

MORE TRAINS, MORE SERVICES
Wollongong Stabling Yard and Platform Extension
STATEMENT OF HERITAGE IMPACT

Prepared by Jacobs Group (Australia)
Pty Ltd

For Transport for NSW

September 2019

MTMS

Wollongong Stabling Yard and Platform Extension

STATEMENT OF HERITAGE IMPACT

September 2019

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ACRONYMS AND ABBREVIATIONS

Acronym	Meaning
CBD	Central Business District
CCTV	Closed-circuit television
EP&A Act	<i>Environmental Planning & Assessment Act 1979</i> (NSW)
ISEPP	State Environmental Planning Policy (Infrastructure) 2007
MTMS	More Trains, More Services
NIF	New Intercity Fleet
OHW	Overhead Wiring
REF	Review of Environmental Factors
RNE	Register of the National Estate
s170 Register	A Heritage and Conservation Register maintained in accordance with section 170 of the <i>Heritage Act 1977</i>
SHI	State Heritage Inventory
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
TfNSW	Transport for New South Wales

EXECUTIVE SUMMARY

Background

More Trains, More Services (MTMS) is a program of staged investments that will progressively transform the Sydney Trains network into a modern and reliable mass transit system using world-class digital technology.

The next stage of MTMS will deliver service improvements on the T4 Illawarra, T8 Airport and South Coast Lines. The scope includes works to enable the introduction of a new fleet of intercity trains on the South Coast Line. The new intercity fleet (NIF) will improve accessibility, enhance safety and improve comfort by providing a range of modern features.

The NSW Government proposes to upgrade Wollongong Stabling Yard and extend the platforms at Wollongong Station (the 'Proposal') as part of the enabling works for the introduction of the NIF. The Proposal would be delivered as part of the MTMS program.

Transport for New South Wales (TfNSW) is the government agency responsible for the delivery of major transport infrastructure projects in NSW and is the proponent for the Proposal.

This Review of Environmental Factors (REF) has been prepared to assess the environmental impacts associated with the construction and operation of the Proposal under the provisions of Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Subject to approval, construction of the Proposal is expected to commence in mid 2020 and take around one and a half years to complete.

Need for the Proposal

The NIF has been procured in four and six car units. It is proposed to operate 10-car NIF trains by combining a six-car unit and a four-car unit. A 10-car NIF train would be longer than the eight-car Oscar trains currently operating on the South Coast Line.

Eight 10-car NIF trains will be stabled at Wollongong Stabling Yard. An upgrade of the capacity of Wollongong Stabling Yard is needed to enable eight 10-car NIF trains to stable concurrently.

It is an operational requirement that all doors of a train, including the driver's door, must be able to open to a platform to allow all customers and the driver to egress. Also, amalgamation and division of four and six car units to form and divide a 10-car NIF train is required at Wollongong Station. An extension of the platforms at Wollongong Station is required to meet this operational requirement and to enable formation and division of 10-car NIF trains.

Heritage significance

The Wollongong Railway Station Group is listed on the State Heritage Register (SHR) (SHR #01289) as an item of State heritage significance. The curtilage covers the area from the Crown Street overbridge in the north to five metres south of the platform extent, and the width of the railway corridor from east to west.

The Wollongong Railway Station Group contains platforms dating from 1887 through to the mid-20th century, displaying various architectural styles. The group's significance is based on its historical, aesthetic and social heritage significance, as well as its rarity and

representativeness. While the basic elements of the station buildings are readily visible, it is clear that their integrity has been diminished as a result of modern alterations and additions.

The proposed platform extension works are within the curtilage of Wollongong Railway Station Group.

The proposed upgrade works at the Wollongong Stabling Yard are outside of the curtilage of the Wollongong Railway Station Group, however, there is an archaeological item, being the remains of a locomotive turntable, at the northern end of the stabling yard.

Proposal summary

The following sections summarise the works proposed as part of the Proposal:

Wollongong Stabling Yard

The following upgrade works are proposed at the Wollongong Stabling Yard to allow for the use of the existing No. 1 and No. 2 Up Sidings, the Up-Refuge Loop, the Down Goods Siding and the No. 1 Down Siding to stable eight 10-car NIF trains:

- reconstruction of the No. 2 Up Siding (currently unused) including new overhead wiring (OHW) structures and upgrading the existing manually operated turnout to a mechanised system
- reconditioning of the No. 1 Up Siding
- relocation of two signals along the Up Refuge
- relocation of overhead wiring masts and new overhead wiring over No. 2 Up Siding
- installation of eight walkways between tracks including stairway linkages, ranging in length from about 220 metres to about 500 metres and between about 1.2 metres and 2.8 metres in width and demarcation fencing
- installation of bollard lighting
- adjustments to fencing and a combined services route
- installation of new fencing between the main line and yard line
- drainage works along walkways including catch pits and underground drainage pipes
- provide new and adapted cleaning sinks, occupational health and safety eyewashes and showers using existing water and drainage connections where possible, or otherwise providing new connections
- cleaning and tamping of ballast on all other sidings.

Wollongong Station

The following works are proposed at Wollongong Station and are wholly within the curtilage of the Wollongong Railway Station Group:

- extension of the southern (Country) ends of Platforms 1 and 2 by about nine metres
- installation of lighting including lamp posts and associated cabling and foundations on the platform extensions
- reconfigure the railway tracks between the station and the stabling yard by providing two crossovers and associated turnouts
- associated modifications/additions to overhead wiring, a combined services route and under line crossings
- signal relocation next to Platform 1.

Key heritage impacts

Some of the proposed works at Wollongong Station are covered by agency-specific exemptions for RailCorp. These are:

- associated modifications/additional to overhead wiring, combined services routes and underline crossings
- signal relocation next to Platform 1.

The remaining works at Wollongong Station fall outside of the RailCorp exemptions owing to the potential for adverse impact to the significance of the heritage item.

Wollongong Stabling Yard is outside of the State Heritage curtilage and as such does not require an approval or exemption.

In relation to the works proposed in Wollongong Stabling Yard, there is some potential for impact on archaeological deposits through excavation of service trenches. The significance of the potential deposits is assessed as low-moderate, particularly deposits relating to either the remains of the turntable and/or the remains of former buildings and/or structures relating to the former goods yard.

In relation to the platform extensions, there is some potential for impact to original fabric associated with the platforms. There is also potential for indirect impacts, depending on the construction methodologies employed.

Recommendations and mitigation measures

Recommendation 1:

As some of the proposed works do not fall within either the RailCorp agency-specific exemptions or the standard exemptions pursuant to Section 57(2) of the *Heritage Act 1977*, an application for a permit under Section 60 of that Act should be made to the Heritage Division prior to commencement of these works. A copy of this assessment should accompany the permit application.

Recommendation 2:

It is recommended that the heritage fabric of the platforms be protected against accidental damage during construction by hoarding or other such material.

Recommendation 3:

A heritage induction giving information regarding the location of heritage and archaeological items near the works should be given to all staff, contractors and subcontractors involved with the construction of the Proposal. The induction should cover the heritage constraints associated with this project and relevant obligations under the *Heritage Act 1977*. This induction can be given as part of a general induction.

Recommendation 4:

Should any unexpected archaeological or heritage material be uncovered during the proposed works, all work should stop and protocols under the TfNSW *Unexpected Heritage Finds Guideline* should be followed.

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1. INTRODUCTION

1.1. Background

The More Trains, More Services (MTMS) Program is about building a modern and up to date rail system that will play its part in making Sydney a more productive and liveable city. The MTMS Program is an NSW Government initiative to simplify and modernise Sydney's existing heavy rail network.

It aims to improve capacity throughout the network, with a view to providing 'turn up and go' services for many customers. This will include more frequent train services, with reduced waiting times, less crowding during peak periods and more seats on a simpler, more reliable network. The MTMS Program is central to delivering the NSW Government's long-term vision and commitment to the state's transport and infrastructure needs.

The MTMS Program involves a series of staged investments designed to progressively deliver service improvements across the network. This is proposed as part of a broader transformation from a complex, constrained network, into a modern, simplified operation utilising world-class technology.

The MTMS Program is already delivering better customer outcomes through timetable enhancements and the integration of the Sydney Metro Northwest with the existing heavy rail network. The current stage of the MTMS Program will focus on delivering greater capacity, reliability and connectivity for customers on the T4 Eastern Suburbs and Illawarra Line, South Coast Line and T8 Airport and South Line.

Future stages of the MTMS Program will add extra services to Sydney's busiest rail lines including the T4 Eastern Suburbs and Illawarra Line, South Coast Line and the T8 Airport and South Line. These services will be enabled by upgrading and modernising signalling and control systems and using digital technology that, when combined with other infrastructure upgrades, will deliver major increases in the capacity and reliability of the network.

The Program includes works to enable the introduction of a new fleet of intercity trains on the South Coast Line. The new intercity fleet (NIF) will improve accessibility, enhance safety and improve comfort by providing a range of modern features. As part of the Program, Transport for NSW (TfNSW) proposes to upgrade Wollongong Stabling Yard and extend the platforms at Wollongong Station (the Proposal) as part of the enabling works for the introduction of the NIF.

Jacobs Group (Australia) Pty Ltd (Jacobs) was engaged by TfNSW in February 2019 to prepare this Statement of Heritage Impact (SoHI) for the proposed Wollongong Stabling Upgrade and Platform Extensions (the Proposal).

This Statement of Heritage Impact (SoHI) has been prepared to support the Review of Environmental Factors (REF) being prepared to assess the environmental impacts associated with the construction and operation of the Proposal under the provisions of Division 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It will be provided as an appendix to the REF.

Subject to approval, construction of the Proposal is expected to commence in mid-2020 and take around one and a half years to complete.

1.2. Site location

Wollongong Station services the city of Wollongong and is located in the Wollongong central business district (CBD). The Wollongong Railway Station Group is listed on the SHR as an item of State heritage significance (SHR #01289; see Appendix 1).

