

APPENDIX F – Statement of Heritage Impact

OFFICIAL

790767_13

DIVISIONAL MANAGEMENT SYSTEM

DMS-FT-083/8.2

1© TfNSW 2019

UNCONTROLLED WHEN PRINTED

Page 69 of 71

OFFICIAL



IMR3 Project – Kembla Grange Statement of Heritage Impact

FINAL REPORT

Prepared for Marsupial Lion on behalf of Transport for Tomorrow

11 July 2022

Biosis offices

NEW SOUTH WALES

Albury

Phone: (02) 6069 9200
Email: albury@biosis.com.au

Newcastle

Phone: (02) 4911 4040
Email: newcastle@biosis.com.au

Sydney

Phone: (02) 9101 8700
Email: sydney@biosis.com.au

Western Sydney

Phone: (02) 9101 8700
Email: sydney@biosis.com.au

Wollongong

Phone: (02) 4201 1090
Email: wollongong@biosis.com.au

VICTORIA

Ballarat

Phone: (03) 5304 4250
Email: ballarat@biosis.com.au

Melbourne

Phone: (03) 8686 4800
Email: melbourne@biosis.com.au

Wangaratta

Phone: (03) 5718 6900
Email: wangaratta@biosis.com.au

Document information

Report to: Marsupial Lion on behalf of Transport for Tomorrow

Prepared by: Hannah Mills
Molly Crissell

Biosis project no.: 36708

File name: 36708.IMR3.Kembla.Grange.Overhead.Wiring.SoHI.D
FT00.20220711

Citation: Biosis 2022. IMR3 Project – Kembla Grange. Statement of Heritage Impact. Report for Marsupial Lion on behalf of Transport for Tomorrow. Mills, H. Crissell, M. Biosis Pty Ltd. Sydney, NSW. Project no 36708

Document control

Version	Internal reviewer	Date issued
Draft version 01	Joshua Madden	07/06/2022
Final version 01	Joshua Madden	08/06/2022
Final version 02	Joshua Madden	11/07/2022

Acknowledgements

Biosis acknowledges the contribution of the following people and organisations in undertaking this study:

- Marsupial Lion: Glen Isbester

Biosis staff involved in this project were:

- Jenny Beckius (mapping)

© Biosis Pty Ltd

This document is and shall remain the property of Biosis Pty Ltd. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of the Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Disclaimer:

Biosis Pty Ltd has completed this assessment in accordance with the relevant federal, state and local legislation and current industry best practice. The company accepts no liability for any damages or loss incurred as a result of reliance placed upon the report content or for any purpose other than that for which it was intended.

Contents

Glossary	v
Summary	vi
1 Introduction	8
1.1 Project background	8
1.2 Location of the study area	8
1.3 Scope of assessment	8
1.4 Limitations	8
2 Statutory framework	12
2.1 Environment Protection and Biodiversity Conservation Act 1999.....	12
2.2 NSW Heritage Act 1977.....	12
2.2.1 State Heritage Register	12
2.2.2 Archaeological relics	13
2.2.3 Section 170 Heritage and Conservation Registers.....	13
2.3 Environmental Planning and Assessment Act 1979	13
2.3.1 Local Environmental Plan.....	13
2.3.2 Wollongong Development Control Plan 2009	13
2.4 Summary of heritage listings	14
3 Historical context	16
3.1 Topography and resources	16
3.2 Aboriginal homelands.....	16
3.3 Wollongong – historical context	17
3.3.1 Exploration and early settlement of the Illawarra (1770 to 1815).....	17
3.4 Kembla Grange Railway Station	19
3.4.1 The Illawarra Railway Line	19
3.4.2 Kembla Grange Railway Station.....	20
3.5 Chronology of the study area	24
3.6 Research themes	25
4 Physical inspection	26
4.3.2 Integrity of sub-surface deposits	29
4.3.3 Research potential	29
5 Significance assessment	32
5.1 Levels of heritage significance	33
5.2 Evaluation of significance.....	33
6 Statement of heritage impact	35
6.1 Proposal details.....	35
6.2 Assessing impact to heritage item(s).....	36

6.2.1	Quantifying heritage impact(s).....	36
6.2.2	Discussion of heritage impact(s).....	36
6.3	Assessment of impacts.....	38
6.4	Statement of heritage impact	40
7	Recommendations.....	41
	References.....	42
	Appendices.....	44
Appendix 1	Heritage inventory sheets.....	45
Appendix 2	Proposed Project Plans.....	46

Tables

Table 1	Summary of heritage listings within and adjacent to the study area	14
Table 2	Chronological development of the study area	24
Table 3	Identified historical themes for the study area	25
Table 4	Assessment of archaeological potential	31
Table 5	Discussion of heritage impacts	37
Table 6	Assessment of impacts to heritage items either within or adjacent to the study area	39

Figures

Figure 1	Location of the study area	10
Figure 2	Study area detail	11
Figure 3	Heritage items within and in the vicinity of the study area	15
Figure 4	Excerpt of c.1829 Crown Plan of Illawarra displaying John Wylie's land grant, approximate location of the study area is shown as a red rectangle (Source: NSW Department of Lands Crown Plan I1.137)	19

Photos

Photo 1	1910 Parish map of Kembla with the study area outlined in red (Source: NSW Land Registry Services, Historical Land Records Viewer)	20
Photo 2	Newspaper article from the Ulladulla and Milton Times (NSW: 1891 – 1971) on Saturday 8 July 1911, regarding the upgrades of Kembla Grange Station for the Racecourse (Source: Trove).	21
Photo 3	Post 1925 Parish map of Dapto with the study area outlined in red (Source: NSW Land Registry Services, Historical Land Records Viewer)	22
Photo 4	1951 historical aerial of Kembla Grange with the study area outlined in red (Source: NSW Spatial Services)	23
Photo 5	1961 Parish map of Kembla with the study area outlined in red (Source: NSW Land Registry Services, Historical Land Records Viewer)	24
Photo 6	North-facing view of the railway corridor towards Wollongong	26

Photo 7	South-west-facing view of the railway corridor away from Wollongong.....	26
Photo 8	North-west facing view of Kembla Grange.....	27
Photo 9	North-east-facing view of the south-western end of the platform.....	27
Photo 10	East-facing view of the western end of the platform detail.....	28
Photo 11	North-east-facing view of the rail-line and associated infrastructure.....	28
Photo 12	South-west-facing view of the platform and southern platform wall.....	28
Photo 13	Wester-facing view of the carpark and waiting shed.....	29

Glossary

Biosis	Biosis Pty Ltd
c.	Circa
CHL	Commonwealth Heritage List
DAWE	Department of Agriculture, Water and the Environment
EIA	Environmental Impact Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
Heritage NSW	Heritage NSW, Department of Premier and Cabinet
Heritage Act	<i>Heritage Act 1977</i>
LEP	Local Environmental Plan
NHL	National Heritage List
NSW	New South Wales
OHW	Overhead wiring
SHI	State Heritage Inventory
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
study area	The area of impact for the proposed works
TAHE	Transport Asset Holding Entity
WDCP	Wollongong Development Control Plan 2009

Summary

Biosis Pty Ltd (Biosis) was commissioned by Marsupial Lion on behalf of Transport for Tomorrow to undertake a heritage assessment and Statement of Heritage Impact (SoHI) of an area of land proposed for electrical upgrade works within the rail corridor at and in the vicinity of Kembla Grange Station, Kembla Grange, New South Wales (NSW) (study area). The study area is located approximately 8.6 kilometres south-west of the Wollongong central business district.

This assessment approach has been undertaken to allow for assessment of both the study area as well as adjacent to the study area which are likely to be affected by the proposal, either directly or indirectly. Identified constraints will be used to guide detailed design, with an emphasis on avoiding impacts where feasible.

Heritage values

Significant heritage values identified within the study area include:

- One heritage item, including:
 - Kembla Grange Racecourse Railway Station (Transport Asset Holding Entity (TAHE) (formerly Railcorp) Section 170 Heritage and Conservation Register and Wollongong LEP 2009)

Impact to heritage values

The proposed works comprise upgrades to the overhead wiring (OHW) and DC Feeders within the railway corridor. The study area is part of the original Illawarra Railway alignment from Sydney to Wollongong and Kiama, and also contains a local heritage item (Kembla Grange Racecourse Railway Station) which is listed under the Wollongong LEP. This item holds heritage significance for its historical, social/cultural and representative values.

The proposed works will have no physical or visual impact on the Kembla Grange Racecourse Railway Station (see Section 6.1 and Appendix 2). While the new infrastructure and trenches (for the DC feeder cables) will not directly impact the heritage elements of Kembla Grange Racecourse Railway Station, parts of the proposed works are to be undertaken within the item curtilage, whilst the vast majority will be undertaken outside the item curtilage. The proposed works would not impact the significance of the heritage item.

Legislation and policy

An assessment of the project against key heritage legislation and policy is provided and summarised below.

Legislation	Relevant heritage feature on site	Permit / Approval required
Heritage Act 1977	Kembla Grange Racecourse Railway Station (TAHE formerly Railcorp) Section 170 Heritage and Conservation Register)	N/A

Recommendations

These recommendations have been formulated to respond to client requirements and the significance of the site. They are guided by the ICOMOS *Burra Charter* with the aim of doing as much as necessary to care for the place and make it useable and as little as possible to retain its cultural significance.¹

Recommendation 1 Works may proceed with caution

The proposed OHW upgrade works are considered to have an acceptable level of impact to the heritage item Kembla Grange Racecourse Railway Station provided the mitigations measures presented in Recommendation 2 are implemented.

Recommendation 2 Reduce impacts to heritage

In order to reduce the minor adverse impacts of the proposed OHW upgrade works to Kembla Grange Racecourse Railway Station, the following mitigation measures should be implemented:

- Heritage induction to ensure that all site workers are informed of the heritage values of the study area and their responsibilities.
- Unexpected finds procedure to ensure that any archaeological material encountered during works are managed appropriately.

¹ (Australia ICOMOS 2013)

1 Introduction

1.1 Project background

Biosis was commissioned by Marsupial Lion on behalf of Transport for Tomorrow to undertake a SoHI for the IMR3 project located at Kembla Grange Station, Kembla Grange NSW (Figure 1 and Figure 2), referred to as the study area herein. Upgrades to the DC Feeders, and OHW is proposed for the study area. The proposed development will be assessed in accordance with Part 5 of the *Environmental Planning and Assessment Act 1979 NSW* (EP&A Act) to support an Environmental Impact Assessment (EIA).

