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Photo 1: View from the north-east

RAILWAY GATEHOUSE /GATEKEEPER'S COTTAGE No 4
112 Green Parade, Valley Heights, NSW, 2777

HERITAGE IMPACT STATEMENT

Revised, August 2011

**PROPERTY
INFORMATION**

Lot 102, DP 631760, Parish of Megalong, County Cook,
112 Green Parade, Valley Heights, NSW, 2777.

Site area: 3354.05m²

Gatekeepers Cottage area: approximately 66 m² gross

SHR listing: 00220

Note that the property has been reduced in size since original listing (1999) following subdivision, the adjacent property now being known as No. 110. This adjacent property has been modified with changed levels, stone retaining walls and the like – as shown in Figure 2 below. It is for sale.

LEP Heritage Special Use

- Heritage Conservation
 - Heritage Item of State Significance
 - Heritage Item
 - Heritage Conservation Area
- Special Use (LEP 2005)
 - Cemetery
 - Defence
 - Depot
 - Educational Establishment
 - Emergency Services
 - Hospital or Health Centre
 - Parking Facility
 - Public Building or Facility
 - Waste Management Facility
- General
 - Area Subject To LEP 1991
 - Area Subject To LEP 4
 - LGA Boundary

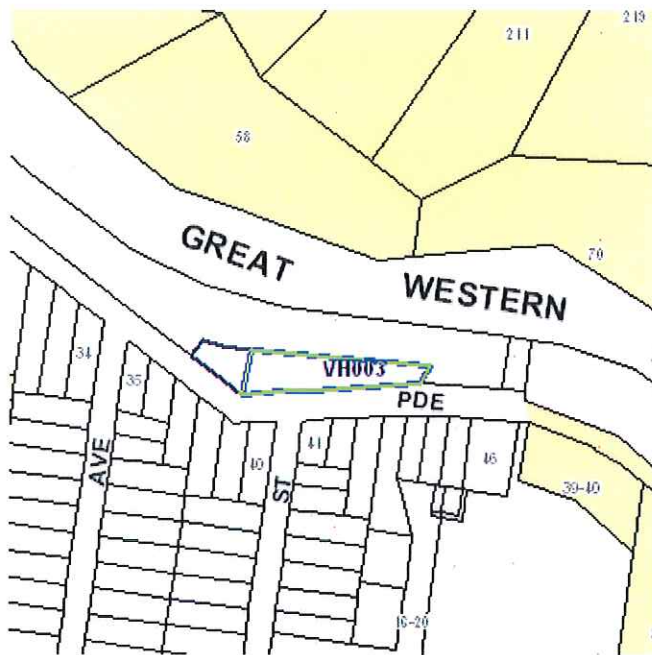


Figure1: Location plan (source BMCC on-line mapping) showing Blue Mountain City Council's heritage designation.



Photo 2: View west from the subject property across adjacent (vacant) lot

<p>HERITAGE LISTING Blue Mountains City Council</p>	<p>This property features within Council's <i>LEP 2005 Schedule Six</i> heritage listing as one of the remaining four Gatekeeper's Cottages across the Blue Mountains. The others are at Lapstone, Springwood, Medlow Bath and Mount Victoria, with only those at Medlow Bath and Mt Victoria in easy public view.</p> <p>The <i>Blue Mountains Heritage Inventory</i> (SHI No: 1170181) citation for 'Gatekeeper's Cottage No 4' reads:</p> <p>Heritage Significance: <i>One of only four surviving gatekeeper's cottages on its original site out of the twelve on the mountains, this has high local significance.</i></p> <p>Aesthetic significance: <i>With the construction of the railway line across the Blue Mountains a series of twelve gatehouses were built to a pattern in the Victorian rustic gothic style. The gatehouses varied only in orientation and minor details, which were generally determined by their location and relationship to the railway line. The design of the gatehouses is a simple cottage form with gothic details including the steeply sloping gable roofs with decorative fretwork bargeboards, narrow windows and stone walls, making the gatehouses a picturesque form in the landscape.</i></p> <p><i>Gatehouse No 4 at Valley Heights is a surviving example of the group which, although it has lost some of its original detailing such as the barge boards and original chimney, is still an important part of the group and a good example of a Victorian Rustic Gothic cottage in a garden setting."</i></p> <p>Integrity /Intactness: <i>High</i></p> <p>Historical Notes or Provenance: <i>Because the railway shared a narrow ridge with existing road systems from the 1860's onwards, there was need of numerous level crossings. Twelve of these were guarded by gates controlled from a gatekeeper's cottage. Six of the original stone cottages of 1867 survive, but only four of them are habitable and on their original sites. One, No 5, was just east of the railway station and was demolished after 1902. The other, no 4, survives on its original site although it's stone privy has been demolished. It remained in railways ownership until 1950, then fell into disrepair, but was reroofed in 1984 and is now a residence again.</i></p> <p>Statement of significance: <i>One of only four surviving inhabited gatekeepers cottages on its original site of the original twelve on the mountains, this has high local significance.</i></p>
<p>PHOTOGRAPHIC</p>	<p>When the western railway was built in 1867-68 it required twelve major</p>

EVIDENCE: Blue Mountains Railway Gatehouses generally

crossings of the road across the railway line. This necessitated the construction of eleven standard gatehouse cottages to house the gatekeeper employed to open and close the level crossing gates when the train approaches. A standard design was used, identical/similar to the drawings still extant within NSW State Archives reproduced below (Photo 7).