The curtilage of the railway station is described on the SHR being from the Crown Street overbridge (excluding bridge) to the north, to the boundary of the RailCorp property to the northern end then a line parallel to the station buildings and platforms to the east (excluding car park and offices/yard), five metres south of the existing station platforms to the south, and the boundary of the RailCorp property to the northern end then a line parallel to the station buildings and platforms (excluding car park and yard) to the west (refer to Figure 1-1).

The following subsection describes the proposed works. The extent of the proposed works within the Wollongong Railway Station Group heritage curtilage is shown in Figure 2-1 and the stabling yard south of the railway station on its western side.

1.3. Proposal summary

The key features of the Proposal include (also refer to Figure 1-2 and Appendix 2).

Wollongong Stabling Yard:

- reconstruction of the No. 2 Up Siding (currently unused) including new overhead wiring (OHW) structures and upgrading the existing manually operated turnout to a mechanised system
- reconditioning of the No. 1 Up Siding
- relocation of two signals along the Up Refuge
- relocation of overhead wiring masts and new overhead wiring over No. 2 Up Siding
- installation of eight walkways between tracks including stairway linkages, ranging in length from about 220 metres to about 500 metres and between about 1.2 metres and 2.8 metres in width and demarcation fencing
- installation of bollard lighting
- adjustments to fencing and a combined services route
- installation of new fencing between the main line and yard line
- drainage works along walkways including catch pits and underground drainage pipes
- provide new and adapted cleaning sinks, occupational health and safety eyewashes and showers using existing water and drainage connections where possible, or otherwise providing new connections
- cleaning and tamping of ballast on all other sidings.

Wollongong Station:

- extension of the southern (Country) ends of Platforms 1 and 2 by about nine metres
- installation of lighting including lamp posts and associated cabling and foundations on the platform extensions
- reconfiguration of the railway tracks between the station and the stabling because of the extended platforms by providing two crossovers and associated turnouts
- associated modifications/additions to OHW structures, a combined services route and under line crossings
- signal relocation adjacent to Platform 1.

1.4. Project methodology

The purpose of this investigation is to assess the impact of the Proposal on the heritage significance of the Wollongong Railway Station Group. To establish this, the following methodology has been undertaken:

- extensive historical research of the item, including the use of primary sources such as maps, plans and other documentation held by Sydney Trains and/or TfNSW, the State Library of New South Wales and the NSW State Archives
- assessment of the heritage significance of the station and its elements
- site inspection
- assessment of the impact of the Proposal on heritage significance
- mapping of areas of impact
- recommendations for management and/or mitigation of any impacts.

This assessment has been undertaken in accordance with the principles of the Burra Charter, the *NSW Heritage Branch Guide to Assessing Cultural Heritage Significance* and the *Guide for Preparing Statements of Heritage Impact*.

For the purpose of this assessment, a study area has been defined by placing a 500-metre buffer around the footprint of the proposed works (refer to Figure 1-1).

1.5. Project limitations

Wollongong Stabling Yard was not visited owing to inability to access the rail corridor on the day of the site visit. The stabling yard portion of this assessment is therefore a desktop assessment.

As at the date of this report, there is no Conservation Management Plan (CMP) available for the Wollongong Railway Station Group. The conservation and management measures proposed as part of this assessment are specific to the impacts of the Proposal alone. These conservation and management measures may not be appropriate for other works planned for Wollongong Railway Station Group.

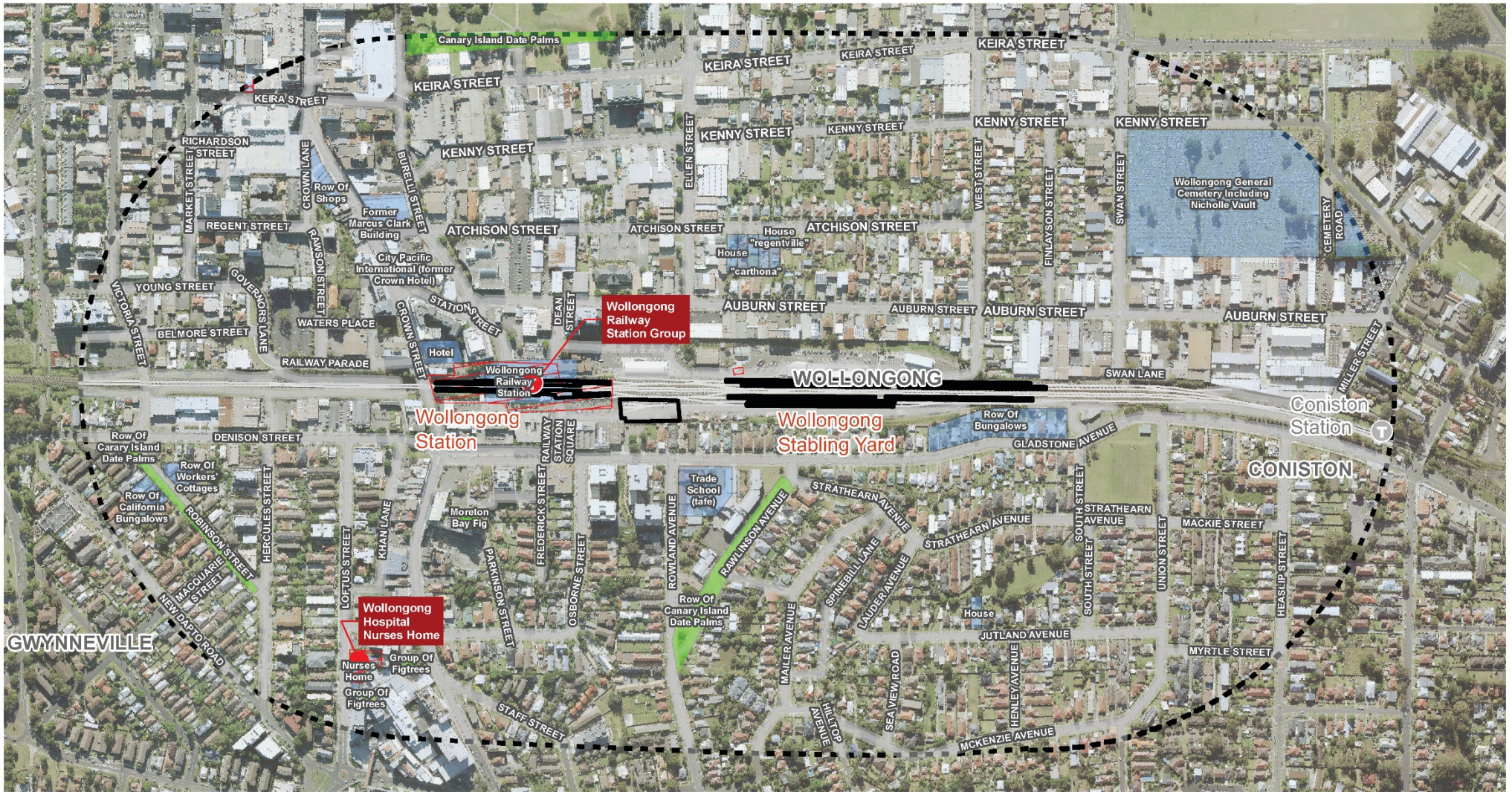
1.6. Authorship and acknowledgements

This report has been prepared by Senior Heritage Consultant, Deborah Farina and assisted by Jacobs Heritage Consultant Clare LeEVERS. A technical review has been undertaken by Jacobs Principal Archaeologist, Fiona Leslie.

Jacobs acknowledges the following individuals and organisations in the preparation of this report:

Table 1-1: Acknowledgements

Name	Organisation
Leah Henderson	A/Senior Manager – Planning, TfNSW
Glen Isbester	Senior Manager – Planning, TfNSW
Nicole Philips	Senior Associate Environmental Planner, Jacobs
Simon Cornell	Associate Environmental Planner, Jacobs
Minoshi Weerasinghe	Environmental Planner



Legend

- T Station where works are proposed
- T Station where other MTMS works are proposed
- Existing railway
- Local roads
- State Heritage Register (Centroid)
- State Heritage Register (Curtilage)
- Local heritage item**
- Item - General
- Item - Landscape
- Footprint of the Proposal

0 250 500 Metres
1:8,000 at A4

Data sources

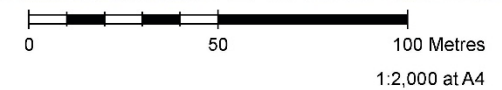
Jacobs 2018
 Ausimage 2018
 NSW Spatial Services 2018
 GDA94 MGA56

Figure 1-1: Study area with curtilage



Legend

- Existing railway track
- Roads
- Access gate
- Proposed 10-car NIF train stabling

