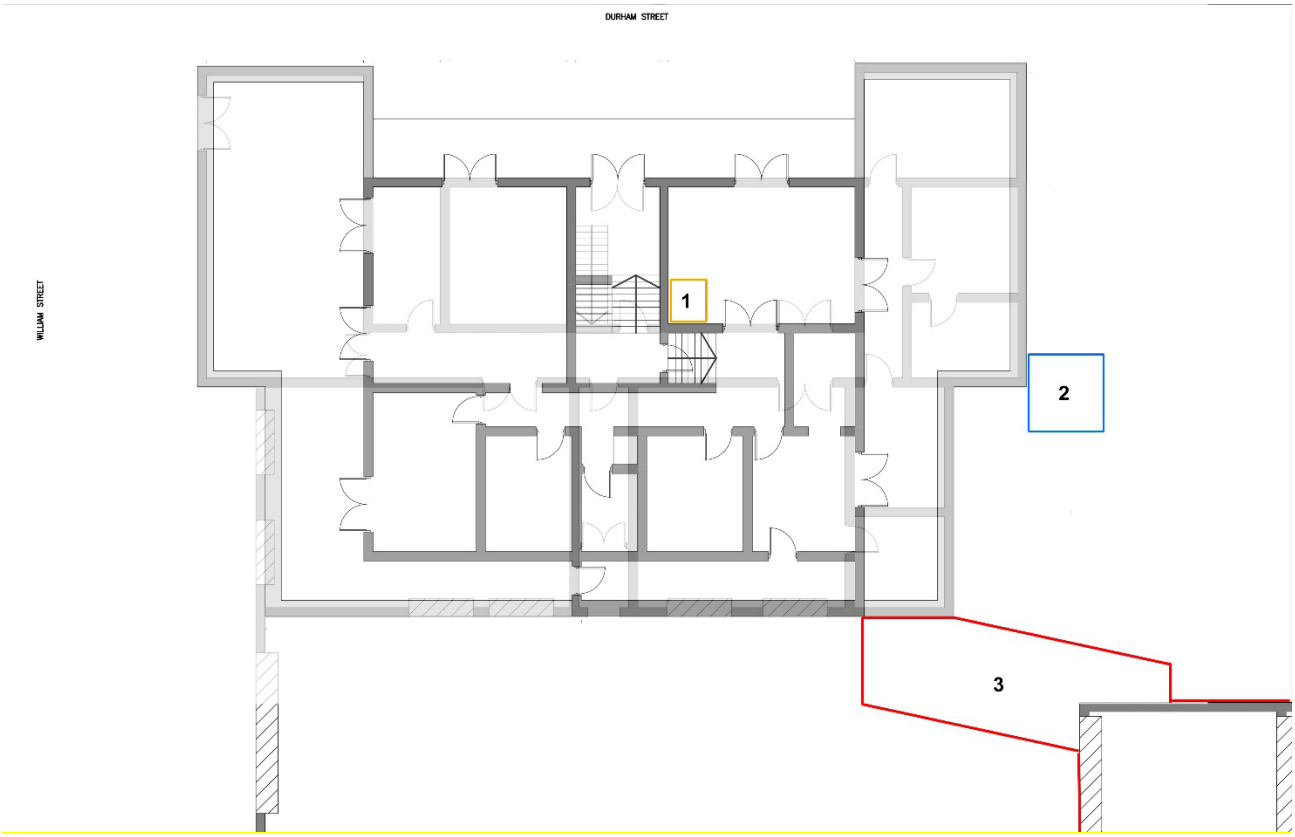


Figure 57 Overlaid floor plan (of ground and first floors) showing the overall configuration when considering lift placement options. Options have been identified as Option 1 (yellow), Option 2 (blue) and Option 3 (red) and have been further detailed above. A detailed access report would be required to further develop these locations.

Seeking Expressions of Interest

Rather than determine a use, expressions of interest could be sought to try and locate a use that would not require substantial change to the building. This would allow both public and private enterprises and organisations to provide a range of opportunities for Council to consider.

Setting up a Conservation Fund
If the building were to be commercially let for a period, then funds from the lease could be set aside to allow for a more substantial program of works to be undertaken in the future, including the addition of a lift and the reworking of the external areas.

Hard Stand Covered Area
There is potential to replace the covered area with a new canopy that is less utilitarian in character, which would then provide an area that could be utilised for a range of uses. This could be an opening style design to allow a greater use of the space during summer and winter months. This area could be utilised during the various festivals and events held in Bathurst.

Shed
The utilitarian shed building could be reworked to provide facilities such as a kitchenette or bar and toilets in conjunction with the use of the outdoor areas associated with the building.

10.19 Urgent Works

Works that are considered urgent are those which may compromise the safety of the public, any occupants or the structural integrity of the heritage item. Where this relates to a building element, the element may have failed or be likely to fail within the next six months. Any such works should be investigated without delay and stabilised while a permanent solution is developed. Ideally, these issues should be addressed within the next 12 months.

Generally, the building is in a condition that urgent works are not required however the building should not remain empty for an extended period of time.

10.20 Conservation Works

Conservation works are those works required to conserve, protect or enhance building fabric of moderate, high or exceptional significance where that fabric is in less than optimal condition. This may include works to key building elements such as walls and roofs which are damaged, or work to decorative or redundant elements and fittings which contribute to the significance of the place.

Conservation works may also include recommendations to remove fabric which has been assessed as being of little significance or which is intrusive to the building or the site, ie where that fabric is damaging or obscuring fabric of a higher level of significance. It may also include minor repair works to building services which are recommended to enhance the functionality of the site.

Conservation works do not include major new works, extensions or refits. Any works of that nature need to be developed with consideration of the policies in this document and assessed for heritage impacts. Conservation works are urgent and should be undertaken in the next 1-3 years.

10.21 Works Priorities

The works have been categorised into two priorities as follows:

Priority 1 works: Works include urgent roof repair works required to ensure weather-tightness and structural integrity of the roof structure. Associated roof works include replacement of rainwater goods, flashings, valleys, ridge and hip capping, eaves and soffit linings, and reconstruction of roof and verandah elements including the repair or replacement of the Malthoid finish to the trafficable deck areas at first floor level. These works are proposed to be carried out in the short term as a high priority, to address problems of water ingress and security.

Priority 2 works: Works are the remaining urgent and other conservation repair works for the former Bathurst Ambulance Station building including brick repair works and works to rectify defects to prevent future deterioration of non-structural elements, e.g. render and stone repairs, exterior and interior joinery repairs, window and door repairs, repainting and repair of interior fabric and finishes. We anticipate Priority 2 works are carried out during the adaptation and refurbishment of the building.

10.22 Exclusions

These schedules of repair do not include landscaping; electrical and mechanical services; lighting; security; and refurbishment works for new uses (e.g. new floor coverings, partitions, suspended ceilings, WCs).

10.23 Schedule of Works – Exterior and Interior

10.23.1 Exterior Repair Works

Table 8 Schedule of Works - Exterior

EXTERIOR REPAIR WORKS		
Building element/area	**Required works**	**Priority**
SETTING		
Garden	All vegetation adjacent to building elevations to be carefully pruned or removed and building inspected for damp and/or damage. Where necessary construct subsoil agricultural drains a minimum if 1000mm from elevation of building and connect to existing stormwater collection system.	1
Garden	Allow to regrade soil levels immediately adjacent to the east, north and west walls of the former Bathurst Ambulance Station building to allow water to drain away from its footings.	1
ROOFING		
Roof structure	Carefully strip and salvage existing terracotta tiles, inspect condition of roof structure and repair as required.	1
Roof space	Supply and install thermal insulation to accessible roof spaces, immediately above all ceilings, laid between each ceiling joist.	1
Roof space	Check existing platforms within roof space. Where necessary repair or replace.	2
Roof space	Check electrical services to roof space; replace light, switch and wiring.	2
Terra cotta tiles	Reinstate roof tiles and accessories following repair of structure. Replace missing/damaged tiles to match existing.	1
Box gutters	Remove all gutter linings. Replace boards and framing to ensure falls to downpipes. Supply and install new box gutter linings. Allow to repair missing or damaged render to inside face of parapet wall following brick repair. Prepare surface and repaint.	1
Flashings	Install new lead flashings.	1

EXTERIOR REPAIR WORKS		
Building element/area	**Required works**	**Priority**
Gutters, downpipes	Replace gutters to match profile and material of existing gutters. Paint gutters, downpipes and accessories. Provide new strainer to each downpipe outlet. Provide outlet to base of each downpipe and connect to new subsurface rainwater disposal system. **NOTE: Do not seal into base rainwater outlets.**	1
Trafficable roof areas (Flat roof and first floor verandahs and balconies)	Check over bituminous roof finish and underlay. Report condition to heritage consultant for further instructions. Allow to remove membrane and underlay, repair substrate where required, adjust falls to suit existing roof drainage. Finish with a UV protection coat.	1
CHIMNEYS		
Generally	Repoint missing or damaged brickwork; replace flaunching. Install new bird proofing. Prepare and repaint concrete surfaces.	1
Chimney 3	Check steel strapping to Chimney 3 and replace where necessary to engineer's detail. Replace missing chimney pot to Chimney 3 to match that at Chimney 2.	
EXTERIOR PAINTING		
Joinery	Prepare and repaint all new and existing exterior joinery.	1
Rainwater	Prepare and repaint all rainwater goods.	1
Concrete	Prepare and repaint all concrete finishes intended for painting.	1
WINDOWS		
Windows - Generally	Remove redundant fittings, blinds and other window coverings. Remove security grilles and insect screens, repair and patch frames. Replace all missing or damaged mouldings.	1
Windows - Generally	Retain and conserve timber window joinery, including sills, apron moulds, parting beads, internal and external architraves and sashes. Repair/replace missing or damaged joinery to match the profile and dimensions of original. Prime and paint.	1
Sash windows	Make sash windows operable; replace sash cords, free all pulleys. Install felt seals as required to prevent sash rattle. All sash cord s to be natural fibre or wire to match existing. Supply new weights where heavier glass is installed.	1
Casement windows	Make casement windows operable; ease hinges; remove infills and a/c units from windows and where necessary reconstruct casement windows and semicircular fanlights to match original windows.	1
Windows – Generally	Re-putty glazing; remove paint from glass panels.	1