The Pointsman cottage at the Zig Zag (near Lithgow) plus some similar buildings were built along the Southern (Highlands) Line. In each case, the front door faced the level crossing, with the narrow window opposite strategically located to view on-coming trains. A privy (toilet) and laundry was located externally within reach of the back door.

The two 'Valley Heights' photographs below (Photo's 3 and 4) are not of the subject building. There were two railway crossings at Valley Heights and those images conform better to a site near the (rebuilt) railway station (making it 'No. 5'). We arrive at this conclusion from studying the topography of these photos and the location of the front door/verandah - which obviously faced the point of crossing for easy access. The standard plans were obviously mirror reversed for different locations.

Nevertheless, the photographs illustrate the standard design for all the western railway residences of the time that. We suggest this permits accurate reconstruction where required for the subject building ('No. 4') at Valley Heights. Hence we include below both old and contemporary photographs of such buildings. Most usefully, they give certainty of relevant details where they are to be reconstructed for No. 4.

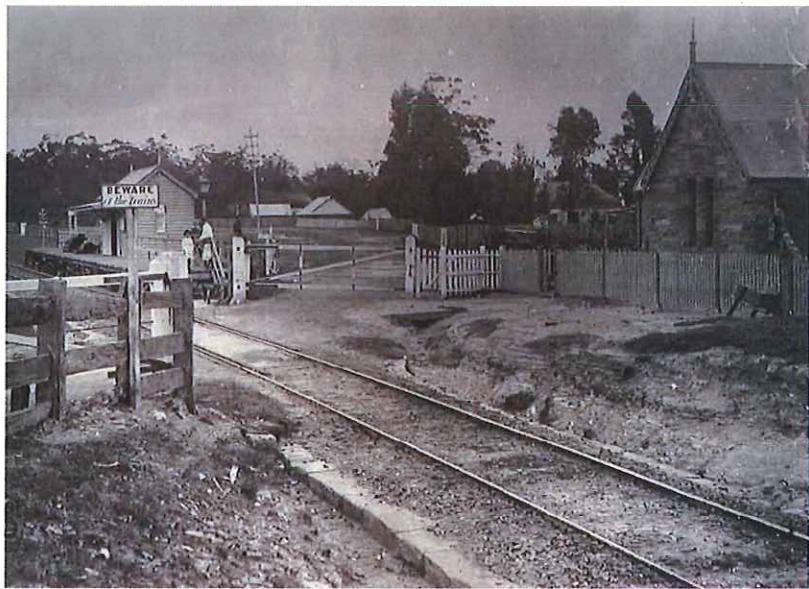


Photo 3: Valley Heights Railway Station – level crossing and gatehouse, 1878.

Digital ID:	17420_a014_a014000733.jpg	Date:	c. 31/12/1878
Format:	Black and white photograph	Size:	26x19 cm
Source:	Item held at State Records NSW		

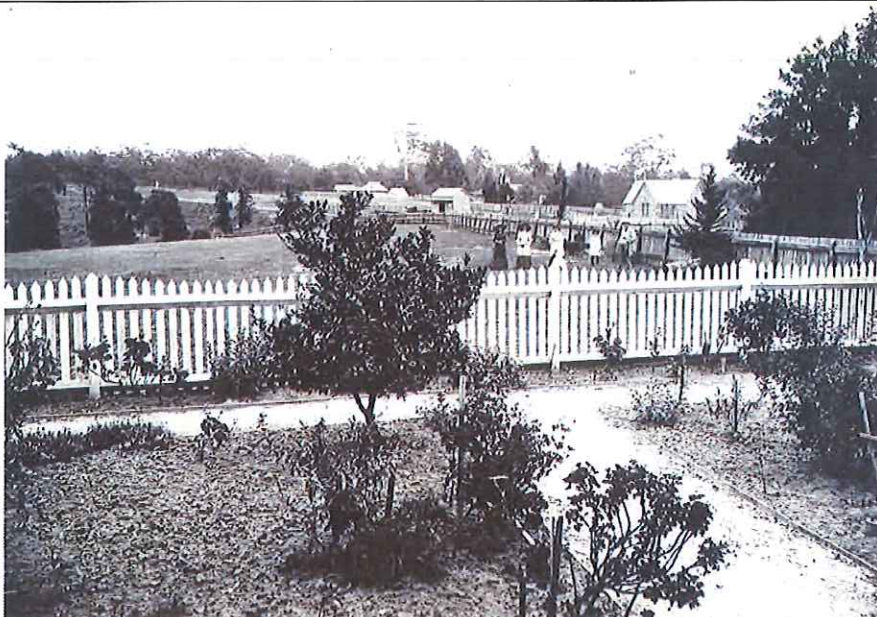


Photo 4: Valley Heights Railway Station - gatehouse

Digital ID: 17420_a014_a014000734.jpg Date: c. 31/12/1878

Format: Black and white photograph Size: 26x19 cm

Source: Item held at State Records NSW



Photo 5: Katoomba Railway Station

Digital ID: 17420_a014_a014000740.jpg Date: by 31/12/1889

Format: Black and white photograph Size: 20x14 cm

Original number: 980/INID Series No: [17420](#)