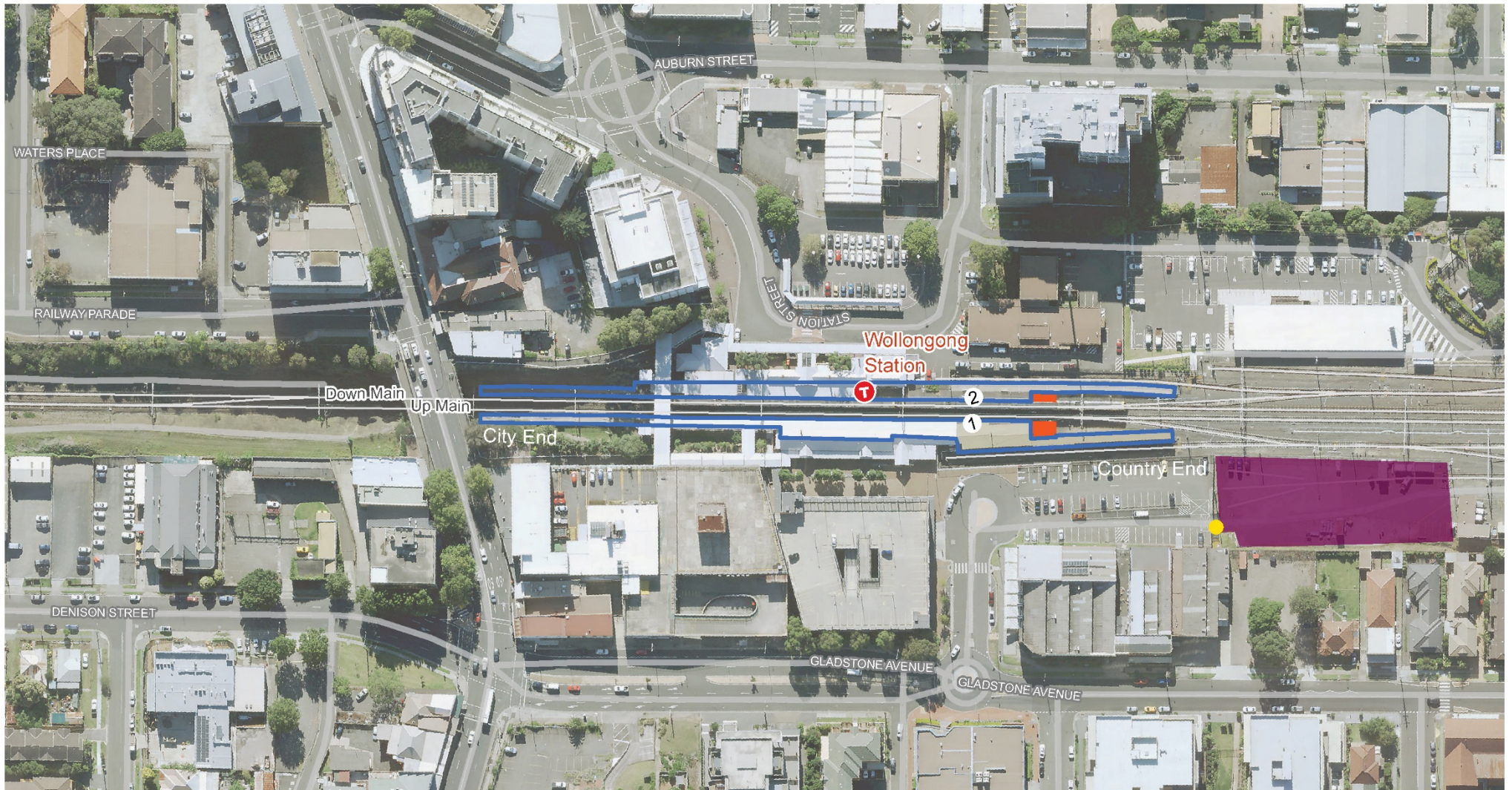


Data sources
 Jacobs 2018
 AusImage 2018
 NSW Spatial Services 2018
 GDA94 MGA56



Figure 1-2: Proposed works – Page 1 of 2

Date: 2/09/2019 Path: J:\E\Projects\04_Eastern\A20950\022_Spatial\GIS\Directory\Templates\B2_WollongongStablingYard\REF\A209500_GIS_E003_WollongongPESY_ProposalSiteLayoutA4_r1v1.mxd



Legend

- T Station within the Wollongong Study Area
- Existing railway track
- Roads
- Access gate
- Platform extent
- Proposed platform extension
- Proposed construction compounds / laydown area



1:2,000 at A4

Data sources

- Jacobs 2018
- Ausimage 2018
- NSW Spatial Services 2018
- GDA94 MGA56



Figure 1-2: Proposed works – Page 2 of 2

2. STATUTORY CONTEXT

2.1. State legislation

2.1.1. Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) requires that environmental impacts are considered in land-use planning, including impacts on Aboriginal and non-Aboriginal heritage. Division 5.1 of the EP&A Act is designed to ensure public authorities fully consider environmental issues before they undertake or approve activities that do not require development consent.

2.1.2. State Environmental Planning Policy (Infrastructure) 2007

The State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure across the State. Clause 79 of the ISEPP permits development on any land for the purpose of rail or rail infrastructure facilities to be carried out by, or on behalf of, a public authority without consent. The Proposal can therefore be assessed under Division 5.1 of the EP&A Act by TfNSW as both the proponent and the determining authority.

2.1.3. Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) provides a number of mechanisms by which items and places of heritage significance may be protected. The Heritage Act is designed to protect both listed heritage items, such as standing structures, and potential archaeological remains or relics. Different parts of the Heritage Act deal with these different situations.

State Heritage Register

The Heritage Council of NSW maintains the SHR. Only those items which are of State heritage significance in NSW are listed on the SHR. Listing on the SHR controls activities such as alteration, damage, demolition and development. When a place is listed on the SHR, the approval of the Heritage Council of NSW is required for any major work, including the following:

- demolishing the building or work
- carrying out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct
- altering the building, work, relic or moveable object.

An application under section 60 of the Heritage Act must be made to the Heritage Council to carry out such activities.

Archaeological relics

Part 6 Division 9 of the Heritage Act protects archaeological 'relics' from being 'exposed, moved, damaged or destroyed' by the disturbance or excavation of land. This protection extends to the situation where a person has 'reasonable cause to suspect' that archaeological remains may be affected by the disturbance or excavation on the land. It applies to all land in NSW that is not included in the SHR. A 'relic' is defined by the Heritage Act as:

"Any deposit, object of material evidence which relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and has local or state significance."

Section 139 of the Heritage Act requires any person who knows or has reasonable cause to suspect that their proposed works will expose or disturb a 'relic' to first obtain an Excavation Permit from the Heritage Council of NSW (pursuant to section 140), unless there is an

applicable exception (pursuant to section 139(4)). If there is an exception, an Excavation Permit Exception Notification Form must be submitted and endorsed by the Director of Heritage Branch for places not listed on the SHR.

In accordance with the NSW Government Gazette (no 110, 5 September 2008) Schedule of Exceptions to subsection 139 (1) and (2) of the Heritage Act, made under subsection 139 (4):

Excavation or disturbance of land of the kind specified below does not require an excavation permit under section 139 of the Heritage Act, provided that the Director-General is satisfied that [certain criteria] have been met and the person proposing to undertake the excavation or disturbance of land has received a notice advising that the Director-General is satisfied that:

(c) a statement describing the proposed excavation demonstrates that evidence relating to the history or nature of the site, such as its level of disturbance, indicates that the site has little or no archaeological research potential.

An Excavation Permit Exception Notification Form is required to be submitted to the NSW Heritage Branch with appropriate supporting information (such as this heritage assessment). If the Director of the Heritage Branch is satisfied of the relevant matters relating to the Proposal, a copy of the form will be endorsed by the Heritage Branch and returned to the applicant.

Section 146 of the Heritage Act requires that any person who is aware or believes that they have discovered or located a relic must notify the Heritage Council of NSW providing details of the location and other information required.

Works

The Heritage Act identifies 'works' as a category separate to relics. 'Works' refer to past evidence of infrastructure which may even be buried, and so therefore 'archaeological' in nature and with the potential to provide information that contributes to our knowledge. Exposure of a 'work' does not trigger reporting obligations under the Heritage Act. However, good environmental practice recognises the archaeological potential of such discoveries and the need to balance these against the requirements of development. TfNSW uses its *Unexpected Heritage Finds Guideline* (Transport for NSW 2019) to manage the discovery of such items. This provides guidance for the way such finds are to be managed when uncovered during construction and other activities.

Standard exemptions

In some circumstances a section 60 permit may not be required if works are undertaken in accordance with the *Standard Exemptions for Works Requiring Heritage Council Approval* (NSW Heritage Council 2009). These standard exemptions generally allow for the maintenance and upkeep of a State significant heritage item and include activities such as cleaning, repairs, excavation, restoration, minor activities, activities involving non-significant fabric, changes of use, new buildings within a heritage curtilage, temporary structures and other such activities. Some of the standard exemptions do not require notification under specific circumstances, whilst other exemptions must be notified to the Heritage Division and permission given before the works can take place.

Works that usually require notification are minor and will not impact on the significance of the heritage item or elements of that item. It should be noted that these exemptions are from the requirement to obtain a Section 60 permit; application must still be made for the exemption to the Heritage Division and accompanied by a SoHI.

Agency-specific exemptions

As well as standard exemptions, the Heritage Act also allows for the Heritage Council to issue **agency-specific** and **site-specific exemptions**. An agency specific exemption for RailCorp provides exemptions for specific works that may be applicable to some of the proposed works. This exemption was gazetted on 13 March 2015 (pp. 715-720). The full exemption notices, enumerating works exempt from Approval, can be found at Appendix 3 however some of these relevant works that do not require approval are:

- track infrastructure repair, maintenance and upgrading works where works do not adversely impact the heritage significance of any known or likely heritage item. This type of work must be within the ballast areas only or within five (5) metres of the centre line of the track in respect to cables and troughing, detection equipment and signage. The exemption **does not** include removal of an existing track or siding. This exemption includes work on railway underbridges
- re-excavation works within the rail corridor for the purposes of drainage works, cable laying and/or erection of posts for signals, overhead wiring, signalling cables or signage, or geotechnical boreholes, hydraulic and soil testing where there are no known or suspected archaeological sites
- repair, maintenance, removal or replacement of culverts and drains that will not adversely impact on heritage significance of any identified heritage item. **Note:** When a culvert is listed as a heritage item, approval will be required before works are undertaken (advice should be sought from an appropriately qualified and experienced heritage consultant to determine the level of approval required)
- resurfacing of existing bitumised and concrete platforms with similar materials.

For the purposes of these site-specific exemptions, the following note appears in relation to the term “no adverse impact”:

When the significance of a heritage item may be impacted by the use of agency-specific exemptions, work is to be guided by the assessment and advice of a qualified and experienced heritage officer or consultant to ensure that any adverse impact on heritage significance is avoided.

Section 170 Heritage and Conservation Registers

Government agencies have responsibilities under section 170 of the Heritage Act. Section 170 requires agencies to identify, conserve and manage heritage assets owned, occupied or managed by that agency. Section 170 requires government agencies to keep a Register of heritage items, which is called a Heritage and Conservation Register or more commonly, an s170 Register.

The Heritage Act obliges government agencies to maintain their assets with due diligence in accordance with State-Owned Heritage Management Principles approved by the Minister on the advice of the Heritage Council and notified by the Minister to government instrumentalities from time to time.