1.2 Location of the study area

The study area is located within the suburb of Kembla Grange, Wollongong Local Government Area (LGA) (Figure 1). It encompasses 8.64 hectares of public land. It is currently zoned SP2 Railway.

1.3 Scope of assessment

This report was prepared in accordance with current heritage guidelines including *Assessing Heritage Significance*, *Assessing Significance for Historical Archaeological Sites and 'Relics'* and the *Burra Charter*.² This report provides a heritage assessment to identify if any heritage items or relics exist within or in the vicinity of the study area. The heritage significance of these heritage items has been investigated and assessed in order to determine the most appropriate management strategy.

The following is a summary of the major objectives of the assessment:

- Identify and assess the heritage values associated with the study area.
- Assess the impact of the proposed works on the cultural heritage significance of the study area.
- Identifying sites and features within the study area which are already recognised for their heritage value through statutory and non – statutory heritage listings.
- Recommend measures to avoid or mitigate any negative impacts on the heritage significance of the study area.

1.4 Limitations

This report is based on historical research and field inspections. It is possible that further historical research or the emergence of new historical sources may support different interpretations of the evidence in this report.

Limited background research was undertaken outside of existing reports. It was not possible to identify the location of the 1912 private loop siding and loading bank.

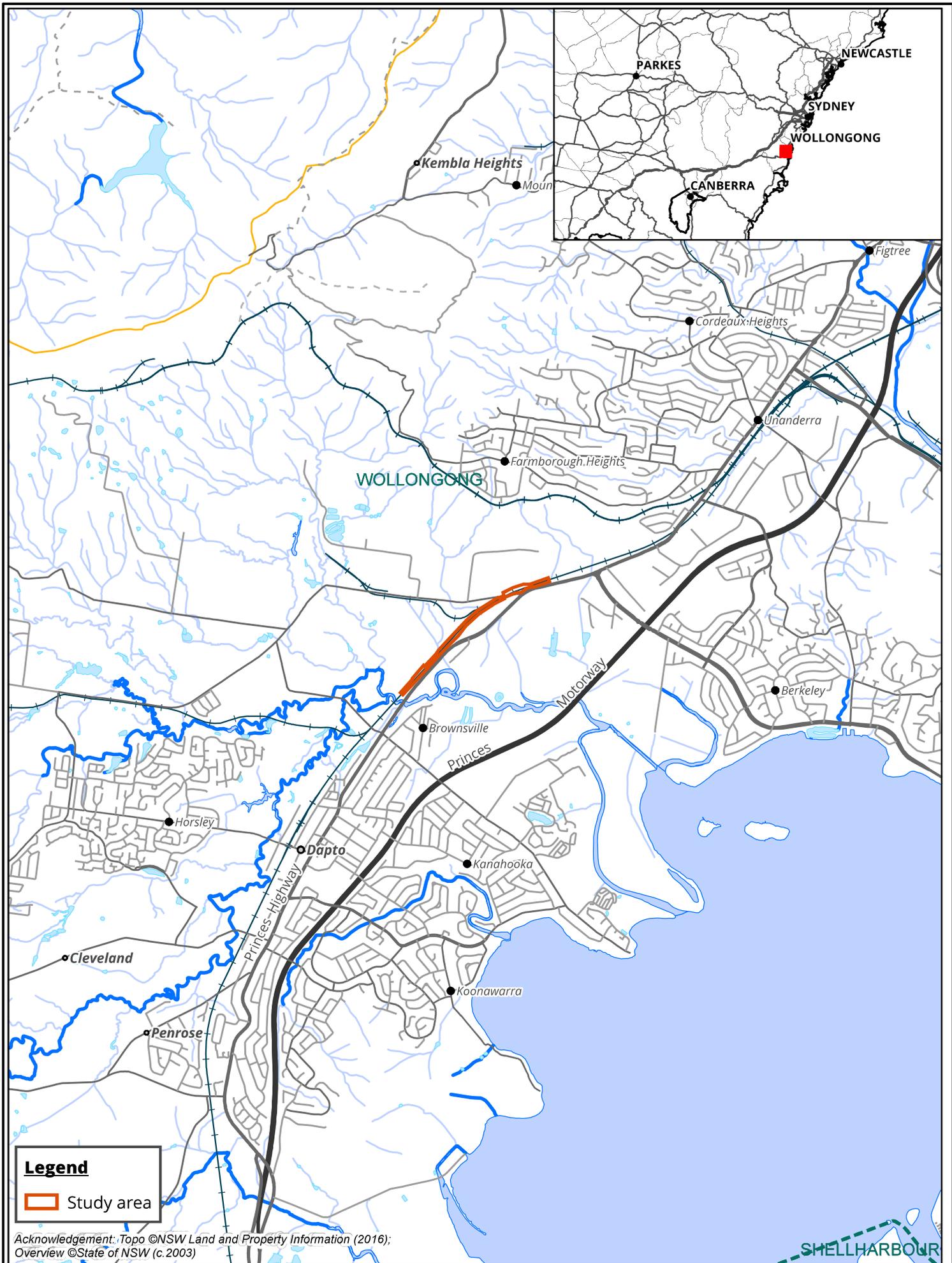
The physical inspection of the study area was limited to accessible areas of Kembla Grange Station. Areas of the railway corridor outside of Kembla Grange Station were not inspected, such as the railway track alignment, potential compound areas and access routes.

² (Heritage Office 2001, NSW Heritage Branch, Department of Planning 2009, Australia ICOMOS 2013)

Although this report was undertaken to best archaeological practice and its conclusions are based on professional opinion, it does not warrant that there is no possibility that additional archaeological material will be located in subsequent works on the site. This is because limitations in historical documentation and archaeological methods make it difficult to accurately predict what is under the ground.

The significance assessment made in this report is a combination of both facts and interpretation of those facts in accordance with a standard set of assessment criteria. It is possible that another professional may interpret the historical facts and physical evidence in a different way.

This report assesses non-Aboriginal heritage and impacts to non-Aboriginal heritage. Aboriginal heritage has not been considered as part of this assessment.



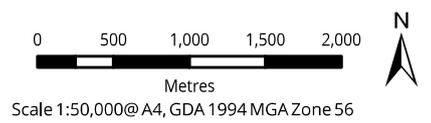
Legend
 Study area

Acknowledgement: Topo ©NSW Land and Property Information (2016);
 Overview ©State of NSW (c. 2003)



Figure 1 Location of the study area

Matter: 36708
 Date: 14 April 2022
 Drawn by: JB, Checked by: CA, Last edited by: jbeckius
 Location: P:\36700s\36708\Mapping\36708_ConistonKemblaGrange_SoHs
 Layout: 36708_KG_SoH1_F1_Locality

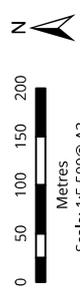




Legend
 Study area
 Lot



Figure 2 Study area detail



Scale: 1:5,500@A3
 Coordinate System:
 GDA 1994 MGA Zone 56



Matter: 36708, Date: 14 April 2022.
 Drawn by: B. Creedon by: CA. Last edited by: beckus
 36708_ConstantinMullerGang_SoHk_Layer: 36708_KG_SoHk_F2_StudyArea

OFFICIAL

Map information: Esri, Intel, Property Information 2016, public/NZL Imagery, © Department of Customer Service 2020

2 Statutory framework

This assessment will support an EIA under Part 5 of the EP&A Act. In NSW cultural heritage is managed in a three-tiered system: national, state and local. Certain sites and items may require management under all three systems or only under one or two. The following discussion aims to outline the various levels of protection and approvals required to make changes to cultural heritage in the state.

2.1 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Act 1999* (EPBC Act) is the national Act protecting the natural and cultural environment. The EPBC Act is administered by the Department of Agriculture, Water and the Environment (DAWE). The EPBC Act establishes two heritage lists for the management of the natural and cultural environment:

- The National Heritage List (NHL) contains items which have been assessed to be of outstanding significance and define 'critical moments in our development as a nation'.³
- The Commonwealth Heritage List (CHL) contains items which are natural and cultural heritage places that are on Commonwealth land, in Commonwealth waters or are owned or managed by the Commonwealth. A place or item on the CHL has been assessed as possessing 'significant' heritage value.⁴

A search of the NHL and CHL did not yield any results associated with the study area.

2.2 NSW Heritage Act 1977

Heritage in NSW is principally protected by the *Heritage Act 1977* (Heritage Act) (as amended) which was passed for the purpose of conserving items of environmental heritage of NSW. Environmental heritage is broadly defined under Section 4 of the Heritage Act as consisting of the following items: 'those places, buildings, works, relics, moveable objects, and precincts, of State or Local heritage significance'. The Heritage Act is administered by the Heritage Council, under delegation by Heritage NSW. The Heritage Act is designed to protect both known heritage items (such as standing structures) and items that may not be immediately obvious (such as potential archaeological remains or 'relics'). Different parts of the Heritage Act deal with different situations and types of heritage and the Heritage Act provides a number of mechanisms by which items and places of heritage significance may be protected.

2.2.1 State Heritage Register

Protection of items of State significance is by nomination and listing on the State Heritage Register (SHR) created under Part 3A of the Heritage Act. The Register came into effect on 2 April 1999. The Register was established under the *Heritage Amendment Act 1998*. It replaces the earlier system of Permanent Conservation Orders as a means for protecting items with State significance.

A permit under Section 60 of the Heritage Act is required for works on a site listed on the SHR, except for that work which complies with the conditions for exemptions to the requirement for obtaining a permit. Details of

³ 'About National Heritage' <http://www.environment.gov.au/heritage/about/national/index.html>

⁴ 'Commonwealth Heritage List Criteria'

<http://www.environment.gov.au/heritage/about/commonwealth/criteria.html>

which minor works are exempted from the requirements to submit a Section 60 Application can be found in the Guideline 'Standard Exemptions for Works requiring Heritage Council Approval'. These exemptions came into force on 1 December 2020 and replace all previous exemptions.

There are no items or conservation areas listed on the SHR within or in proximity to the study area.

2.2.2 Archaeological relics

The NSW Heritage Act 1977 includes provisions for archaeological relics. Section 4(1) of the Act (as amended 2009) defines a relic as:

...any deposit, artefact, object or material evidence that is

(a) related to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and

(b) is of State or local significance.

Section 139 of the Act prevents the excavation or disturbance of land known or with the potential to contain archaeological relics, except in accordance with a permit issued by the NSW Heritage Council (in accordance with Section 141 of the Act) or in accordance with the Notice of Order Under Section 139 (4) of the Heritage Act 1977, Gazetted 1 March 2022. The 'relics' provision and Section 139 Exceptions apply to all archaeological relics not included on the SHR or subject to an Interim Heritage Order.