EXTERIOR REPAIR WORKS		
Building element/area	**Required works**	**Priority**
Window furniture/ hardware	Original hardware to be retained and re-used where possible. New hardware including casements, sash lifts, hinges, locks, bolts to match originals. Check over existing sash cords and weights, and report to architect as to their condition. Where required install new locks.	1
Window grilles/ screens	Install new security grilles and insect screens that are appropriate to the style of the building.	1
EXTERNAL DOORS		
Doors – Generally	Re-putty glazing.	1
Doors – Generally	Replace all broken or mismatched glass.	1
Doors – Generally	Remove security grilles and fixings; repair timber frames following removal of fixings.	1
Door furniture/ hardware	Retain original door hardware, including hinges, doorknobs, roses, escutcheon plates and escutcheon covers.	1
Doors – security	Provide new security locks, keyed to suit new coordinated security system throughout the building.	1
Doors – new hardware	New door furniture to match the colour and finish of original door furniture. New door hinges to be brass with clear or painted finish as scheduled.	1
Doors – Generally	Prepare timber finishes and repaint.	1
NORTH ELEVATION (MAIN ENTRANCE)		
Brickwork	Following the installation of access to inspect brickwork at first floor balustrade level check over brickwork to confirm the extent of desalination works, replacement bricks and repointing of brick work in consultation with architect and heritage consultant.	1
Brickwork	Repoint missing/defective pointing to match adjacent finish.	1
Concrete (Window-sills, voussoirs, visible foundation wall, string courses.)	Repair surfaces to facilitate shedding of water from façade. Prepare concrete surfaces and repaint.	1
Metalwork	Check metal balustrade fixings and joints and repair. Brush down and treat rust. Prepare metal surfaces and repaint.	1
Roof Plumbing	Check spitters and roof plumbing. Prepare metal surfaces and repaint as directed by architect.	1
Standard Lights (East and West verandahs)	Check metal fixings and joints and repair. Brush down and treat rust. Prepare metal surfaces and repaint. Seek specialist advice for repair and retrofitting with LED lamps.	1
EAST ELEVATION		

EXTERIOR REPAIR WORKS		
Building element/area	**Required works**	**Priority**
Brickwork	Following the installation of access to inspect brickwork at first floor balustrade level check over brickwork to confirm the extent of desalination works, replacement bricks and repointing of brick work in consultation with architect and heritage consultant. Repair brickwork following the removal of a/c units and fixings. Repoint missing/defective pointing to match original appearance.	1
Concrete (Window-sills, voussoirs, visible foundation wall, string courses.)	Repair surfaces to facilitate shedding of water from façade. Prepare concrete surfaces and repaint.	1
Downpipes (dps)	Check downpipes; replace deteriorated dps to match existing profiles, and material. Check fixings and re-fix where necessary. Replace missing or damaged astragals to match existing. Prepare metal surfaces and repaint.	1
SOUTH ELEVATION		
Infill walls	Remove infill panels and fixings from arched openings, and repair damaged masonry. Dispose of asbestos materials consistent with statutory requirements and Bathurst Council.	1
Brickwork	Undertake desalination works, replacement bricks and repointing of brickwork in consultation with architect and heritage consultant.	1
Concrete (Window-sills, voussoirs, visible foundation wall, string courses.)	Repair surfaces to facilitate shedding of water from façade. Prepare concrete surfaces and repaint.	1
Downpipes (dps)	Check downpipes; replace deteriorated dps to match existing profiles, and material. Check fixings and re-fix where necessary. Replace missing or damaged astragals to match existing. Prepare metal surfaces and repaint.	1
WEST ELEVATION		
Brickwork	Following the installation of access to inspect brickwork at first floor balustrade level check over brickwork to confirm the extent of desalination works, replacement bricks and repointing of brick work in consultation with architect and heritage consultant.	1
Concrete elements	Repair surfaces to facilitate shedding of water from façade. Prepare concrete surfaces and repaint.	1

EXTERIOR REPAIR WORKS		
Building element/area	**Required works**	**Priority**
Concrete elements	Check metal (St John's Ambulance) plaques and fixings. Allow to remove from wall, treat rust, repaint and reinstate.	1
Downpipes	Check downpipes; replace deteriorated dps to match existing profiles, and material. Check fixings and re-fix where necessary. Replace missing or damaged astragals to match existing. Prepare metal surfaces and repaint.	1
Downpipes	Prepare metal surfaces and repaint downpipes. Allow to paint in two colours to suit background colours as directed by paint schedule.	1
Doors	Refer to Schedule of Door Repairs.	1

10.23.2 Interior Repair Works - Ground Floor Spaces

Table 9 Schedule of Works – Interior, Ground Floor

INTERIOR WORKS – GROUND FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
SPACE G.01 – ENTRY / STAIRHALL			
Ceiling	Painted plaster	Brush down; repair joint lines; prepare surfaces and repaint.	2
Cornice	Painted plaster	Prepare surfaces and repaint.	2
Walls – N, E, W	Painted brick with rendered dado	Prepare surfaces and repaint.	2
Walls – S	Corbelled openings in brick walls; painted brick	Prepare and repaint.	2
Skirting	Painted timber	Prepare surface and repaint.	2
Floor	Carpet over	Remove carpet and dispose of off-site. Check timber floor and repair where appropriate. Allow to replace carpet finish as appropriate.	2
Joinery	Painted timber	Prepare surfaces and repaint.	2
Doors	Timber	Refer to Schedule of Door Repairs.	1
Fixtures	Render/brick/ timber	Remove redundant conduits, cables and fixings. Repair surfaces following removal.	2

INTERIOR WORKS – GROUND FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
Stair	Timber	Retain stair structure, treads, risers, balusters, handrails and accessories. Prepare and repaint. Allow to install another handrail to address statutory requirements. Remove cupboard under stair, and report damage to original timber boards to architect for further instructions. Make good original boarded finish. Prepare and repaint.	2
SPACE G.02 – OFFICE			
Ceiling	Painted plaster	Check over, repair joints where necessary. Prepare and repaint.	2
Cornice	Painted plaster	Prepare and repaint.	2
Walls – N, E, S, W	Painted brickwork with rendered dado	Remove paint following removal of fixings. Prepare and repaint.	2
Dado line	Painted render	Repair, prepare surface and repaint.	2
Skirting	Painted timber	Prepare and repaint.	2
Floor	Timber floor and substructure	Inspect and repair timber floor and substructure.	2
Joinery	Architraves, reveals	Prepare and repaint.	2
Doors	Timber/glass	Refer to Schedule of Door Repairs.	1
Windows	Timber/glass	Refer to Schedule of Window Repairs.	1
SPACE G.03 – FORMER MEN'S CHANGE ROOM			
Ceiling	Painted plaster	Prepare and repaint.	2
Cornice	Painted plaster	Retain and repair existing replacement coved cornice, prepare surface and repaint.	2
Picture rail	Painted timber	Replace missing or damaged picture rail to match existing in space. Prepare and repaint.	2
Walls – N, E, S, W	Painted set plaster	Repair following removal of fixings. Prepare and repaint.	2
Skirting	Painted timber	Prepare and repaint.	2
Floor	Carpet over timber floor and substructure	Strip out carpet and dispose of off-site.	2
Joinery	Architraves, reveals	Prepare and repaint.	2
Doors	Timber	Refer to Schedule of Door Repairs (DG.13).	2
Windows	Timber/ glass	Remove Venetian blinds and repair timber surfaces Refer to Schedule of Window Repairs.	1

INTERIOR WORKS – GROUND FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
Joinery	Architraves, reveals	Prepare and repaint.	2
SPACE G.04 – WOMENS CHANGE ROOM			
Ceiling	Painted plaster	Prepare and repaint.	2
Cornice	Painted plaster	Prepare and repaint.	2
Walls – N, E, S, W	West	Prepare and repaint.	2
Skirting	Painted timber	Repair or replace missing skirting to match the profile of existing adjacent. Prepare surfaces and repaint.	2
Floor	Carpet finish over timber	Strip out carpet, check timber floor and substructure. Remove nails and lightly sand to remove glue residue, repair where necessary. Allow to replace carpet finish.	2
Joinery	Architraves, reveals, sills, apron moulds	Prepare and repaint as scheduled.	2
Doors	Timber/glass	Refer to Schedule of Door Repairs.	1
Windows	Timber/glass	Refer to Schedule of Window Repairs.	1
Other	Wardrobe	Carefully remove wardrobe and dispose of off-site. Repair wall surfaces.	2
SPACE G.05 – WOMENS SHOWER ROOM			
Ceiling	Painted plasterboard	Prepare and repaint.	2
Cornice	Painter cove	Allow to install new cornice to match Space G.15. Prepare and paint.	2
Walls – N, E, S, W	Ceramic wall tiles (full height) over masonry.	Retain. Allow to regrout missing or deteriorated joints. Replace missing or damaged tiles.	2
Skirting N, E, S, W	Ceramic wall tile	Retain. Allow to re-grout missing or deteriorated joints.	2
Floor	Ceramic floor tile	Note floor level is lower than Space G.04. retain existing floor and waste.	2
Doors	4 panel vinyl finish	Refer to Schedule of Door Repairs.	2
Windows	Timber	Replace privacy film to interior face of glazed window panels. Refer to Schedule of Window Repairs.	1
Other	Shower enclosure	Retain and repair.	2
Other	Towel rail, tap/spout set, shower rose, Grab rail	Retain. Replace missing or damaged items.	2