2.2. Heritage listings

2.2.1. Statutory listings

National/Commonwealth Heritage

A search of the Australian Heritage Database was undertaken on 18 March 2019. The search did not identify any items listed on the National Heritage List or Commonwealth Heritage List within the study area.

State heritage

A search of the SHR was undertaken on 18 March 2019. Three items of State heritage significance were identified within 500 metres of the study area and are described in Table 2-1.

Table 2-1: Items of State heritage significance

Item name	Address	ID	Distance from the Proposal site	Potential impact Y/N
Wollongong Railway Station Group	Illawarra Railway, Wollongong	SHR #01289	-	Yes
Regent Theatre	197 Keira Street, Wollongong	SHR #01735	390 m north-west	No
Wollongong Hospital Nurses' Home	Darling Street, Wollongong	SHR #00836	480 m north-east	No

Local heritage

A search of the Wollongong Local Environmental Plan 2009 was undertaken on 18 March 2019. Eighteen items of local heritage significance were identified within the study area and are described in Table 2-2.

Table 2-2: Items of local heritage significance within the study area

Item Name	Address	ID	Distance from the Proposal site	Potential impact Y/N
Group of fig trees	348-352 Crown Street, Wollongong	5939 (5955 on LEP map)	385 metres north-west	No
Nurses' home	348-352 Crown Street, Wollongong	5939	385 metres north-west	No
Moreton Bay Fig Tree	373 Crown Street, Wollongong	6290	175 metres west	No
Row of Canary Island date palms	Rawlinson Avenue, Wollongong	6287	470 metres south-west	No
Wollongong Railway Station Group	Illawarra Railway	6382	0	Yes
House	48 Atchison Street, Wollongong	6222	260 metres south-east	No
House	50 Atchison Street, Wollongong	6223	270 metres south-east	No
"Carthona"	52 Atchison Street, Wollongong	6224	280 metres south-east	No
House	54 Atchison Street Wollongong	6225	290 metres south-east	No

Item Name	Address	ID	Distance from the Proposal site	Potential impact Y/N
"Regentville"	56 Atchison Street, Wollongong	6361	300 metres south-east	No
Hotel	329 Crown Street, Wollongong	6242	20 metres east	No
City Pacific International (former Crown Hotel)	309 Crown Street, Wollongong	6241	150 metres east	No
Row of shops	230-264 Crown Street, Wollongong	6240	225 metres east	No
Former Marcus Clark Building	281-291 Crown Street, Wollongong	6474	235 metres east	No
Regent Theatre	197 Keira Street, Wollongong	5937	390 metres north-east	No
Row of Canary Island date palms	4-40 Robinson Street, Wollongong	6276	385 metres north-west	No
Row of California Bungalows	10-16 Robinson Street, Wollongong	6514	380 metres north-west	No
Row of workers' cottages	3-9 Robinson Street, Wollongong	6391	345 metres north-west	No

State agency heritage listings

A search of s170 Registers was undertaken on 18 March 2019 with only the Wollongong Railway Station Group identified. The agency that owns the asset is RailCorp.

2.2.2. Non-statutory listings

A search was undertaken on 18 March 2019 of the Register of the National Estate (RNE) databases, which hold non-statutory listings. No heritage items are listed within the study area.

3. HISTORICAL BACKGROUND

3.1. Historical context

This section details the history of Wollongong leading up to the development of Wollongong Station. A brief timeline of events during this period is provided in Table 3-1.

Table 3-1: Brief timeline of historical events

Year	Event
Pre 1770	Traditional land of the Tharawal people
1770	Attempt at first landing at Woonona by crew of Captain James Cook's <i>Endeavour</i> . Attempt aborted due to rough surf.
1796	Bass and Flinders arrive to explore
c. 1810	First land grants
1824	Grant of subject land to Joseph Thompson
1831	Dr John Osborne buys Thompson's grant, builds "Garden Hill"
1850	Osborne dies, land begins to be subdivided
1880s	Construction of the Illawarra railway line
1888	Wollongong Station opens

The land comprising the city now known as Wollongong was sighted by Captain James Cook in April 1770. An attempt was made to land at Woonona, approximately ten kilometres north east of the station, however owing to rough seas the *Endeavour* pushed further north to Botany Bay, where Cook's first landing on Australian soil was made. At Woonona, Cook and Sir Joseph Banks noted the presence of a group of Aboriginal men. Cook also noted

... hauld up on the beach 3 or 4 small Canoes which to us appear'd not much unlike the small ones of New Zeland (sic), in the woods were several trees of the Palm kind and no under wood and this was all we were able to observe... from the boat" (Cook 1770).

Following colonisation, the area was not visited by Europeans until 1796, when George Bass and Matthew Flinders landed at Towradgi Point (McDonald 1975).

One of the first land grants near Wollongong Station was to Joseph Thompson, who was granted 640 acres in 1824. In 1831, Royal Navy surgeon Dr John Osborne, applied for the land to be transferred to him, which he named "Glen Glosch". In 1836, Osborne added a further 300 acres and renamed his estate "Garden Hill". He built his home there, which was also named "Garden Hill", but is better known now as "Hospital Hill", which is now the location of the current Wollongong Hospital. Osborne died at Garden Hill in 1850.

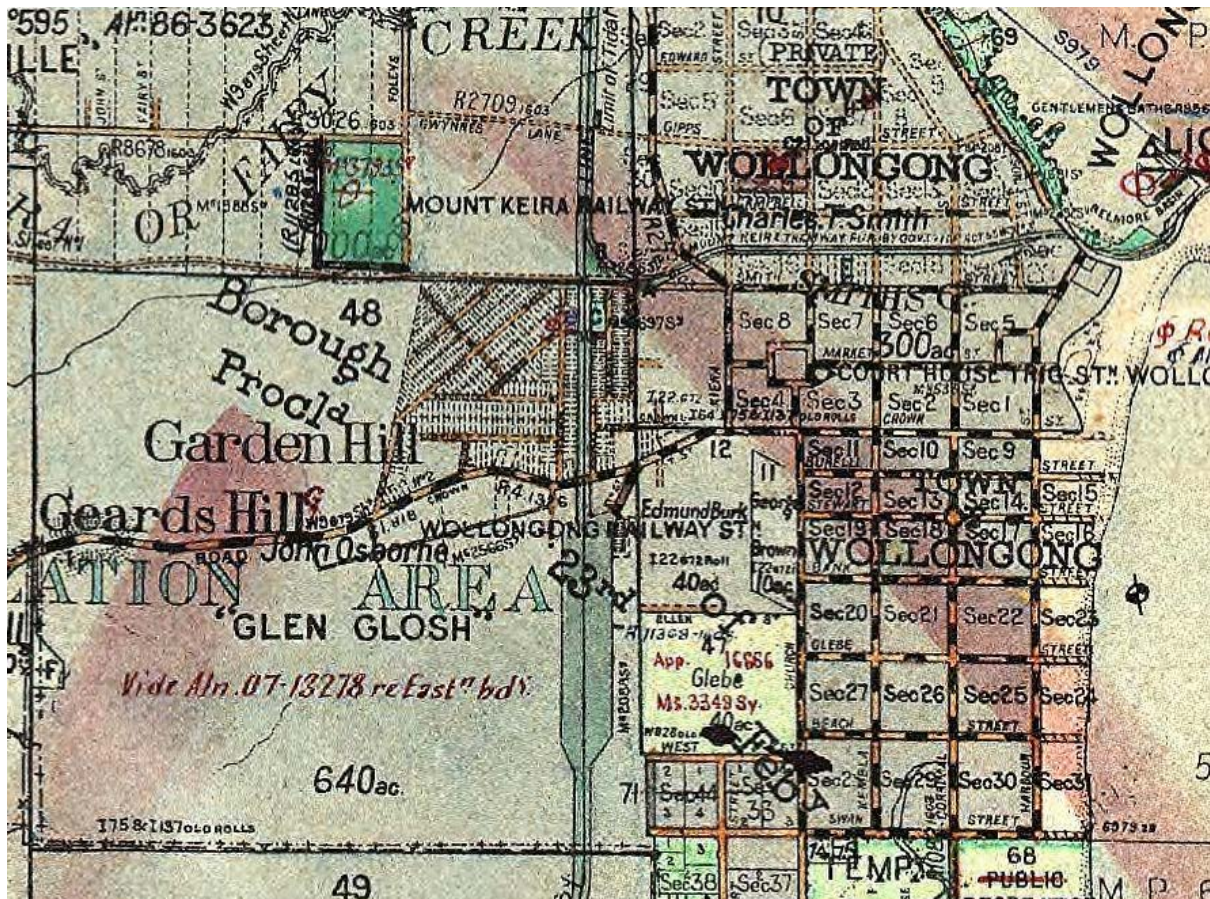


Figure 3-1: Detail from Wollongong Parish map (c.1890) showing Garden Hill Estate, also marked as “Glen Glosch”, the Wollongong Railway Station and the town of Wollongong

(Courtesy: Historical Land Records Viewer, PMAPNA03/13807601.jp2)

In 1884, a journalist for the *Illawarra Mercury* lamented that the progress of Wollongong was hampered due to it being “landlocked” on all four sides. The Tom Thumb lagoon to the south and the Pacific Ocean to the east, could not be helped but to the north and west were the Smith and Garden Hill estates respectively. The sale of these estates was therefore seen as a blessing to its residents (*Illawarra Mercury* 1884:2).

3.2. History of Wollongong Station

3.2.1. Railway development

Although people began arriving in the Illawarra region from the early 19th century, transport of people and goods between there and Sydney was problematic. There were significant topographical impediments that needed to be overcome, especially the crossing of the Illawarra escarpment. The only formal road accessing the Illawarra from Sydney was Bulli Pass, whose gradient was not suitable for anything but bullock trains. The lack of road transport led to most passengers and goods being transported by sea, even though the lack of sheltered harbours also made shipping services unreliable (Singleton 1984:5).

With the population in the Illawarra rapidly increasing in the 1870s, the question of a railway servicing the Illawarra region began in around 1872. Several surveys were undertaken and several routes investigated, however it wasn't until 1880, when a route crossing the Georges River at Como, then following the Bottle Forest Road along the watershed of the Woronora and Port Hacking Rivers, was approved (Singleton 1984:6).