2.2.3 Section 170 Heritage and Conservation Registers

Section 170 of the Heritage Act requires that culturally significant items or places managed or owned by Government agencies are listed on departmental Heritage and Conservation Register. Information on these registers has been prepared in accordance with Heritage Division guidelines.

Statutory obligations for archaeological sites that are listed on a Section 170 Register include notification to the Heritage Council in addition to relic's provision obligations. There is one item within the study area that is entered on a State government instrumentality Section 170 Register:

- Kembla Grange Racecourse Railway Station (TAHE formerly Railcorp) Section 170 Heritage and Conservation Register, corner of West Dapto Road and Princes Highway, Kembla Grange NSW 2526. Item of local heritage significance.

2.3 Environmental Planning and Assessment Act 1979

2.3.1 Local Environmental Plan

The Wollongong LEP 2009 contains schedules of heritage items that are managed by the controls in the instrument.

There is one item listed on the Wollongong LEP 2009 located within the study area.

- Kembla Grange Racecourse Railway Station (Item No. 61061).

2.3.2 Wollongong Development Control Plan 2009

The Wollongong Development Control Plan 2009 (WDCP) outlines built form controls to guide development. The WDCP supplements the provisions of the Wollongong LEP 2009.

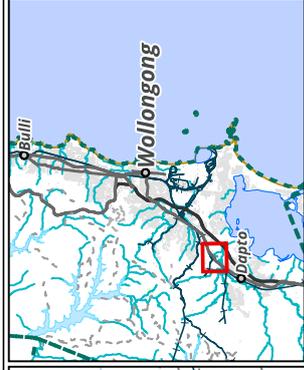
The WDCP requires a development application (DA) for proposed development which involves disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed.

2.4 Summary of heritage listings

A summary of heritage listings within and in the vicinity of the study area is presented in Table 1 and Figure 3.

Table 1 Summary of heritage listings within and adjacent to the study area

Site number	Site name	Address / Property description	Listings	Significance
5067555	Kembla Grange	Corner of West Dapto Road and Princes Highway, Kembla Grange NSW	TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register	Local
61061	Racecourse Railway Station		Wollongong LEP 2009	



- Legend**
- Study area
 - Lot
 - Coniston Railway Station Group
- Local Environmental Plan**
- Conservation Area - General
 - Item - Archaeological
 - Item - General

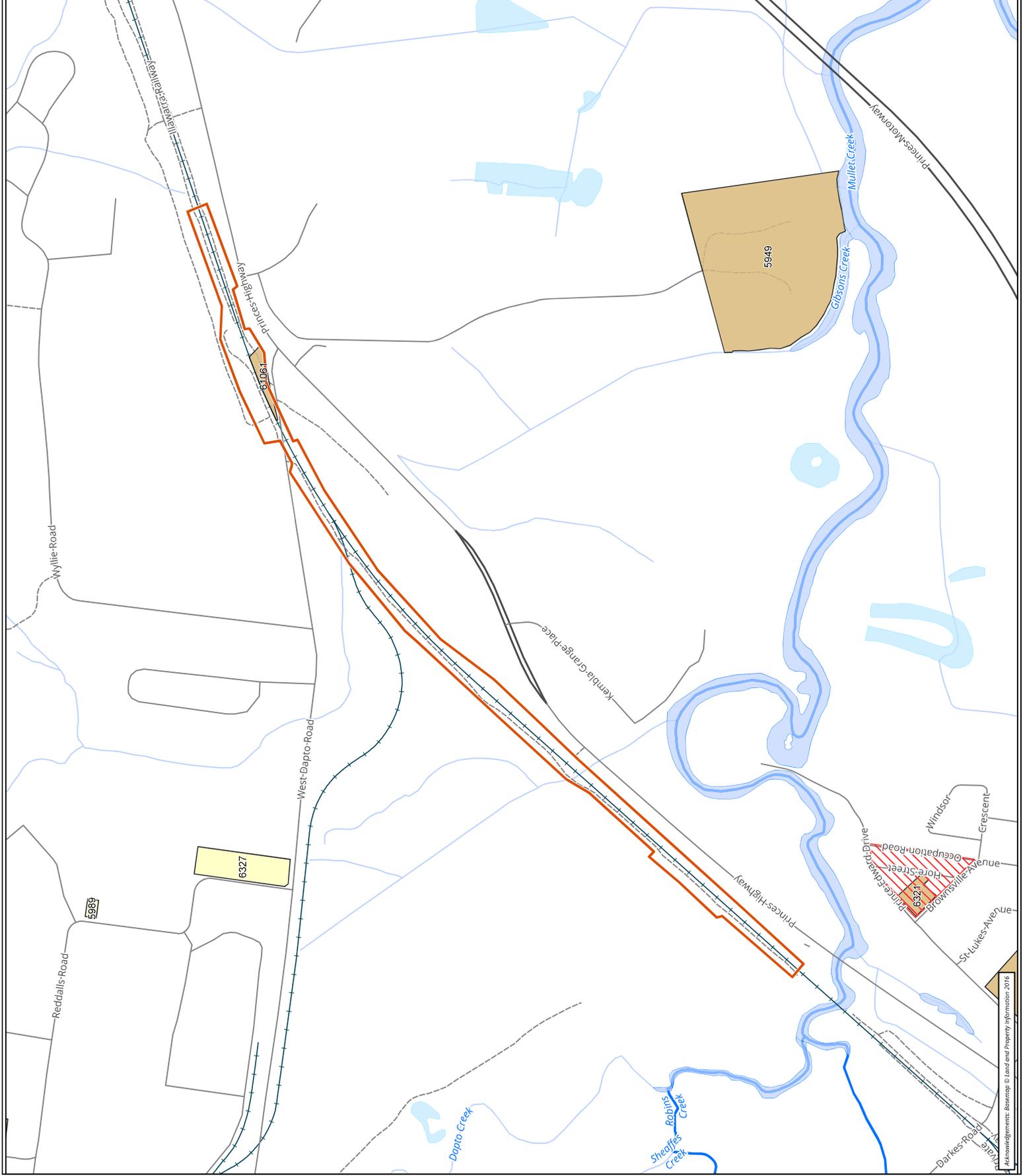


Figure 3 Heritage items in the vicinity of the study area



 Metres
 0 50 100 150 200 250

Matter: 36708, Date: 14 April 2022.
 Scale: 1:7,000@A3
 Coordinate System:
 GDA 1994 MGA Zone 56


 Drawn by JB, Checked by CA, Last edited by jbeckus
 Location: P:\36708\36708\Maping
 2019\CA\ConistonRailwayStation_Group_Split_Layer

3 Historical context

Historical research has been undertaken to identify the land use history of the study area, to isolate key phases in its history and to identify the location of any built heritage or archaeological resources which may be associated with the study area. The historical research places the history of the study area into the broader context of Coniston.

3.1 Topography and resources

Located in a light industrial environment, the study area is situated across a flat plain which is located to the south-east of the Illawarra Escarpment. There are no water courses located within the study area, with several first and second order water courses located to the south and west of the study area. The study area consists of part of the current railway network, the area has been heavily developed due to this..

3.2 Aboriginal homelands

Despite a proliferation of known Indigenous sites there is considerable ongoing debate about the nature, territory and range of pre-contact Indigenous language groups in the greater Sydney region. These debates have arisen largely due to the lack of ethnographic and linguistic information recorded at the time of European contact. By the time colonial diarists, missionaries and proto-anthropologists began making detailed records of Indigenous people in the late 19th Century, pre-European Indigenous groups had been broken up and reconfigured by European settlement activity. The following information relating to Indigenous people on the Illawarra is based on such early detailed records.

Despite conflicting views between historical sources of the exact boundaries of tribal groups in the region, evidence does identify distinct language groups in the Illawarra at the time of European contact. The study area was originally inhabited by the Tharawal (also Dharawal, Darawal, Carawal, Turawal, Thurawal) linguistic group. The named groups (often referred to as 'clans', 'bands' or 'tribes') belonging to the Tharawal / Dharawal language group included the following: Gweagal, Norongerraga, Illawarra, Threawal, Tagary, Wandeanega, Wodi Wodi and Ory-ang-ora.⁵

The areas inhabited by each of the groups are considered to be indicative, changing through time and possibly also depending on circumstances (i.e. availability and distribution of resources). Interactions between different social groupings would have varied with seasons and resource availability. It has been noted that interactions between the groups inhabiting the many resource zones of the Sydney Basin (coastal and inland) would have varied but were continuous. This is reflected in the relatively homogenous observable cultural features such as art motifs, technology and resource use.

Ethnographic evidence indicates that there was population mobility on the Woronora Plateau with frequent contact between the neighboring Gandangarra, Cobrakall (Liverpool and Cabramatta) and Wodi Wodi (Illawarra) groups.⁶ The traditional Wodi Wodi land extended from around Stanwell Park to the Shoalhaven River and as far inland as Picton, Moss Vale and Marulan. A variety of studies of the language groupings that made up the greater Sydney region have been summarised by Attenbrow.⁷ The study area is in the vicinity of

⁵ Tindale 1974

⁶ Sefton 1980, pp.22–29

⁷ Attenbrow 2010

the Dharawal language group, with many of the town and place names of the Illawarra derived from this language.

Since the arrival of European settlers the movement of Aboriginal hunter-gatherers began to be increasingly restricted. European expansion was swift and soon there had been considerable loss of land to agriculture. In the Illawarra region European settlers were appearing by the end of the eighteenth century, and by the first decades of the 19 century a forestry industry had begun. Other industries began to become more prevalent in the region, including pastoralism and dairying, bringing more and more non-Aboriginal people into the area, resulting in restricted access to the traditional hunting grounds of the Tharawal and Wodi Wodi. This led to violence and conflict between Europeans and Aboriginal people as both groups sought to compete for the same resources.⁸ In 1820, approximately 3000 Aboriginal people were living in the Illawarra, but by 1899 their numbers had declined to only 33 people of non-mixed descent.⁹ Today many Wodi Wodi and Tharawal people continue to live in the Illawarra.

3.3 Wollongong – historical context

3.3.1 Exploration and early settlement of the Illawarra (1770 to 1815)

The earliest settlements in the colony were generally located in areas such as rivers and coastal areas which could be easily accessed by boat. Transport by water was vital for the development of the colony as passengers and goods could be moved with little requirement for capital works. The south coast of NSW was settled following this pattern with coastal or riverine locations chosen for the earliest settlements.

