

APPENDIX F – Statement of Heritage Impact

OFFICIAL



IMR3 Project – Coniston Station Statement of Heritage Impact

FINAL REPORT

Prepared for Marsupial Lion on behalf of Transport for Tomorrow

28 June 2022

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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 Planning and Environment
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 overhead wiring (OHW) upgrade works within the rail corridor at and in the vicinity of Coniston Station, Coniston, New South Wales (NSW) (study area). The study area is located approximately 1.6 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:
 - Coniston Railway Station Group (Transport Asset Holding Entity (TAHE) (formerly Railcorp) Section 170 Heritage and Conservation Register).
- One archaeological item:
 - Wollongong locomotive turntable.

Impact to heritage values

The proposed works will have a minor adverse direct physical impact on Coniston Railway Station Group through the construction of new portals footings and structure at the southern end of the station platforms. While these footings will not directly impact the extant heritage elements of Coniston Railway Station Group (platforms and buildings) nor the potential archaeological remains of the 1941 ticket and parcel office, they are proposed within the cutting for the station and railway line. The proposed works will have a minor adverse indirect visual impact on Coniston Railway Station Group through the change in setting as a result of the new OHW structures. However, the impacts are limited as the works are consistent and in-keeping with the current overall setting of the railway corridor. The proposed works will have no adverse impacts on Wollongong Railway Station Group (State Heritage Register (SHR) Item no. 01289; State Rail Authority Section 170 Register, Wollongong Local Environmental Plan (LEP) 2009 Item no. 6382) Row of bungalows (Wollongong LEP 2009, Item no. 6377), which are located adjacent to the study area, nor on the Wollongong locomotive turntable, which is located in the northernmost portion of the study area.

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	Coniston Railway Station Group (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 Coniston Railway Station Group 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 Coniston Railway Station Group, the following mitigation measures should be implemented:

- Photographic archival recording, in accordance with the Heritage NSW, Department of Planning and Environment (Heritage NSW) guidelines *Photographic Recording of Heritage Items Using Film or Digital Capture* and *How to Prepare Archival Records of Heritage Items*.²
 - The existing PAR should be updated with views to and from pre and post-vegetation works within the Coniston Railway Station Group (TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register), Gladstone Avenue and north of Bridge Street, Coniston NSW.
- 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 is managed appropriately.
- The existing Transport for Tomorrow heritage protection plan should be updated to enable the protection of heritage values of Coniston Railway Station Group during works.
- Within the curtilage of Coniston Railway Station Group two temporary compounds are to be established. The use discrete fencing (for example, welded mesh fencing with screening often used on construction sites) and signage around the temporary compound sites is recommended.

Recommendation 3 Management of heritage items

While the works will have no adverse impacts to Wollongong Railway Station Group or the Wollongong locomotive turntable, the following mitigation measures should be implemented to ensure the heritage significance of these items are managed appropriately for the project:

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

¹ (Australia ICOMOS 2013)

² (Heritage Office 1998, Heritage Office 2006)

The works will have no adverse impacts to Row of bungalows. If vegetation clearing/trimming works are altered, a re-assessment of the impacts to the item would be required.

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 Coniston Station, Coniston NSW (Figure 1 and Figure 2), referred to as the study area herein. Upgrades to System 12 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 Coniston, Wollongong Local Government Area (LGA) (Figure 1). It encompasses 6.58 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*.³ 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.

Due to timeframe for the production of this report, limited background research was undertaken outside of existing reports. It was not possible to identify the location of the 1916 station site, or confirm whether it was within the same location as the 1925 station site. Further research is needed to determine its location.

The physical inspection of the study area was limited to accessible areas of Coniston Station. Areas of the railway corridor outside of Coniston Station were not inspected, such as the railway track alignment, potential

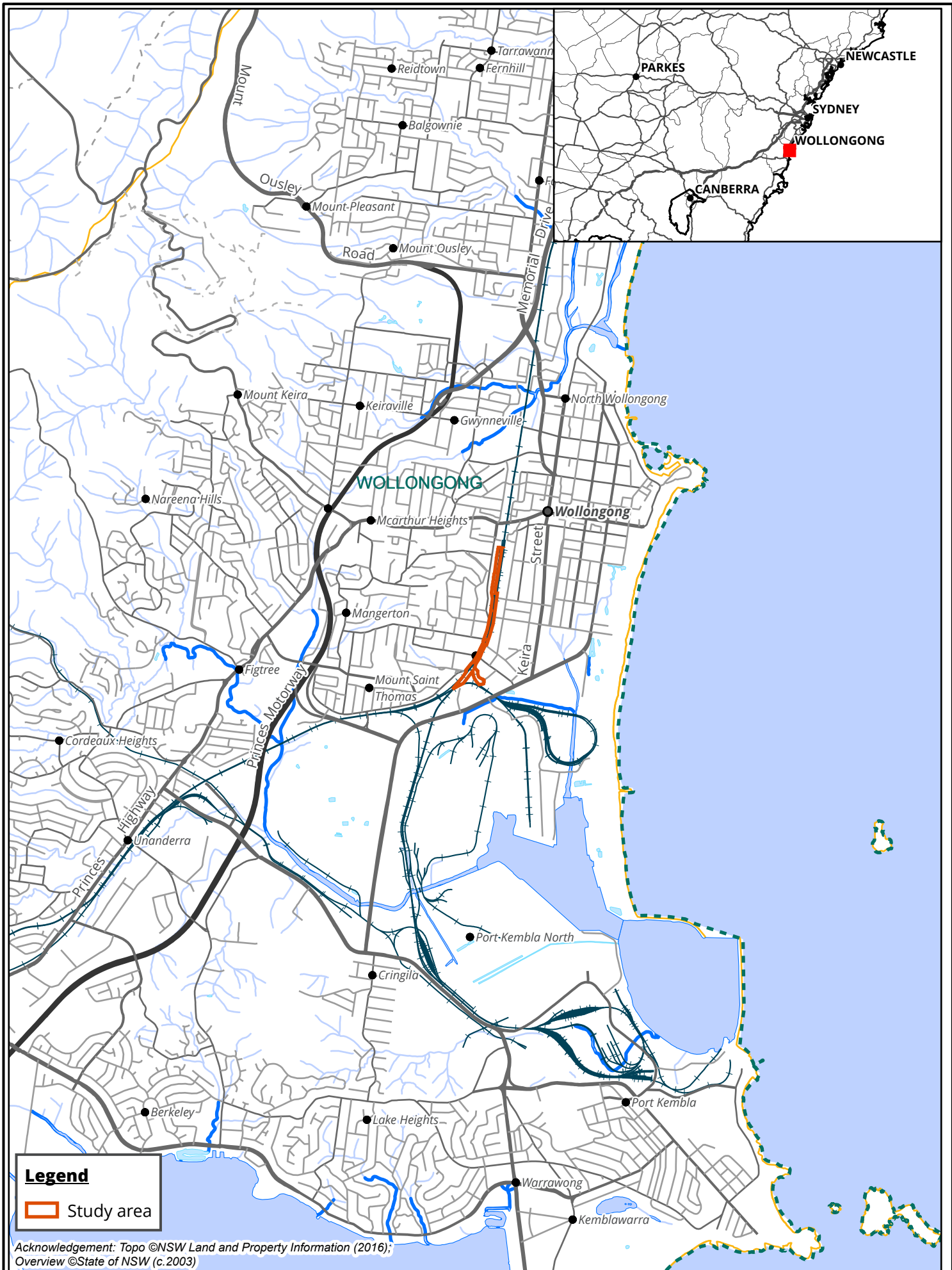
³ (Heritage Office 2001, NSW Heritage Branch, Department of Planning 2009, Australia ICOMOS 2013)

compound areas and access routes. It was also not possible to access the existing carpark/compound area in the location of the 1907 Wollongong locomotive turntable.

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.



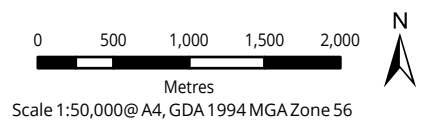
Legend
 Study area

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



Figure 1 Location of the study area

Matter: 36708
 Date: 19 April 2022
 Drawn by: JB, Checked by: CA, Last edited by: jbeckius
 Location: P:\367005\36708\Mapping\36708_ConistonKemblaGrange_SoHIs
 Layout: 36708_SoHI_F1_Locality





Legend

- Study area
- Lot

Figure 2 Study area detail

0 50 100 150 200 N

Metres

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



Matter: 36708, Date: 19 April 2022,
 Drawn by: JB, Checked by: CA, Last edited by: jbeckius
 Location: P:\36700s\36708\Mapping\
 36708_ConistonKembalaGrange_SoHIs, Layout: 36708_SoHl_F2_StudyArea

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'.⁴
- 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.⁵

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

⁴ 'About National Heritage' <http://www.environment.gov.au/heritage/about/national/index.html>

⁵ '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 the study area. There is one item listed on the SHR which is located adjacent to the study area:

- Wollongong Railway Station Group (Item no. 01289), Illawarra railway, Wollongong NSW 2500. Located immediately north of 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:

- Coniston Railway Station Group (TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register), Gladstone Avenue and north of Bridge Street, Coniston NSW. Item of local heritage significance.

There is one item in the vicinity of the study area which is listed on a State government instrumentality Section 170 Register:

- Wollongong Railway Station Group (TAHE (formerly State Rail Authority) Section 170 Register), Station Street, Wollongong NSW 2500. Item of State heritage significance located immediately north of the study area.

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 are no items listed on the Wollongong LEP 2009 located within the study area. There are two items listed on the Wollongong LEP 2009 located adjacent to the study area:

- Row of bungalows (Item No. 6377), 69–93 Gladstone Avenue, Wollongong, Lots 1–5, DP 16114; Lot 16, DP 1102983 and Lots 17–23, DP 15363. Item of local heritage significance, located immediately west of the study area.
- Wollongong Railway Station Group (Item no. 6382), Lot 1 Railway Station Square Wollongong NSW 2500. Item of State heritage significance located immediately north of the study area.

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
			Individual item	As a Conservation Area	
-	Coniston Railway Station Group	Gladstone Avenue and north of Bridge Street, Coniston NSW	TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register	-	Local
01289	Wollongong Railway Station Group	Illawarra railway, Wollongong	SHR	-	State
-		Station Street, Wollongong NSW	TAHE (formerly State Rail Authority) Section 170 Register	-	State
6382		Lot 1 Railway Station Square, Wollongong	Wollongong LEP 2009	-	State
6377	Row of bungalows	69-93 Gladstone Avenue, Wollongong, Lots 1-5, DP 16114; Lot 16, DP 1102983 and Lots 17-23, DP 15363	Wollongong LEP 2009	-	Local



- Legend**
- Study area
 - Lot
 - Coniston Railway Station Group
 - State heritage item
- Local Environmental Plan**
- Item - General
 - Item - Landscape

Figure 3 Heritage items in the vicinity of the study area

0 50 100 150 200 250
 Metres
 Scale: 1:7,000@ A3
 Coordinate System:
 GDA 1994 MGA Zone 56



Matter: 36708, Date: 19 April 2022,
 Drawn by: JB, Checked by: CA, Last edited by: jbeckius
 Location: P:\36700s\36708\Mapping\
 36708_ConistonKembalaGrange_SoHs Layout:

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 suburban and light industrial environment, the study area is situated across a series of undulating slopes which descend south-east towards the lower coastal ground. The study is in the vicinity of several first order water courses located to the north-west and south-east. Being part of the current railway network, the study area has been heavily developed as part of 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.⁶

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.⁷ 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.⁸ The study area is in the vicinity of

⁶ Tindale 1974

⁷ Sefton 1980, pp.22–29

⁸ 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.⁹ 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.¹⁰ Today many Wodi Wodi and Tharawal people continue to live in the Illawarra.

3.3 Wollongong – historical context

3.3.1 Exploration (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'. 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. The next recorded Europeans to visit the Illawarra district were George Bass and Matthew Flinders in 1796, who sailed along the south coast from Sydney in their small boat, the *Tom Thumb*. Following their landing near Tom Thumb Lagoon, they entered Lake Illawarra and made the first recorded contact with the Aboriginal people in the Illawarra.