INTERIOR WORKS – GROUND FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
SPACE G.06, G.10, G.11, G.13 – CORRIDOR			
Ceiling	Painted plaster	Prepare and repaint.	2
Cornice	Painted plaster	Prepare and repaint.	2
Walls	Painted brickwork; rendered dado	Inspect and report damage, including evidence of damp to architect for further instructions. Remove redundant fixtures and fittings. Allow to prepare and repaint. Check steel lintel in opening; repair. Prepare and repaint.	2
Skirting	Painted timber	Prepare and repaint.	2
Floor	Carpet over timber floor and substructure	Strip out carpet and dispose of off-site. Retain access to subfloor area and form door or removable cover to provide permanent access to subfloor area. Repair floor where necessary and allow to replace carpet finish.	2
Joinery	Architraves, reveals	Prepare and repaint timber surfaces.	2
Doors	Timber	Refer to Schedule of Door Repairs.	1
Fixtures	Timber shelves	Remove shelves, repair substrate. Prepare and repaint.	2
SPACE G.07 – MENS SHOWER ROOM			
Ceiling	Suspended plaster	Exhaust in ceiling, clean or replace.	2
Floor	Ceramic floor tiles	Replace missing or damaged tiles. Regrout where necessary.	2
Joinery	Timber	Repair, prepare surfaces and repaint.	2
Doors	DG.16	Refer to Schedule of Door Repairs.	2
Windows	W1.08, W1.09	Refer to Schedule of Window Repairs.	1
SPACE G.08, G.12 – FORMER AMBULANCE BAYS			
Ceiling	Painted soffit of slab above	Brush down, prepare surfaces and repaint.	2
Cornice	Painted render	Brush down, prepare surfaces and repaint.	2
Walls – N, E, S, W	Painted brick with rendered dado	Brush down, prepare surfaces and repaint. Retain section of unpainted brickwork in north wall as evidence of original decorative scheme.	2
Floor	Painted concrete	Inspect and report damage to architect for further instructions.	2
Floor vents	Painted concrete bevel.	Retain. Investigate external vent location. Ensure vents are clear and install mesh where appropriate to prevent vermin infestation.	1
Joinery	Architraves, reveals, cupboard	Repair. Prepare surfaces and repaint.	2
Doors	Timber / glass	Refer to Schedule of Door Repairs.	1

INTERIOR WORKS – GROUND FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
SPACE G.09 – FORMER LAUNDRY			
Ceiling	Painted concrete	Check over ceiling. Allow to repaint.	2
Cornice	Square set	Brush down.	2
Walls – N, E, S, W	Painted brickwork with rendered dado	Inspect and report damage, including evidence of damp to architect for further instructions. Remove redundant fixtures and fittings. Allow to prepare and repaint.	2
Floor	Carpet over concrete slab	Strip out carpet finish and dispose of off-site. Allow to install new carpet to future selection.	2
Joinery	Architraves, reveals, sills, apron moulds.	Prepare and repaint.	2
Doors	Timber	Refer to Schedule of Door Repairs.	1
Windows	Timber / glass	Refer to Schedule of Window Repairs.	2
SPACE G.14 - MEETING ROOM (FORMER RADIO TECH AND WORKSHOP)			
Ceiling	Set plaster over soffit of concrete slab over; divided into 4no bays	Remove redundant fixings and cables; see elsewhere for replacement fluorescent lights. Patch repair surfaces, prepare and repaint.	2
Cornice	Plaster	Brush down; patch repair surfaces, prepare and repaint.	2
Walls N, E, S, W	Painted brick; painted render & set plaster dado	Brush down surfaces to remove loose dust and debris. Remove redundant fixings and patch repair surfaces. Prepare surfaces and repaint.	2
Skirting	Painted timber	Retain in situ; replace missing or damaged sections to match the profile, dimensions and appearance of the existing. Prepare surfaces and repaint. Retain gas bayonet (south wall).	2
Floor-finish	Carpet finish	Remove carpet, underlay, and accessories. Report damage to timber floor	2
Floor – structure	Timber (not visible at time of inspection)	Following removal of carpet check timber floor and report defects to heritage consultant for further instructions.	2
Sub-floor structure	Timber (assumed: not visible at time of inspection)	Not inspected. Check subfloor area. Where appropriate confirm clearance between floor structure and ground, report damage to structure and evidence of pest infestation.	2
Windows	Timber / glass	Refer to Schedule of Window Repairs.	1
Doors	Timber/glass	Refer to Schedule of Door Repairs.	
Chimney-piece	Brickwork; now painted	Brush down brick work.	2
Mantel	Cast concrete	Prepare surface and repaint.	2

INTERIOR WORKS – GROUND FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
Hearth	Brick	Inspect for subsidence of hearth. Where necessary carefully lift existing bricks, repair substrate and re-lay bricks to match the existing jointing pattern. Retain brick infill.	2
SPACE G.15 – MEETING ROOM (FORMER STUDY ROOM)			
Ceiling	Painted	Brush down. Prepare surface and repaint.	2
Cornice	Coved fibrous plaster	Brush down. Prepare surface and repaint.	2
Walls	Painted brick; run concrete dado; painted render and set plaster. 1929; painted c1970	Remove redundant fixings and patch repair surfaces. Prepare and repaint.	2
Skirting	Painted timber	Prepare timber surfaces and repaint.	2
Floor	Carpet over timber	Check timber floor following the removal of carpet finishes.	2
Doors	Timber/glass	Refer to Schedule of Door Repairs.	2
Windows	Timber /glass	Refer to Schedule of Window Repairs.	1
Other	Desk	Remove desk. Patch wall following removal of desk. Prepare surface and repaint.	2
SPACE G.16 – STAFF KITCHEN			
Ceiling	Painted plaster	Repair following removal of redundant fixings. Prepare surface and repaint.	2
Cornice	Painted plaster	Prepare surface and repaint.	2
Walls N, E, S, W	1929; painted c1970	Remove redundant fixings and patch repair surfaces. Prepare and repaint.	2
	Granite splashback	Where existing kitchen fit out is removed, allow to repair wall surfaces (brick and render); prepare surfaces and repaint.	2
Skirting	Painted timber	Replace missing timber skirting to match profile of existing adjacent skirting. Prepare timber surfaces and repaint.	2
Floor	Resilient finish	Strip out vinyl floor finish. Inspect timber floor, repair and install new resilient floor finish, underlay and accessories.	2
Joinery	Kitchen bench	Strip out kitchen fit out.	2
Doors	(DG.23)	Refer to Schedule of Door Repairs.	2
Windows	(W1.18, W1.19)	Remove Venetian blind and patch. Refer to Schedule of Window Repairs.	1

INTERIOR WORKS – GROUND FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
Other	Stove	Allow to replace as directed.	2
Other	Kitchen sink	Retain for re-use on site.	2
Other	Tap/waterspout set	Allow to replace as directed.	2
SPACE G.17 – VERANDAH			
Ceiling	Painted soffit of slab over	Brush down. Prepare surface and repaint to match existing.	2
Cornice	NA; square set	No action.	
Walls – N, S, W	Face brick	No action.	
Walls - E	Arched openings/painted columns, attached columns	Check columns and attached columns and report repairs to architect for further instructions. Prepare surfaces and repaint as scheduled.	1
Foundation wall – N, S, W	Painted concrete	Brush down, prepare surface and repaint to match existing.	1
Floor	Brick; basketweave pattern with brick edging	Carefully remove 6m^2 of brick paving to investigate area of subsidence. Retain bricks for reuse. Allow to consolidate substrate and relay brick paving in affected area to match height, falls, and pattern of original brick paving. Allow to lift bricks and relay where necessary to remove trip hazards. Joints to be brush-filled with sand. Paving to drainage away from external walls of the former ambulance station.	1
Doors	Timber / glass	Refer to Schedule of Door Repairs.	1
Windows	Timber /glass	Refer to Schedule of Window Repairs.	1
Lights	Glass	Allow to retrofit existing light with LED luminaire. Retain existing glass light fitting. Where necessary replace glass light fitting to match existing.	1
Vents	Terra cotta wall vents	Replace damaged of missing terra cotta wall vents to match existing.	1
Vents	Insect mesh vents	Replace with new bronze insect mesh to match existing.	1
Other	Foundation stone	Retain in situ. Protect during conservation works within Space G.17.	1
Other	Garden	Remove plants and soil; repair lining; make good drainage system and brick edging. Install new plants and soil to future detail.	1
Other	Security	Allow to install alarms to windows and external doors.	1

10.23.3 Interior Repair Works – First Floor Spaces

Table 10 Schedule of Works – Interior, First Floor

INTERIOR WORKS – FIRST FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
SPACE 1.01 – STAIRHALL			
Ceiling	Painted fibrous plaster	Brush down. Prepare surface and repaint to match existing.	2
Cornice	Painted fibrous plaster	Brush down. Prepare surface and repaint to match existing.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Other	Light	Replace to future selection.	2
SPACE 1.02 – FORMER SITTING ROOM			
Ceiling	Painted fibrous plaster	Brush down. Prepare surface and repaint to match existing.	2
Cornice	Painted fibrous plaster	Brush down. Prepare surface and repaint to match existing.	2
Walls N, E, S, W	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Picture rail	Painted timber	Replace missing of damaged sections of skiting. Prepare and repaint as scheduled.	2
Skirting	Painted timber	Replace missing of damaged sections of skiting. Prepare and repaint as scheduled.	2
Floor	Carpet finish	Remove carpet and dispose of off-site. Allow to supply and install new carpet, underlay and accessories.	2
Floor	Not visible	Assumed to be strip timber. Following removal of carpet, inspect and report condition to architect for instructions.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Lights	Light	Replace.	2
Chimney	Brick	Brush down.	2
Mantel	Cast concrete	Brush down.	2
Hearth	Brick	Submit methodology for cleaning brickwork; repoint missing or deteriorated joints as directed by heritage consultant (allow to repoint 2 linear metres).	2
Chimney	Infill	Replace infill panel to future detail.	2
Fittings	Gas bayonet	Replace gas bayonet and re-connect to existing services.	2
Other	a/c unit	Remove a/c unit from south wall; make good wall finish.	2
SPACE 1.03 – KITCHEN			
Ceiling	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Cornice	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2

INTERIOR WORKS – FIRST FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
Doors		Refer to Schedule of Door Repairs	2
Windows		Refer to Schedule of Window Repairs	2
Other	Light	Replace.	2
SPACE 1.04 – DINING/BREAKFAST ROOM			
Ceiling	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Cornice	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Floor	Timber	Strip timber, repair and oil.	2
Floor structure	Not visible	To be investigated at future time if required.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Light	Light	Replace to future selection.	2
Chimney	Brick	Brush Down.	2
Mantel	Cast concrete	Brush down.	2
Hearth	Brick	Submit methodology for cleaning brickwork; repoint missing or deteriorated joints as directed by heritage consultant (allow to repoint 2 linear metres).	2
Chimney	Infill	Replace infill panel to future detail.	2
Fittings	Gas bayonet	Replace gas bayonet and re-connect to existing services.	2
Other	Fire blanket	Replace if required.	2
SPACE 1.05, 1.10, 1.11 – FORMER BEDROOMS			
Ceiling	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Cornice	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Walls – N, E, S, W	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Picture rail	Painted timber	Brush down. Prepare surface and repaint to match existing.	2
Skirting	Painted timber	Repair timber skirting. Replace missing sections. Prepare and paint.	2
Floor	Carpet finish	Remove carpet and dispose of off-site. Allow to supply and install new carpet, underlay and accessories.	2
Floor	Not visible	Assumed to be strip timber. Following removal of carpet inspect floor and report damage to heritage consultant for instructions.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	1
Other	Light	Replace to future selection.	2