The Illawarra district was first noted by James Cook in 1770 when he located the headland of Port Kembla, naming it 'Red Point'.¹⁰ He also identified a large hill which looked like the crown of a hat. This was Mount Kembla, which was known as Hat Hill in the early days of the settlement.¹¹ The next recorded Europeans to visit the Illawarra district were Bass and Flinders in 1796, which sailed along the south coast from Sydney in their small boat, the *Tom Thumb*.¹² Following their landing near Tom Thumb Lagoon, they entered Lake Illawarra and made the first recorded contact with the Aboriginal people in the Illawarra.¹³

In 1797 the *Sydney Cove* was wrecked in Bass Strait and survivors made their way through the area to find help, losing several members of their party to 'hostile natives' as they went.¹⁴ Camping overnight at Coal Cliff, the survivors used coal found in a seam to keep warm. The survivors were eventually rescued and taken to Sydney, where their report of the coal led Bass to be sent back to the area to investigate.¹⁵ Bass located a coal seam 6 feet thick; however, this resource was not utilised for a further 80 years. During this visit Bass also located and named the Shoalhaven and the Shoalhaven River.¹⁶

The first settlement in the Illawarra region was established by Charles Throsby Smith (C.T. Smith), who cut a cattle track from Glenfield to just behind South Beach, Wollongong, where he constructed a stockman's hut and cattle yard in 1815.¹⁷ The study area is located within C.T. Smith's cattle yard approximately 60-80 metres from the stockman's hut he erected, which was located at the junction of Harbour Street and Smith Street. Joe

⁸ Brooks & Associates 2003, p.16

⁹ Organ 1990

¹⁰ Lindsay 1994, 1; McDonald 1966, 5

¹¹ McDonald 1966, 5

¹² Lindsay 1994, 1

¹³ McDonald 1966, 10

¹⁴ McDonald 1966, 17; Hagen et al. 1997, 20

¹⁵ Lindsay 1994, 2

¹⁶ *ibid*

¹⁷ Osbourne 2000, 1

Wild was Throsby's stockman, and was also made constable of the district of Five Islands in 1815.¹⁸ The following year, Surveyor-General John Oxley was sent to the Illawarra region to make a general survey of the area and to connect it to the known parts of the colony, as well as identify specific lands for prospective grantees.¹⁹

Although C.T. Smith was the settle in the Illawarra, closely followed by John Oxley, both of whom squatted illegally whilst pasturing cattle.²⁰ The first five grants in the area were made in 1821 to absentee landlords, who ran cattle on their lands with a few stockmen present.²¹ The first five grants of land made in the Illawarra region were:

- Richard Brooks, Exmouth, 1300 acres.
- George Johnston, Macquarie Gift, 1500 acres.
- Andrew Allen, Waterloo, 700 acres.
- Robert Jenkins, Berkeley, 1000 acres.
- David Allen, Illawarra Farm, 2200 acres.

The Illawarra region was attractive not only for its rich pasture, but also for its red cedar, which was exploited by the early timber cutters. Between the cattlemen and the cedar cutters, passage into the Illawarra region was found.²² Grants continued to be made in the Illawarra region, comprising essentially free grants with easy terms, until August 1831, when land could only be purchased at auction.²³ Following the gazetting of the *Crown Lands Alienation Act* (1861) any un-alienated land was taken up as Conditional Purchase holdings.²⁴

The study area forms part of the 2000 acre grant promised to John Wylie in 1829, which Wylie named "Dunlop Vale" after his uncle, James Dunlop, the astronomer (see **Figure 4**). Mr. Wylie stocked Dunlop Vale with Ayrshires, but unfortunately financial difficulties beset Wylie and he was forced to mortgage his cattle. He later became acting manager of Alexander Berry's Coolangatta estate. Eventually Wylie lost the cattle and estate, the cattle going to Alexander Berry and the land to Andrew Lang and Carruth Brothers. The latter sold out their 1000 acre share (which included the study area) to Dr Gerard. The deed of grant was issued on 31 March 1840, to Andrew Lang in moiety with Dr Gerard.²⁵ Dr. Gerard's was one of the shareholders of Illawarra's first steamship venture, "The Illawarra Steam Packet Company" and took a keen interest in the cattle industry and was on the Committee of the Illawarra Agricultural Association, as well as being a successful exhibitor at the district show.²⁶

¹⁸ McDonald 1966, 28

¹⁹ Osbourne 2000, 1

²⁰ Dowd 1977, 2

²¹ McDonald McPhee Pty Ltd 1991, 21

²² Lindsay 1994, 4

²³ *ibid* p.32

²⁴ *ibid* p.41

²⁵ Cousins 1948, 52–53

²⁶ *ibid*



Figure 4 Excerpt of c.1829 Crown Plan of Illawarra displaying John Wylie's land grant, approximate location of the study area is shown as a red rectangle (Source: NSW Department of Lands Crown Plan I1.137)

3.4 Kembla Grange Railway Station

3.4.1 The Illawarra Railway Line

The following information has been summarised from SoHIs prepared for the More Trains, More Services South Works Package project.²⁷

In the early 1800s, land access to the Illawarra region was difficult due to the Illawarra Range, which created a major transport and access obstacle. The prospects of a rail connection to Sydney were discouraged due to expense up until the 1870s. John Whitton, the Engineer-in-Chief of NSW Railways, was tasked with locating a suitable access route, which he selected from Waterfall, through the Port Hacking River Valley, past Garrawarra Range, under Bald Hill, continuing to Clifton Tunnel under Coalcliff and across the Kiama coastal plain.

The first section of the Illawarra Line was constructed in 1882 between Illawarra Junction, Marrickville (now Sydenham) and Waterfall. A double track to Hurstville opened in 1884, and included stations at Arncliffe, Rockdale, Kogarah and Hurstville. The following year, a single track extended the line to Sutherland, with stations at Penshurst, Mortdale, Oatley and Como. By 1885, the single line section, including the Como Bridge was completed by C. and E. Millar, and Rowe and Smith. However, due to the difficulty of construction, trains did not run the full line between Sydney and North Kiama (now Bombo) until 1888.

A series of upgrades occurred following the turn of the century, including a duplication program between Hurstville and Waterfall in 1890-1891, Helensburgh and Stanwell Park deviations in 1908, Scarborough to Thirroul duplication in 1915, Stanwell Park Deviation in 1920, remodelling of the Wollongong yard and

²⁷ (Jacobs Group (Australia) Pty Ltd 2019, Heritage NSW, Department of Premier and Cabinet 2009)

duplication between Mount Kiera in 1922, the duplication between Bulli to Woonona in 1923, with the Port Kembla to Port Kembla North duplication in 1941.

3.4.2 Kembla Grange Railway Station

A survey for the construction of the rail like from Sydney to Illawarra began in 1873 and the construction of a single line was completed by 1888. In 1890, Kembla Grange Station was established to serve the purpose of transport for the Kembla Grange Racecourse located on the opposite side of the road. The Kembla Grange Rail Station was first mentioned in the train timetable on 1 January 1890²⁸



Photo 1 1910 Parish map of Kembla with the study area outlined in red (Source: NSW Land Registry Services, Historical Land Records Viewer)

²⁸ Singleton 1964

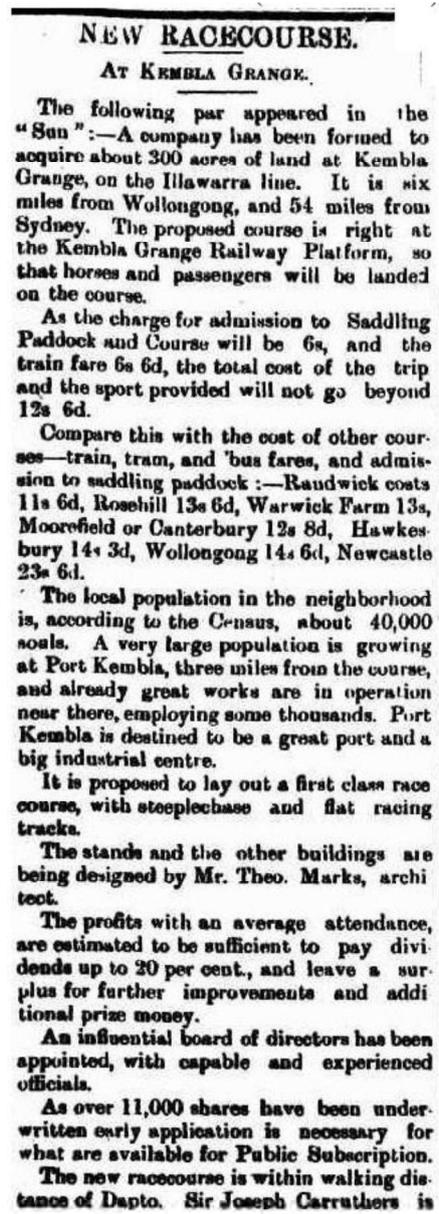


Photo 2 Newspaper article from the Ulladulla and Milton Times (NSW: 1891 – 1971) on Saturday 8 July 1911, regarding the upgrades of Kembla Grange Station for the Racecourse (Source: Trove).

In March 1912, a private loop siding and loading bank was added to the station to accommodate for the horses of the local race club.²⁹ No further additions occurred until August 1925 with the addition of a ticket and parcel office. Mr L McPhail purchased the first ticket at the opening ceremony. Miss Margaret Wilson was in charge of Kembla Grange Station until 1930. In 1936, the local community requested the State government to renovate the station to include the introduction of electric lighting on the platform. Two years later in 1938, the office of the Secretary responded to the request stating that the gas lamps would be lit each evening which caused dissatisfaction amongst the community. There is no further information upon this matter and it is unclear whether the request was resolved.