In 1797 the *Sydney Cove* was wrecked in Bass Strait and the survivors made their way through the area to find help, losing several members of their party to 'hostile natives' as they went. 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 coal led to Bass to be sent back to the area to investigate. 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 Shoals-haven and the Shoalhaven River.¹¹

The first settlement in the Illawarra region was established by Dr. Charles Throsby in 1815.¹² Throsby cut a cattle track from Glenfield to just behind South Beach, Wollongong, where he constructed a stockman's hut and cattle yard near the fresh water lagoon at the junction of the future Wollongong Harbour and Smith Street.¹³ 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. With the help of the Wodi Wodi and Tharawal people, cattlemen and the cedar cutters made passage into the Illawarra region.¹⁴

⁹ Brooks & Associates 2003, p.16

¹⁰ Organ 1990

¹¹ McDonald 1966

¹² Osbourne 2000, p.1

¹³ Osbourne 2000, p.1, Rice 2010

¹⁴ Lindsay 1994, p.4

3.3.2 Early development of Wollongong (1816 to 1836)

In 1816 Surveyor-General John Oxley and Deputy-Surveyor James Meehan were sent to complete a general survey of the Illawarra region, to connect it to the known parts of the colony, and identify lands for prospective grantees.¹⁵ The results of this survey showed that no permanent settlers resided throughout the region, with both Throsby and Oxley squatting illegally whilst pasturing cattle.¹⁶ The first five grants in the area were made to absentee landlords, who ran cattle on their lands while employing a few stockmen to look after their properties. These five grants were made in 1821 to Richard Brooks (1300 acres), George Johnston (1500 acres), Andrew Allen (700 acres), Robert Jenkins (1000 acres) and David Allen (2200 acres).

In the same year, Charles Throsby Smith, the nephew of Charles Throsby, arrived in the Illawarra region to visit his uncle. After his visit, C.T. Smith decided to permanently settle in the area with his wife. In 1821, Smith obtained permission from Governor Macquarie to stay in the colony and was promised Bustle Farm in the Illawarra; however, his grant for his 300 acres, which would eventually become the site for the Town of Wollongong, was not issued until the 20th December 1835.¹⁷ In 1823, Smith and his wife, along with four government men, took possession of part of his grant and commenced clearing the land.¹⁸ In 1825, Surveyor McBrien was instructed to mark out Smith's 200 acres "at Mr. Throsby's old station on the coast".¹⁹ The remainder of the 1820s saw the establishment of a garrison in 1826, and an increased focus on military barracks and the harbour.

In 1829, the garrison was relocated to Wollongong Harbour, east of the study area, with commanding officer Lieutenant Butler and his detachment setting up a temporary camp opposite C.T. Smith's house located to the immediate south of Brighton Beach whilst more substantial accommodation was prepared. The movement of the military marks the beginning of the development of this area as the main commercial and administrative centre for the Illawarra.²⁰ One of the earliest references of coastal trade between Sydney and Wollongong is found in the *Sydney Gazette* in early 1834, in which it is said that sea communications had almost stopped. It is postulated that this decline was due to the fact that the run was considered uneconomical, with the costs associated with operating the ships being far greater than that of paddle steamers which had started to make an appearance in the early 1830s. In order for steam boats and other larger ships to be used in the harbour, facilities needed to be improved to ensure a regular service could be maintained.²¹

In 1834, a road was constructed under the supervision of Major Thomas Mitchell, through Mt. Keira, making the region more accessible from Sydney.²² Mitchell surveyed a portion of Smith's property as a private subdivision to be laid out in township allotments (adjacent to the study area), making it the official nucleus of the road Mitchell was surveying. In the same year, Surveyor Gilbert Elliott set out a plan for a government township on land adjoining the initial surveyed area. The town was set up on government land along Crown Street and was bounded by Harbour, Stewart and Church Streets. The private grants laid out by Mitchell were absorbed into the format of the government town. Allotments were granted from February the following year.

¹⁵ Osbourne 2000, p.1

¹⁶ Osbourne 2000, Rice 2010, Dowd 1977, p.2

¹⁷ Johnson 1992

¹⁸ Smith 1990

¹⁹ Jervis 1942, 63

²⁰ Hutton 2000, p.7

²¹ Johnson 1992

²² Johnson 1992

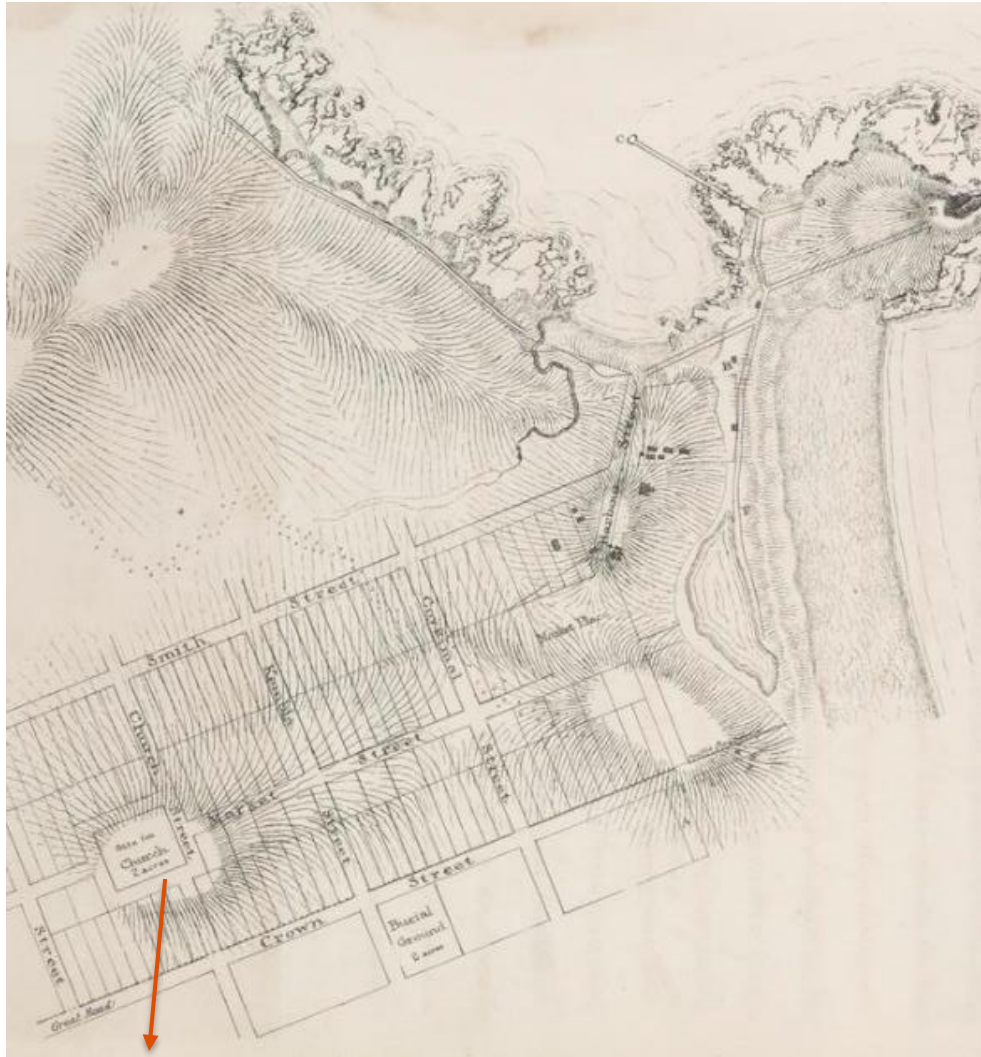


Photo 1 1834 Plan for the Town of Wollongong by Surveyor Thomas Mitchell; the study area is outside of this plan to the south, with the direction indicated by the orange arrow (Source: State Library of NSW, Call No. A331)

Wollongong grew quickly after it was declared a town and by 1836 consisted of a Court House, west of the study area, two stores and a Roman Catholic Chapel (a wooden building) as well as some residential dwellings.²³ The original Court House, located within the vicinity of the study area, is locally listed as an area of significance due to its history in Wollongong and the Illawarra region. The site of the earliest Court House and lock up in the Illawarra region, the building was first constructed in 1829, with further additions made in 1835.²⁴ In 1844, after the garrison was relocated from the area, the building was used by local police, and in 1859 a gaol was constructed, which was used until its demolition in the early 20th century. The area at the eastern end of Crown Street also began to be utilised as a Catholic cemetery in 1836.²⁵ In 1838 the post office was removed from the magistrate's office to Mr. Palmer's store.²⁶ As a regional centre, Wollongong was home to the majority of the district's businesses.

²³ Cousins 1948, pp.189–190

²⁴ (Heritage NSW n.d.)

²⁵ Jervis 1942, 100

²⁶ Jervis 1942, 104

3.4 Coniston 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 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 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 Crown plan for the construction of the railway line shows that Coniston Station was not part of the original plan for the line (Photo 2, Photo 3); the date of this plan has been lost due to damage to the plan.

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

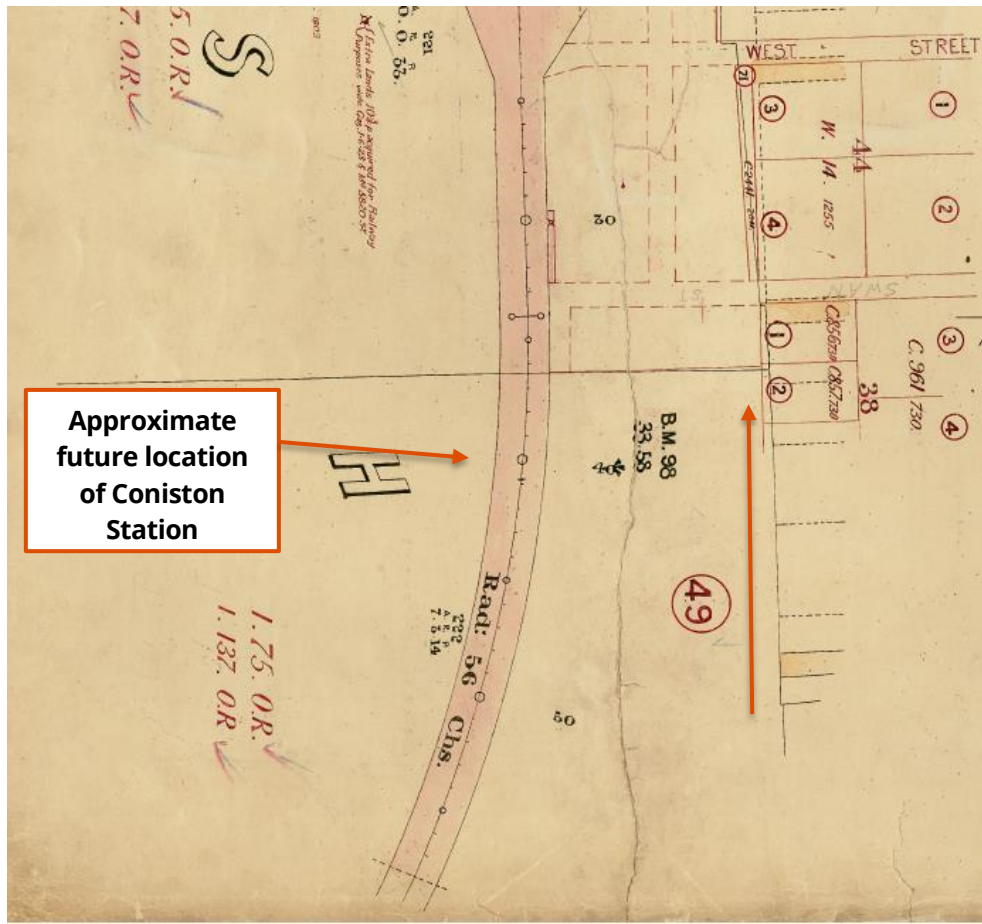


Photo 2 Pre-1890 Crown plan of the Sydney to Wollongong & Kiama, focusing on the northern portion of the study area; the direction of north is indicated by the orange arrow (Source: NSW Land Registry Services, Crown plan 453.3000)