INTERIOR WORKS – FIRST FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
SPACE 1.06 – LOBBY			
Ceiling	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Floor	Carpet	Remove carpet and dispose of off-site. Allow to supply and install new carpet, underlay and accessories.	2
Floor	Not visible	Assumed to be strip timber. Following removal of carpet inspect floor and report damage to heritage consultant for instructions.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Other	Light	Replace to future selection.	2
SPACE 1.07 – UPPER CORRIDOR			
Ceiling	Painted Plaster	Brush down. Prepare surface and repaint to match existing.	2
Floor	Carpet finish	Remove carpet and dispose of off-site. Allow to supply and install new carpet, underlay and accessories.	2
Floor	Not visible	Assumed to be strip timber. Following removal of carpet inspect floor and report damage to heritage consultant for instructions.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Light	Light	Replace to future selection.	2
SPACE 1.08 – ALCOVE			
Ceiling	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Floor	Carpet finish	Remove carpet and dispose of off-site. Allow to supply and install new carpet, underlay and accessories.	2
	Not visible	Assumed to be strip timber. Following removal of carpet, inspect floor and report damage to heritage consultant.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Light	Light	Replace to future selection.	
SPACE 1.09 – BATHROOM			
Ceiling	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Other	Light	Replace to future selection.	2
SPACE 1.12 – CONFERENCE ROOM			
Ceiling	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2

INTERIOR WORKS – FIRST FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
Cornice	Painted plaster	Brush down. Prepare surface and repaint to match existing.	2
Walls	Painted brick with painted render and set plaster dado; painted	Brush down surfaces to remove loose dust and debris. Remove redundant fixings and patch repair surfaces. Prepare surfaces and repaint.	2
Walls	Painted brick with painted render and set plaster dado; painted brick chimneypiece opening infilled with brickwork. 1929 (infill c1990)	Brush down surfaces to remove loose dust and debris. Remove redundant fixings and patch repair surfaces. Prepare surfaces and repaint.	2
Skirting	Painted timber	Retain in situ; replace missing or damaged sections to match the profile, dimensions and appearance of the existing. Prepare surfaces and repaint. Retain gas bayonet (south wall).	2
Floor-finish	Carpet finish	Remove carpet, underlay, and accessories. Report damage to timber floor.	2
Floor – structure	Timber (not visible at time of inspection)	Following removal of carpet check timber floor and report defects to heritage consultant for further instructions.	2
Sub-floor structure	Timber expected (Not visible at time of inspection)	Not inspected. Check subfloor area. Where appropriate confirm clearance between floor structure and ground, report damage to structure and evidence of pest infestation.	2
Windows	Pairs of casement sashes. Flat head	Remove blinds and redundant fittings and repair timber casement sashes, and frames. Brush down surfaces. Prepare timber surfaces and repaint. Install new security hardware as directed. Refer to Schedule of Window Repairs.	2
Door	Single leaf, sidelight and fanlight	Refer to Schedule of Door Repairs.	2
Door	French doors: timber framed with glazed panels in each	Refer to Schedule of Door Repairs.	2

INTERIOR WORKS – FIRST FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
	leaf.		
SPACE 1.13 – NORTH VERANDAH			
Ceiling	Painted soffit of rendered slab over	Brush down	2
Walls – N, E, W	Colonnade: face brick, rendered opening, columns, attached columns	Brush down. Prepare and repaint previously painted rendered surfaces.	2
Walls - S	Face brick	No action.	2
Wall vents	Terracotta	Brush down.	2
Plinth	Painted render	Brush down; prepare surface and repaint previously painted surfaces as scheduled.	2
Floor	Membrane	Check condition if viable.	2
	Concrete slab	Check condition if viable.	2
Doors		Refer to Schedule of Door Repairs. Check brick thresholds at door openings; brush down and remove paint where directed.	2
Windows		Refer to Schedule of Window Repairs.	2
Fixtures	Light	Retain ceiling rose; replace wiring; replace light fitting. Allow to retrofit to LED lamp.	2
Other	Balustrade	Check wrought iron balustrades including joints and fixings. Brush down, where necessary treat rust, prepare surfaces and repaint as scheduled. Allow to install secondary handrail to future detail to meet statutory height requirements.	2
SPACE 1.14 – EAST TERRACE			
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Other	Standard light	Replace as required with similar to match.	2
SPACE 1.15 – SOUTH CORRIDOR			
Ceiling	Painted soffit of rendered slab over	Brush down.	2
Plinth	Painted render	Brush down; prepare surface and repaint previously painted surfaces as scheduled.	2
Floor	Membrane	Check condition if viable.	2
	Concrete slab	Check condition if viable.	2

INTERIOR WORKS – FIRST FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
Doors		Refer to Schedule of Door Repairs. Check brick thresholds at door openings; brush down and remove paint where directed.	2
Windows		Refer to Schedule of Window Repairs.	2
Fixtures	Light	Retain ceiling rose; replace wiring; replace light fitting. Allow to retrofit to LED lamp.	2
Other	Balustrade	Check wrought iron balustrades including joints and fixings. Brush down, where necessary treat rust, prepare surfaces and repaint as scheduled. Allow to install secondary handrail to future detail to meet statutory heigh requirements.	2
SPACE 1.16 – SOUTH VERANDAH			
Ceiling	Painted soffit of rendered slab over?	Brush down.	2
Walls – S, W	Colonnade: face brick, rendered opening, columns, attached columns	Brush down. Prepare and repaint previously painted rendered surfaces.	2
Walls - N	Face brick	Remove a/c units from wall. Brush down surfaces. Prepare windows sills and repaint as scheduled.	2
Wall vents	Terracotta	Brush down.	2
Plinth	Painted render	Brush down; prepare surface and repaint previously painted surfaces as scheduled.	2
Floor	Membrane	Check over: report damage to heritage consultant for further instructions.	2
	Concrete slab	Check condition if viable.	2
Doors		Refer to Schedule of Door Repairs. Check brick thresholds at door openings; brush down and remove paint where directed.	2
Windows		Refer to Schedule of Window Repairs.	2
Fixtures	Light	Retain ceiling rose; replace wiring; replace light fitting. Allow to retrofit to LED lamp.	2
Other	Balustrade	Check wrought iron balustrades including joints and fixings. Brush down, where necessary treat rust, prepare surfaces and repaint as scheduled. Allow to install secondary handrail to future detail to meet statutory height requirements.	2

INTERIOR WORKS – FIRST FLOOR			
Building element	**Substrate**	**Required works**	**Priority**
SPACE 1.17 – WEST TERRACE			
Walls N, S, W	Brick parapet walls	Brush down; prepare surface and repaint previously painted surfaces as scheduled.	2
E	Painted concrete cornice and string line	Brush down; prepare surface and repaint previously painted surfaces as scheduled.	2
	Signage	Brush down; prepare surface and repaint signage as scheduled.	2
	Face brick	No action.	2
Floor	Membrane	Check over: report damage to heritage consultant for further instructions.	2
	Concrete slab (TBC)	Check condition if viable.	2
Doors		Refer to Schedule of Door Repairs.	2
Windows		Refer to Schedule of Window Repairs.	2
Other	Standard light	Replace as required with similar to match.	2

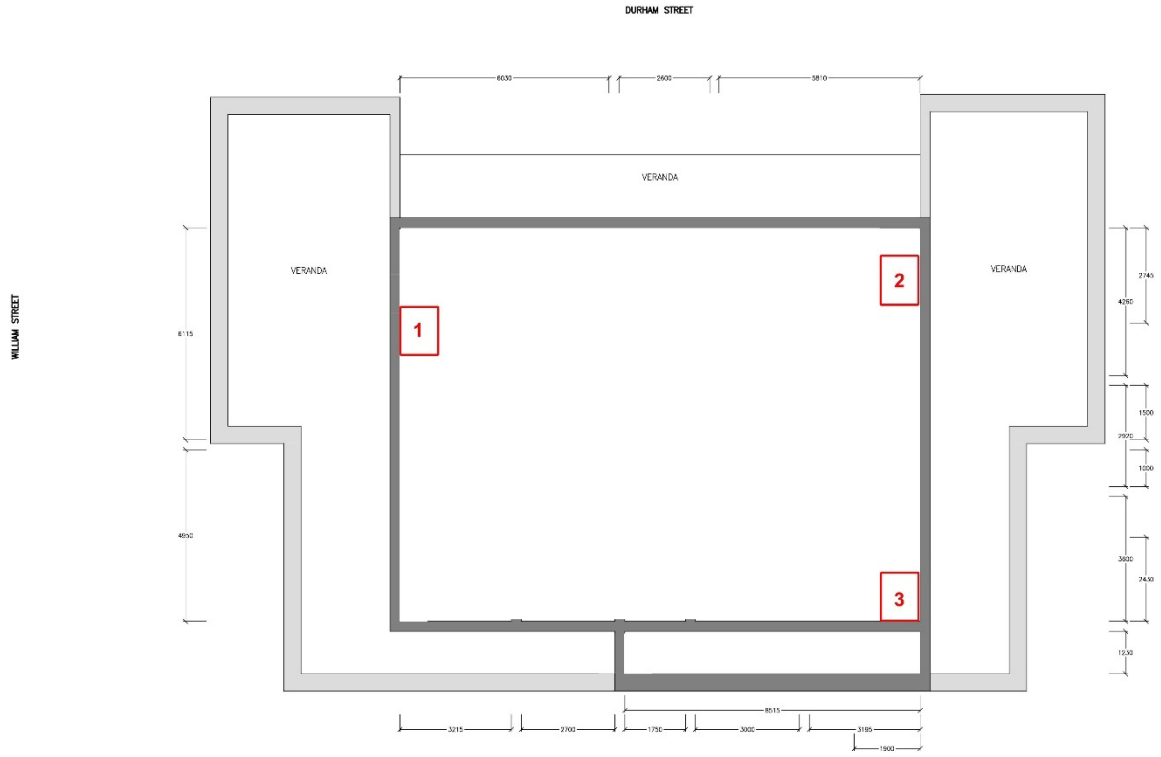


Figure 58 Chimney reference plan.