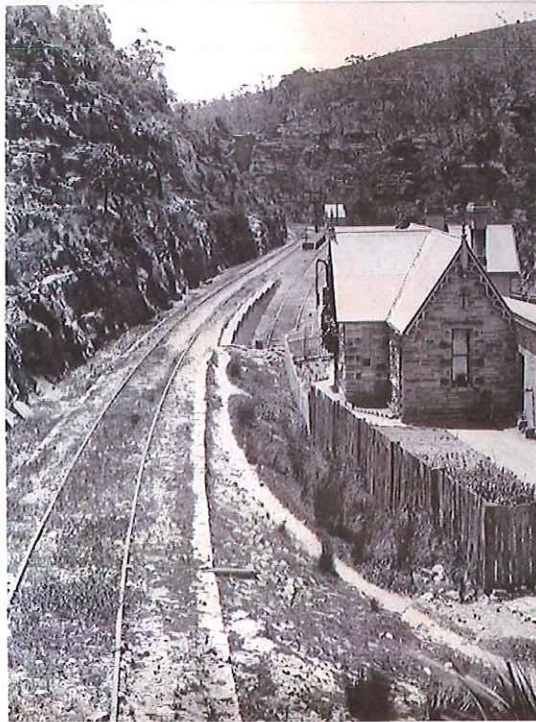


Photo 6: Lithgow Zig Zag - Bottom Point showing platform and pointsman residence

Digital ID: 17420_a014_a014000752.jpg Date: c. 31/12/1886
 Format: Black and white photograph Size: 16x21 cm
 Original number: 988/70NID SeriesNo: [17420](#)

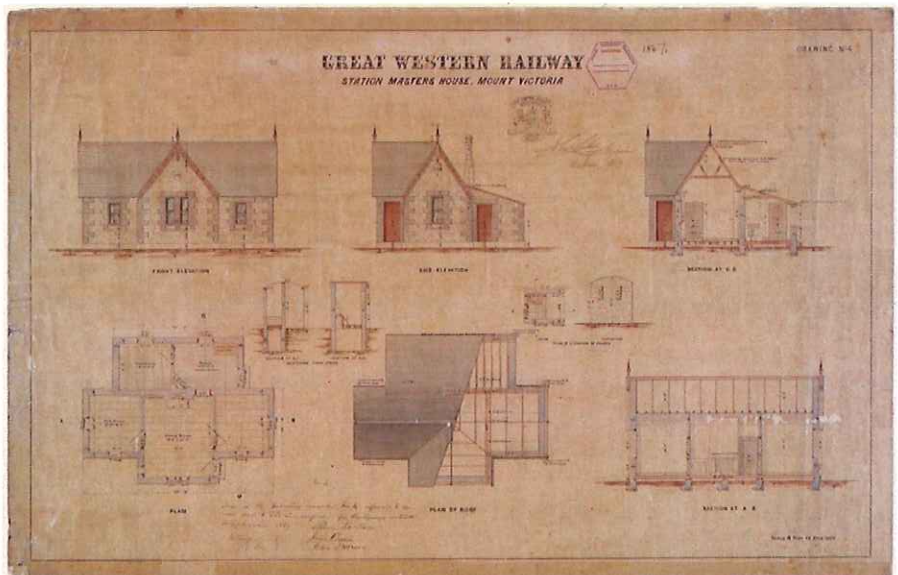


Photo 7: 1867 drawing of Station Masters House Mt Victoria – seemingly identical to the subject property. Source: State Archives, Roll 301 (Roll 164 – Plan 103)



Photo 8: North east view, Station Street, Medlow Bath



Photo 9: South east view, Medlow Bath



Photo 10: Part north elevation,



Photo 11: Original stone ablutions block still extant at Medlow Bath



Photo 12: Cooking stove



Photo 13: West elevation showing addition of ablutions



Photo 14 & 15: Mt Victoria, with close-up detail of the barge (Great Western Highway)



Photo 16 & 17: The Springwood cottage, largely hidden behind a child care centre (7 Macquarie Road)