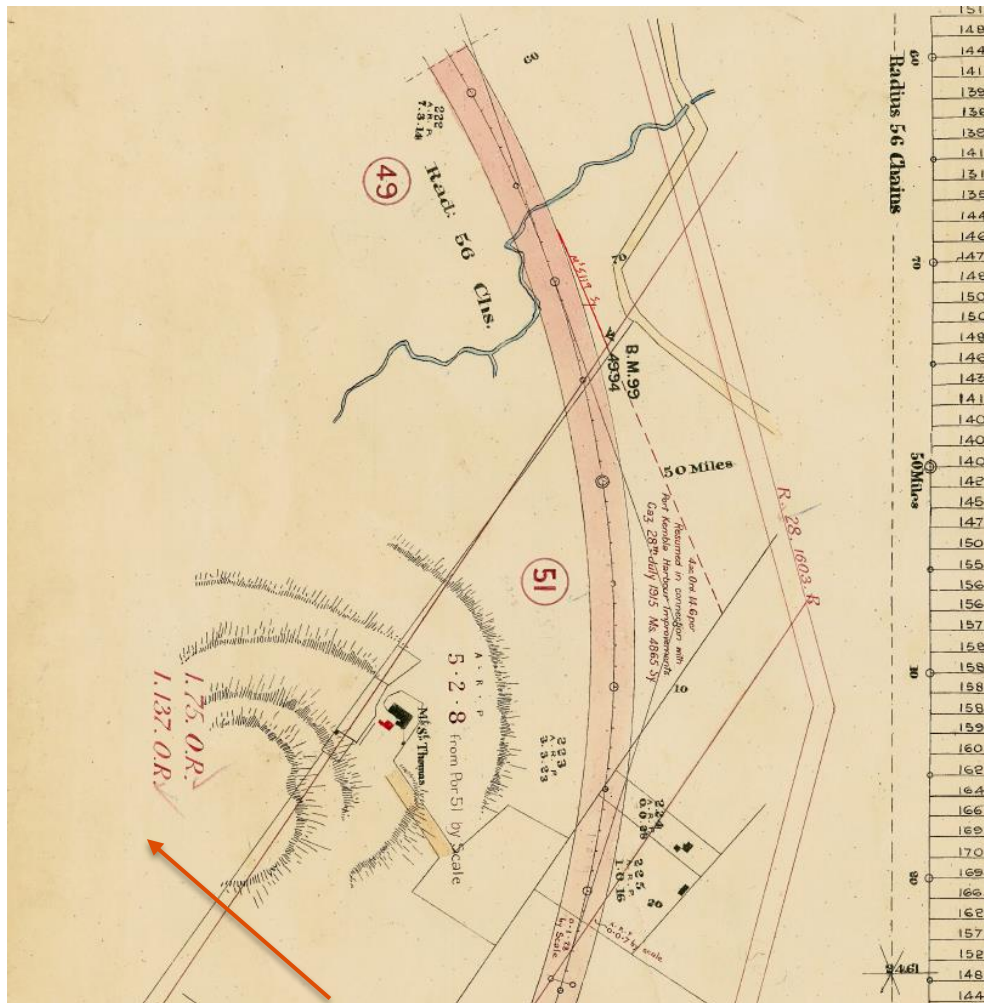


Photo 3 Pre-1890 Crown plan of the Sydney to Wollongong & Kiama, focusing on the southern portion of the study area; the direction of north is indicated by the orange arrow (Source: NSW Land Registry Services, Crown plan 453.3000)

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

3.4.2 Coniston Station

The following information has been summarised from the a SoHI prepared for the More Trains, More Services South Works Package, Long New Intercity Fleet Upgrade project, the SHI inventory form for Coniston Railway Station Group and historical maps and plans.²⁸

The area containing the study area was originally part of a land grant of 280 acres (113 hectares) made to Rachael Moore White, which was comprised of parish portion 49 in the parish of Wollongong. This land became known as the Mount Drummond Estate. The estate was advertised for subdivision in 1907, with a village developing near the future site of the railway station.

²⁸ (Jacobs Group (Australia) Pty Ltd 2019, Heritage NSW, Department of Premier and Cabinet 2009)

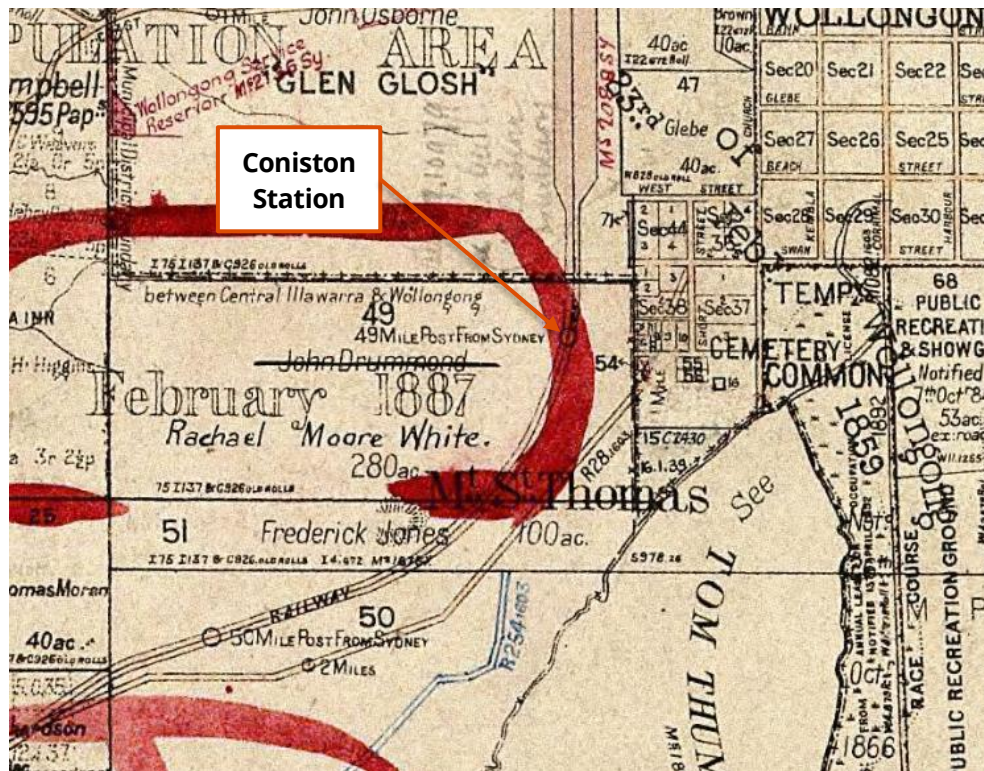


Photo 4 1897 Wollongong parish map (Source: NSW Land Registry Services, Historical Land Records Viewer)

Coniston Station was originally constructed in 1916 under the name of Mount Drummond. This development was prompted by the establishment of Port Kembla as a major port, which required rail access to the wharves and industries associated with the port. This new line ran from Coniston Junction to Mount Drummond (Coniston), and was extended to Port Kembla Station in 1920. The station closed from 1923 to 1925, reopening as Coniston Station with a single platform with earthen fill, and simple weatherboard waiting shed on the platform (Photo 5, Photo 6). The former station was located on the south-western side of Bridge Street and not within the current station footprint.



Photo 5 c.1925 photograph of the newly reopened Coniston Station (Source: (NSW State Archives, Photograph no 146 NID, cited by Jacobs Group (Australia) Pty Ltd 2019, pp. 100 Figure 3-6)



Photo 6 c.1925 photograph of the newly reopened Coniston Station, with the Coniston brickworks in the background (Source: (Heritage NSW, Department of Premier and Cabinet 2009)

Another subdivision, the Coniston Station Estate, was established in 1929 in the vicinity of the station as part of population growth and relocation of residential areas south of Wollongong. The station in turn prompted more development and suburban settlement in the local area. A 1937 Wollongong parish map and 1938 aerial photograph of Coniston Station and the surrounding area provide an indication of the growth of the suburb (Photo 7, Photo 8).

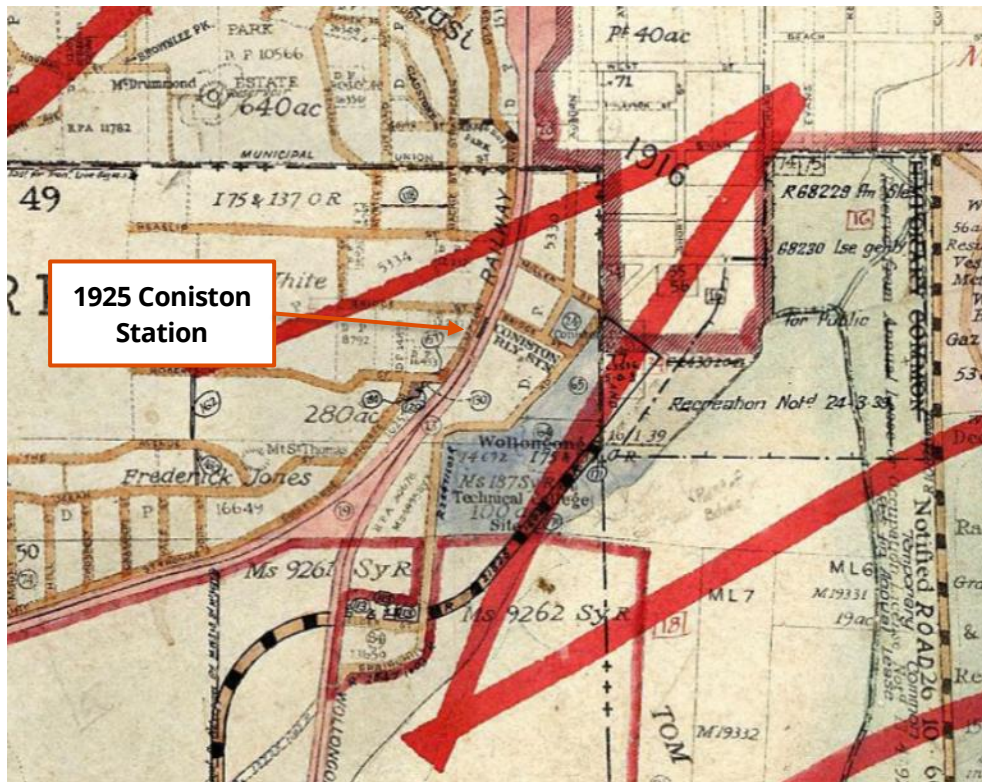


Photo 7 1937 Wollongong Parish Map showing the subdivisions of Mount Drummond Estate and Coniston Station Estate (Source: NSW Land Registry Services, Historical Land Records Viewer)



Photo 8 1938 aerial photograph of Coniston Station and surrounding suburban development (Source: (Wollongong City Council 2017a)

The rail line to Port Kembla was duplicated as part of wartime efforts to further develop the steelworks and port at Port Kembla. Coniston Station was relocated to the duplicated line in 1941, now comprising two brick platforms, platform buildings and a ticket and parcel office (Photo 9). The old station south of Bridge Street was demolished. An overlay of a 1941 plan of Coniston Station presented in the SoHI prepared for the More Trains, More Services South Works Package project identified a structure on the southern side of Bridge Street, on the eastern side of the railway line (Photo 10).²⁹ This structure could not be relocated on earlier (1938, Photo 8) or later aerial photographs (1948-51, Photo 11; 1955, Photo 12), suggesting that it may have been a temporary building.