Figure 59 Ground floor spaces.

Figure 60 First floor spaces.

10.24 Schedule of Window Repairs and Ongoing Maintenance

As an initial and ongoing approach to the repairs and maintenance for the windows within the former Bathurst Regional Ambulance Station the following minimum repairs plan should be followed to affect the required works. A detailed works maintenance log should be developed and kept as a record of maintenance completed over time.

Generally

- Inspect all windows to establish their condition.
- Remove redundant fittings, blinds and other window coverings.
- Retain and conserve timber window joinery, including sills, apron moulds, parting beads, internal and external architraves and sashes where possible.
- All original window joinery should be regularly inspected and repaired or maintained.
- Where necessary remove rust from fittings or previous repairs.
- All painted timber surfaces should be prepared and re-painted.
- Where it is clear that original or significant fabric has been removed it may be appropriate to adaptively reconstruct based on extant fabric or historic record. Nonetheless, conjectural reconstruction should be avoided.

Hardware

- Original hardware to be retained and re-used where possible.
- New hardware including casements, sash lifts, hinges, locks, bolts to match originals.
- Where required install new locks.

Sash Windows

- Check sash balances, pulleys and repair as necessary.
- Replace sash cords as necessary to maintain operation. All sash cords to be natural fibre o wire to match existing.
- Supply new weights where heavier glass is installed.
- Install felt seals as required to prevent sash rattle.

Casement Windows

- Check casement windows and ease hinges, remove infills, and/or a/c units from windows.
- Where necessary reconstruct casement windows and semicircular fanlights to match original windows.

Security grilles

- Retain and conserve if appropriate

Glass

- Replace mismatched or broken glass in window sashes.
- Replace missing or defective putty.
- Remove paint from glass panels.

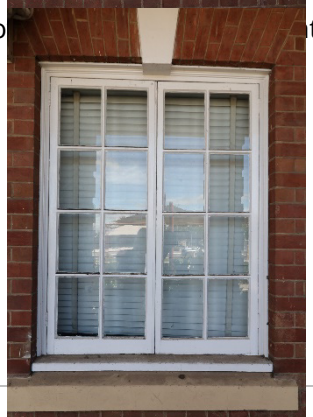
Insect Screens

- Remove existing timber insect screens and repair timber surfaces as required. Prepare timber surface and repaint to match existing.
- Install new insect screens as required to match existing.

Lintels

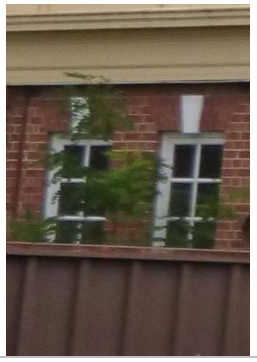
- Prepare and repaint steel lintels to match existing colour.

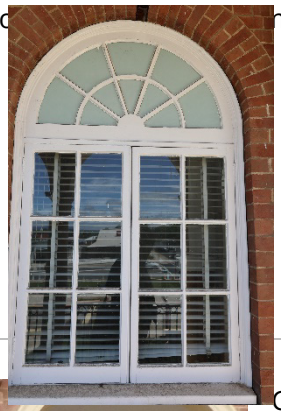
Table 11 Schedule of Window Repairs

Window No.	Description	Repairs
GROUND FLOOR		
W1.01	Casement, flat arch	Follo  ts repairs plan.
W1.02	Casement, flat arch	Follo  ts repairs plan.
W1.03	Casement, flat arch	Rem  econstruct window frame and casement window to match the profiles, details and materials of W1.02.
W1.04	Casement, flat arch	Follo  ts repairs plan.

W1.05	Casement, flat arch	Rem  econstruct window frame and casement window to match the profiles, details and materials of W1.04.
W1.06	Casement, flat arch	Follo  nts repairs plan.
W1.07	Casement, flat arch	Follo  nts repairs plan.
W1.08	Casement, flat arch	 Follow minimum requirements repairs plan.

W1.09	Casement, flat arch	 Follow minimum requirements repairs plan.
W1.10	Casement, flat arch	 Follow minimum requirements repairs plan.
W1.11	Casement (Single), flat arch	 Follow minimum requirements repairs plan.
W1.12	Casement (Single), flat arch	 Follow minimum requirements repairs plan.

W1.13	Casement (Single), flat arch	 Follow minimum requirements repairs plan.
W1.14	Casement (Single), flat arch	 Follow minimum requirements repairs plan.
W1.15	Casement, flat arch	 Follow minimum requirements repairs plan.
W1.16	Casement, flat arch	 Follow minimum requirements repairs plan.

W1.17	Casement, flat arch	 Follow minimum requirements repairs plan.
W1.18	Casement, flat arch	Follo  ents repairs plan.
FIRST FLOOR		
W2.01	Casement, semi-circular window head	Follo  ents repairs plan.
W2.02	Casement, semi-circular window head	 Carefully remove window and window head if required. Reconstruct window frame and casement window to match the profiles, details and materials of W2.01.

W2.03	Casement, semi-circular window head	Follo  nts repairs plan.
W2.04	Casement, semi-circular window head	 llow minimum requirements repairs plan.
W2.05	Casement, semi-circular window head	Foll  ements repairs plan.
W2.06	Double hung	Foll ements repairs plan.
W2.07	Double hung	Follow minimum requirements repairs plan.
W2.08	Double hung	Follow minimum requirements repairs plan.
W2.09	Double hung	Follow minimum requirements repairs plan.

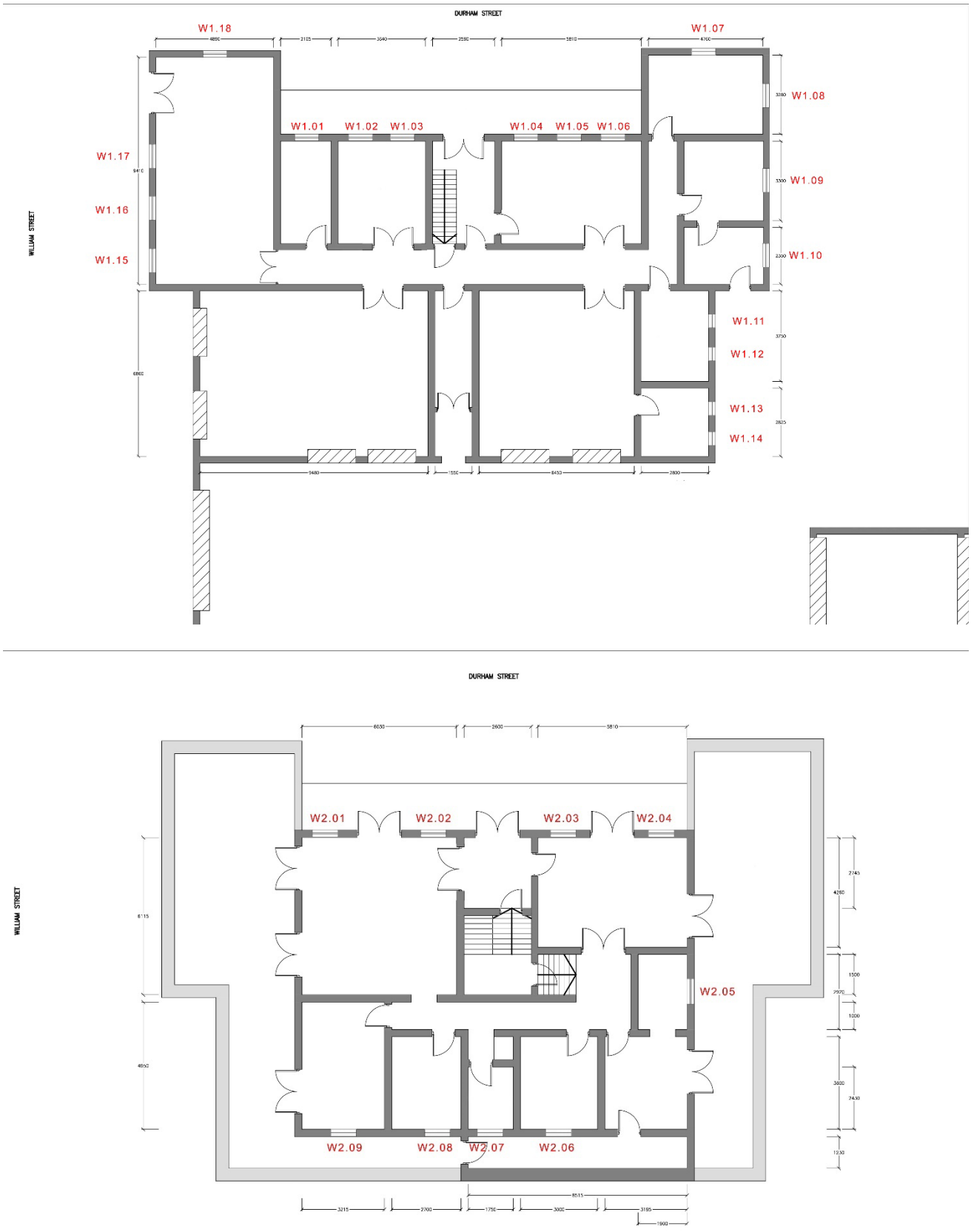


Figure 61 Window location schedule.

10.25 Schedule of Door Repairs and Ongoing Maintenance

As an initial and ongoing approach to the repairs and maintenance for the doors within the former Bathurst Regional Ambulance Station the following minimum repairs plan should be followed to affect the required works. A detailed works maintenance log should be developed and kept as a record of maintenance completed over time.

Generally

- Inspect all doors to establish their condition.
- Remove redundant fittings.
- All original door joinery should be regularly inspected and repaired or maintained with appropriate treatments.
- All painted timber surfaces should be prepared and re-painted in a colour to match existing.
- Where it is clear that original or significant fabric has been removed it may be appropriate to adaptively reconstruct based on extant fabric or historic record. Nonetheless, conjectural reconstruction should be avoided.

Hardware

- Original hardware to be retained, including hinges, doorknobs, roses, escutcheon plates and escutcheon covers. Re-use original where possible.
- Check hinges for operation and replace as required with brass hinges with clear or painted finish as scheduled.
- New hardware including casements, sash lifts, hinges, locks, bolts to match originals.
- Where required install new locks.