²⁹ Singleton 1964

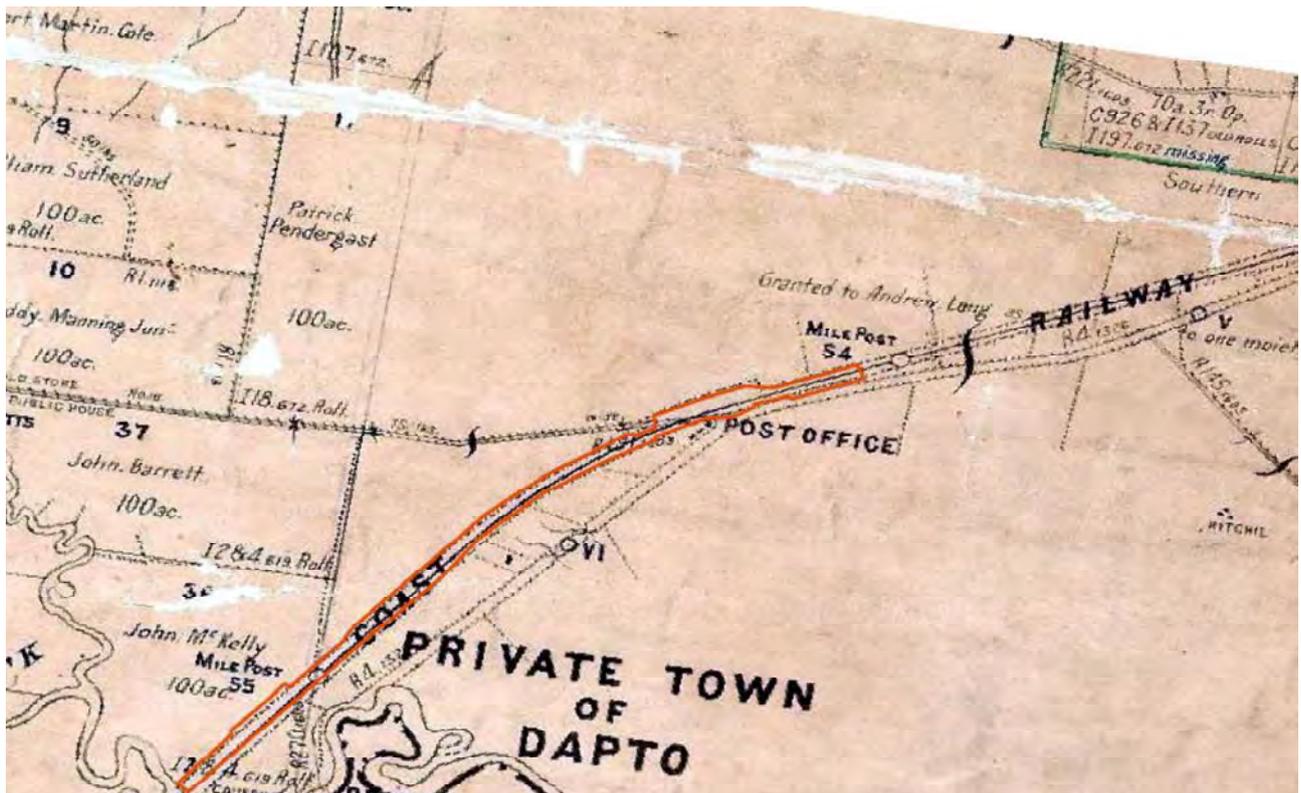


Photo 3 Post 1925 Parish map of Dapto with the study area outlined in red (Source: NSW Land Registry Services, Historical Land Records Viewer)

After horses ceased to be transported by train to the race course, the loading bank and siding was removed in 1942.³⁰ Wollongong had a significant role in World War Two, being one of the two major steelworks in Australia, it was a strategic asset for manufacturing machinery and equipment needed for the war effort. Thus, coastal defences were strengthened throughout the Illawarra with batteries set up at Port Kembla. Army camps and works included a camp at Kembla Grange racecourse and Dapto showground, a gun emplacement on the horse loading ramp at Kembla Grange station, trenches and tunnels on railway land between Mullet Creek and West Dapto Road.³¹

³⁰ Singleton 1964

³¹ Kass 2010



Photo 4 1951 historical aerial of Kembla Grange with the study area outlined in red (Source: NSW Spatial Services)

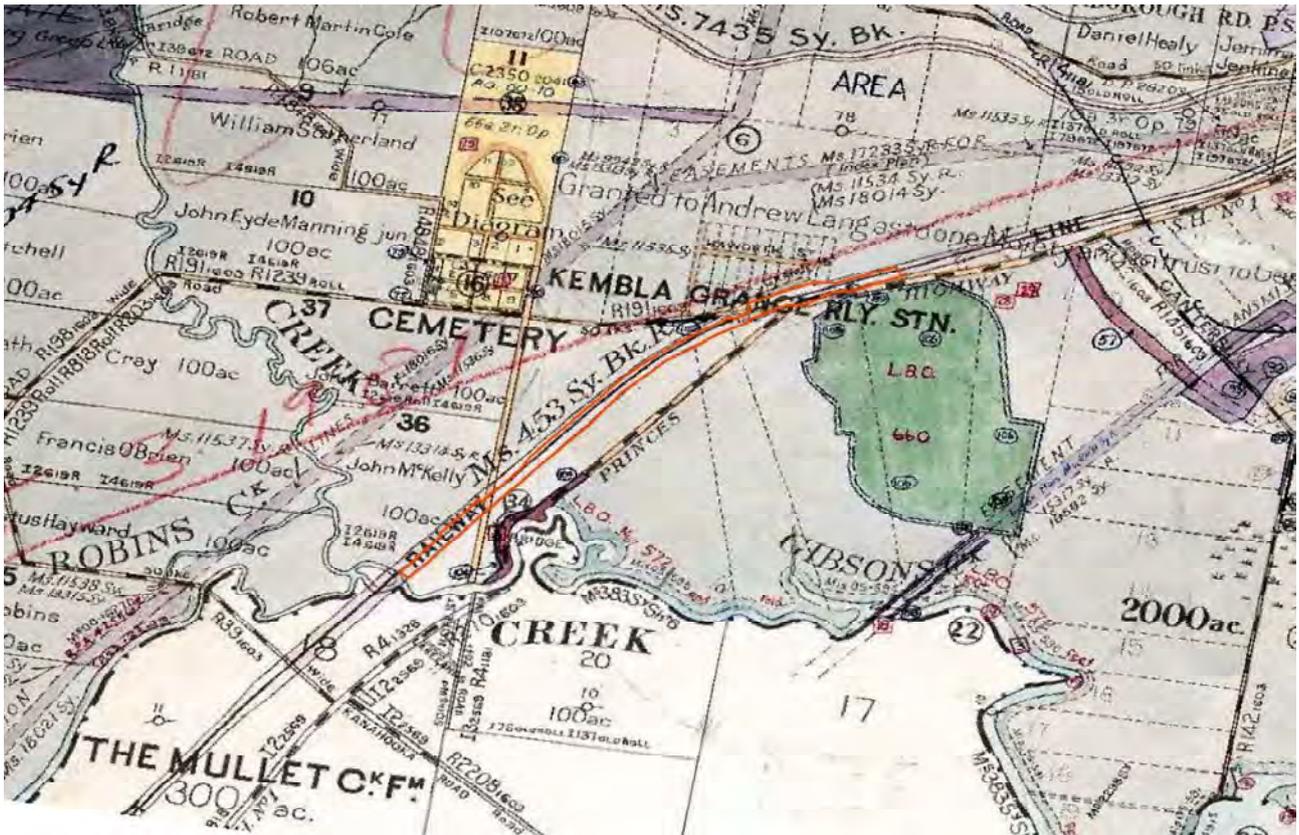


Photo 5 1961 Parish map of Kembla with the study area outlined in red (Source: NSW Land Registry Services, Historical Land Records Viewer)

The extant station building at Kembla Grange was approved 5 July 1965 to be made into a large open fronted waiting area along with separate male and female toilets at each end. The actual construction date of the building is unknown but based on available aerial imagery it is evident the building was upgraded prior to 1977. Through the use of Besser-style concrete blocks this reflects the range of new products that were being introduced by the Railways from the 1950s. This material was likely selected as it required minimal maintenance.

3.5 Chronology of the study area

Based upon the historical research presented it is possible to summarise the chronology of the study area, this is presented in Table 2.

Table 2 Chronological development of the study area

Date	Event
1890	Kembla Grange Railway Station is first mentioned on the train timetables
1912	A private loop and loading bank for horses is opened to accommodate for the racing club on the opposite side of the road.
1925	Ticket and Parcel office added to the station.
1938	Lighting added to the platform.
1940's	Gun emplacement constructed on horse loading ramp at Kembla Grange Station

Date	Event
1942	Horse private loop siding and loading ramp ceased to be used, and removed.
1965	Upgrades approved with update to the station building with a waiting area and toilet facilities.
1988	Gatehouse, located opposite side of West Dapto Road from station is demolished.
1992	Platform modified and raised, with platform building roof replaced. Gate Keeper's cottage, located on the opposite side of track from station is demolished.
1993	The line is electrified.

3.6 Research themes

Contextual analysis is undertaken to place the history of a particular site within relevant historical contexts in order to gauge how typical or unique the history of a particular site actually is. This is usually ascertained by gaining an understanding of the history of a site in relation to the broad historical themes characterising Australia at the time. Such themes have been established by the Australian Heritage Commission (AHC) and the Heritage Office and are outlined in synoptic form in Historical Themes.³²

There are 38 State historical themes, which have been developed for NSW, as well as nine National historical themes. These broader themes are usually referred to when developing sub-themes for a local area to ensure they complement the overall thematic framework for the broader region.

A review of the contextual history in conjunction with the local historical thematic history has identified two historical themes which relates to the occupational history of the study area.³³ This is summarised in Table 3.

Table 3 Identified historical themes for the study area

Australian theme	NSW theme	Local theme
Developing local, regional and national economies	Aboriginal pre-contact	Providing rail transport
Developing cultural institutions and ways of life	Towns, suburbs and villages	Establishing sporting facilities

³² (NSW Heritage Council 2001)

³³ (Kass 2010)

4 Physical inspection

A physical inspection of the study area was undertaken on 5 April 2022, attended by Charlotte Allen (Project Archaeologist, Biosis). The principal aims of the survey were to identify heritage values associated with the study area; this included any heritage items (Heritage items can be buildings, structures, places, relics or other works of historical, aesthetic, social, technical/research or natural heritage significance. 'Places' include conservation areas, sites, precincts, gardens, landscapes and areas of archaeological potential).

4.1 Site setting

The study area is located within a light industrial setting of Kembla Grange, confined to the railway corridor, and is situated across a flat plain located south-east of the Illawarra Escarpment. The study area is bounded by a series of commercial and industrial land to the north, Princes Highway and the Illawarra Railway to the East. Kembla Grange racecourse and industrial land borders to the south and West Dapto Road, industrial land and private property to the west. The study area is characterised by the railway infrastructure of the railway corridor (Photo 6, Photo 7), with the station platforms, buildings and site elements of Kembla Grange Station being a strong feature of the study area (Photo 8). Vegetation is also present along the edges of the railway corridor.