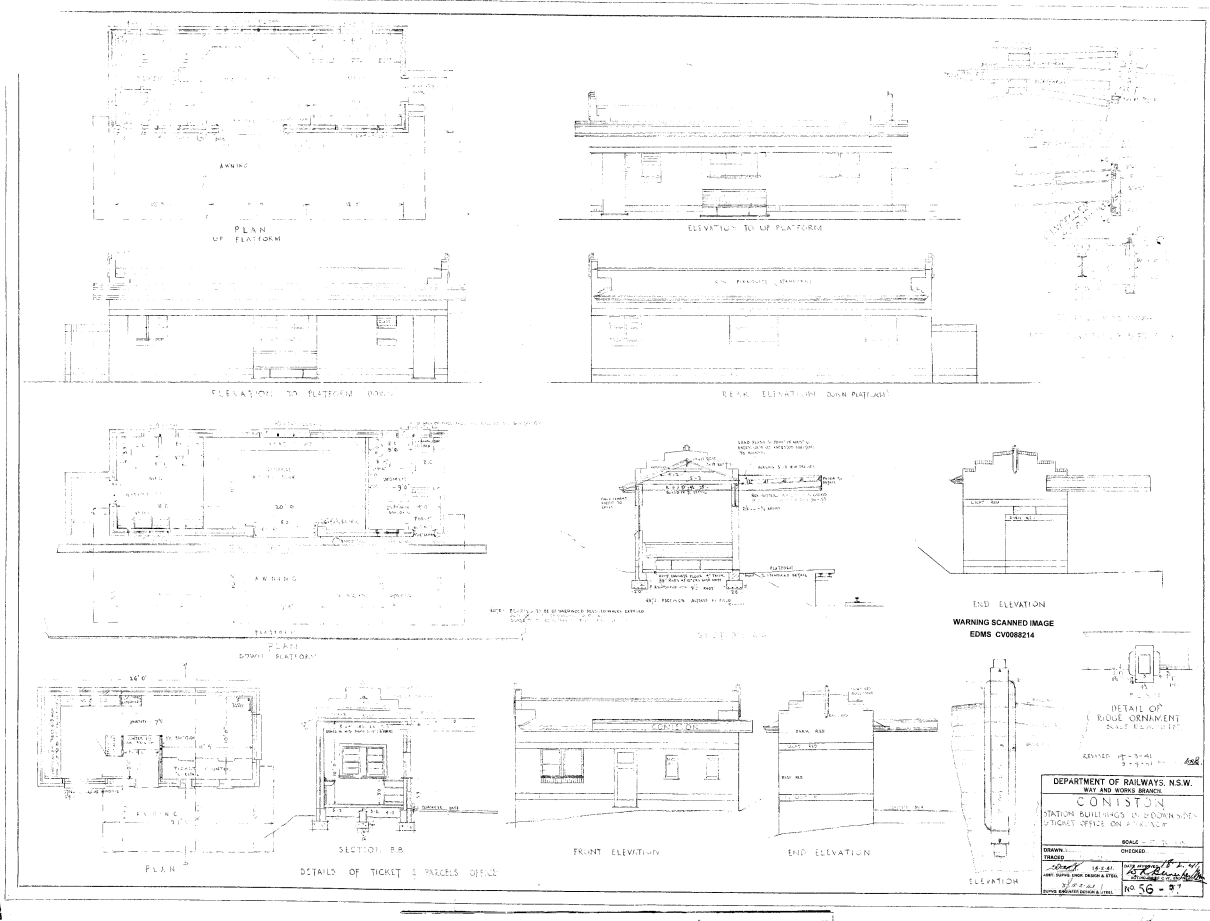


Photo 9 Architectural drawings of the 1941 Coniston station platform buildings and the ticket and parcel office (Source: Provided by Marsupial Lion, 28 April 2022)

²⁹ (Jacobs Group (Australia) Pty Ltd 2019, pp. 109 Figure 6-21)

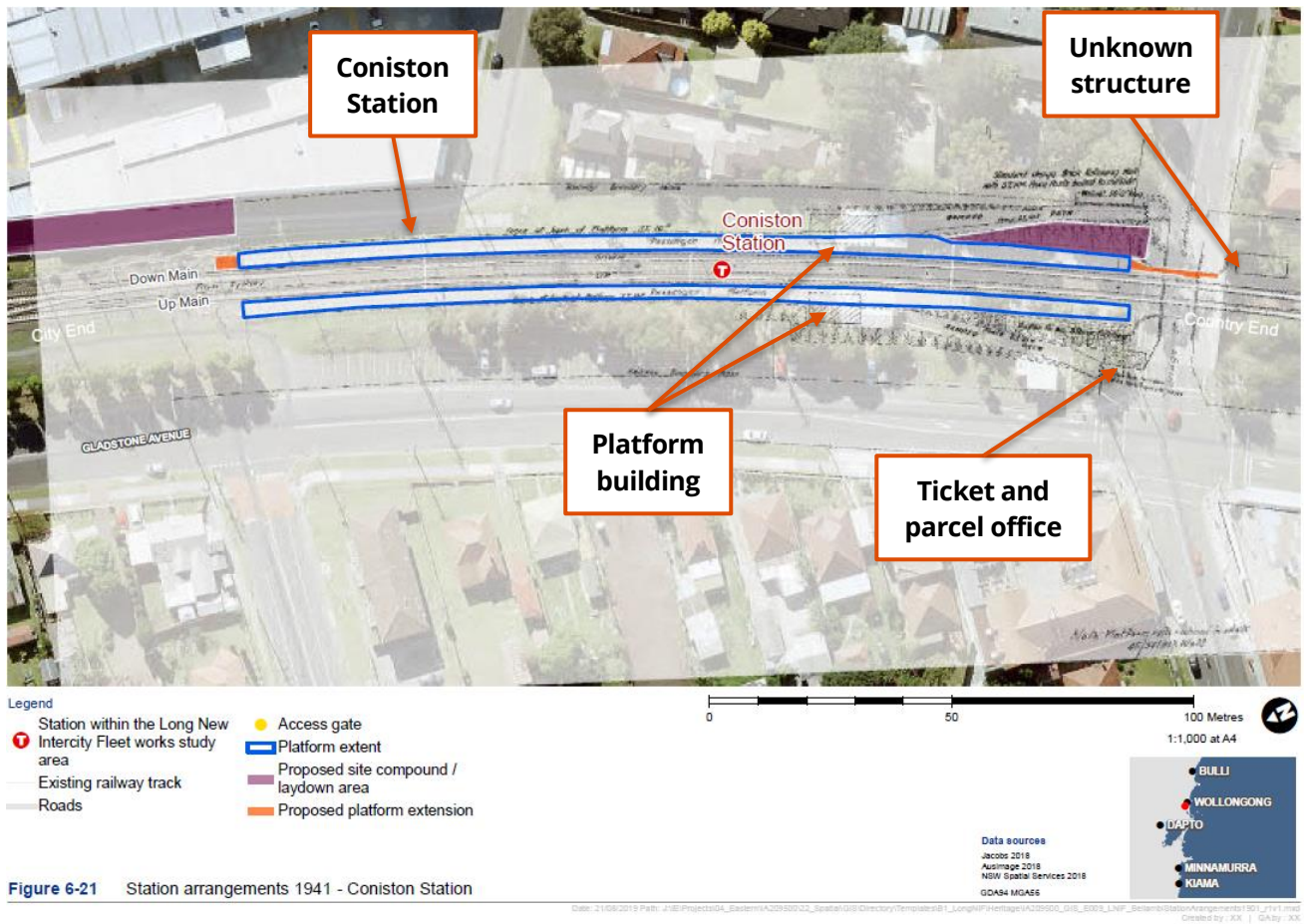


Photo 10 Overlay of 1941 plan of Coniston Station (Source: (Jacobs Group (Australia) Pty Ltd 2019, pp. 109 Figure 6-21)

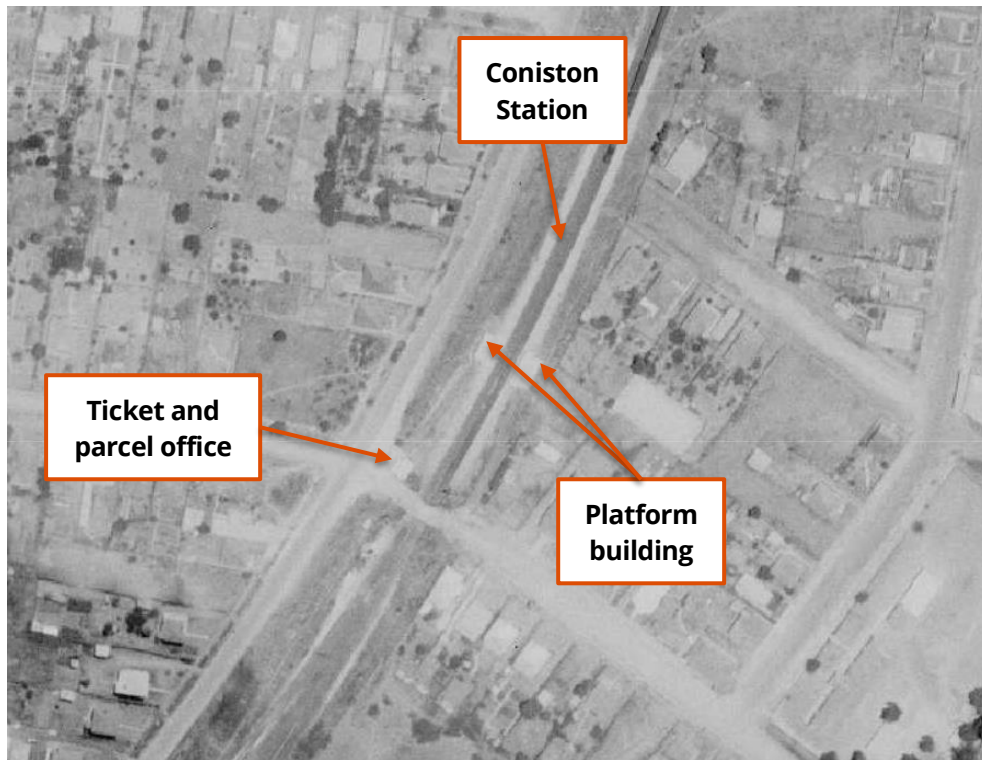


Photo 11 1948-51 aerial photograph of Coniston Station (Source: (Wollongong City Council 2020))

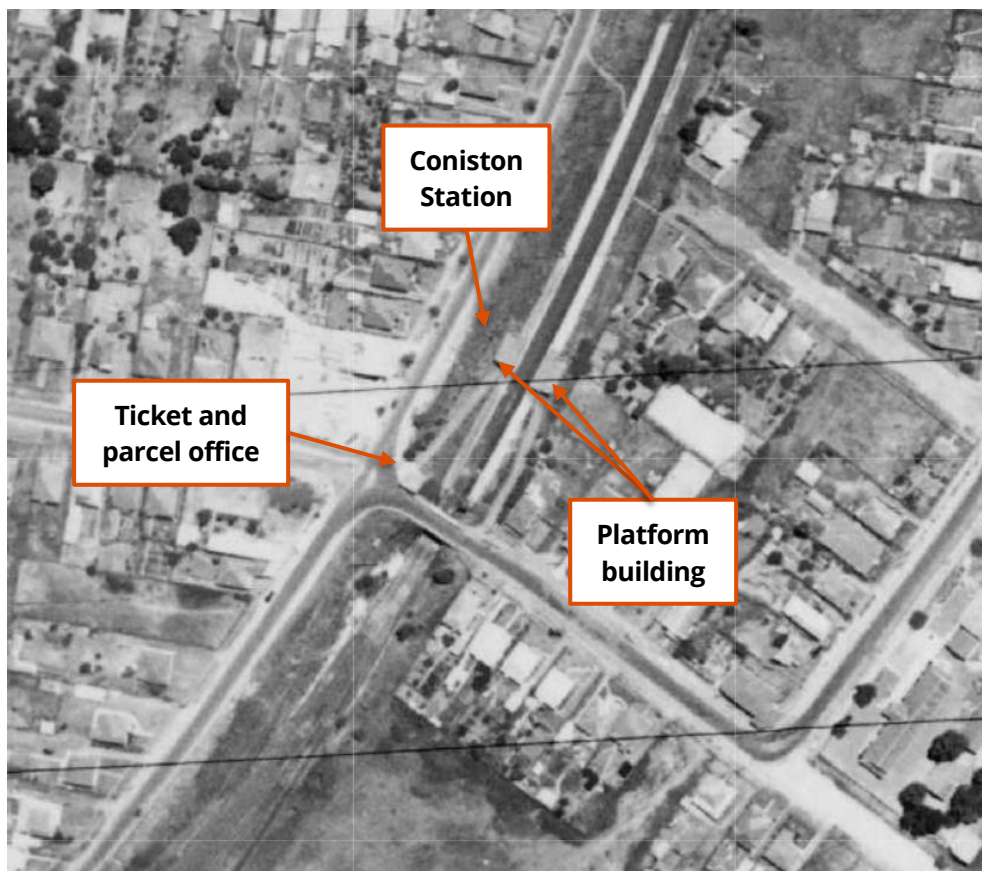


Photo 12 1955 aerial photograph of Coniston Station (Source: (Wollongong City Council 2021))

Developments since the mid-20th century saw a new ticket office and overbridge constructed in 1968, and the electrification of the Illawarra Railway Line in 1986. The new ticket office was constructed to the north of the original ticket office, away from the corner of Bridge Street and Gladstone Avenue, using similar brickwork and architectural form as the original, with the exception of the roofline and parapet. Internal and external refurbishment works to the platform buildings took place around 1990, which likely removed the original interior fit out of the 1941 buildings.