Security Doors and Grilles

- Remove modern security screens when practicable and replace with sympathetic design to blend.
- Provide new security locks, keyed to suit new coordinated security system throughout building.

Insect Screens

- Remove existing timber insect screens and repair timber surfaces as required. Prepare timber surface and repaint to match existing.
- Install new insect screens as required to match existing.

Glass

- Replace all broken or mismatched glass panels to match appearance of original.
- Replace missing or defective putty.
- Remove paint from glass panels.
- Semi-circular fanlight – remove infills as required. Inspect and repair as per above.

Arched Openings

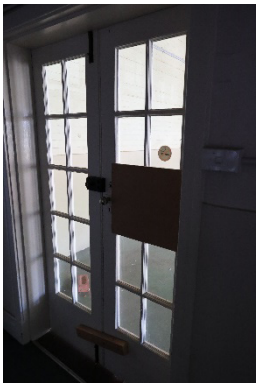
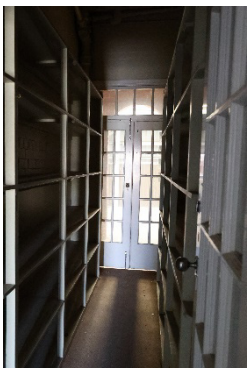
- Brush down.
- Prepare concrete surfaces that have existing paint and repaint.

Thresholds

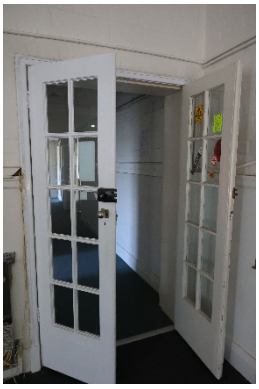
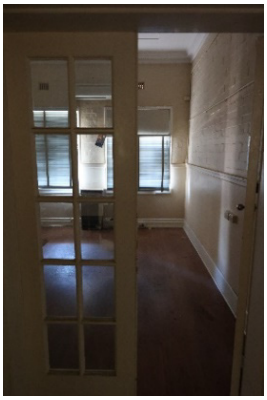
- Inspect all thresholds for condition.
- Repoint and make good any missing or damaged brickwork.

Table 12 Schedule of Works – Door Repairs

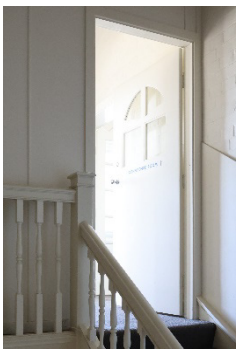
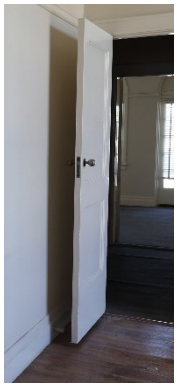
Door No.	Description	Repairs
GROUND FLOOR		
D1.01	French doors, single glazed panel per door	 Follow minimum requirements repairs plan.
D1.02	Single leaf framed timber door with 15 glass panels (3 wide x 5 high)	 Follow minimum requirements repairs plan.
D1.03	French doors. Framed glass panels (x 10 per leaf)	 Remove self-closing fixture and make good timber work. Follow minimum requirements repairs plan.
D1.04	Modern panel door.	Follow minimum requirements repairs plan.
D1.05	Modern panel door.	Follow minimum requirements repairs plan.
D1.06	Modern panel door.	Follow minimum requirements repairs plan.

D1.07	External door. Single leaf framed timber door with 15 glass panels (3 wide x 5 high) with fanlight.	 Follow minimum requirements repairs plan.
D1.08	Single leaf timber door.	Follow minimum requirements repairs plan.
D1.09	Modern panel door.	Follow minimum requirements repairs plan.
D1.10	French doors, framed glass panels (x 10 per leaf)	 Follow minimum requirements repairs plan.
D1.11	Single framed glass panel door (x 15 per leaf)	 Follow minimum requirements repairs plan.
D1.12	French doors with fanlight. Framed glass panels (x 10 per leaf)	 Follow minimum requirements repairs plan.

D1.13 D1.14 D1.15 D1.16	Bifold garage door, Framed timber doors with glass panels (x 10 per leaf), 1929	 Follow minimum requirements repairs plan. Maintenance for these doors should be a priority and be undertaken by a suitably qualified tradesperson experienced in repair of heritage assets.
D1.17	Modern garage door.	 Remove and dispose of off-site.
D1.18 D1.19	Bifold garage door, 1929	 Follow minimum requirements repairs plan. Maintenance for these doors should be a priority and be undertaken by a suitably qualified tradesperson experienced in repair of heritage assets.

D1.20	French doors, framed glass panels (x 10 per leaf)	Follow minimum requirements repairs plan.
D1.21	French doors, framed glass panels (x 10 per leaf)	 Follow minimum requirements repairs plan.
D1.22	Single leaf framed timber door with 15 glass panels (3 wide x 5 high) with fanlight and sidelight – previously a window location	 Follow minimum requirements repairs plan.
D1.23	Single panel door.	Follow minimum requirements repairs plan.
D1.24	French doors, framed glass panels (x 10 per leaf)	 Follow minimum requirements repairs plan.
D1.25	Solid two panel door	 Follow minimum requirements repairs plan.

D1.26	Single leaf framed timber door with 10 glass panels (2 wide x 5 high)		Follow minimum requirements repairs plan.
FIRST FLOOR			
D2.01 D2.02 D2.03 D2.04 D2.05 D2.06 D2.07 D2.08	External doors. French doors with semi-circular fanlight, 1929. Framed glass panel (x 10 per leaf)	 Follow minimum requirements repairs plan.	
D2.09	Single leaf framed timber door with 10 glass panels (2 wide x 5 high)		Follow minimum requirements repairs plan.
D2.10	Infill wall c1940, with hi-waisted panel door; upper panel glazed; 2 timber panels; painted finish; side lights		Remove infill panel, door, door frame and windows, and fixings. Patch repair brick finishes. Co-ordinate with floor repairs.

D2.11	High-waisted timber door; half-glazed in St John's cross pattern	 Follow minimum requirements repairs plan.
D2.12	Single leaf glazed door; 10 panels	 Follow minimum requirements repairs plan.
D2.13	French doors	Follow minimum requirements repairs plan.
D2.14	High-waisted timber arched door, c 1940; half-glazed in St John's cross pattern; three panels in lower section	 Follow minimum requirements repairs plan.
D2.15	Solid two panel door	 Follow minimum requirements repairs plan.
D2.16	Solid two panel door	Follow minimum requirements repairs plan.

D2.17	Single leaf two panel timber door	 Follow minimum requirements repairs plan.
D2.18	Single leaf two panel timber door	Follow minimum requirements repairs plan.
D2.19	Single leaf two panel timber door	Follow minimum requirements repairs plan.
D2.20	French doors	 Follow minimum requirements repairs plan.

Figure 62 Door location schedule.

11. Methodologies & Conservation Notes for Specific Works

Existing fabric and finishes are to be conserved and repaired 'like with like' reflecting those materials and finishes contributing to the architectural character of individual components of the former Bathurst Ambulance Station. Repair and conservation techniques and materials are to be compatible with materials immediately adjacent to the affected area.

The following specification notes are intended to highlight repair and conservation of significant components comprising the former Bathurst Ambulance Station. They are preliminary notes, to be confirmed following further investigations and opening-up works prior to the conservation works being undertaken. Conservation works to fabric ranked as exceptional, high or moderate heritage will be confirmed by heritage specialists prior to commencement and undertaken by suitable experienced contractors. These notes do not form part of the tender documentation: they are to be reviewed and amended as necessary prior to incorporation into tender documents.

Painting and preparation of existing surfaces is to be consistent with the recommendations contained in the guideline set out by the NSW Heritage Council Maintenance Series, available online at http://www.environment.nsw.gov.au/Heritage/publications/index.htm.

The following is a list of specific methodologies associated with the conservation works of the building.

11.1 Removal of organic growth

11.1.1 Brushes for use on stonework

Bristle brushes: A variety of bristle brushes may be employed such as toothbrushes, nail brushes and general purpose hardware brushes. Bristles to be of uniform height in close formation.

Phosphor bronze brushes: To be submitted for written approval prior to commencing use on site. To be made of phosphor bronze bristles in close formation. (Under no circumstances are ferrous brushes be used).

11.1.2 Areas of vegetation removal

Only areas specified/agreed with the architect are to be cleaned/removed of organic growth.

11.1.3 Removal of moss, lichen, loose matter, soil, etc: Dry technique

Remove as much loose matter as possible without damaging the stone beneath using wooden scrapers and stiff bristle or non- ferrous phosphor bronze soft wire brushes.

Observe manufacturers safety instructions; rubber gloves and boots, masks and eye goggles should be worn.

11.2 Protection of Surfaces and Items in Areas of Work

Protect property that is to remain on or adjacent to the site from interference or damage. Make good any such damage to match existing.

Where work is being undertaken to heritage fabric or fabric that is adjacent to heritage fabric, care should be taken to prevent damage. Heritage fabric that is at risk of damage as a result of the works should be secured and protected prior to the commencement of works.

- Protection measures are to be installed in a manner that does not damage, stain or otherwise mark any of the existing fabric.
- All protective ply is to be 19mm. All surfaces to be boxed out are to first be protected by a layer of softening, taped in position with non-staining tape that leaves no residues.
- Where appropriate ensure the existing structure is at all times maintained in a waterproof condition during the carrying out of the works. Contractors shall accept the responsibility for any damage resulting from the failure to prevent water entry and reinstate damaged building fabric and contents at no variation to the contract sum.

11.3 Desalination

Where areas require desalination, bring the salts to the surface of the masonry by the use of repeated applications of an approved paper poultice. Remove visible surface salts by brushing prior to the poultice application using a brush with nylon bristles. On completion of the poultice cycle indicated rub back or redress as directed by heritage consultant.

Areas requiring desalination:	Adjacent to rainwater good and downpipes. Base of parapet walls at first floor level and roof level.
Method of desalination:	Cocoon paper poultice or equivalent. Supplied by Westox P/L.
Paper poultice application:	
Generally:	Apply the paper poultice to the affected areas as directed by heritage architect.
Application cycle:	2 applications.
Length of Application:	14 days. Application length to be monitored, length may vary in hot temperatures.
Poulticing material:	Cocoon paper poultice.
Depth of application:	10mm minimum.
Testing:	The depth of the poultice will be tested by the superintendent
Application method:	By trowel. The use of a blast type applicator will not be permitted unless the prior approval of the Heritage Architect has been obtained.
Removal:	Brushing.
Applicators:	The application of the poultice is to be undertaken by applicators that have been specifically trained in the application of the product.
Note:	Other desalination techniques such as water spray or mist are not to be used.