Figure 3-2: Construction of the railway line at Helensburgh, c1880

Courtesy: Wollongong City Library

Tenders for the construction of the Illawarra Railway were released in four sections, with the first section (Macdonaldtown to Waterfall) awarded to Victorian firm C and E Millar on 12 September 1882. C and E Millar did not complete the works and refused to progress the work 13 miles past the Illawarra junction; the first section of works were completed by Rowe and Smith (Singleton 1984:8-9).

The second section (Waterfall to Coalcliff) was also awarded to Rowe and Smith and was one of the most technically difficult sections of the construction, with seven tunnels needing to be constructed within seven miles. There were also multiple deep rock cuttings, culverts and tunnels, meaning the work continued far longer than anticipated. The mostly Italian workers built their two main camps at Cawleys Creek and Otford (Singleton 1984:10).

The third section (Clifton tunnel to Yallah) was awarded on 30 October 1883 to Proudfoot and Logan. This 26-mile (c.42 kilometre) section included the construction of the Clifton Tunnel, over a kilometre long. The predominantly Italian workers set up their construction camp at Thirroul, while a construction depot was established on a site later occupied by David Bros. Iron Foundry at Denison Street, Wollongong, approximately 500 metres north of Wollongong Railway Station (Singleton 1984:10).

By the time the fourth section (Yallah to North Kiama/Bombo) was awarded in November 1887, several parts of the alignment were completed. Pressure from Illawarra residents precipitated the opening of a 13-mile section between Clifton and Wollongong on 21 June 1887. The rest of the line was opened in stages between 1887 and 1893 (Singleton 1984:11-12).

3.2.2. Development of Wollongong Station

On 13 June 1882, a public meeting was held in Wollongong to consider a site for the Wollongong Station. That meeting decided that the most suitable place for the station would be at a place known as “The Green” at the eastern end of Crown Street, near the Roman Catholic Church.

Following a site inspection by the railway surveyor, it was decided to move the location westward to its current location. The Illawarra Mercury reported in 1883 that:

...the site fixed upon for the station is the hollow between the two ridges on the property of Mr Osborne, J.P., just at the rear of Mr Dakin's residence, in Upper Crown-street. The railway line enters Mr Osborne's land about 5 chains from the street and from there the station site commences, being 6 chains wide and extending southwards about 8 chains over the rise at the back of the Glebe land. In all, the area of land intended to be appropriated for station purposes (including the line itself...) is about 5 acres. (Illawarra Mercury 1883:2).

“Mr Osborne’s land” was the Garden Hill Estate, developed by RN surgeon, Dr John Osborne. “Mr Dakin’s residence” was on Crown Street. The building was touted as being “the largest of any on the Illawarra line, and will surpass the stations between Sydney and Hurstville” (“Mountaineer” 1885:2). It was to be:

... a handsome structure, large and commodious, of somewhat plain though tasteful design, and of prepossessing appearance, built of the best burnt bricks, on stone foundations, laid in Portland cement, and roofed in galvanised iron... It will thus be seen that the Government are fully impressed with the importance of the town by providing such ample accommodations as intended for the people... (“Mountaineer”, 1885:2).

The station was opened on 21 June 1887 with a single platform (refer to Figure 3-3). A goods yard, carriage shed and turntable were added in 1911 and a second platform was added when the line was duplicated in 1921 (refer to Figure 3-4) (Brian Macdonald & Associates Pty Ltd 2000:3).



Figure 3-3: Wollongong Station, c.1888

Courtesy: Wollongong City Library

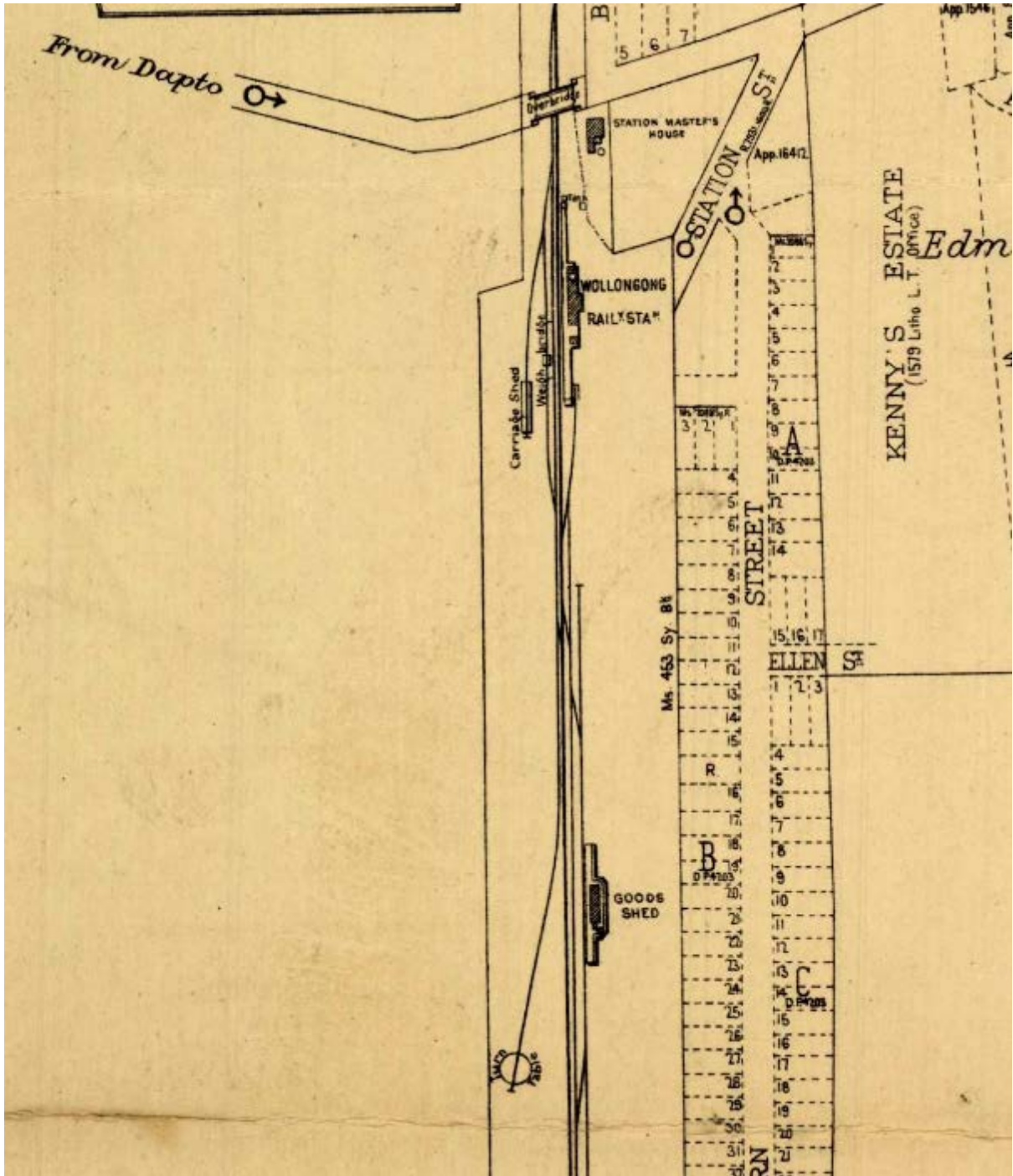


Figure 3-4: Detail of 1911 map of Wollongong showing layout of Wollongong Station

Courtesy: Wollongong City Library

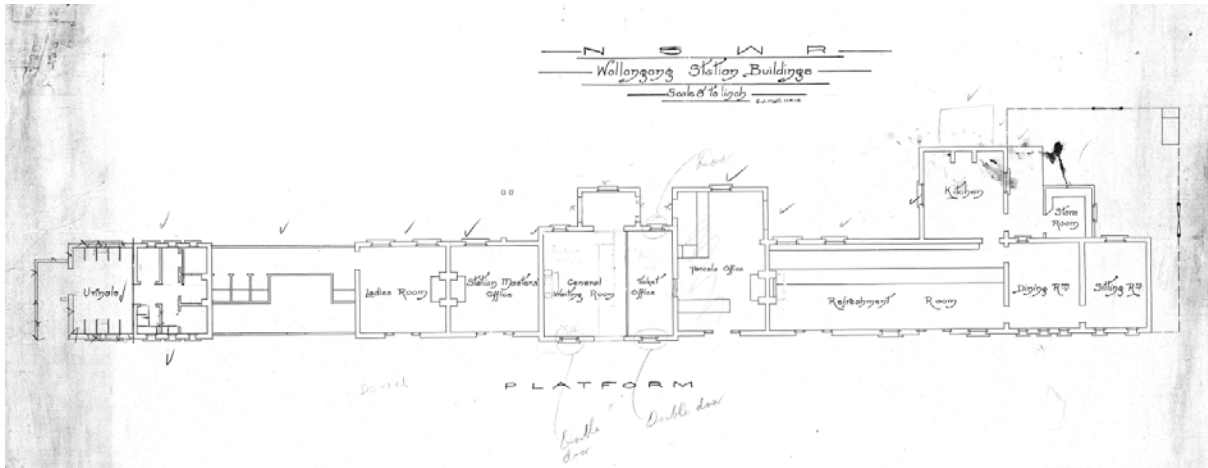


Figure 3-5: Undated plan of station buildings at Wollongong

(Courtesy: TfNSW Plan Room, EDMS CV0426661)