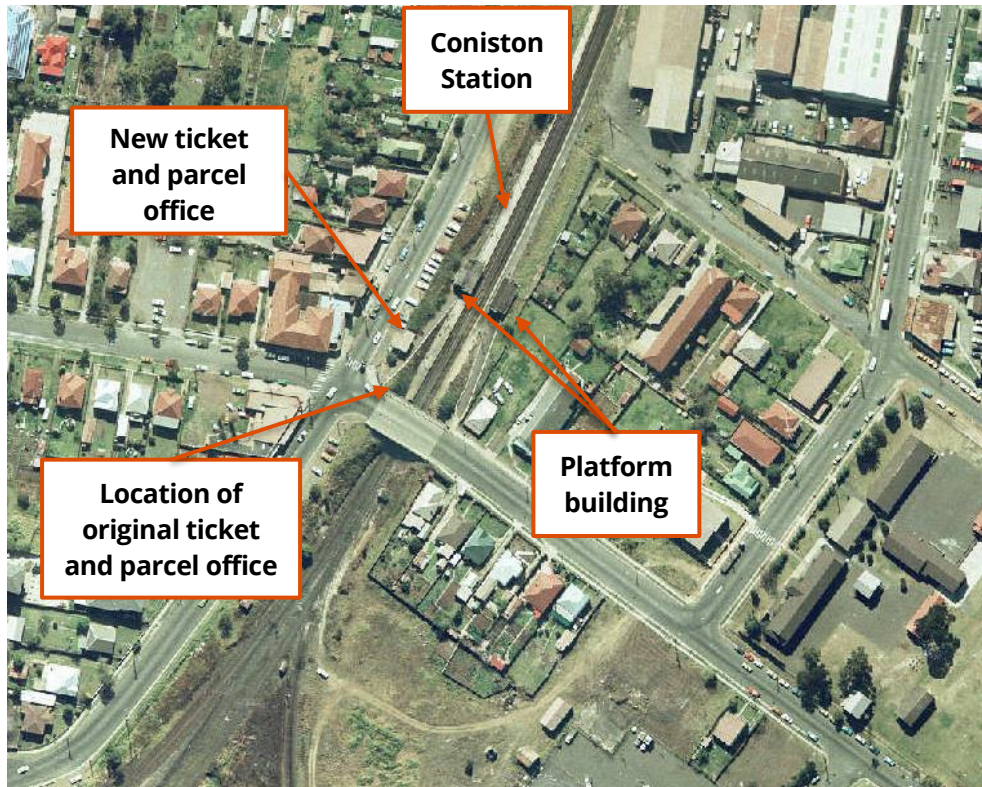


Photo 13 1977-78 aerial photograph of Coniston Station (Source: (Wollongong City Council n.d.)

The station itself and the 1941 platform buildings are key components in the heritage significance of Coniston Station. Coniston Station contributed to the development of the Coniston area as a transport hub and also local industry including those at Port Kembla and the former Coniston brickworks. The station played a role in the duplication of the Illawarra Railway Line as part of the World War II war effort by the State Rail Authority. The platform buildings represent an Inter-War Functionalist style of station architecture, specifically known as 20th century Stripped Art Deco or Functionalist, designed by the State Rail Authority engineers without architectural input.

3.4.3 Wollongong locomotive turntable

The following information is summarised from a SoHI completed for the More Trains, More Services South Works Package, Long New Intercity Fleet Upgrade project, the SHI inventory form for Wollongong Railway Station Group and historical maps and plans.³⁰

Wollongong Railway station was opened in 1877, featuring a single platform. The following year, a turntable was constructed to the south of the station for the purposes of turning locomotives. A new turntable was constructed in 1907 near the original turntable but closer to Wollongong Station, manufactured by William Sellers and Co. of Philadelphia. The 1907 turntable continued to be used until after World War II, following

³⁰ (Jacobs Group Pty Ltd 2019, Heritage NSW n.d.)

which its use declined. By the 1980s, the 1907 turntable was rarely used, and in 2009 the cast iron bridge, pivot and single rail were removed and donated as part of restoring the Eskbank turntable. The 1907 turntable was filled in following an assessment in 2014, and this location is now used as a temporary car park and staging compound area for railway works.

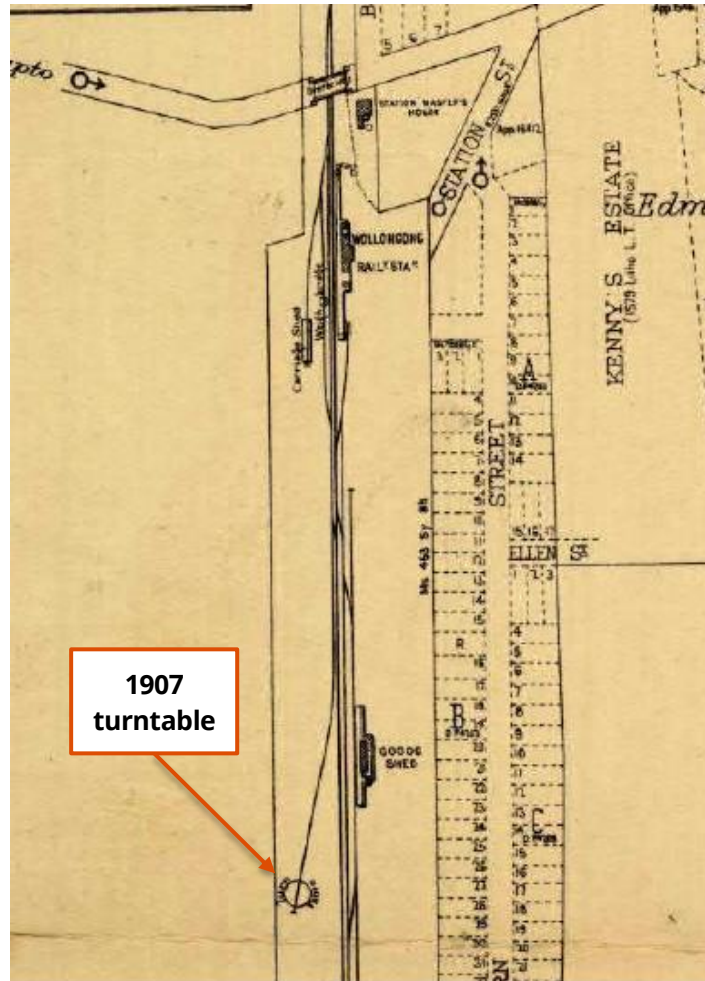


Photo 14 1911 plan of Wollongong Station, featuring the 1907 turntable to the south (Source: (Jacobs Group Pty Ltd 2019, pp. 16 Figure 3-4)



Photo 15 1938 aerial of Wollongong Station, featuring the 1907 turntable (Source: (Wollongong City Council 2017b))

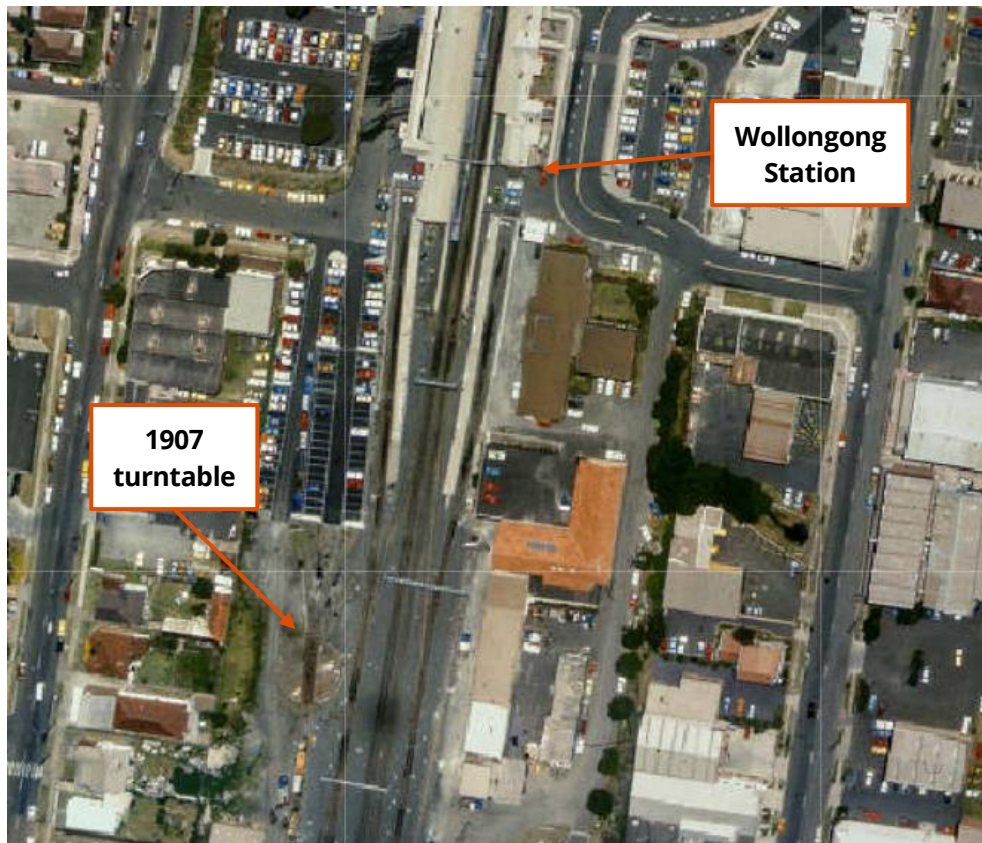


Photo 16 1986-87 aerial of Wollongong Station, featuring the 1907 turntable (Source: (Wollongong City Council n.d.)

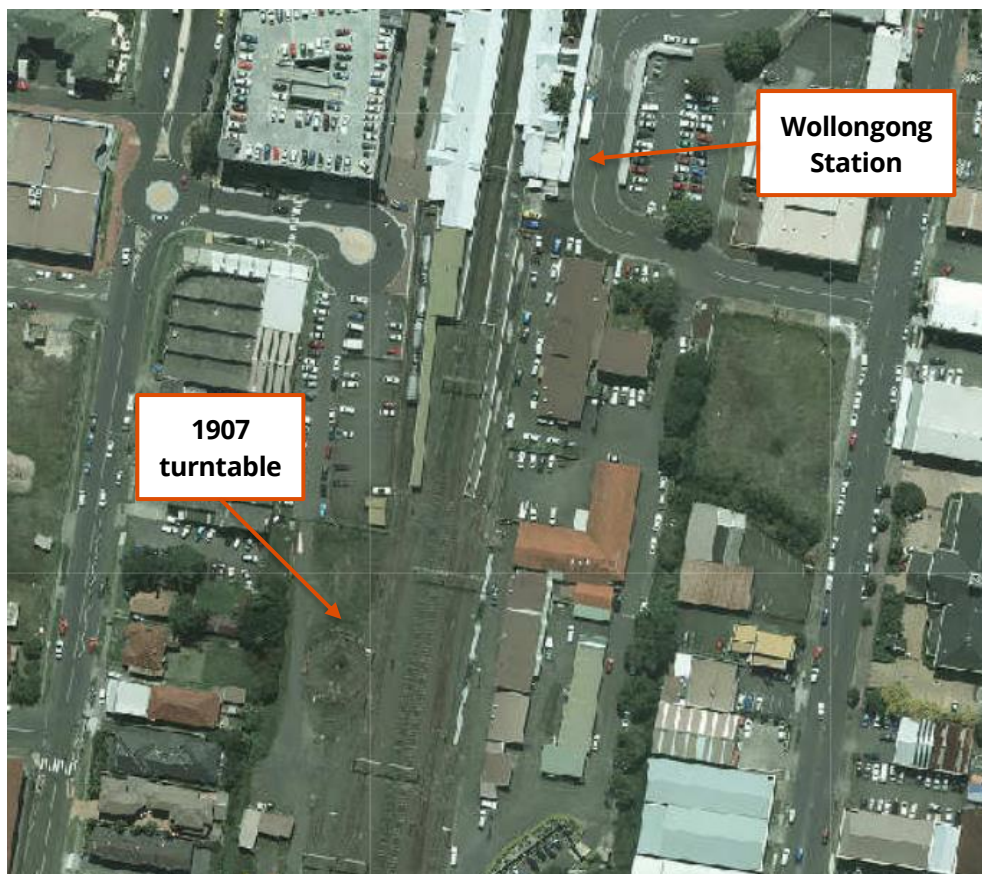


Photo 17 2012 aerial of Wollongong Station, featuring the 1907 turntable prior to being backfilled in 2014 (Source: (Wollongong City Council 2012))

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
n.d	Mount Drummond is established by the granting of a 280 acre land grant to Rachel Moore White.
1907	The Mount Drummond Estate is subdivided.
1916	A single line from Coniston Junction to Mount Drummond (Coniston) is built and transferred to the NSW Government Railways. The railway station opens under the name of Mount Drummond.
1923	Mount Drummond Station briefly closes.
1925	Mount Drummond Station reopens under the name Coniston Station, consisting of a simple weatherboard platform waiting shed on a single platform.
1939	Secondary subdivision of Coniston Station Estate takes place.
1941	The line from Wollongong to Coniston is duplicated as part of the wartime project involving Port Kembla port and steel works. The branch line junction is relocated to the Coniston signal box. Due to this relocation, the Coniston Station is demolished and a new station, also named Coniston is constructed on the duplicate line. The new station consists of two identical brick platforms, platform buildings, and a ticket and parcel office.
1963	Coniston signal-box closes and a new branch line opens to the Port Kembla coal-landing plant. All nearby connections are transferred to the Wollongong Signal-box.
1968	A new ticket office and overbridge is constructed by Wollongong City Council.
1986	The Illawarra Railway Line is electrified.
c.1990	Fibro asbestos cladding on the station buildings is replaced by modern galvanised steel sheeting, the face brickwork is painted, and modern steel security doors are installed.
2001	The Interwar Stations Study (Humphreys and Ellsmore 2002) notes that all of the original interior fit-out has been removed.