11.4 Temporary Removal and Storage of Heritage Items

All items for which approval is given for removal are to be removed in the following methodical way:

- A photographic record of all sides of the item is to be prepared in high resolution photography.
- All items are to be labelled.
- A Heritage Joiner is to undertake the deconstruction, recording key construction details where necessary for an accurate reinstatement/reuse of the door/heritage item.
- Items are to be stored on site or a location approved by the Heritage Consultant.
- A register of heritage items to be removed as part of the contract works is to be established. The location of each item is to be located on drawings as well as the removal report for each one.

11.5 Scaffolding

- Should scaffolding be required during the works ensure that it is freestanding and that no fixings are made to heritage buildings or structures under any circumstances.
- Ensure scaffolding has restricted access outside normal construction hours to prevent vandalism or theft.
- Provide kickboards at all levels to assist with the prevention of items falling.
- Ensure all health and safety standards for scaffolding are met.

11.6 Demolition/ removal of fabric

All works are to be carried out and systematically with minimal vibration and strictly in accordance with specific methodologies approved by the built heritage specialist. Ensure the extant heritage fabric of the former Bathurst Ambulance Station components are not damaged during the works:

- Carefully remove all identified redundant elements. Where nominated, set aside in safe storage, with provenance, until a future use has been determined.
- Should confusion arise as to whether salvaged material be preserved for reuse on site, the contractor shall stop the work and notify the construction manager to seek further instruction from the built heritage specialist.
- Materials which are not nominated for salvage or recycling at second-hand dealers are to be carted from the site and deposited according to the rules of Council.
- Provide access and allow time for monitoring by the built heritage specialist during the removal of fabric especially where earlier detailing is exposed or is required. Ensure appropriate notification is provided to allow for inspection.

11.7 New fabric

In general, new finishes to heritage fabric should match either the existing finish or the original finish, should evidence of the original be available. Where surfaces have been painted which were not originally intended to be so, efforts should be made to remove paint, using an appropriate method, and restore the surface to its original appearance. It is not generally acceptable to paint surfaces which are not currently painted, or which were not originally painted.

- New materials for making good heritage fabric are to match the original materials in terms of colours, finishes, sizes, profile and materials.
- All new fixing methods are to be reversible to allow for later removal, repair or refixing without risk of damage to the surrounding fabric.
- When fixing a new item to significant fabric choose a location and method that will be easily repaired, or disguised, should the item be removed at a later date. Use the same fixing methods as the original and use earlier fixing points where possible.
- Where new fixings are required, select fixing points in locations that ensure there will be no damage to significant fabric.

11.8 Patching and infill

- Replacement of loose, deteriorated or damaged material, or inappropriate previous repairs, to be under the guidance of the built heritage specialist.
- Make good areas following the removal of paint finishes or redundant items using colour matched lime mortars under the guidance of the built heritage specialist.

- Patch repair where necessary and make good to match the existing adjacent material. Where possible, use salvaged material. Finish accordingly under the guidance of the built heritage specialist.
- Repair surface cracking where necessary and make good to match existing adjacent material. Finish accordingly under the guidance of the built heritage specialist.
- Ensure new work is easily, but subtly, identifiable as such. The built heritage specialist should be consulted to assist in developing suitable solutions.

11.9 Rising and falling damp

Investigate the source of rising and/or falling damp and resolve the source of water ingress prior to the application of new finish coatings.

- Inspect the roof, rainwater goods, flashing, ground levels and damp-proof course (DPC) to determine the source of water ingress. Specialist advice is to be sought to ensure an accurate diagnosis.
- Following diagnosis, appropriate measures should be taken to eliminate the cause of the water ingress and damp.
- Ensure site drainage is adequate and that water does not pond against the base of walls. Regrading and resurfacing may be necessary.
- Ensure downpipes properly discharge into gully traps or rainwater heads, and that stormwater is carried away from the building.
- Remediate or insert DPC's using chemical injection, or undersetting.
- Fix leaks, repair or replace roof elements.
- Clear gutters, downpipes and gulley traps.
- Rising damp is not to be treated using hard cement renders or damp-proof mortar additives.

Following rectification, monitor the walls and ceilings to ensure that the problems have been resolved and that the walls are dry before applying final finishes. Continue monitoring the building for any signs or recurring, or new, problems.

11.10 Paints and finish coats

Application of finish coats are to be in accordance with manufacturer's specifications and following appropriate surface preparation.

- Undertake a paint analysis to determine the original paint colours and consider these colours in the future. When repainting, the integrity of earlier paint layers must remain intact insofar as is practicable.
- Application of finish coats is to occur following rectification of identified rising and falling damp problems.
- Do not paint or render previously unpainted or un-rendered masonry. Do not paint surfaces intended to be unpainted.
- Do not remove any paint on the un-rendered sections of the walls prior to determining the removal method. Removal may require specialist removal techniques and products such as 'Soy Gel', 'Peel Away' or equal approved. Wall surfaces and pointing to be made good following paint removal.
- Be aware of the safety and environmental issues and council requirements during the paint removal process.
- All paint colours to be to the approval of the built heritage specialist. To ensure continuity of colours, paint entire elements or surfaces. Do not 'touch up' small areas.
- During the painting process isolate all surfaces not being painted.
- Oil based finishes are to be used on all timber.

- Refer to the Australian Standard AS 2311-1992 The Painting of Buildings for guidance as to the primers and topcoats to use on all surfaces.

Note prior to 1970 paints containing high levels of lead were commonly used throughout Australia: Precautions may be necessary in preparing surfaces for painting. In particular, take care to minimise the generation of dust or fumes when removing old paint finishes.

11.11 Brickwork

11.11.1 Brickwork repairs generally

- Face bricks reclaimed from demolitions and cutting away on the site will be approved for re-use only if they are free from fungus, have no deep or extensive cracks, or damaged corners or arrases, and are free from old mortar.
- Ensure mortar used for the repair is the same strength or weaker than the existing. Take samples of mortar for analysis by others, record positions of each sample.
- Ensure inner and outer skins of brickwork are properly bonded together; carry out remedial work as necessary using a suitable method of non-ferrous ties. Agree method with Architect prior to commencing work.
- Keep courses level and perpends vertical and in line with existing courses; plumb all wall faces, angles and features. Adjust joint thicknesses to match the existing. Repairs carefully to achieve satisfactory junctions with existing brickwork / elements.
- Brick repairs are to match the existing bond. Additional ties / reinforcement to be inserted to ensure patched brickwork is securely integrated. Backing brickwork to faced walls is to be in the same bond as the facework.
- Lay single frogged bricks frog uppermost and double frogged bricks with the deeper frog uppermost'.

11.11.2 Brickwork - Stitching

- Carefully cut out bricks as agreed with the heritage architect, mason and engineer.
- Remove all mortar from all faces of the hole. Do not damage the arrisses of the retained brickwork
- Install reinforcement / ties in accordance with manufacturer's specification – repair face brickwork to match existing.
- Point to match in with the wall.

11.11.3 Repair of Gauged Brick Arches

Repair of gauged brick arches is to be carried out by a qualified craftsman bricklayer experienced in repair/renovation of historic gauged brickwork.

- install temporary centring as necessary to support existing and new voussoirs
- carefully cut out damaged voussoirs
- bed new voussoirs with lime putty between them, and bedding mortar behind
- repoint in the appropriate mortar mix.

11.11.4 Repair of Dropped Voussoirs

Where one or two voussoirs have dropped but are still sound

- clean off the remaining mortar using a purpose made or hacksaw blade - ease the bricks back into position
- wedge with a sliver of lead or slate
- repoint to match composition, colour, strike, and texture of adjacent pointing.

11.11.5 Re-pointing

- clean out joints to a minimum of 25 mm using hand, not power tools
- Do not use angle grinders for cutting back joints
- tamp or hand grout empty joints with mortar to a depth of 25 mm from the face of the masonry
- clean the prepared face using a bristle brush flush the joint out thoroughly with clean water, taking care to avoid saturation
- remove all dust and loose material working from the top to the bottom of the wall
- Lightly wet the joints and point neatly in the appropriate mortar mix.

11.12 Mortars and Renders

Re-render only where existing render is unsound or is missing. As part of the current works, inspect the structure with the built heritage specialist (or identify areas that require re-rendering on elevations/sections and get approval from the built heritage specialist) and re-render as necessary following removal of any unsound or inappropriate renders.

- The contractor shall provide render samples for patching based on examples taken from the walls for colour and texture matching. The contractor shall blend the render on site to ensure that a good match is achieved.
- Where unsound or inappropriate mortar requires removal, the existing joints shall be raked out with hand tools only. No angle grinders or power tools shall be permitted. Care shall be taken not to damage the arises of the masonry during the process.
- Joints shall be raked out to a minimum depth of 20mm from the finished face. Following raking out, the joints shall be blown free of dust with compressed air. Appropriate respiratory personal protection equipment shall be worn when carrying out the works.
- No joints shall be widened to permit insertion of mortar.
- The joints and wall surfaces shall be dampened with clean water immediately prior to re-pointing and re-rendering.
- No closed-cell polyethylene backing rod, or backing rod of any other material, shall be inserted into joints prior to re-pointing. Excessively hollow joints shall be pointed in full by repeated stages of pointing until filled.
- The re-pointing mortar shall be placed cleanly, and under compression, into the joint without smearing the masonry either side of the joint. No voids shall be left in the joint behind the re-pointing mortar. Masking tape may be placed either side of the joint prior to re-pointing to prevent mortar spillage. Masking tape must be removed before the re-pointing mortar has achieved an initial surface cure.
- All mortars and renders are to be sand slaked quick lime mortars/ renders.
- Hydrated lime mixed to slurry is NOT slaked lime. However, hydrated lime to AS1672.1-1997 from an approved source, run with clean fresh water to thick slurry and allowed to stand in an airtight container for a minimum of 24 hours prior to inclusion in mortars and renders. Hydrated lime may be used as a substitute for slaked lime. Hydrated lime must have passed the relevant tests for physical properties of AS 1672.