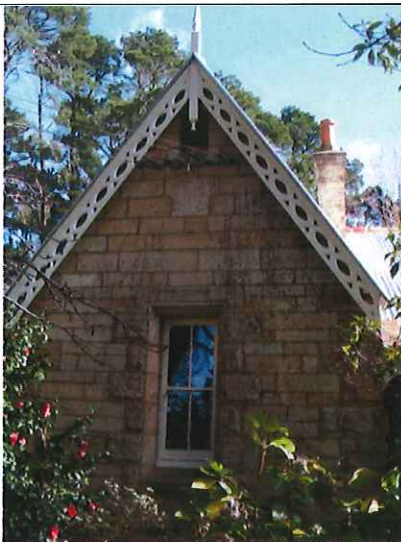
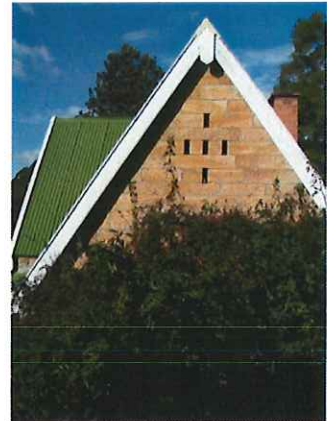


Photo 18: Reconstructed gable of house rebuilt in Lawson (4 Fredericka Street)



Photo 19: Verandah/porch at house rebuilt in Lawson

**PHOTOGRAPHIC
EVIDENCE: Railway
Gatehouse No 4**

Most of the railway gatehouses were eliminated during the duplication of the railway track during 1902. For the subject property (Number 4), this was occasioned by the construction of an overbridge to the west – with the brick abutments still extant (see Photo 26). We are told this in turn was replaced in 1913 with an underbridge some 200 metres to the east which still exists – although re-constructed to more substantial standard in recent years. We can safely assume that the railway track opposite the Cottage was of necessity lifted by 1913 when the underpass was constructed, with most of the original track removed.

We can also safely assume that the extant railway track on-grade just north of the property fence was part of the original railway line. This was the track originally serviced by gated level crossing nearby and north-west from the Cottage, before construction of the overbridge in 1902 which doubtless eliminated all past evidence. Whilst these gradients have extensively changed over the years, an assessment of the abutments suggests a steep vehicular grade was required to negotiate the overbridge, presumably why it was fairly quickly replaced (1913).

Railway Gatehouse No. 4 at Valley Heights – more commonly now known as 'Gatekeeper's Cottage' – was retained by the railways until 1950. An un-sympathetic asbestos-cement skillion-roofed addition was built (1950's?) that included chiseling flat the sandstone quoins at the point of attachment that still remains. The building fell into disrepair and by the 1970's was derelict – as attested by the photographs below from the Local Studies Collection (Springwood Library). No identification of date or photographer exists. We can assume they are late 1970's or early 1980's.

The BMCC heritage listing informs us that the privy was extant until 1984 until the stone was gradually removed. The house was re-roofed (un-sympathetic colorbond and cruder details) in 1984, following a request of the Heritage Council. Little remains of the original fabric other than for the sandstone. Original joinery, floors and ceilings have all been removed in the 1980's and more recently, by termites. Consequently, significant reconstruction is still required.



Photo 20: View c.1980 from the north west. Note the roofing, electrical meter and lower porch level (ie. intermediate threshold step since relocated).



Photo 21: View from the north east, showing the rear fibro additions of the 1950's – since demolished.



Photo 22: View from the east, showing that the sandstone ablutions block still stood at that time – since demolished. Note the roof open to the elements and leaning chimney of which the lower portion appears to be original and intact (octagonal stone) before later changes. The entire chimney was replaced in the 1980's.

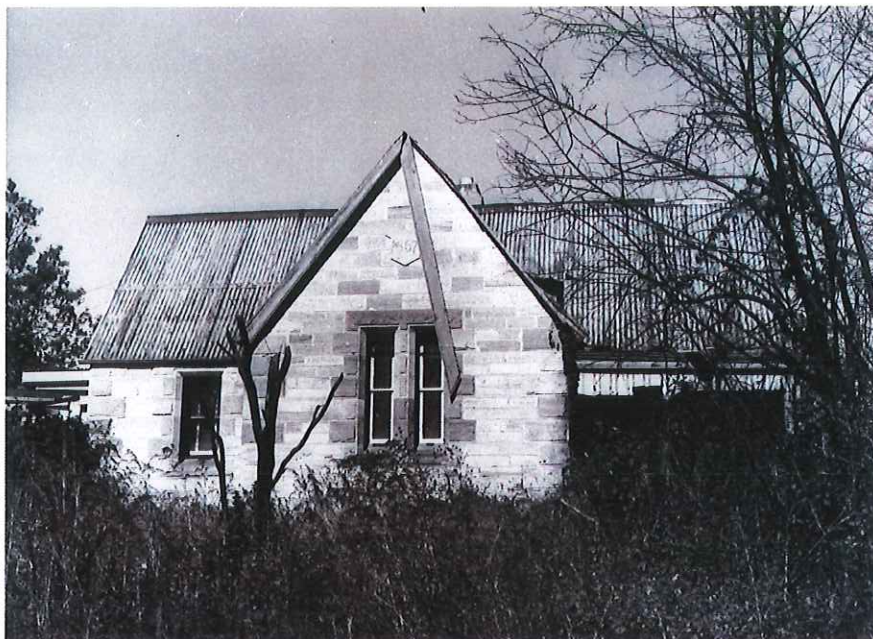


Photo 23: Northern façade with collapsing barge board, tattered verandah sun awning and over-grown garden.