Photo 6 North-facing view of the railway corridor towards Wollongong



Photo 7 South-west-facing view of the railway corridor away from Wollongong



Photo 8 North-west facing view of Kembla Grange

4.2 Built fabric assessment

The study area contains a range of built fabric associated with its use as a railway station and rail corridor. Kembla Grange Station features one platforms located on the southern side of the railway line, comprising brick walls and foundations and concrete and bitumen edges and surfaces (Photo 9, Photo 10, Photo 12). There are also asphalt paths and overgrown stone retaining walls, landscaped gardens and white powder-coated loop-top aluminium fencing running along the ends and sides of the platforms (Photo 9, Photo 10, Photo 11). There are also one single-storey platform building comprising a U-shaped painted brick building with a corrugated iron roof with two gables, which appears to imitate federation style elements despite being constructed likely during the 1960's. Fronting the railway line, the station has a verandah supported by brick columns and seating facilities. The building is a large open-fronted waiting area with separate male and female toilets at each end built with Besser-style concrete blocks. The roof form includes transverse gabled roofs over the toilets and a near-flat concrete roof over the waiting area. Concrete block grilles are located at ceiling height for ventilation³⁴. The station also features general infrastructure items such as lighting, signage and other facilities.



Photo 9 North-east-facing view of the south-western end of the platform

³⁴ (Heritage NSW, Department of Premier and Cabinet 2009)



Photo 10 East-facing view of the western end of the platform detail



Photo 11 North-east-facing view of the rail-line and associated infrastructure

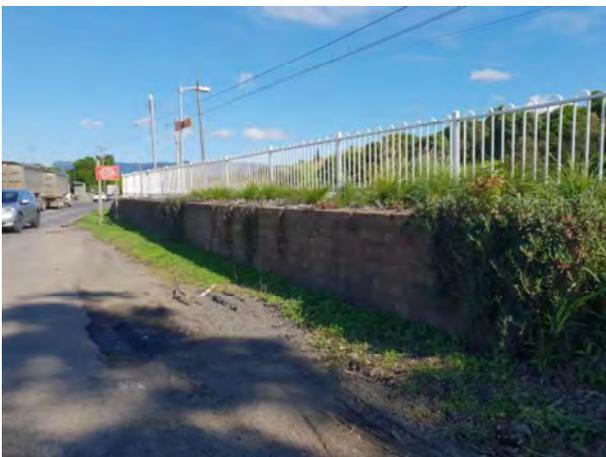


Photo 12 South-west-facing view of the platform and southern platform wall



Photo 13 Wester-facing view of the carpark and waiting shed

The rail corridor contains standard rail infrastructure including rail tracks and sleepers, overhead wiring and their supporting structures (Photo 6, Photo 7, Photo 8, Photo 9, Photo 10, Photo 11, Photo 12).

4.3 Archaeological assessment

The potential archaeological resource relates to the predicted level of preservation of archaeological resources within the study area. Archaeological potential is influenced by the geographical and topographical location, the level of development, subsequent impacts, levels of onsite fill and the factors influencing preservation such as soil type. An assessment of archaeological potential has been derived from the historical analysis undertaken during the preparation of this report.

4.3.1 Archaeological resource

This section discusses the archaeological resource within the study area. The purpose of the analysis is to outline what archaeological deposits or structures are likely to be present within the study area and how these relate to the history of land use associated with the study area.

The historical context presented in this report indicates that the study area has largely been used as part of the rail corridor since the late 19th century. Prior to this, it is likely that the study area was used for dairying and pastoral purposes as part of its ownership by Gerard Gerard and the veteran allotments.

The archaeological resources likely to be contained within the study area, based on this site history, may comprise the private loading bank and siding which was constructed in 1912 and which was removed in 1942. There are also likely to be previous deposits associated with older rail infrastructure and remains of discarded infrastructure materials such as sleepers and hardware.

4.3.2 Integrity of sub-surface deposits

The heavy industrial development of the rail corridor is likely to have disturbed or removed most if not all of the archaeological remains associated with the study areas' past use and occupation. Based on previous experiences at Wollongong Station in 2021 and Dapto Station in 2022 it is likely that the private loading dock and siding piers/foundations may have been partially left in-situ. However, the materials of the 1912 structure are not clearly defined, and could be timber, brick or concrete. The location of the 1912 could not be determined but is likely to be located within the study area.

4.3.3 Research potential

Archaeological research potential refers to the ability of archaeological evidence to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site. Archaeological research potential differs from archaeological potential in that the

presence of an archaeological resource (i.e. archaeological potential) does not mean that it can provide any additional information that increases our understanding of a site or the past (i.e. archaeological research potential).

The research potential of a site is also affected by the integrity of the archaeological resource within a study area. If a site is disturbed, then vital contextual information that links material evidence to a stratigraphic sequence may be missing and it may be impossible to relate material evidence to activities on a site. This is generally held to reduce the ability of an archaeological site to answer research questions.

Assessment of the research potential of a site also relates to the level of existing documentation of a site and of the nature of the research done so far (the research framework), to produce a 'knowledge' pool to which research into archaeological remains can add.

Developing local, regional and national economies – Transport - Providing rail transport

The study area is contained within the rail corridor at and in the vicinity of Kembla Grange Station. The Illawarra Railway line provided rail transport for both people and goods between Sydney and Kiama, being upgraded and further developed in the 20th century, particularly in the war-time period and second half of the century. The possible archaeological remains within the study area are not likely to contribute further to research questions regarding transport for providing rail transport within the Wollongong LGA or in NSW, as this is well-documented.

Developing cultural institutions and ways of life - Towns, suburbs and villages – Establishing sporting facilities

The study area, as a component of the Illawarra Railway line was a main component is establishing transportation for the horses and riders who attended the Kembla Grange racecourse in the 20th century. However, any possible archaeological remains within the study area would not contribute further to research questions regarding towns, suburbs and villages nor developing an urban network as these would all be associated with railway infrastructure.

4.3.4 Summary of archaeological potential

Through an analysis of the above factors a number of assumptions have been made relating to the archaeological potential of the study area, these are presented in Table 4.

The assessment of archaeological potential has been divided into three categories:

- **High archaeological potential** – based upon the historical context and documentary evidence presented within this report there is a high degree of certainty that archaeologically significant remains relating to this period, theme or event will occur within the study area.
- **Moderate archaeological potential** – based upon the historical context and documentary evidence presented within this assessment it is probable that archaeological significant remains relating to this period, theme or event could be present within the study area.
- **Low archaeological potential** – based upon the historical context and documentary evidence presented within this assessment it is unlikely that archaeological significant remains relating to this period, theme or event will occur within the study area.

Table 4 Assessment of archaeological potential

Description	Probable feature(s)	Possible construction date	Archaeological potential
Landscape features associated with pre-railway pastoral use	Post holes and associated cuts and fills	Pre-1890s	Low
Illawarra Railway line	Cuttings, ballast deposits, sleepers, scattered hardware.	Pre-1890s	Low
Private siding and loading bank	Large post holes, footings or foundations.	1912	Low

5 Significance assessment

An assessment of heritage significance encompasses a range of heritage criteria and values. The heritage values of a site or place are broadly defined as the 'aesthetic, historic, scientific or social values for past, present or future generations'.³⁵ This means a place can have different levels of heritage value and significance to different groups of people.

The archaeological significance of a site is commonly assessed in terms of historical and scientific values, particularly by what a site can tell us about past lifestyles and people. There is an accepted procedure for determining the level of significance of an archaeological site.

A detailed set of criteria for assessing the State's cultural heritage was published by the (then) NSW Heritage Office. These criteria are divided into two categories: nature of significance, and comparative significance.

Heritage assessment criteria in NSW fall broadly within the four significance values outlined in the Burra Charter. The Burra Charter has been adopted by state and Commonwealth heritage agencies as the recognised document for guiding best practice for heritage practitioners in Australia. The four significance values are:

- Historical significance (evolution and association).
- Aesthetic significance (scenic/architectural qualities and creative accomplishment).
- Scientific significance (archaeological, industrial, educational, research potential and scientific significance values).
- Social significance (contemporary community esteem).

The NSW Heritage Office issued a more detailed set of assessment criteria to provide consistency with heritage agencies in other States and to avoid ambiguity and misinterpretation. These criteria are based on the Burra Charter. The following SHR criteria were gazetted following amendments to the *Heritage Act 1977* (Heritage Act) that came into effect in April 1999:

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

³⁵ (Heritage Office 2001)

- 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; or a class of the local area's cultural or natural places; or cultural or natural environments.

5.1 Levels of heritage significance

Items, places, buildings, works, relics, movable objects or precincts can be of either local or state heritage significance, or have both local and state heritage significance. Places can have different values to different people or groups.

Local heritage items

Local heritage items are those of significance to the local government area. In other words, they contribute to the individuality and streetscape, townscape, landscape or natural character of an area and are irreplaceable parts of its environmental heritage. They may have greater value to members of the local community, who regularly engage with these places and/or consider them to be an important part of their day-to-day life and their identity. Collectively, such items reflect the socio-economic and natural history of a local area. Items of local heritage significance form an integral part of the State's environmental heritage.

State heritage items

State heritage items, places, buildings, works, relics, movable objects or precincts of state heritage significance include those items of special interest in the state context. They form an irreplaceable part of the environmental heritage of NSW and must have some connection or association with the state in its widest sense.

The following evaluation attempts to identify the cultural significance of the study area. This significance is based on the assumption that the site contains intact or partially intact archaeological deposits.

5.2 Evaluation of significance

The SHI listing for Kembla Grange Racecourse Railway Station (5067555) includes an evaluation of the item's heritage value against the SHR criterion A, C, D and G. This information is reproduced below.³⁶

Criterion A: An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural or natural history of the local area).

The site has important association with the development of the rail network between Sydney and the Illawarra region - (of Local Significance).

Criterion D: An item has strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.

The station a/so has social importance in providing a transport route to the Kembla Grange Racecourse - (of Local Significance).

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. (or a class of the local area's cultural or natural places, or cultural or natural environments).

³⁶ (Heritage NSW, Department of Premier and Cabinet 2009)

The item is representative at a local level.

5.1 Statement of significance

The following statement of heritage significance is taken directly from the SHI listing for Kembla Grange Station

The site has important associations with the development of the rail network between Sydney and the Illawarra region. The station is also of social significance for its role in providing a transport route to the Kembla Grange Racecourse. The extent buildings appear to have replaced the original station building prior to 1977.