- All repointing to be carried out in accordance with the Technical Note: Repointing mortar joints supplied by the Heritage Council of NSW and revised in July 2011.

11.12.1 Lime mortar repairs

Prepare samples of mortar to match the various conditions of weathering and various stone core colours on a piece of stone or tile to be judged on its wet and dry appearance. If using proprietary mix, please follow manufacturer's instructions.

- Cut out the decayed areas (or previous poor mortar repairs) undercutting the edges to provide key
- Wash out the cavity.
- Saturate the cavity with lime rich water from the top of the coarse stuff curing bin to prevent dewatering of the repair mortar
- Pre-wet the stone using industrial methylated spirits to enhance capillary attraction
- Place the repair mortar compacting in layers not exceeding 10mm in thickness in any one application and having no feather edges
- Allow each layer to dry out before rewetting and placing the next
- For cavities exceeding 12mm in depth and extending over 50mm square surface area, drill holes to take non- ferrous or stainless-steel reinforcement and set in epoxy mortar; allowing cover for reinforcement
- Finish repair to the required profile using a wood or felt-covered float, or with a damp sponge or coarse cloth
- Follow joints or surface finishing in the original work, forming joints for later pointing if appropriate
- Protect repairs against frost, rain and direct sunlight for 1 month after completion and keep it moist with dampened hessian for a fortnight to ensure slow drying

11.13 Cleaning

Prior to any cleaning of masonry, a methodology is to be submitted for approval to the built heritage specialist.

- Generally, rendered masonry shall be cleaned using clean fresh water and a stiff bristle nylon brush. Bronze brushes may be used to remove stubborn soiling or staining following written approval from the heritage consultants prior to undertaking the work:
  - No steel brushes are to be used
  - No chemicals are to be used
  - The use of high-pressure washers is prohibited
  - Steam cleaning is permitted
  - Be aware of the safety and environmental issues and Council requirements during the cleaning process.

11.14 Carpentry and joinery

Generally

- All material used for repair or new joinery is to be the best of its kind and to be kept true; free from twist or other distortion.
- All original timber fabric is to be retained and patch repaired as necessary, or as specified. Where a missing section of an element is required to be reproduced, the new element is to match the size, species and profile of the existing.

- It is preferable to use a single timber species for repair work that is equivalent to the density and strength of the original or early timber. It is imperative that original and early timber species are confirmed prior to sourcing new timbers.
- Guidelines for joint repairs:
  - Where replacement of a portion of a single timber member is required, carry out repairs using spliced or scarfed joints;
  - It is preferable that spliced or scarfed joints have diagonal ends selected in a way to preserve as much fabric as possible; and
  - Use a marine grade epoxy adhesive when gluing spliced or scarfed joints.
- Respect the original work and follow the original joiner's methods.
- Consult the built heritage specialist on ways to allow the new work to be suitably identifiable as such.
- Adopt the method of retaining as much original fabric as possible by only removing the minimum amount of decayed or damaged timber.
- Use salvaged timbers where possible.
- Retain and respect the patina of the timber/ joinery as evidence of its age and life. Retain evidence of wear and tear; do not attempt to make the element look new.

11.15 Roofing and Roof Drainage

An experienced roofing specialist to carry out an inspection of the existing terra cotta roof. The assessment should include the heritage significance of the roof and its parts, the condition of all elements, and design deficiencies that may cause the roof to fail even if it is in good condition.

- Roofs should not be renewed or remedied beyond what is essential for safety and water tightness.
- Ensure all flashings and cappings are fully functional. Where necessary replace with new lead flashings and counter-flashings to match existing.
- Install new rainwater channels, rainwater spreaders and downpipes where necessary in an appropriate non-corrosive material. New rainwater goods to match the original in size, material, profile, fixing and finish. Gutters, rainwater heads and downpipes should be of the same material. PVC rainwater goods are not to be used.
- If required, increase the number of downpipes and associated rainwater heads in consultation with the built heritage specialist. Determine positioning of all downpipes in consultation with the built heritage specialist. Downpipes are to be located to minimise visual disruption of the façade. Internal downpipes should not be used.
- All rainwater heads are to have an overflow spout that directs water away from the walls below. They should also have wire mesh covers to discourage bird nesting.
- Ensure all rainwater gutters/channels, downpipes and gully traps are cleaned of debris and are fully functional. Ensure rainwater gutters/channels fall towards downpipes.
- Ensure downpipes properly discharge into gully traps or rainwater heads.

If any part of the existing roofing is retained, replacement flashings and other new parts are to match existing materials. Avoid using incompatible metals that would cause galvanic reactions. Discuss new materials with Heritage Architect.

11.16 Metal work

Generally

- To minimise corrosion, ensure compatibility of all metals. This is particularly relevant when introducing new metals. Zinc (or galvanised steel) and copper should not be used in conjunction with

each other. Lead flashing should not be used in association with steel sheeting coated with a zinc-aluminium alloy. Lead flashing can be used in association with galvanised steel.

- Ensure materials used for gutters and downpipes are compatible with roofing materials and their fixings. Gutters, rainwater heads and downpipes should be of the same material.
- All fixings to be inspected for rusting. Replace fixings with non-ferrous fixings and repair damage cause by spalling of the surrounding masonry. Fixings are to only be installed in the mortar joints or located as agreed with heritage specialist on site.

Painting of metals:

- Ungalvanized iron or steel is to be cleaned using wire brushing, grit blasting, acid pickling or solvents. Bare metals are to be primed immediately after cleaning. Any rusts that remain after wire brushing are to be cleaned chemically pre-treated prior to painting.
- Following surface preparation and priming, suitable intermediate and topcoats are:
  - alkyd gloss enamel
  - exterior quality acrylic latex
  - alkyd micaceous iron oxide paint
- Two finishing coats are essential over primed steel.

11.17 Plaster

Fibrous plaster sheet ceilings:

- Retain existing ceilings in situ; refix where sagging is due to failure of fixings.
- Set joints where they have opened-up.
- Cut out damaged ceilings where necessary to retain original cornice and install new ceiling, make good to match the original ceiling. Fill holes, prepare surface and re-paint as scheduled.

11.18 Services

Where required, new services and cables are to be surface mounted and installed without chasing into original walls. Insofar as practicable, fixings should be made into mortar joints. Locations of new services are to be in consultation with, and to the approval of, the built heritage specialist.

- Deal with existing services (such as drains, watercourses, public utility and other services) encountered, obstructed, or damaged in the course of undertaking repairs or maintenance, as follows:
  - If the service is to be continued: Repair, divert, relocate as required; or
  - If the service is to be abandoned: Cut and seal or disconnect and make safe.
- Surface mounted conduits and services are to be rationalised, and relocated, in consultation with built heritage specialist. Services and conduits attached to significant decorative finishes are to be installed in consultation with the built heritage specialist to minimise further damage to significant heritage fabric.

11.19 Ongoing Maintenance

Ongoing maintenance is a key part of maintaining the heritage significance of the former Bathurst District Ambulance Station. The schedule below identifies the significant maintenance actions for the building, with recommended maintenance actions and timeframes. These should be integrated with existing maintenance regimes.

Where there is an inconsistency between this document and existing maintenance practices with respect to fabric of considerable or exceptional significance, the policies in this document should prevail.

Where this document does not address a specific maintenance issue, additional heritage advice should be sought prior to maintenance works being undertaken.

Table 13 Maintenance Schedule

Activity	Frequency		
	Annually	**5 years**	**10+ years**
General			
Overall Building	Check roof, walls and floor structure for stability and good condition. Maintain.		Repaint building externally as required and internally. Check items for possible replacement.
Inspect for pests and termites	X		
External			
Brick elements – Check mortar, joints and repoint as necessary		X	
Timber windows and doors – Check timber sills for cracking. Reseal and repaint as required.	X		
Timber windows and doors – Check for operability and repair as required. Sand back and repaint timberwork.		X	
Timberwork – Inspect condition of timberwork and fixings	X		
Stormwater: Gutters, rainwater heads and downpipes – Clear gutters, rainwater heads and downpipes. Check stormwater is expelling adequately.	X	Replace sections as required.	
Roof – Inspect roof drainage to ensure operational	X		
Roof – Inspect roof condition and repair as necessary		X	
Flashing – Check condition and repair/treat/fix as required.	X		Replace flashings as required.
Cappings – Check that	Repair as required.		Replace cappings

Activity	Frequency		
	Annually	5 years	10+ years
cappings are waterproofed.			as required.
Roof Terraces – Check that stormwater is expelling adequately.	X		
Inspect sub-floor ventilation and condition of sub-floor timbers and footings	X		
Internal			
Inspect building for rising and falling damp and mould	X	Repaint surfaces previously painted.	
Ceilings – Check for water staining or deterioration and repair as required.	X	Repaint surfaces previously painted.	
Timber Floor Structure – Check condition and repair/treat/fix as required.	X		
Joinery - Wipe down surfaces.	X	Refinish joinery to match existing finish. Do not paint surfaces not previously painted.	
Stairs – Clean, check for structural stability and repair as required.	X		
Services			
Electrical – Inspect and repair faulty electrical issues promptly.	X		
Plumbing – Inspect and repair faulty pluming promptly.	X		

12. Bibliography

12.1 Archival Sources

Mitchell Library Maps

12.2 Heritage Listings

State Heritage Inventory

12.3 Journal Articles

Little K; The New South Wales Railway Ambulance Corps, 1885–1935; in The Journal of the St John Ambulance Historical Society of Australia; Volume 10, 2010–2011

12.4 Newspapers

The dates of the various articles are given in the footnotes.

Bathurst Advocate
Bathurst Free Press and Mining Journal
Bathurst Times
Daily Advertiser
Daily Telegraph
Evening News
Lithgow Mercury
Morning Bulletin, Rockhampton
National Advocate
Newcastle Morning Herald
Sydney Gazette
Sydney Mail
Sydney Morning Herald
Western Advocate

12.5 Publications

Deeth, Clement, *The Ambulance Service of Sydney, 1894-1976,* Sydney 1979
Kerr, J. S. *The Conservation Plan* (Seventh Edition) (Australia ICOMOS) 2013.
NSW Heritage Manual

Unpublished Reports
Bathurst City Council Heritage Study

Websites (including Family History)
heritagebathurst.com/history-matters/indigenous-history/
NSW Ambulance Service Website - History - www.ambulance.nsw.gov.au