Photo 24: Similar northern view from further away also shows a collapsing pergola.



Photo 25: View from the north west with garden completely overgrown and absence of trees. The current trees, garden and stone walls have all been established since the mid 1980's.



Photo 26: View further back from the north west that shows the brick abutments used for vehicular bridge between 1902 and 1913.

<p>STATEMENT of HERITAGE IMPACT</p>	<p>The following analysis follows the model provisions for Statements of Heritage Impact from the <i>NSW Heritage Manual</i>. Authorship is by Nigel Bell of <i>ECOdesign Architects</i>.</p> <p><i>The following aspects of the proposal respect or enhance the heritage significance of the item ... for the following reasons.</i></p> <p>The heritage item is to be re-roofed and restored (externally) to match its heritage significance, including galvanised corrugated roofing, decorated bargeboards, finials, ogee guttering with round downpipes, galvanised water tanks and garden. Sound-reducing materials will be added above the ceiling to dampen noise from passing trains. Initial works to enable habitation (Stage 1A) includes new floors, services (including heating), bathroom and kitchenette. This requires re-roofing of rear skillion (galvanised iron) to permit insertion of operable skylights to enhance natural light and ventilation.</p> <p>Stage 1B involves fuller reconstruction externally to include complete re-roofing (galvanised iron), decorative barge boards, finials, rainwater systems, tuck-pointing the stonework, and possibly reconstructing the stone chimney. The extent and timing of this stage is very dependent upon available finances and/or heritage grant.</p> <p>Stage 2 is for the proposed additions (Blue Mountains City Council DA plus Heritage Council approved) that are respectful of the heritage item through scale, height, massing, proportions, colour and details, to retain the visual dominance and distinctiveness of the original. Hence the new design and construction is clearly new, not a pastiche of the old.</p> <p>The modern design arises from a detailed site analysis and the need to align both with the 'frontage' to the railway line plus the later and current realities of the property boundary to Green Parade. Hence the 'twisted' sculptural form that also assists with deflecting noise and visually minimising apparent building bulk. The new roof is of minimum pitch ('flat') so as not to present another surface receiving train noise, but more particularly in not trying to replicate the 55/60° pitch of the sandstone cottage. Hence there is no false historicism. Old is old and new is (compatibly) new.</p> <p><i>The following aspects of the proposal could detrimentally impact on the significance. The reasons are explained as well as the measures to be taken to minimise impacts.</i></p> <p>Height: The new is no taller than the old and is set down as much as feasible (internal steps) to meet ground level externally.</p> <p>Scale: The new building whilst being two-storey and 'blocky' is twisted in form with setbacks where possible to minimise bulk from all public viewing angles – railway (through winter and deciduous trees) or Green Parade.</p> <p>Massing: Ditto.</p> <p>Proportions: The narrow vertical window proportions of the Cottage are visually replicated in the new two-storey section through operable vertical timber louvers. Hence the more standard modern windows (horizontal proportions) are effectively disguised, plus the louvers can be used for sun</p>
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control, to deflect noise and minimise noise when closed at night. They have multiple benefits.

The connecting single-storey living section will have glazed window-wall/doors of horizontal proportion deliberately as a neutral contrast from the north (railway). To the south (Green Parade) it will be clad in horizontal galvanised iron, plus have a galvanised water tank inserted. The roof upturn is to permit natural light and ventilation where its most needed (sustainably) plus hide solar hot water system and future PV (solar) system facing the northern sun.

Colour: Galvanised corrugate iron (greyed-off) is partially used as cladding to the new, as well as replacement roofing for the old. Fibre-cement sheeting nearest the railway (power lines) will be painted rusty red-brown. A rendered surface in sandstone colour will otherwise be used – deliberately following the colour lead of the Cottage but differentiating by the contrasting lack of stone texture. Aluminium window and door framing will be used generally for the new for maintenance reasons, but in matching deep (Brunswick) Green.

Details: The base-course for the new will be the sandstone blockwork from the demolished ablutions building. This helps to visually and metaphorically connect the old with new. The new work details generally are simple and refined, again to differentiate old and new. We have checked onsite and adjacent (No 110) for sandstone recognisably from this house. Apart from one piece likely to have been from the original stone chimney, there is nothing special about the blocks.

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

Replicating built form: Mimicking the steep roof angle was discarded as visually confusing old and new, plus desire for a contemporary feel for the contemporary work.