6 Statement of heritage impact

This SoHI has been prepared to address impacts resulting from the proposed redevelopment of the study area.

The study area is part of the original Illawarra Railway alignment from Sydney to Wollongong and Kiama, and also contains a heritage item (Kembla Grange Station) which is listed under the TAHE Section 170 Heritage and Conservation Register and the Wollongong LEP 2009. This item holds heritage significance for its historical, aesthetic/technical, social/cultural and representative values.

The SoHI identifies the level of impact arising from the proposed development and discusses mitigation measures which must be taken to avoid or reduce those impacts. This section of the report has been prepared in accordance with the Heritage Manual guideline *Statements of Heritage Impact*.³⁷

6.1 Proposal details

The proposed works comprise upgrades to the overhead wiring (OHW) and DC feeders within the study area (see Appendix 2 for plans). This will include a minimum of:

Kembla Grange DC Feeder Scope (RPD11)

- 3 x 400mm² DC Feeder cables from new IRCS to K171 at CK91+488km
- 3 x 400mm² DC Feeder cables from new IRCS to - K181 at CL91+490km
- External IRCS with access platform
- A combination of CSR and GST routes for the DC Feeder route from Kembla Grange Substation to K171 and K181.
- Walkway / access bridge over existing culvert to access GST
- Vegetation clearance.

Kembla Grange OHW Scope (RPD17)

- Between two and six new OHW structures (dependent upon reuse of existing OHW structures) to be installed to support new overlap
- Two new anchor guys
- Replacement of 1800m of Twin Contact Wire
- New feeding overlap to be constructed approximately 100m towards Sydney
- Fixed midpoint to be relocated if necessary, which might require a new jumpered overlap

³⁷ (Heritage Office & DUAP 1996)

6.2 Assessing impact to heritage item(s)

6.2.1 Quantifying heritage impact(s)

Based upon the discussion of impacts to heritage items, impact to these items can be quantified under three main categories: direct impacts, indirect impacts and no impact. These kinds of impacts are dependent on the proposed impacts, nature of the heritage item and its associated curtilage.

Direct impacts

Direct impacts are where the completion of the proposed development will result in a physical loss or alteration to a heritage item which will impact the heritage value or significance of the place. Direct impacts can be divided into whole or partial impacts. Whole impacts essentially will result in the removal of a heritage item as a result of the development whereas partial impacts normally constitute impacts to a curtilage or partial removal of heritage values. For the purposes of this assessment direct impacts to heritage items have been placed into the following categories:

- Physical impact - whole: where the development will have a whole impact on a heritage item resulting in the complete physical loss of significance attributed to the item.
- Physical impact - partial: where the project will have a partial impact on an item which could result in the loss or reduction in heritage significance. The degree of impact through partial impacts is dependent on the nature and setting of a heritage item. This typically these impacts are minor impacts to a small proportion of a curtilage of an item or works occurring within the curtilage of a heritage item which may impact on its setting (i.e. gardens and plantings).

Indirect impacts

Indirect impacts to a heritage item relate to alterations to the environment or setting of a heritage item which will result in a loss of heritage value. This may include permanent or temporary visual, noise or vibration impacts caused during construction and after the completion of the development. Indirect impacts diminish the significance of an item through altering its relationship to its surroundings; this in turn impacts its ability to be appreciated for its historical, functional or aesthetic values.

Cumulative impacts

Cumulative impacts relate to minimal or gradual impacts from a single or multiple developments upon heritage values. A cumulative impact would constitute a minimal impact being caused by the proposed development which over time may result in the partial or total loss of heritage value to the study area or associated heritage item. Cumulative impacts may need to be managed carefully over the prolonged period of time.

No impact

This is where the project does not constitute a measurable direct or indirect impact to the heritage item.

6.2.2 Discussion of heritage impact(s)

The discussion of impacts to heritage can be centred upon a series of questions which must be answered as part of a SoHI which frame the nature of impact to a heritage item. The Heritage Manual guideline *Statements*

of *Heritage Impact* includes a series of questions in relation to indicate the criterion which must be answered (Table 5).³⁸

Table 5 Discussion of heritage impacts

Question	Discussion
Minor additions	
How is the impact of the addition on the heritage significance of the item to be minimised?	As is indicated in Appendix 2 the following would involve construction and/or ground impacts: OHW structures, new anchor guys, excavation for feeder cables in a combination of GST and CSR, a new walkway/access bridge, external IRCS to access the platform, replacement wiring and vegetation clearing. Apart from like for like replacement of OHW wires there are no works within the item curtilage. All works have been designed to be like for like and or have minimal impact to the item. The proposed works would not impact the significance of the item as outlined in the listing sheet from the SHI. This report will recommend a series of measures which will ensure any impacts to the item are minimised.
Will the additions visually dominate the heritage item?	The proposed works within the item curtilage have a no adverse visual impact to the item, and will not visually dominate the heritage item. Furthermore, the design of the new wiring for the OWH is like for like with the existing OHW infrastructure along the rail corridor. As such, the proposed works within and adjacent to the heritage item will be consistent with the current setting of the item as part of the rail network.
Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?	Archaeological research potential (Criterion E) was not identified as a contributing component of the item. Historical plans (Appendix 3) available did not identify the location of the private siding constructed in 1912. As such, the proposed works are unlikely to be in a location where there is potential for archaeological remains which would hold heritage significance.
Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?	The new OHW structures and wiring, IRCS, trenches for DC feeders which would be in a combination of GST and CSR, a new walkway/access bridge and anchor guys will largely be like for like with the existing OHW infrastructure within the rail corridor, and sympathetic to the existing platform and platform waiting room and as such are sympathetic with the item as a functioning railway station on the Illawarra Railway line. There are a number of OHW structures immediately outside of the heritage item curtilage and in its vicinity. Additionally the proposed works are consistent with the multiple mid-late twentieth century alterations within the heritage item boundary.
New landscape works and features	
How has the impact of the new work on the heritage significance of the existing landscape been minimised?	The proposed works will also include clearing of vegetation on the outside the item curtilage. The areas of vegetation are overgrown weeds and their clearing and would not impact the significance of the item.
How does the work impact	The proposed works will also include clearing of vegetation on the outside the item

³⁸ (Heritage Office & DUAP 1996)

Question	Discussion
on views to, and from, adjacent heritage items?	curtilage. The areas of vegetation are overgrown weeds and their clearing and would not impact the significance of the item.

6.3 Assessment of impacts

A discussion, assessment and mitigation of impacts to heritage items located within or adjacent to the study area is presented in Table 6.

Table 6 Assessment of impacts to heritage items either within or adjacent to the study area

Heritage item	Significance	Discussion	Assessment	Mitigation measures
Kembla Grange Racecourse Railway Station	Local	The proposed works will have no direct physical and visual impact on the item through the construction of external IRCS with access platform, walkway/access bridge over existing culvert, new OHW structures and the excavation of trenches for feeder cables which would be in a combination of GST and CSR. The only proposed works which would be within the item curtilage is the like for like replacement of wires. As such, the proposed works will not impact the heritage significance of the item.	No physical or visual impacts	Heritage induction and unexpected finds procedure

6.4 Statement of heritage impact

The proposed works comprise upgrades to the overhead wiring and DC Feeders (OHV) within the railway corridor. The study area is part of the original Illawarra Railway alignment from Sydney to Wollongong and Kiama, and also contains a local heritage item (Kembla Grange Racecourse Railway Station) which is listed under the Wollongong LEP. This item holds heritage significance for its historical, social/cultural and representative values.

The proposed works will have no physical or visual impact on the Kembla Grange Racecourse Railway Station (see Section 6.1 and Appendix 2). The only proposed works which would be within the Kembla Grange Racecourse Railway Station item curtilage is the like for like replacement of wires. No other works would be undertaken within the curtilage. Additionally, all works within the vicinity of the item would be consistent with the rail corridor setting in which the item is located. As such, the proposed works will not impact the heritage significance of the item.

To ensure the impacts to the Kembla Grange Racecourse Railway Station remain nil, the following mitigation measures are recommended:

- Heritage induction to ensure that all site workers are informed of the heritage values of the study area and their responsibilities.
- Unexpected finds procedure to ensure that any archaeological material encountered during works are managed appropriately.

The proposed works as outlined in this report are considered acceptable from a heritage perspective.

7 Recommendations

These recommendations have been formulated to respond to client requirements and the significance of the site. They are guided by the ICOMOS *Burra Charter* with the aim of doing as much as necessary to care for the place and make it useable and as little as possible to retain its cultural significance.³⁹

Recommendation 1 Works may proceed with caution

The proposed OHW upgrade works will not physically or visually impact the Kembla Grange Racecourse Railway Station and the works are considered acceptable.

Recommendation 2 Reduce impacts to heritage

To ensure the impacts to the Kembla Grange Racecourse Railway Station remain nil, the following mitigation measures are recommended:

- Heritage induction to ensure that all site workers are informed of the heritage values of the study area and their responsibilities.
- Unexpected finds procedure to ensure that any archaeological material encountered during works are managed appropriately.