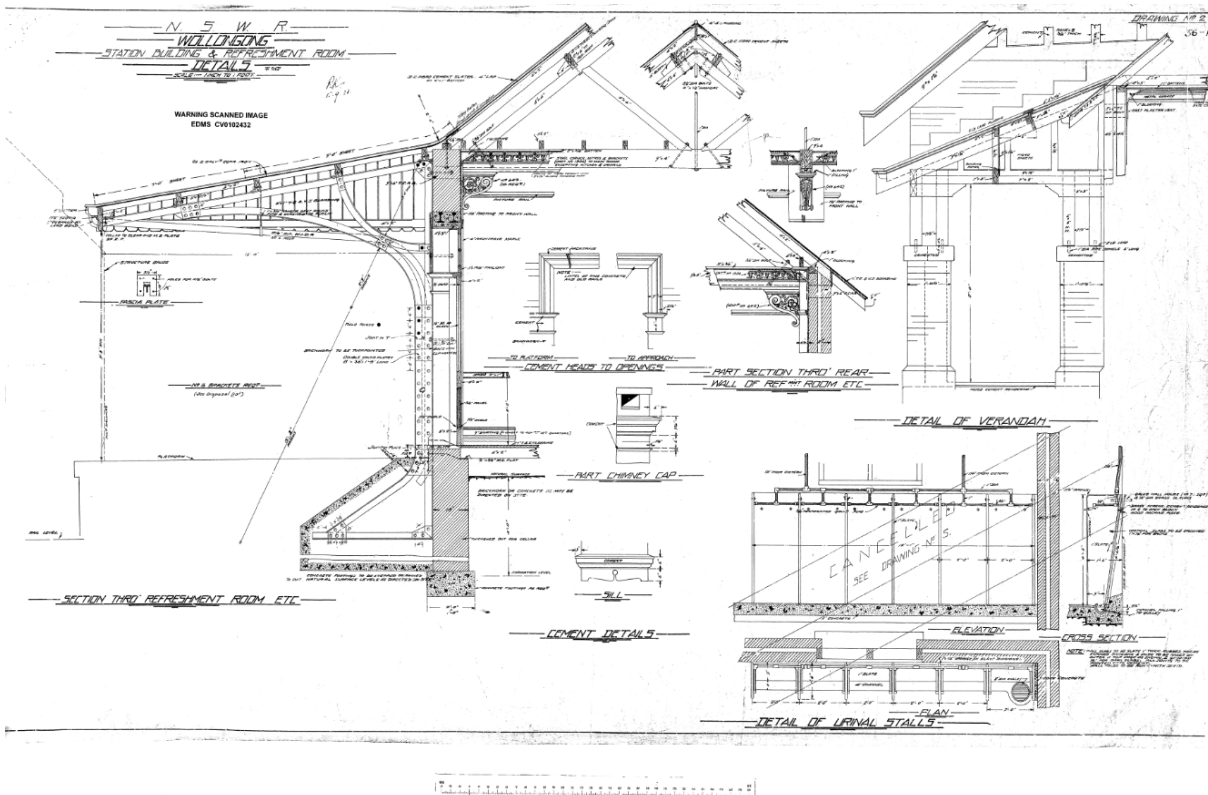


Figure 3-6: Details of elements of second station building and refreshment room, c.1921

Courtesy: TfNSW Plan Room, EDMS CV0102432

3.2.3. Locomotive turntable

The original turntable was constructed in 1888 for the purpose of turning locomotives when required. A delegation of 50 men arrived in September 1888, with orders to have the

turntable completed by the following Wednesday, when a demonstration was planned by the Railway Commissioner. It was remarked at the time:

The turntable will be a massive concern as a matter of course, but so finely adjusted that even one man will be able to turn on it the heaviest locomotives, which range up to 74 tons in this colony. The table will be placed nearly opposite the goods-shed, on the west side, near Mr Osborne's fence. (Illawarra Mercury 1888:2).

A new turntable manufactured by William Sellers and Co. of Philadelphia was installed near the location of the original in June 1907 (Australian Museum Consulting 2014:11). It was 60 feet (approximately 18.2 metres) in diameter and installed closer to Wollongong station. The Sellers turntable remained in full service until after World War 2, after which its use decreased. By the late 1980s the turntable was still occasionally used, however in 2009 the cast iron bridge, pivot and single rail were removed from Wollongong and donated by RailCorp to the Eskbank Rail Heritage Centre, to aid in the restoration of the Eskbank turntable (Australian Museum Consulting 2014:13).

By 2014, little of the turntable survived other than the turntable pit, concrete pivot base and the brick pit wall. Australian Museum Consulting assessed the remains of the turntable in 2014 as part of a proposal to remove the brick pit wall and fill in the pit. It concluded that as much of its fabric had already been removed, it had lost much of its integrity and historical value. It was concluded further that filling in the turntable pit would represent only a minor adverse effect on the historic and aesthetic significance of the Wollongong Railway Station Group (Australian Museum Consulting 2014:21).

The turntable was subsequently filled in and the area is now a temporary car park and staging area. It is proposed that this area would be used for a temporary construction compound/lay down area during construction of the Proposal.



Figure 3-7: Detail of aerial image depicting turntable at Wollongong Railway Station, 2008

Courtesy: Google Earth Pro, accessed on 27 May 2019

3.2.4. Chronological historical summary of Wollongong Station

Table 3-2 provides a chronological historical summary of Wollongong Station.

Table 3-2: Chronological historical summary of Wollongong Station

Date	Event
1887	Wollongong Station opens with a single platform (Platform 2).
1888	Locomotive turntable constructed to the south of the station.
1911	Goods shed, weighbridge, carriage shed and a new turntable constructed (refer to Figure 3-4).
c.1921	Up platform (Platform 1) and buildings constructed.
1923	Timber building removed from Canley Vale to Wollongong Station to be used as a refreshment and staff room.
1933	Timber building extended.
1945	Parcels office constructed.
1952	Upside refreshment room substantially altered.
1965/1966	Parcel office extended; extensions to both platforms at northern end. Original stairs to platforms demolished.

Date	Event
Mid 1980s	Eastern central entry porch demolished, new entries made (Platform 2). Bus interchange constructed. Alterations to toilets, waiting room, parcel office. On Platform 1, timber structure at northern end demolished and brick courtyard constructed. Parcel office converted to staff amenities building (c.1986).
1990s	Platform 1 – expansion of booking hall and travel centre; new entry porch. In 1994/1995 upgrades of toilet facilities, additional platform awning with glazed gable.
c.2014	Turntable pit filled in. Now used as a car park and staging area.

4. DESCRIPTION AND PHYSICAL EVIDENCE

4.1. Site and context

Wollongong Railway Station Group is located on the Illawarra line about 70 kilometres south of Sydney. Wollongong Station is located between Station Street (to the east) and Gladstone Avenue, accessed off Lowden Street to the west. There are car parks off Station Street and Lowden Street. The station has two perimeter platforms on its eastern and western sides and two single storey platform buildings. Access between the platforms is provided via a covered footbridge with ramps and lifts constructed in 2005. The station's perimeter is defined by white powder coated aluminium fencing.

4.2. Item type identification

Table 4-1 presents information from the SHR listing for the Wollongong Railway Station Group (#01289).

Table 4-1: Elements of Wollongong Railway Station Group (SHR #01289)

Item	Type	Date	Description
Station Buildings, Platforms 1	12	1923	
Station Buildings, Platform 2	5	1887	
Train Crew Building	-	c.1950s	
Weighbridge	-	-	
Landscape/natural features	-	-	
Movable items	-	-	

4.3. Changes and current condition

To understand the changes to the Wollongong Railway Station Group and its current condition, the following information is sourced from a combination of the SHR listing, previous investigations and a site visit to ground-truth the location of the various elements within the heritage group curtilage.

4.3.1. Site visit

A site visit was undertaken by Deborah Farina, Senior Heritage Consultant (Jacobs) and Clare Leever (Heritage Consultant) on 16 April 2019. All relevant elements of the Wollongong Railway Station Group were inspected and photographed. Wollongong Stabling Yard was not accessible at the time of the inspection.

4.3.2. Station buildings

The station buildings are brick with corrugated steel gabled roofs. Platform 2 (Down) is the older of the two buildings (c.1887), while Platform 1 (Up) was constructed c.1923. The newer Up building is essentially a mirror of the Down building.

The Down building is of English bond, however has a different jointing appearance. The Up building is of Flemish bond with the western wall laid as tuck pointed stretcher bond. The gables and barge board treatments of the down building indicate Gothic influences, while the up building has Arts and Crafts elements, such as the half-timbered pebble dash gables, and the style of the northern verandah, consistent with the Federation period (Brian Macdonald & Associates Pty Ltd 2000:15).

However, as observed by Brian Macdonald and Associates:

...any identification of architectural styles in the later changes in the building becomes pointless as most of the later work has been undertaken in an utilitarian fashion or, in

the case of the up side Booking Office and Travel Centre, in an uncompromisingly contemporary manner. (Brian Macdonald & Associates Pty Ltd 2000:15).

The station buildings would not be impacted by the proposed works.

The following descriptions of the platforms and their buildings comes from the SHR listing.

Platform 2 (1887)

Exterior: A single storey building in English bond painted brick with a rendered base to the walls, timber valance to cantilevered awning, timber framed double-hung windows, steel trusses and curved brackets to awning. Timber panelled doors with fanlights and sidelights. Gabled section over main entry. Main entry has modern timber panelled double doors, each with glazed panels to upper halves, and modern tiled floor. There are rendered surrounds to each window, and projecting string courses above window height. There is a modern awning to the station entry. The building has two painted brick chimneys with brick strap work. One bay south of the entry, on the street side of the building, has a parapet.

Platform 1 (1923)

Exterior: A single storey platform building with English bond painted brick walls with a projecting brick base, and a corrugated steel gabled roof with roughcast stuccoed imitation half-timbered gable ends. Gable ends also features rectangular timber louvred vents. The roof has two painted brick chimneys with rendered caps and flat concrete hoods. The platform awning has a skillion corrugated steel roof and curved steel brackets. Windows are timber framed double hung with sandstone reveals.

4.3.3. Refreshment rooms

There are two refreshment rooms, one within each of the platform buildings. At the time of the survey, the first of the refreshment rooms, that of Platform 2, was not open and therefore not inspected.

The following descriptions come from the SHR listing. Neither of these elements would be impacted by the Proposal.

Platform 2 refreshment room (1887)

Exterior: This is a stretcher bond painted brick extension to the southern end of the 1887 building and executed in a similar style. This extension has a rendered base to the walls, hipped and a gabled corrugated steel roof. Windows are timber framed double hung, placed in pairs. Doors are timber panelled double doors, some with glazed panels to the upper half. The gable end facing east has a Perspex roof and decorative timber bargeboards and pendant.