Building to the north-east: A standard interpretation of Council's building setback controls would have put the additions 8 metres from Green Parade and north-east of the Cottage. This was rejected as being highly detrimental to the heritage significance of the Cottage because from the train it would be virtually hidden by the new building. It would put the additions too close to the tracks, invoking additional noise and vibration issues and reducing liveability. Finally, it would have divided off the narrow garden and lessened the desirable solar gain booth to patio and house

The table below responds to the Heritage Council criteria.

TABLE 1

<i>Minor partial demolition</i>	<i>Is the demolition essential for the heritage item to function?</i>
	Yes. Demolition of the 1980's connecting wing and sandstone ablutions block is essential to create a larger functional home that still respects the heritage fabric of the original Cottage. The 1980's wing has no heritage significance. The stone will be reused.
	<i>Are important features of the item affected by the demolition?</i>

	<p>No.</p> <p><i>Is the resolution to partially demolish sympathetic to the heritage significance of the item?</i></p> <p>Yes.</p> <p><i>If the partial demolition is a result of the condition of the fabric, is it certain that the fabric cannot be repaired?</i></p> <p>The demolition is of non-significant 1980's fabric, with the sandstone subtly reused to provide some historical continuity.</p>	
	<p>Change of use</p> <p>No change is proposed as it is and will remain a dwelling. However, Blue Mountains City Council has now approved the use of the original cottage as a 'Bed & Breakfast' as 'Stage 3', following completion of the proposed additions including all other works and requirements. It may be used effectively as part of the enlarged house or on it's own, contrasting spatial provisions of 1867 with today.</p>	
	<p>Major additions</p> <p><i>How is the impact of the addition on the heritage significance of the item to be minimised?</i></p> <p>By minimising its location, form, colour and detail. It's all to the side and rear of the Cottage, maintaining its visual presence from the railway line (the main facade) and street behind. The garage is located well away.</p> <p><i>Can the addition be located within an existing structure? If not, why not?</i></p> <p>No, the existing Cottage is too small for contemporary family living.</p> <p><i>Will the additions dominate the heritage item?</i></p> <p>No. A simple single-storey link building then connects to a new two-storey structure which is set-down to minimise height and is deliberately of different (contemporary – but sympathetic) form. The flatter roof and twisted form is in part a response to its location within a transport corridor with need to damp acoustic and/or vibration effects – whilst still facing north towards the railway.</p>	

		<p><i>Is the addition sited on any known ... significant archaeological deposits...?</i> No. The railway line was elevated with substantial earthworks. The Cottage was substantially rebuilt in the 1980's including the ablutions block and patio, plus extensive garden planting. Hence there is little likelihood of finding archaeological deposits where the additions are planned – which is almost entirely over the current built footprint. Please note the extant railway track which is partially within the subject property (fences are inaccurate) will remain as is – a matter now of historic curiosity and significance to the place.</p> <p><i>Are the additions sympathetic to the heritage item? In what way (eg. form, proportions, design)?</i> Yes, with different form but sympathetic proportions, details, materials, colour and contemporary design. There is no attempt to mimic or compete with the original building which will remain dominant.</p>
	<p><i>New development adjacent to a heritage item (including additional buildings and dual occupancies)</i></p>	<p><i>How is the impact of the new development on the heritage significance of the item or area to be minimised?</i> By the new paying deference to the old.</p> <p>• <i>Why is the new development required to be adjacent to a heritage item?</i> To meet contemporary accommodation needs.</p> <p>• <i>How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?</i> The pleasant (relatively new) garden setting of the property remains intact. Unfortunately, the original curtilage has been somewhat compromised by the subdivision of No 110 adjacent. This vacant (but modified) Lot is currently for sale.</p> <p>• <i>How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?</i> The original Cottage is separated from the new</p>