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.³¹

³¹ (NSW Heritage Council 2001)

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.³² 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	Transport	Providing rail transport
	Towns, suburbs and villages	Developing an urban network to 1948
Developing Australia's cultural life	Creative endeavour	Creating artistic works

³² (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 the suburban and light industrial setting of Coniston, confined to the railway corridor, and is situated across a series of undulating slopes which descend south-east towards the lower coastal ground. The study area is bounded by Gladstone Avenue, Bridge Street and a series of commercial, industrial and residential lots to the west, a series of light and heavy industrial and residential lots, Swan Street, Swan Lane, Miller Street and Bridge Street to the east, with the northern and southern areas bounded by the railway corridor.

The study area is characterised by the railway infrastructure of the railway corridor (Photo 18, Photo 19), with the station platforms, buildings and site elements of Coniston Station being a strong feature of the study area (Photo 20, Photo 21). Vegetation is also present along the edges of the railway corridor. It was not possible to access the existing carpark/compound area in the location of the 1907 turntable.



Photo 18 North-facing view of the railway corridor towards Wollongong

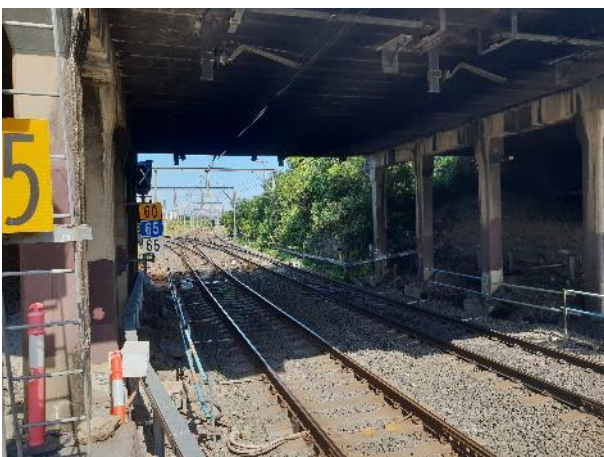


Photo 19 South-west-facing view of the railway corridor away from Wollongong



Photo 20 North-facing view of Coniston Station



Photo 21 South-west-facing view of Coniston Station

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. Coniston Station features two perimeter platforms located on the western and eastern sides of the railway lines, comprising concrete edges and surfaces, steel rail posts and in-situ cast concrete panels for the recessed platform walls (Photo 22, Photo 23). 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 24). There are also two single-storey platform buildings and a single storey Ticket and Parcel Office. All three buildings are constructed of brick in an Inter-War Functionalist style. The Ticket and Parcel Office on Gladstone Avenue features a skillion corrugated steel roof, a fibro walled awning and a concrete floor. The platform buildings feature stepped parapets with vertical fins to the northern and southern ends of the buildings and Inter-War Art Deco style detailing (Photo 22, Photo 25, Photo 26). The platform buildings also have shallow-pitched gable roofs of corrugated steel, and include a central waiting area with modern security steel doors, double-hung timber windows and curved brickwork to the corners, with awnings comprising tall fasciae and steel beams, shallow-pitched steel skillion roofs, along with box gutters at the junction of the main roof and awning. The station also features general infrastructure items such as lighting, signage and other facilities.



Photo 22 South-west-facing view of the two platforms and platform buildings



Photo 23 West-facing view of the western platform, northern end



Photo 24 North-west-facing view of the overgrown stone retaining wall on the western side of the station



Photo 25 South-west-facing view of the western platform building



Photo 26 East-facing view of the eastern platform building

The rail corridor contains standard rail infrastructure including rail tracks and sleepers, overhead wiring and their supporting structures, signalling equipment and the pylons for the Bridge Street bridge (Photo 18, Photo 19, Photo 20, Photo 21).

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 pastoral or grazing purposes as part of its ownership by Rachel Moore White and the Mount Drummond Estate. The previous iteration of Coniston Station (1925) was located to the south of the current station on the other side of the Bridge Street bridge. Further research is needed to confirm whether the first station constructed in 1916 was also in the same location as the 1925 station site. A structure is recorded south of the Bridge Street bridge in a 1941 plan (Photo 10); this may have been a temporary building associated with the transition of

Coniston Station's relocation as no further evidence of this structure could be identified in historical aerial photographs (Photo 8, Photo 11, Photo 12). The original 1941 ticket and parcel office at the corner of Bridge Street and Gladstone Avenue was demolished as part of the construction of the new ticket and parcel office in 1968 (Photo 11, Photo 13). In the most northern portion of the study area, there are the remains of the backfilled 1907 Wollongong Station locomotive turntable (Photo 14, Photo 15, Photo 16, Photo 17); this area is now used as a car park and staging compound site for rail works. It should also be noted that other items associated with the operation of the turntable and historical servicing of locomotives may be within the stabling yard.

The archaeological resources likely to be contained within the study area, based on this site history, may comprise fencing post holes associated with the pre-railway use of the study area, large post holes, footings or foundations for the 1925 and 1916 station platform walls. The rail line itself has been cut into the natural topography of the slope, so there may be evidence of this beneath the ballast currently in place. There are also likely to be previous deposits associated with older rail infrastructure and remains of discarded infrastructure materials such as sleepers and hardware. The unknown structure from the 1941 plan of Coniston Station may be represented by brick footings or minor brick foundations. There would be cuts and backfill deposits associated with these footings or foundations. The 1941 ticket and parcel office is likely to be represented by brick footings and wall piers and/or foundations (which would have supported a raised timber floor) as indicated in the architectural drawings for the 1941 station buildings. The drawings also indicate that the walls were of brick cavity construction (Photo 9). The 1907 turntable is known to only feature the turntable pit, concrete pivot based and brick pit wall, as the cast iron bridge, pivot and single rail were removed and donated for a heritage restoration project at Eskbank.³³ In addition to these structural deposits there would also be cuts and backfill deposits associated with the construction of the turntable.

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. The cutting into the natural topography of the slope in the location of Coniston Station in particular will have removed all of the archaeological material associated with the pre-railway use of the study area which may have been present. The 1925 Coniston station was demolished, but based on previous experiences at Wollongong Station in 2021, it is likely that any platform wall foundations may have been left in-situ. However, the materials of the 1925 platforms are not clearly defined, and could be timber, brick or concrete. The location of the 1916 station site is not known, but if it was in the same location as the 1925 station site remains of this may have been disturbed or removed as part of the 1925 station. The archaeological remains associated with the unknown brick structure are likely to have been disturbed by later works. This area appeared to have been overgrown with vegetation and may have been modified to create a consistent bank for the railway corridor. The area of the 1941 ticket and parcel office has been used as a lawn or garden area, with no further buildings constructed in this location. If the area was not remediated as part of the demolition works, it is likely that there would be moderate to high integrity, as it is probable that services have been installed in the vicinity as part of increasing development of the area and station. The 1907 turntable is known to have been backfilled in 2014 following removal of elements in 2009, with the intent of preserving the remaining archaeological remains of this item.

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

³³ (Jacobs Group Pty Ltd 2019, pp. 18)

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 Coniston 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 local, regional and national economies - Towns, suburbs and villages - Developing an urban network to 1948

The study area, as a component of the Illawarra Railway line, is part of the driving forces behind the 20th century suburban development of the wider Wollongong area and its surrounding hubs. 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.

Developing Australia's cultural life - Creative endeavour - Creating artistic works

The study area features two of the three station buildings constructed in 1941 as part of the relocated Coniston Station. The remaining platform buildings represent an Inter-War Functionalist style of station architecture, specifically known as 20th century Stripped Art Deco or Functionalist, designed by the State Rail Authority engineers without architectural input. The 1941 ticket and parcel office was demolished in 1968 and a new ticket and parcel office constructed just to the north. The possible archaeological remains of the 1941 would not contribute further to our knowledge about the architectural forms and construction methods of these buildings as these are already well documented.

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 and Figure 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
1907 turntable	Turntable pit, concrete pivot based, brick pit wall, construction cut, backfill deposit.	1907	High
1916 Coniston/Mount Drummond Station	Large post holes, footings or foundations for platform walls.	1916	Low
1925 Coniston Station	Large post holes, footings or foundations for platform walls.	1925	Low
1941 ticket and parcel office	Brick footings and wall piers or foundations, associated construction cuts, backfill deposits.	1941	Low
Unknown structure south of Bridge Street bridge	Brick footings or minor brick foundations, associated construction cuts, backfill deposits.	c.1941	Low



Legend

- Study area
- Lot

Archaeological potential

- High
- Low

Figure 4 Assessment of archaeological potential

0 50 100 150 200

Metres

Scale: 1:5,500@ A3

Coordinate System: GDA 1994 MGA Zone 56



Matter: 36708, Date: 27 April 2022,
 Drawn by: JB, Checked by: CA, Last edited by: jbeckius
 Location: P:\36700s\36708\Mapping\36708_ConistonKemblaGrange_SoHs, Layout: 36708_SoHs_F4_Potential

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'.³⁴ 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).

³⁴ (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 Coniston Railway Station Group

5.2.1 Evaluation of significance

The SHI listing for Coniston Railway Group includes an evaluation of the item's heritage value against the SHR criterion A, C, D and G. This information is reproduced below.³⁵ Additional information has been added where appropriate regarding the potential archaeological remains of the 1941 ticket and parcel office.

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).

*Coniston Railway Station is of historical significance as a transport hub for the suburb of Coniston and for its relationship to the development of industry in the area since 1925. Coniston Railway Station has historical association with Port Kembla and the former Coniston brickworks, and the duplication of the line in 1941, during World War II, as a wartime project.*³⁶

³⁵ (Heritage NSW, Department of Premier and Cabinet 2009)

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

Criteria C: An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Coniston Railway Station is of aesthetic significance as a representative group of 1941 Inter-war Functionalist style railway station buildings, with stylistic similarities to the suburban railway stations built for the Cronulla line in 1939.³⁷

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 place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.³⁸

Criterion E: An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area).

The original 1941 ticket and parcel office was demolished in 1968. This building was part of the suite of three buildings constructed in 1941 as part of the relocated Coniston Station and featured the same architectural themes of the remaining two platform buildings. While archaeological remains of this building may be present at the corner of Bridge Street and Gladstone Avenue, they are unlikely to yield information which would contribute further to our understanding of the cultural or natural history of Coniston, Wollongong, the Illawarra Railway or NSW, largely due to the existing information and knowledge already available through other sources.

The potential archaeological remains of the ticket and parcel office, and Coniston Station Railway Group as a whole, do not meet this criterion.

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).

Coniston Railway Station is a representative example of an Inter-war Functionalist style railway station architecture, with similarities to the 1939 Cronulla line suburban railway station buildings, however its significance is diminished to an extent by internal alterations, minor external alterations and painting of exterior brickwork to the platform buildings.³⁹

5.2.2 Statement of significance

The following statement of heritage significance is taken directly from the SHI listing for Coniston Railway Group.⁴⁰

Coniston Railway Station- including its platform buildings, platforms and booking office- is of local heritage significance. Coniston Railway station is of historical significance as a transport hub for the suburb of Coniston and for its relationship to the development of industry in the area since 1925. Coniston Railway Station has historical association with Port Kembla and the former Coniston brickworks. Coniston Railway station is of aesthetic significance as a representative group of 1941 Inter-war Functionalist style railway station buildings, with stylistic similarities to the suburban railway stations built for the Cronulla line in 1939.