Platform 1 refreshment room (1926)

Exterior: A small building with a gabled corrugated steel roof and timber panelled double doors. Interior: Decorative cornices and ceiling roses, and decorative plaster brackets to the interior ceiling, and a timber panelled counter.



Figure 4-1: Platform 1 refreshment room, looking south

4.3.4. Platforms (1887, 1923)

Platform 2 of the Wollongong Railway Station Group is the original platform, constructed in 1887. It is a side platform and brick-edged (refer to Figure 4-2), with a concrete and bitumen surface. Consistent with most Sydney Trains stations, blue and yellow tactiles are placed along the platform edges. A dock on the eastern side of this platform has been constructed part way along the platform and extended to accommodate trains (refer to Figure 4-3). Both Platforms 1 and 2 were also extended to the north as far as the Crown Street overbridge in the 1980s (refer to Figure 4-4).



Figure 4-2: The southern end of Platform 2, looking south-east from Platform 1



Figure 4-3: Dock opposite Platform 2, looking north



Figure 4-4: Platform extension on Platform 2 (at left of frame), looking south

Platform 1 is the newer of the two platforms constructed c.1923. As with Platform 2, it is a side platform and brick-edged, with a dock on the western side and extended platform (refer to Figure 4-5 and Figure 4-6).



Figure 4-5: Platform extension at Platform 1, looking south-west



Figure 4-6: Street entrance to Platform 2, looking south. Note dock beyond fence.

4.3.5. Crown Street overbridge (1928)

The Crown Street overbridge is a three-span bridge with a jack arch superstructure (rolled steel joist with concrete infill) supported on masonry (brick) piers.

There are two clear phases evident in the superstructure of the footbridge. An earlier, brick superstructure, presumably from the original construction (c.1926) is at the centre of the underside of the overbridge deck (refer to Figure 4-7). Prefabricated concrete supports flank the brick arched supports, clearly from later upgrades of the overbridge (refer to Figure 4-8).

The overbridge would not be impacted by the Proposal.



Figure 4-7: Brick-arched supports of Crown Street overbridge, looking north-west



Figure 4-8: Concrete supports flanking brick-arched supports of Crown Street overbridge

4.3.6. Train crew buildings (c. 1950s)

Exterior: A freestanding weatherboard building towards the north end of Platform 2. The building has a hipped corrugated steel roof, with a flat metal deck roof over a section on the western side of the building. The building features timber framed double hung windows with

horizontal glazing bars, and a cantilevered platform awning on steel brackets, and timber flush doors. It is possible that this building contains the remnants of an earlier lamp room.

4.3.7. Brick sheds, Platform 1 (1970s)

Exterior: Two small c.1970s painted brick single storey buildings at southern end of Platform 1, which are used as a store room and electrical depot.

4.3.8. Footbridge (2005)

A covered concrete footbridge with covered ramps and lifts at each end.

4.3.9. Platform canopies (2005)

Modern platform canopies with steel posts on concrete bases and corrugated steel skillion roofs connecting the platform buildings to the lifts.



Figure 4-9: Canopies on Platform 1 installed in 2005, looking south from footbridge

4.3.10. Weighbridge

A small weighbridge with a modern hut is located in the yard.

4.3.11. Landscape/natural features

There is a small garden to the east of the Platform 2 building, facing Station Street. The garden has white powder-coated aluminium fencing and contains a plaque commemorating electrification of the line in 1986.

4.3.12. Moveable heritage

Moveable heritage items at Wollongong Station include:

- timber rollover indicator boards on the platforms
- plaque in the garden to the east of the Platform 2 building, facing the street, commemorating electrification of the line in 1986

- plaque attached to the western elevation of the Platform 2 building commemorating the 2002 development of Wollongong Station.

4.4. Archaeological potential

4.4.1. Wollongong Stabling Yard

As noted in Section 3.2.3, the remains of the locomotive turntable are buried beneath the hardstand surface at the northern end of the stabling yard. Little remains of the original turntable, with the rail, pivot and other machinery removed in 2009 and donated to the Eskbank Rail Heritage Museum. In 2014, the remainder of the turntable was buried beneath the current hardstand surface. Given the presence of these remains below the current surface, the archaeological potential of this area of the stabling yard is high, however this area is outside of the area of proposed works and will not be disturbed.

Assessment of the potential impact of the Proposal on archaeology within the stabling yard is contained in Section 6.5.

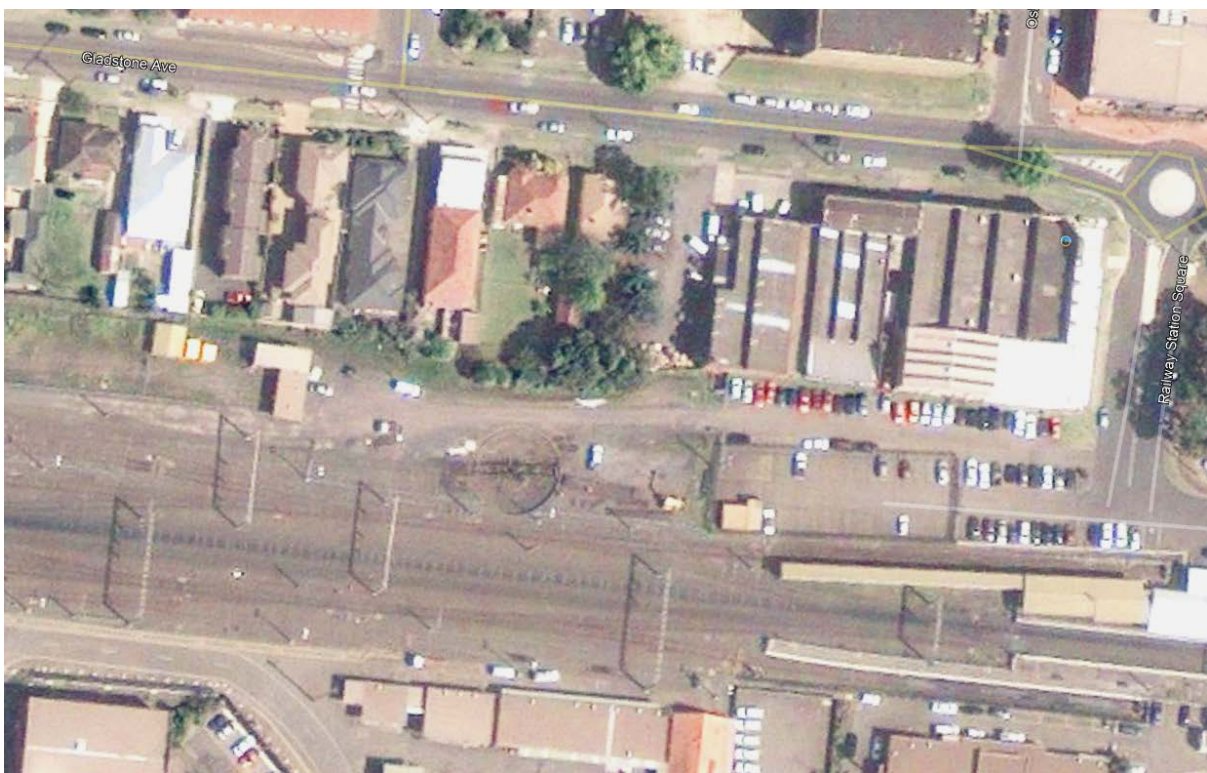


Figure 4-10: Detail from 2008 aerial image, showing turntable in situ prior to removal of machinery

Courtesy: Google Earth

The turntable operated into the twentieth century and as such is well recorded (Australian Museum Consulting 2014). It should be noted that other items associated with the operation of the turntable and servicing of the locomotives are possibly within the stabling yard.

4.4.2. Platform extensions

There are no known previous structures near the proposed platform extensions. Given the extent of previous works associated with earlier extensions of the platforms associated with the docks at Platforms 1 and 2, it is considered that there is little to no potential for archaeological deposits near the proposed platform extensions.

5. ASSESSMENT OF HERITAGE SIGNIFICANCE

5.1. Significance assessment criteria

Before making decisions about the future of a heritage item it is first necessary to understand its heritage values. This leads to decisions that will retain these values in the future.

An item will be considered to be of State (or local) heritage significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the NSW heritage assessment criteria. The assessment criteria encompass the values in the *Australia ICOMOS Burra Charter*.

The below sections reproduce the significance assessment of the Wollongong Railway Station Group from its SHR listing.

5.2. Significance of Wollongong Railway Station Group

5.2.1. Statement of heritage significance

Wollongong Railway Station – inclusive of the 1887 and 1923 Platform buildings, 1890 and 1926 refreshment rooms, train crew building, brick edged platforms, and moveable items – is an item of State heritage significance. Wollongong Railway Station is of State historical significance as the most substantial and earliest station on this section of the Illawarra line. Wollongong Railway Station is of historical significance as the place where construction of this originally isolated section of the line from Scarborough to Bombo commenced, materials having been shipped from Sydney to Wollongong in 1887. The Wollongong Railway Station platform buildings are of aesthetic significance as fine representative examples of railway station buildings dating from 1887 to 1926 and later, including 1887 brick 3rd class platform building and a 1923 brick building, with the rare inclusion of refreshment room additions to both platform buildings.

5.2.2. Assessment of significance

The SHR assessment of significance of Wollongong Railway Station Group is included in Table 5-1.