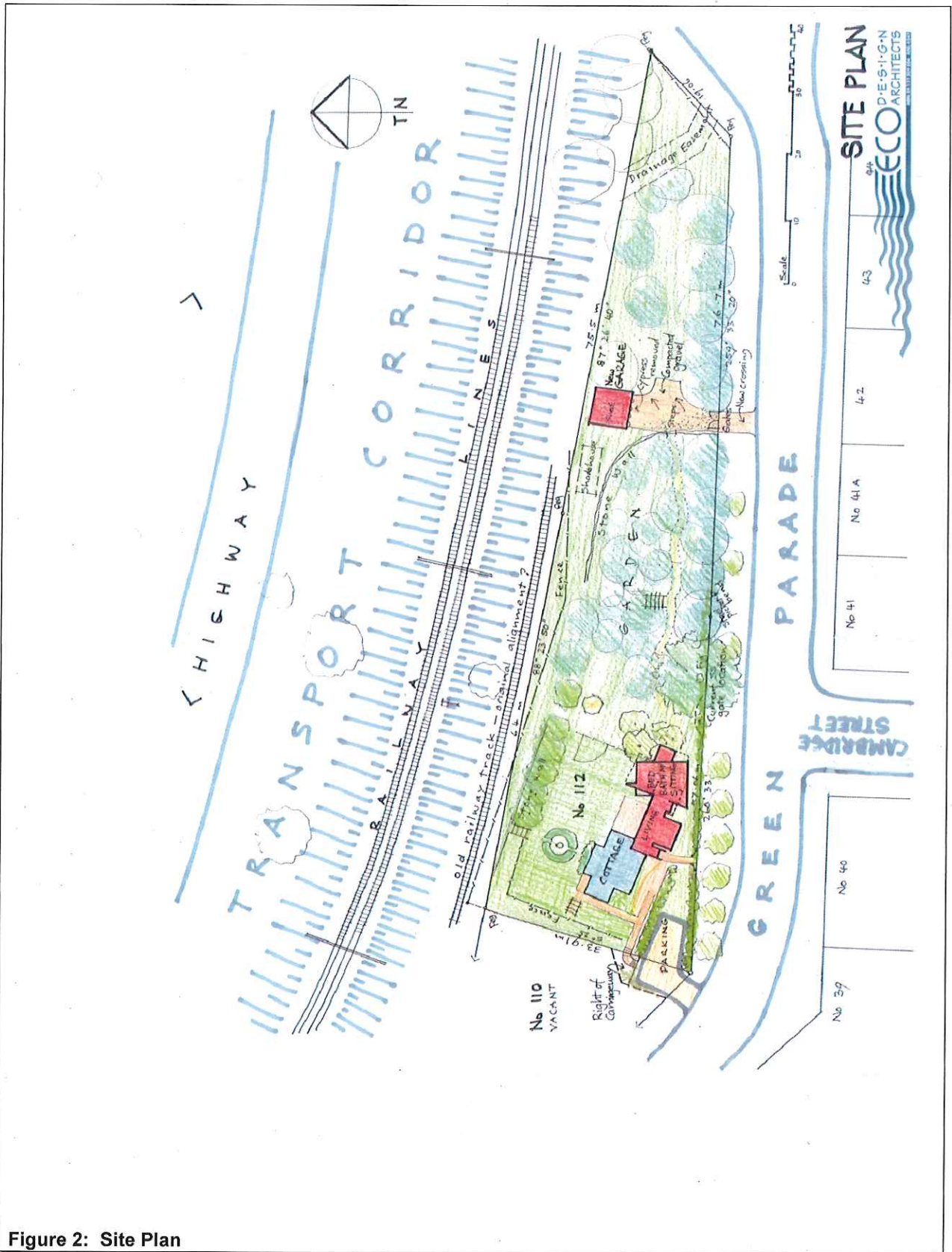
		<p>development by visually 'neutral' single storey link. The new two-storey wing does not compete visually for dominance with the old.</p> <p>• <i>Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?</i> No. Not applicable.</p> <p>• <i>Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?</i> Yes. A simple single-storey link building then connects to a new two-storey structure which is set-down to minimise height and is deliberately of different (contemporary – but sympathetic) form. The flatter roof and twisted form is in part a response to it's location within a transport corridor with need to damp acoustic and/or vibration effects – whilst still facing north towards the railway.</p> <p>• <i>Will the additions visually dominate the heritage item? How has this been minimised?</i> Through separation of new and old, building form, colour and detail.</p> <p>• <i>Will the public, and users of the item, still be able to view and appreciate its significance?</i> Yes. There is no attempt to visually compete new and old. The original stands proud, especially from the railway line.</p>	
	Repainting	<p><i>Have previous (including original) colour schemes been investigated? Are previous schemes being reinstated?</i> Original colour schemes are no longer extant due to previous building neglect and substantial reconstruction of the 1980's. There is no evidence of previous paints or colours. Hence the new colour scheme takes the conservative of simple palette consistent with government work of those times. That is 'Brunswick Green' (gloss enamel) for window frames and sash; same 'Brunswick Green' for external door and frame. Front door</p>	

		<p>(reproduction) bolelection mould in 'Cream'. Back door and front verandah framing gloss enamel 'Mid Brown'.</p> <p>Will the repainting effect the conservation of the fabric of the heritage of the heritage item? No, as the sandstone remains intact. Colours are simple and sympathetic to the original, and from the traditional colour palette. The colour selection is appropriate but conjectural.</p>	
	<p>Re-roofing/re-cladding</p>	<ul style="list-style-type: none"> • Have previous (including original) roofing /cladding materials been investigated (through archival and physical research)? Yes, thought to be corrugated iron from viewing photo's and of the other railway Cottages within the Mountains. • Is a previous material being reinstated? Yes. Simple corrugated galvanised steel (sarked and insulated) with lapped roof-sheeting is proposed. • Will the re-cladding effect the conservation of the fabric of the heritage item? It will enhance it compared to the existing (faded, in-appropriate) colorbond with plain timber barge boards. • Are all details in keeping with the heritage significance of the item (e.g. guttering, cladding profiles)? Proposed is the use of traditional galvanised ogee guttering with circular downpipes, feeding into traditional round galvanised rainwater tanks. Appropriate decorated Victorian barge boards and finials measured from extant cottages will be reinstated. The (non-original) Porch will be retained with simple modern detail as it is too useful and destructive to remove it. • Has the advice of a heritage consultant or skilled tradesperson (e.g. slate roofer) been sought? Yes. The Architect preparing this report and undertaking the design and documentation 	