³⁹ (Australia ICOMOS 2013)

References

- AncestryLibrary.com.au - 1841 New South Wales, Australia, Census, n.d., accessed 5 November 2018, https://www.ancestrylibrary.com.au/interactive/1214/CSAUS1841A_081764-00723?pid=9202&backurl=https://search.ancestrylibrary.com.au/cgi-bin/sse.dll?_phsrc%3DDRH37%26_phstart%3DsuccessSource%26usePUBJs%3Dtrue%26qh%3D5ZYPIFajHxjJl5CZHpuXaw%253D%253D%26gss%3Dangs-c%26new%3D1%26rank%3D1%26msT%3D1%26gskw%3Ddapto%26MSAV%3D1%26uidh%3Dia1%26pcat%3DAUSCENSUS%26h%3D9202%26dbid%3D1214%26indiv%3D1%26ml_rpos%3D2&treeid=&personid=&hintid=&usePUB=true&_phsrc=DRH37&_phstart=successSource&usePUBJs=true#?imageId=CSAUS1841A_081764-00589.
- Attenbrow V 2010. *Sydney's Aboriginal Past. Investigating the Archaeological and Historical Records*, 2nd edn, University of New South Wales Press Ltd, Sydney NSW.
- Australia ICOMOS 2013. *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance*, Australia ICOMOS, Burwood, VIC.
- Cousins A 1948. *The Garden of New South Wales: A History of the Illawarra & Shoalhaven Districts 1770-1900*, Illawarra Historical Society, Wollongong.
- Dowd BT 1977. *The First Five Land Grantees and their Grants in the Illawarra*, Illawarra Historical Society, Wollongong.
- Heritage NSW n.d. *Site of Earliest Court House and Lock up*, Heritage NSW, Department of Premier and Cabinet, accessed 3 November 2021, <https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700813>.
- Heritage Office 1998. How to Prepare Archival Records of Heritage Items.
- Heritage Office 2001. Assessing Heritage Significance, accessed 31 January 2018, <https://www.environment.nsw.gov.au/-/media/OEH/Corporate-Site/Documents/Heritage/assessing-heritage-significance.pdf>.
- Heritage Office 2006. Photographic Recording of Heritage Items Using Film or Digital Capture.
- Heritage Office & DUAP 1996. Statements of Heritage Impact.
- Illawarra Mercury 1894. 'REMINISCENCES OF ILLAWARRA', *Illawarra Mercury (Wollongong, NSW: 1856 - 1950)*, accessed 22 November 2018, <http://nla.gov.au/nla.news-article132193944>.
- Jacobs Group (Australia) Pty Ltd 2019. *More Trains, More Services - New Intercity Fleet. Long New Intercity Fleet Upgrade. Statement of Heritage Impact. Prepared for Transport for NSW,*.
- Jervis J 1942a. 'Illawarra: A Century of History', *Journal of the Royal Australian Historical Society*, XXVIII: 65–107; 129–56; 193–248; 273–302; 353–374.
- Jervis J 1942b. 'Illawarra: A Century of History', *Journal of the Royal Australian Historical Society*, XXVIII: 65–107; 129–56; 193–248; 273–302; 353–374.

- Johnson AW 1992. *Wollongong Harbour: Assessment of Archaeological Remains*, Report Prepared for Public Works Department.
- Kass T 2010. *A Thematic History of the City of Wollongong*, Wollongong City Council, Wollongong.
- Lindsay B 1934. 'Early Illawarra', *Illawarra Mercury (Wollongong, NSW: 1856 - 1950)*: 2.
- Lindsay B 1994. *Early Land Settlement in Illawarra (1804-1861)*, Illawarra Historical Publications, Wollongong.
- McDonald WG 1966. *Earliest Illawarra by its explorers and pioneers*, Illawarra Historical Society, Wollongong.
- Montague RH 1982. 'The Royal Veterans in Australia', *Journal of the Royal Australian Historical Society*, 68, 3: 238–246.
- NSW Heritage Branch, Department of Planning 2009. Assessing Significance for Historical Archaeological Sites and 'Relics', <https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/ArchSignificance.pdf>.
- NSW Heritage Council 2001. New South Wales Historical Themes, <https://www.environment.nsw.gov.au/resources/heritagebranch/heritage/themes2006.pdf>.
- Organ M 1990. *A Documentary History of the Illawarra and South Coast Aborigines 1770-1850*, Aboriginal Education Unit, Wollongong University, Wollongong.
- Osbourne F 2000. *Surveyors, Settlers and Land Grants*, Illawarra Historical Society, Wollongong.
- Rice J 2010. *Conservation Management Strategy - Wollongong Harbour Foreshore Area*, Report prepared for Land and Property Management Authority (LPMA) of NSW.
- Sefton C 1980. *Aboriginal Cultural Resources Study Illawarra Region*, Illawarra Regional Planning Committee, Wollongong.
- Singleton C 1964. *Railway History in Illawarra, New South Wales*, 3rd edn, Illawarra Historical Society, Wollongong.
- Smith CT 1990. 'Reminiscences of Forty Two years residence in Illawarra', *Illawarra Historical Society Bulletin* June: 4–5.
- Tindale NB 1974. *Aboriginal Tribes of Australia: The Terrain, Environmental Controls, Distribution, Limits and Proper names*, Australian National University, Canberra.
- Watson F 1922a. 'Darling to Somerset, 20 January 1829' in, *Historical records of Australia Series 1: Governors' Despatches to and from England*, John Spence, Acting Government Printer, Sydney, 613–614.
- Watson F 1922b. 'Dispatch Governor Darling to Under Secretary Hay, 8 February 1827' in, *Historical records of Australia Series 1: Governors' Despatches to and from England*, John Spence, Acting Government Printer, Sydney, 613–614.
- Wright C 2014. 'Military settlers: the men of the Royal Veteran Companies and Royal Staff Corps (1825) Ian Jack, Ferguson Memorial Lecture 2009', *Royal Australian Historical Society*, 95, 2: 158.

Appendices

Appendix 1 Heritage inventory sheets

State Heritage Inventory Report

Item Details

Name

Kembla Grange Racecourse Railway Station

Other/Former Names**Address**

Corner West Dapto Road and Princes Highway (on South Coast Rail Line) KEMBLA GRANGE NSW 2526

Local Govt Area

Wollongong City

Group Name**Item Classification****Item Type**

Built
Transport - Rail

Item Category

Railway Platform/ Station

Statement Of Significance

The site has important associations with the development of the rail network between Sydney and the Illawarra region. The station is also of social significance for its role in providing a transport route to the Kembla Grange Racecourse. The extent buildings appear to have replaced the original station building prior to 1977.

Assessed Significance Type

Local

Endorsed Significance

Local

Date Significance Updated

9/16/2020

Listings

Listing Name	Listing Date	Instrument Name	Instrument No.	Plan No.	Gazette Page	Gazette Number
Local Environmental Plan	26/0/2010	Wollongong Local Environmental Plan 2009	61061			2010-76

Heritage Item ID

5062605

Source

Local Government

Location

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Corner West Dapto Road and Princes Highway (on South Coast Rail Line)	KEMBLA GRANGE/NSW/2526	Wollongong City	Unknown			Unknown	Primary Address

Description

Designer

Builder/Maker

Construction Year Start & End

1890 - 1965

Circa

YES

Period

Unknown

Physical Description

Updated

The station is a U-shaped painted brick building with a corrugated iron roof with two gables, which appears to imitate federation style elements despite being constructed likely during the 1960's. The front elevation features modern painted signage and two Telstra phones attached. Fronting the railway line, the station has a verandah supported by brick columns and seating facilities. The building is a large open-fronted waiting area with separate male and female toilets at each end. built with Besser-style concrete blocks (18x8x8 inch). The roof form includes transverse gabled roofs over the toilets and a near-flat concrete roof over the waiting area. Concrete block grilles are located at ceiling height for ventilation. The floor is concrete slab. The ceiling level was eight feet six inches.

Physical Condition

Updated

Modifications And Dates

The station platform has been modernised and resurfaced with concrete. Fixtures, including fluorescent lighting are modern inclusions (c.1980s). The original roof has also been replaced.

This report was produced using the State Heritage Inventory managed by Heritage NSW. Check with your relevant local council or NSW government agency for the most up-to-date information. This report does not replace a Section167 certificate or a Section 10.7 Certificate (formerly Section 149).

28/04/2022 02:48 PM

2 of 7

OFFICIAL

Further Comments

History

Historical Notes or Provenance

A survey for the construction of a rail line from Sydney to Illawarra began in 1873 and construction of a single line was completed by 1888. Three years later, Kembla Grange Station was opened to serve the Kembla Grange Racecourse across the road. The Kembla Grange station platform is first mentioned in train timetables on 1st January 1890. In March 1912, a private loop and loading bank for horses was opened for the local race club across the road from the station.

In August 1925 a ticket and parcel office was opened at the station. Mr L McPhail purchased the first ticket at the opening ceremony. Miss Margaret Wilson was in charge of the Station until 1930. By 1936 the community had requested renovations of the station take place including the introduction of electric lighting on the platform. The office of the Secretary for Railways responded in 1938 by stating that lamps will be lit each evening, which the community was not satisfied with. It is unclear whether the request ever eventuated.

The loading bank was removed in 1942 when horses were no longer transported by rail. (West Dapto Study, 2006).

The extant station building at Kembla Grange was approved on 5th July 1965 as a large open-fronted waiting area with separate male and female toilets at each end. built with Besser-style concrete blocks. The actual construction date is unknown. However, based on available aerial imagery, the station building was upgraded prior to 1977. The use of concrete blocks reflects the range of new products that were being introduced by the Railways in the 1950s and. The material was likely selected as it required minimal maintenance (Transport NSW, 2020).

The nameboard designed to suggest a racecourse winning post, suggests the building underwent some upgrades around the time the racecourse was redeveloped by the Department of Sport & Recreation in 1987.

In 1992 the roof was replaced and the platform was raised.

Today Kembla Grange is only open on Saturdays, Sundays and other race days. When open, the station operates as an on-request stop.

Historic Themes

Records Retrieved: 2

National Theme	State Theme	Local Theme
Developing cultural institutions and ways of life	Pastoralism	Establishing sporting facilities
Developing local, regional and national economies	Aboriginal pre-contact	Providing rail transport

Assessment

Criteria a) Historical Significance Local - The site has important association with the development of the rail network between Sydney and the Illawarra region.	Include	Exclude
Criteria b) Historical Association Significance	Include	Exclude
Criteria c) Aesthetic/Technical Significance	Include	Exclude
Criteria d) Social/Cultural Significance Local - The station a/so has social importance in providing a transport route to the Kemb/a Grange Racecourse.	Include	Exclude
Criteria e) Research Potential	Include	Exclude
Criteria f) Rarity	Include	Exclude
Criteria g) Representative Local	Include	Exclude
Integrity/Intactness		Updated

References

References

Title	Author	Year	Link	Type
No Results Found				

Records Retrieved: 0

Heritage Studies

Title	Year	Item Number	Author	Inspected By	Guidelines Used
Review of heritage items in Wollongong LGA	2019	5062605	ZMP	Zoran Popovic	Yes
Review of heritage items in Wollongong LGA	2013	5062605	Zoran Popovic	Zoran Popovic	Yes

Records Retrieved: 2

Procedures / Workflows / Notes

Application ID / Procedure ID	Section of Act	Description	Title	Officer	Date Received	Status	Outcome
No Results Found							

Records Retrieved: 0

Management

This report was produced using the State Heritage Inventory managed by Heritage NSW. Check with your relevant local council or NSW government agency for the most up-to-date information. This report does not replace a Section 167 certificate or a Section 10.7 Certificate (formerly Section 149).

28/04/2022 02:48 PM 5 of 7

OFFICIAL

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Management Summary



Caption: Kembla Grange Racecourse Railway Station

Photographer: Joel Thompson

Copyright Owner: No Credit

Date: 2/24/2017 12:00:00 AM

Appendix 2 Proposed Project Plans