³⁷ (Heritage NSW, Department of Premier and Cabinet 2009)

³⁸ (Heritage NSW, Department of Premier and Cabinet 2009)

³⁹ (Heritage NSW, Department of Premier and Cabinet 2009)

⁴⁰ (Heritage NSW, Department of Premier and Cabinet 2009)

5.3 Wollongong locomotive turntable

The Wollongong locomotive turntable is located within the northernmost part of the study area. An evaluation and statement of heritage significance for this item is presented in Table 5.

Table 5 Evaluation and statement of significance for the Wollongong locomotive turntable

Item	Criterion							Integrity	Statement of significance
	A	B	C	D	E	F	G		
Wollongong locomotive turntable	X							Moderate	The Wollongong locomotive turntable was constructed in 1907 as part of expansion works for Wollongong Station, which is listed as a heritage item at a State level (Wollongong Railway Station Group, SHR Item no. 01289). The Wollongong locomotive turntable was used regularly until after World War II, but decreased its operations from this point forward. In 2009, components of the Wollongong locomotive turntable were removed as part of restoration works to another heritage item, leaving only the turntable pit, concrete pivot based and brick pit wall. In 2014, the Wollongong locomotive turntable was backfilled and this area is now used as a staff parking and staging compound for rail works. While not located within the curtilage of Wollongong Railway Station Group (SHR Item no. 01289), the Wollongong locomotive turntable holds heritage significance for its historical value and role in the development of Wollongong Station and the Illawarra Railway Line. However, due to its reduced integrity through removal of key elements, this item is considered to be significant at a local level, rather than a State level.

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 (Coniston Railway Station Group) which is listed under the Railcorp Section 170 Heritage and Conservation Register. 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*.⁴¹

6.1 Proposal details

The proposed works comprise upgrades to the overhead wiring (OHW) to System 12 OHW within the study area (Photo 27, Photo 28, Photo 29, Photo 30, Photo 31, Photo 32). This will include a minimum of:

- Installation of 11 OHW Footings and five New OHW structures.
- The installation of a “twin link from the Catenary insulator to accommodate twin catenary wires and a new 270 square millimetre catenary wire.
- The replacement of all OHW cantilever insulators impacted by the works.
- The adjustment of OHW cantilevers or replacement where required.
- The replacement of worn or life expired Catenary and Contact wires.
- Re-dropping the OHW to support System 12.
- Adjustment of feeding and potential jumpers or replacement where required.
- Adjustment of existing OHW crossover wires, existing OHW overlaps and adjustment/ replacement of any other OHW as required.
- Works to existing feeding points to support an additional catenary wire.
- Structural/durability assessments of all OHW Structures and back guys and replacement or modification of all required elements.
- Replacement of OHW bridge attachments on the Bridge St Over-Bridge with double insulation bridge attachments. This will apply to both the Up and Down Main wires as they are bonded together and share a spark gap. Replacement of Mark 1 spark gaps with Mark 3 where impacted by the works.
- Assess overhead wiring bridge screens and replace as required.
- Earthing and Bonding works.
- Vegetation clearing along cuttings either side of the Bridge Street bridge and immediately east of Lot 23 DP 15363.

⁴¹ (Heritage Office & DUAP 1996)

- Vegetation clearing within the Coniston Railway Station Group (TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register), Gladstone Avenue and north of Bridge Street, Coniston NSW.
- Establishment of compound sites at Coniston Station and within existing compound areas adjacent to the railway line and a new compound site on the western side adjacent to Gladstone Avenue.



Photo 27 Guy anchor footing SW83+603 - City end of the works (Source: Marsupial Lion, provided 28 June 2022)

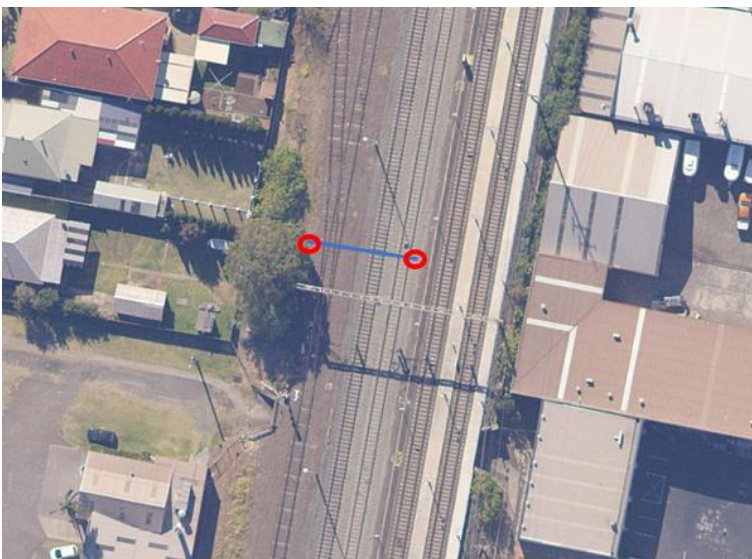


Photo 28 Cantilever and Portal footings and structures at SW83+723 (Source: Marsupial Lion, provided 28 June 2022)

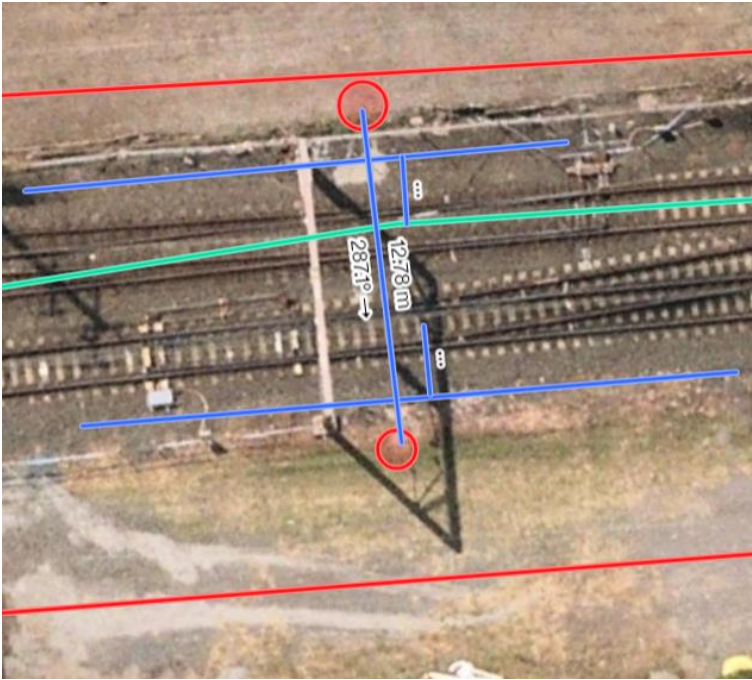


Photo 29 Portal footings and structure city side city side of Station SW83+984 (Source: Marsupial Lion, provided 28 June 2022)

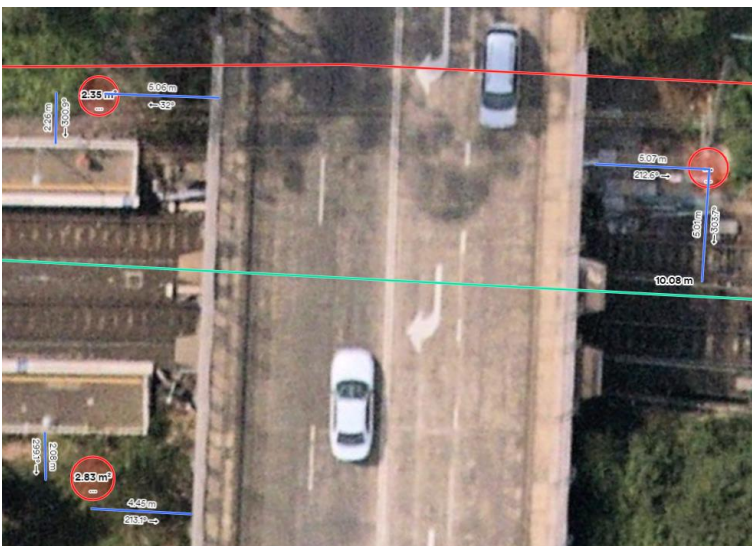


Photo 30 Portals' footings and structure city side city side of Station SW83+984 (Source: Marsupial Lion, provided 28 June 2022)



Photo 31 Guy anchor footing country side of the worksite (Source: Marsupial Lion, provided 28 June 2022)



Photo 32 Proposed vegetation clearing in the vicinity of Coniston Station (Source: Marsupial Lion, provided 28 June 2022)



Photo 33 Proposed vegetation clearing to the north of Coniston Station (Source: Marsupial Lion, provided 28 June 2022)

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 6).⁴²

Table 6 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 Photo 30, new portals footings and structure are proposed for construction within the curtilage of the item, located at the rear of the two platforms at the southern end of the station. Apart from vegetation clearing, these and the associated wiring are the only works within the item curtilage. The new structures will largely be like for like with existing OHW infrastructure which is consistent with the setting of the time with the railway corridor. The two proposed temporary compound locations are within the curtilage of Coniston Railway Station Group. This report will recommend a series of measures which will ensure any impacts to the item are minimised.

⁴² (Heritage Office & DUAP 1996)

Question	Discussion
<p>Will the additions visually dominate the heritage item?</p>	<p>The proposed works within the item curtilage have a minor adverse indirect visual impact to the item, but will not visually dominate the heritage item. Furthermore, the design of the new portals footings and structure and wiring is largely like for like with the existing OHW infrastructure along the rail corridor so will be consistent with the current setting of the item as part of the rail network.</p>
<p>Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions been considered?</p>	<p>The study area contains the former Wollongong locomotive turntable, which has been partially dismantled and backfilled. The area in which the Wollongong locomotive turntable is located is currently used for staff parking and mobilisation compound for rail works. The proposed works also intend to use this space for this purpose. No excavation works will occur in this location as part of the works. The implementation of heritage protection measures will be included as mitigation measures for this location to ensure that works in this location are managed appropriately with regards to heritage. The remainder of the study area has been assessed as having low archaeological potential. There may be remains of other former structures within the study area, such as remains associated the 1925 and possibly 1916 Coniston Station sites, the unknown structure from the 1941 plan, the 1941 ticket and parcel office and other items associated with the operation of the locomotive turntable and historical servicing of locomotives. An unexpected finds procedure should be implemented to ensure that any archaeological remains encountered during works are managed appropriately.</p>
<p>Are the additions sympathetic to the heritage item? In what way (e.g. form, proportions, design)?</p>	<p>The new portals footings and structure and wiring will largely be like for like with the existing OHW infrastructure within the rail corridor, and as such are sympathetic with 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.</p>
<p>New development adjacent to a heritage item</p>	
<p>How is the impact of the new development on the heritage significance of the item or area to be minimised?</p>	<p>The proposed works adjacent to Coniston Railway Station Group are in-keeping with the current setting of the item, i.e. a working rail corridor, with the OHW works largely likely for like with existing OHW infrastructure. This similarity will minimise any adverse impacts that the works would have on the significance of Coniston Railway Station Group.</p> <p>The proposed OHW upgrade works adjacent to Row of bungalows and Wollongong Railway Station Group similarly are like for like with the existing railway infrastructure, which minimises adverse impacts to Row of bungalows as a result of the proposed works.</p>
<p>Why is the new development required to be adjacent to a heritage item?</p>	<p>Coniston Railway Station Group is a working railway station, and as such upgrades to infrastructure are essential to its continuation of its original function. The works are required to be adjacent to Coniston Railway Station Group and Row of bungalows due to upgrading and replacement of infrastructure in the vicinity of the item.</p> <p>Two temporary compound sites will be established within the Coniston Railway Station Group, and in the vicinity of the Wollongong Railway Station Group and the Wollongong locomotive turntable. The proposed locations outside of the heritage curtilage of Coniston Railway Station Group are generally in areas which have been previously utilised for temporary compound sites. Similarly, the location of the Wollongong locomotive turntable, which is immediately south of Wollongong Railway Station Group, is regularly used as a temporary compound and staging area for rail works. As such, the</p>