	<ul style="list-style-type: none"> • Apperley, R, Irving R, Reynolds, P. (1989) <u>A Pictorial Guide to Identifying Australian Architecture</u>, Angus & Robertson, Sydney. • <i>Blue Mountains Local Environment Plan 2005</i>. • Blue Mountains City Council (2001) <i>Blue Mountains Heritage Inventory</i>, SHI No. 1170181, 110-112 Green Parade, Valley Heights. • Heritage Council of NSW (nd) <i>Statements of Heritage Impact</i>, Sydney. • Heritage Council of NSW (nd) <i>Altering Heritage Assets</i>, Heritage Council Policy No. 2, Sydney. • Kaldy, Elaine (1975) <i>The Gatehouse 1867</i>, pamphlet.* • Lavelle, Siobhan (1984) <i>railway gatehouses of the Blue Mountains 1867 – 1868</i>, Masters thesis Sydney University.* • Moroney, T. A. (Sept. 1977) Springwood Historical Society No 19, <i>Railway Gatehouses</i>.* • NSW Heritage Office (1999) <i>Minimum Standards of Maintenance and Repair</i>, Sydney. • NSW Heritage Office (2009) <i>Standard Exemptions for Works Requiring Heritage Council Approval</i>, Sydney. • NSW Heritage Office (1995) <i>How to Carry Out Work on Heritage Buildings & Sites</i>, Sydney. • Slade, Barry (nd) 'This Australia' (magazine), <i>Railway Gatehouses of the Blue Mountains</i>, pp. 8 – 12. * <p>*Holdings of the Local Studies Collection, Springwood Library, Blue Mountains City Council, 'Vertical File' and Photographic Collection'</p>
CONSERVATION APPROACH - internally	<p>Noting that almost no original fabric remains inside other than previously exposed sandstone walls (doubtless originally covered with lime wash or lime render), the approach now is modern simplicity – not faux heritage.</p> <p>Hence we propose wide recycled hardwood t&g flooring (insulated); A modern stainless steel kitchen and contemporary bathroom is proposed within the given spaces, both infused with natural light and ventilation from the Velux roof windows overhead. These avoid the need to cut through original fabric for mechanical ventilation. Broad stone flagging to the floor is proposed (originally to the kitchen on compacted fill) but here over new H3 bearers and joists with improved underfloor ventilation, including <i>Sola-venti</i> (PV driven) fans giving needed air movement.</p> <p>Much enhanced roof insulation is required to compensate in part for the lack of wall insulation. Sound reduction (train noise) is also desirable. Gas-fired hydronic central heating with radiators under windows is proposed to maintain winter warmth throughout the heavy-weight fabric. The open fireplace is retained for occasional use with new (old) fire grate. RFS bushfire</p>

	<p>requirements (BAL 12.5) require metal gauze flyscreen to window openings plus roof and sub-floor ventilation slots/grates. An effective termite baiting pod system is also required to ensure the building is not attacked again in the future.</p> <p>Services are renewed, mostly underfloor with GPO's set into the (currently pine) skirting. Lighting uses pull cords from the ceiling. Thus there is no need to cut into original fabric. Electrical meter box and instantaneous gas fittings are located (for now – Stage 1A) on the trellis near future Entry at which point they will be relocated on new external walls adjacent.</p>
STAGING OF WORKS	<p>Stage 1A: This is the immediate works to make the building again habitable and ready for occupation at earliest opportunity (Christmas 2011?). This is the work described immediately above.</p> <p>Stage 1B: This is the further external conservation works, including:</p> <ul style="list-style-type: none"> • Decorative barge boards and finials to main gables (3 off), • Full re-roofing with galvanised sheeting, insulation, plus remaining roof water system', • Tuck-pointing of all stonework, • Replacement (internally) of painted pine reproduction joinery with that that matches the Medlow Bath cottage (original) in Australian red cedar/Surian all traditionally polished. <p>The extent and timing of this stage depends upon finances, with a heritage grant again to be applied for in a year's time. Stage 2 house additions (below) will likely need to be constructed first before coming back to attend to these non-urgent conservation works.</p> <p>Stage 2: The house additions as per attached drawings and Approvals.</p>

ARCHITECTURAL DRAWINGS follow, as approved by Blue Mountains City Council and the NSW Heritage Council, subject to the amendments to the Entry area as per IDA 2011/IDA/22 (not shown on these drawings).





VIEW from the NORTH-EAST

ECON D·E·S·I·G·N ARCHITECTS

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**RAILWAYS GATE HOUSE
GATEKEEPERS COTTAGE**

112 Green Parade, Valley Heights
© April 2011
Revised
Amended
16 May 2011