Question	Discussion
	use of this location is not out of character with its ongoing use.
How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?	The views to and from Coniston Railway Station Group , Wollongong Railway Station Group and Row of bungalows will not be affected by the proposed works more than the existing OHW infrastructure.
Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?	The study area contains the former Wollongong locomotive turntable, which has been partially dismantled and backfilled. The area in which the Wollongong locomotive turntable is located is currently used for staff parking and mobilisation compound for rail works. The proposed works also intend to use this space for this purpose. No excavation works will occur in this location as part of the works. The implementation of heritage protection measures will be included as mitigation measures for this location to ensure that works in this location are managed appropriately with regards to heritage. The remainder of the study area has been assessed as having low archaeological potential. There may be remains of other former structures within the study area, such as remains associated the 1925 and possibly 1916 Coniston Station sites, the unknown structure from the 1941 plan, the 1941 ticket and parcel office and other items associated with the operation of the locomotive turntable and historical servicing of locomotives. An unexpected finds procedure should be implemented to ensure that any archaeological remains encountered during works are managed appropriately.
Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?	The proposed works are sympathetic to Coniston Railway Station Group, Wollongong Railway Station Group and Row of bungalows in that the OHW works are consistent with the current setting of the items within the railway corridor. The new portals footings and structures and wiring will largely be like for like with existing infrastructure and as such there will only be a minor change due to the new locations of these structures.
Will the additions visually dominate the heritage item? How has this been minimised?	<p>The proposed works within the curtilage of Coniston Railway Station Group have a minor adverse visual impact to Coniston Railway Station Group, but will not visually dominate Coniston Railway Station Group. Furthermore, the design of the new portals footings and structure and wiring is largely like for like with the existing OHW infrastructure along the rail corridor so will be consistent with the current setting of Coniston Railway Station Group as part of the rail network.</p> <p>The proposed OHW upgrade works will not visually dominate Wollongong Railway Station Group nor the Row of bungalows more than the existing OHW infrastructure currently does.</p> <p>The compound sites proposed within the Coniston Railway Station Group will be temporary only whilst works are in progress.</p>
Will the public, and users of the item, still be able to view and appreciate its significance?	The public and users of Coniston Railway Station Group will still be able to view and appreciate the significance and heritage elements of the item. The works will not detract or obstruct views or elements of Coniston Railway Station Group, Wollongong Railway Station Group nor Row of bungalows. The OHW upgrade works are in keeping with the current setting of Coniston Railway Station Group and Wollongong Railway Station Group in the railway corridor and Row of bungalows adjacent to the railway corridor. The establishment of the temporary compounds within the curtilage of Coniston Railway Station Group may have a temporary effect on the public and users of the item

Question	Discussion
	to appreciate its heritage significance.
New landscape works and features	
How has the impact of the new work on the heritage significance of the existing landscape been minimised?	<p>The proposed works will also include clearing of vegetation on the cuttings adjacent to the station and railway corridor on either side of the Bridge Street bridge. While the garden areas within the item curtilage are not explicitly stated to be part of the heritage values of the item, they do contribute to the suburban setting of the item. This report will recommend a series of measures which will ensure any impacts to the item are minimised.</p> <p>The areas of vegetation adjacent to the Coniston Railway Station Group curtilage are overgrown weeds and their clearing may have a positive impact through the increased visibility of the item.</p> <p>The minimal vegetation clearing will not alter the view corridor or sight lines to or from Row of bungalows and as such the vegetation screening will remain in place. This item is listed for its historical, aesthetic, rarity and representative values as an example of a typical Inter-War streetscape, with the dwellings comprising Inter-War California Bungalow architectural style.</p>
How does the work impact on views to, and from, adjacent heritage items?	<p>The vegetation clearing works within Coniston Railway Station Group will not have an impact on the views to and from the item. The clearing of vegetation outside of the item curtilage may have a positive impact on views to the item from the south.</p> <p>The vegetation clearing works adjacent to Row of bungalows will have a positive impact on views to the item from the railway corridor, and will not affect other views to and from the item.</p>

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 7.

Table 7 Assessment of impacts to heritage items either within or adjacent to the study area

Heritage item	Significance	Discussion	Assessment	Mitigation measures
Coniston Railway Station Group (Railcorp Section 170 Heritage and Conservation Register)	Local	<p>The proposed works will have a minor adverse direct physical impact on the item through the construction of new portals footings and structure at the southern end of the station platforms. While these footings will not directly impact the extant heritage elements of the item (platforms and buildings) nor the potential archaeological remains of the 1941 ticket and parcel office, they are proposed within the cutting for the station and railway line. On the western side there exists a stone retaining wall with plantings. On the eastern side there is landscaped vegetation and loose stone or ballast. These works will physically alter the setting of the item. The remaining works within the item curtilage will be the replacement of wiring connecting to the new infrastructure, which will not have an adverse direct impact on the item.</p>	Minor adverse direct physical impact	Archival recording Heritage induction Unexpected finds procedure Heritage protection plan
		<p>The proposed works will have a minor adverse indirect visual impact on the item through the change in setting as a result of the new OHW structures. However, the impacts are limited as the works are consistent and in-keeping with the current overall setting of the railway corridor. The new infrastructure will also be largely like for like with the existing infrastructure, albeit in different locations.</p>	Minor adverse indirect visual impact	Archival recording
		<p>A number of locations are proposed for temporary compound sites within the study area. Two of these are proposed within the item curtilage. These will have minor adverse indirect temporary impacts to the item.</p>	Minor adverse indirect temporary impact	Use discrete fencing and signage
Wollongong Railway Station Group (SHR Item no. 01289; State Rail Authority Section 170 Register, Wollongong LEP 2009 Item no. 6382)	State	<p>The proposed works will have no adverse impacts on the item. The works are consistent and in-keeping with the current overall setting of the railway corridor. The new infrastructure will also be largely like for like with the existing infrastructure, albeit in different locations.</p>	No adverse direct physical nor indirect visual impacts	N/A
Wollongong locomotive turntable	Local	<p>The proposed use of the area containing the Wollongong locomotive turntable is limited to a car parking and staging compound site. This location is used for this</p>	No adverse direct physical	Heritage induction Heritage protection

Heritage item	Significance	Discussion	Assessment	Mitigation measures
		function regularly for rail works projects. No excavation works are proposed for this location.	nor indirect visual impacts	plan
Row of bungalows (Wollongong LEP 2009, Item no. 6377)	Local	<p>The proposed OHW works will have no adverse impacts on the item. The works are consistent and in-keeping with the current overall setting of the railway corridor. The new infrastructure will also be largely like for like with the existing infrastructure, albeit in different locations. Furthermore, the visibility of the item from the railway corridor is limited. Similarly, there is limited visibility of the railway corridor from the item and Gladstone Avenue.</p> <p>The vegetation clearing works adjacent to the item will not alter the setting of the item's curtilage.</p>	No adverse direct physical nor indirect visual impacts	If vegetation removal/trimming plans are altered a re-assessment of impacts is required.

6.4 Statement of heritage impact

The proposed works comprise upgrades to the overhead wiring (OHW) to System 12 OHW 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 heritage item (Coniston Railway Station Group) which is listed under the TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register. This item holds heritage significance for its historical, aesthetic/technical, social/cultural and representative values. The study area is also adjacent to an item of State heritage significance, Wollongong Railway Station Group (SHR Item no. 01289) and an item of local heritage significance, Row of bungalows (Wollongong LEP 2009, Item no. 6377).

The proposed works will have a minor adverse direct physical impact on Coniston Railway Station Group through the construction of new portals footings and structure at the southern end of the station platforms. While these footings will not directly impact the extant heritage elements of Coniston Railway Station Group (platforms and buildings) nor the potential archaeological remains of the 1941 ticket and parcel office, they are proposed within the cutting for the station and railway line. On the western side there exists a stone retaining wall with plantings. On the eastern side there is landscaped vegetation and loose stone or ballast. These works will physically alter the setting of Coniston Railway Station Group. The remaining works within the item curtilage will be the replacement of wiring connecting to the new infrastructure, which will not have an adverse direct impact on Coniston Railway Station Group.

The proposed works will have a minor adverse indirect visual impact on Coniston Railway Station Group through the change in setting as a result of the new OHW structures. However, the impacts are limited as the works are consistent and in-keeping with the current overall setting of the railway corridor. The new infrastructure will also be largely like for like with the existing infrastructure, albeit in different locations. A number of locations are proposed for temporary compound sites within the study area. Two of these are proposed within the curtilage of Coniston Railway Station Group. These will have minor adverse indirect temporary impacts to the item.

The proposed works will have no adverse impacts on Wollongong Railway Station Group. The works are consistent and in-keeping with the current overall setting of the railway corridor. The new infrastructure will also be largely like for like with the existing infrastructure, albeit in different locations.

The proposed works will have no adverse impacts on the Wollongong locomotive turntable. The proposed use of the area containing the Wollongong locomotive turntable is limited to a car parking and staging compound site. This location is used for this function regularly for rail works projects. No excavation works are proposed for this location.

The proposed OHW works will have no adverse impacts on Row of bungalows. The works are consistent and in-keeping with the current overall setting of the railway corridor. The new infrastructure will also be largely like for like with the existing infrastructure, albeit in different locations. Furthermore, the visibility of Row of bungalows from the railway corridor is limited. Similarly, there is limited visibility of the railway corridor from Row of bungalows and Gladstone Avenue. The vegetation clearing works adjacent to the item will not alter the setting of the item. Vegetation clearing works will also be undertaken within the s170 Coniston Railway Station Group item boundary. These works would not impact the significance of the item and would have a positive visual impact.

In order to reduce the minor adverse impacts of the proposed OHW upgrade works to Coniston Railway Station Group, the following mitigation measures are recommended:

- Photographic archival recording, in accordance with the Heritage NSW guidelines *Photographic Recording of Heritage Items Using Film or Digital Capture* and *How to Prepare Archival Records of Heritage Items*.⁴³
 - The existing PAR should be updated with views to and from pre and post-vegetation works within the Coniston Railway Station Group (TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register), Gladstone Avenue and north of Bridge Street, Coniston NSW.
- 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 is managed appropriately.
- The existing Transport for Tomorrow heritage protection plan should be updated to enable the protection of heritage values of Coniston Railway Station Group during works.
- Within the curtilage of Coniston Railway Station Group two temporary compounds are to be established. The use discrete fencing (for example, welded mesh fencing with screening often used on construction sites) and signage around the temporary compound sites is recommended.

While the works will have no adverse impacts to Wollongong Railway Station Group or the Wollongong locomotive turntable, the following mitigation measures should be implemented to ensure the heritage significance of these items are managed appropriately for the project:

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

The works will have no adverse impacts to Row of bungalows. If vegetation clearing/trimming works are altered, a re-assessment of the impacts to the item would be required.

Should these mitigation measure be implemented, the works are considered acceptable from a heritage perspective.

⁴³ (Heritage Office 1998, Heritage Office 2006)

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.⁴⁴

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 Coniston Railway Station Group 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 Coniston Railway Station Group, the following mitigation measures should be implemented:

- Photographic archival recording, in accordance with the Heritage NSW guidelines *Photographic Recording of Heritage Items Using Film or Digital Capture and How to Prepare Archival Records of Heritage Items*.⁴⁵
 - The existing PAR should be updated with views to and from pre and post-vegetation works within the Coniston Railway Station Group (TAHE (formerly Railcorp) Section 170 Heritage and Conservation Register), Gladstone Avenue and north of Bridge Street, Coniston NSW.
- 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 is managed appropriately.
- The existing Transport for Tomorrow heritage protection plan should be updated to enable the protection of heritage values of Coniston Railway Station Group during works.
- Within the curtilage of Coniston Railway Station Group two temporary compounds are to be established. The use discrete fencing (for example, welded mesh fencing with screening often used on construction sites) and signage around the temporary compound sites is recommended.

Recommendation 3 Management of heritage items

While the works will have no adverse impacts to Wollongong Railway Station Group or the Wollongong locomotive turntable, the following mitigation measures should be implemented to ensure the heritage significance of these items are managed appropriately for the project:

- Heritage induction to ensure that all site workers are informed of the heritage values of the study area and their responsibilities.
- Heritage protection plan to enable the protection of heritage values of the Wollongong locomotive turntable during works.

⁴⁴ (Australia ICOMOS 2013)

⁴⁵ (Heritage Office 1998, Heritage Office 2006)

- Unexpected finds procedure to ensure that any archaeological material encountered during works are managed appropriately.

The works will have no adverse impacts to Row of bungalows. If vegetation clearing/trimming works are altered, a re-assessment of the impacts to the item would be required.

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Appendices

Appendix 1 Heritage inventory sheets

APPENDIX G – AHIMS Search

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