Table 5-1: SHR assessment of significance

Criterion	Assessment
Criteria a) [Historical significance]	Wollongong Railway Station is of State historical significance as the most substantial station and also the first built railway station on the originally isolated section of the Illawarra line built from Scarborough to Bombo in 1887. Wollongong Railway Station is also of historical significance as the place where construction of the line commenced, materials for the line's construction having been shipped from Sydney to Wollongong. The station is significant in retaining the original platform building from 1887, with subsequent buildings associated with the upgrade of the line, two important historical phases of railway development on the Illawarra line.
Criteria b) [Associative significance]	There are no known significant associations to satisfy this criterion.
Criteria c) [Aesthetic significance]	The Wollongong Railway Station platform buildings are of aesthetic significance as fine examples of railway station buildings, including the Victorian Italianate style 1887 3 rd class brick platform building, and 1890 refreshment room on Platform 2, and the Federation

Criterion	Assessment
	Queen Anne style influenced 1923 brick platform building and 1926 refreshment room on Platform 1.
Criteria d) [Social significance]	The place has the potential to contribute to the local community's sense of place and can provide a connection to the local community's past.
Criteria e) [Research potential]	There is little potential to yield additional significant information.
Criteria f) [Rarity]	The refreshment rooms to both platforms at Wollongong Railway Station are rare in the metropolitan network, though examples exist in regional areas, demonstrating a former era of rail transport where refreshment services were provided to passengers on the platform in the form of railway refreshment rooms. The Platform 2 building is one of five examples of a 3rd class brick platform building on the Illawarra line. The weighbridge is considered to be a rare remnant of the previous working yard.
Criteria g) [Representativeness]	The 1887 Platform 2 building is a fine representative example of a 3rd class brick platform building, one of five examples on the Illawarra line, the others being in metropolitan Sydney (Carlton, Rockdale, St. Peters, Sydenham), and unusual for its extension in 1890 to add a refreshment room. The Platform 1 building is a fine representative example of a brick platform building (12 examples on the Illawarra line), again unusual for its refreshment room added in 1926. Overall, Wollongong Station is a fine example of a major rural town railway station, with extant structures from 1887 to the mid-20th century.

Integrity/Intactness

There are alterations to all buildings, and it is clear the buildings have evolved over time, however basic form and external materials of the original form of the buildings is readable. The interiors of the buildings have been extensively altered. The station access arrangement has changed and loss of most features of the yard has resulted in the station context being diminished.

5.3. Grading of significant elements

The heritage significance of components within Wollongong Railway Station Group are summarised in Table 5-2.

Table 5-2: SHR assessment of significance

Component	Assessment	Grade Exceptional/ High/ Moderate/ Low/ Intrusive
Platform 1 building (1923)	Type 12 building. A single-storey platform building with Flemish bond painted brick walls with a projecting brick base, and a corrugated steel gabled roof with rough-cast stuccoed imitation half-timbered gable ends. Gable ends also feature rectangular timber louvred vents. The roof has two painted brick chimneys with rendered caps and	High

Component	Assessment	Grade Exceptional/ High/ Moderate/ Low/ Intrusive
	flat concrete hoods. The platform awning has a skillion corrugated steel roof and curved steel brackets. Windows are timber framed double hung with sandstone reveals.	
Platform 1 Refreshment Room (1926)	A small building with a gabled corrugated steel roof and timber panelled double doors. Decorative cornices and ceiling roses, and decorative plaster brackets to the interior ceiling and a timber panelled counter.	High
Platform 2 brick sheds (c.1970s)	Two small c1970s painted brick single storey buildings at southern end of platform used as a store room and electrical depot.	Low
Platform 2 building (1887)	Type 5 – a single-storey building in English bond painted brick with a rendered base to the walls, timber valance to cantilevered awning, timber framed double-hung windows, steel trusses and curved brackets to awning. Timber panelled doors with fanlights and sidelights. Gabled section over main entry. Main entry has modern timber panelled double doors, each with glazed panels to upper halves and modern tiled floor. There are rendered surrounds to each window and projecting string courses above window height. There is a modern awning to the station entry. The building has two painted brick chimneys with brick strap work. One bay south of the entry, on the street side of the building, is a parapet.	High
Platform 2 Refreshment Room (1890)	This is a stretcher bond painted brick extension to the southern end of the 1887 building and executed in a similar style. This extension has a rendered base to the walls, hipped and a gabled corrugated steel roof. Windows are timber framed double hung, placed in pairs. Doors are timber panelled double doors, some with glazed panels to the upper half. The gable end facing east has a Perspex roof and decorative timber bargeboards and pendant.	High
Train crew building (c1950s)	A freestanding weatherboard building to the northern end of Platform 2. The building has a hipped corrugated steel roof, with a flat metal deck roof over a section on the western side of the building. The building features timber framed double hung windows with horizontal glazing bars, and a cantilevered platform awning on steel brackets and timber flush doors. It is possible that this building contains the remnants of an earlier lamp room.	Little
Platforms (x 2)	Two perimeter platforms, both extended at southern end, with brick faces and asphalt surfaces.	High (extensions – neutral)
Footbridge (2005)	A covered concrete footbridge with covered ramps and lifts at each end.	Intrusive
Platform canopies (2005)	Modern platform canopies with steel posts on concrete bases and corrugated steel skillion roofs connecting the platform buildings to the lifts.	Intrusive
Crown Street overbridge (1928)	Three span bridge with a jack arch superstructure (rolled steel joist with concrete infill) supported on masonry (brick) piers.	Moderate

Component	Assessment	Grade Exceptional/ High/ Moderate/ Low/ Intrusive
Landscape/natural features	Small garden to the east of the Platform 2 building, facing Station Street. The garden has white powder-coated aluminium fencing and contains a plaque commemorating the electrification of the line in 1986.	Low
Weighbridge	A small weighbridge with a modern hut is located in the yard.	Moderate

6. HERITAGE IMPACT ASSESSMENT

6.1. Proposal description

Key features of the Proposal include:

Stabling yard

Provide the following upgrades to allow the re-use of the existing No 1 & No 2 Up Sidings, the Up-Refuge Loop, the Down Goods Siding and No1 Down Siding to stable eight x10 car NIF trains:

- Relocation of signals along the up track and overhead wiring masts
- Installation of eight walkways between tracks including stairway linkages, ranging in length from about 220 metres to about 500 metres and between about 1.2 metres and 2.8 metres in width and demarcation fencing
- Bollard lighting
- Adjustments to fencing and the combined services route
- New fencing between the main line and yard line
- Drainage works along walkways including catch pits and underground drainage pipes
- Provide new and adapted cleaning sinks, OH&S eyewash and showers; and utilise existing water and drainage connections where possible, and provide new connections where not possible
- Rebuild of the No. 2 Up siding (currently unused) including new OHW structures and upgrading the existing manually operated turnout to a mechanised system
- Cleaning and tamping of ballast on all other sidings.

Platform extension

- Extend Platforms 1 and 2 by about nine metres at the southern end of the platforms
- Installation of lighting including lamp posts and associated cabling and foundations on the platform extensions
- Reconfiguration of access to the stabling yard via provision of two crossovers and associated turnouts due to longer platforms
- Associated modifications/additions to OHW structures, combined services route and under line crossing
- Signal relocation adjacent to Platform 1.

6.2. Impact of the Proposal

6.2.1. Wollongong Stabling Yard

There are no built heritage elements within the stabling yard and it is located outside of the heritage curtilage of Wollongong Railway Station Group. Any potential impacts associated with these works would be confined to archaeological relics and is addressed at Section 6.5.

6.2.2. Platform extensions

The Proposal involves the extension of Platforms 1 and 2 by about nine metres to the south. They are proposed to be of brick masonry veneer to the concrete culverts to match existing colour and texture. The existing brick platforms are non-compliant with current platform design standards which mandate the 800 mm deep refuge space below the platform coping.

There is little archaeological potential expected, therefore potential impacts are confined to:

- Physical impact to significant fabric
- Potential visual impact to the item.

As noted in Section 5 above, the primary heritage values of the item relate to the historicity, the aesthetic value, social value, the rarity of the station buildings, refreshment rooms and weighbridge, and the representativeness of the station as a major rural railway station. While the historical and social values or representativeness would not be impacted by the proposed works, the platform extensions have the potential to cause impact to the historic fabric of the platforms during construction and to the aesthetic values of the station.

Fabric

As original fabric, the brick facings of both platforms are assessed as being of high heritage significance. It is proposed that both platforms extensions comprise a concrete deck laid on concrete piers, with its concrete platform facings set back from the historical brick facings (see Figure 6-1, Figure 6-2).

As noted in Section 4.3.4 two docks were constructed adjacent to the original platforms, with little visible impact to the fabric of the original platforms. Given that the proposed extensions are relatively short (nine metres), it is assessed that the construction of the platform extensions would have a minor impact on the historic brick platforms, and a negligible impact on the heritage significance of the item overall. The historic brick fabric should be protected from accidental damage during construction through hoarding, or other such barriers.



Figure 6-1: Current south west view of southern end of Platform 1 (Jacobs, 2019).



Figure 6-2: Photomontage showing indicative view of the southern platform extension of Platform 1 (Jacobs, 2019).

Visual impact

The platform extensions (see Figure 6-2) are proposed to be about nine metres in length, with brick masonry veneer to the concrete culverts to match the colour and texture of the existing brick fabric. This is an acceptable outcome; the new fabric is similar but discernible from the original, and its colour is sufficiently recessive to minimise impact. The visual impact of the platform extensions is also mitigated by the setback of the platform wall, which has been designed in compliance with current safety regulations, but also minimises the difference in material and recedes in visibility and prominence, allowing the original brick fabric to remain the dominant visual feature. This is enhanced by the platform wall of the extension being faced with brick. In addition, the relatively short extension against the longer extensions of the adjoining docks minimises any intrusion.

The platform extension of Platform 1 is located about 25 metres south of the station building, while on Platform 2 the extension is about 60 metres south. Given that the platform extensions are nine metres in length, it is assessed that there is little potential for the platform extensions to impact on the aesthetic heritage value of the station buildings.

The visual impact of the platform extensions on the heritage values of Wollongong Railway Station Group are therefore assessed as minor.

6.3. Heritage impact assessment table

The table below assesses the impacts of the proposal on the components of the place, with reference to each component's level of significance.

Table 6-1: Heritage impact assessment

Component	Significance	Impact assessment	Impact to fabric Major/ Moderate/ Minor/ Negligible/ Nil	Visual impact Major/ Moderate/ Minor/ Negligible/ Nil
Platform 1 (1923)	High	Extension nine metres to the south (Section 6.2.1 and Section 6.2.2)	Minor	Minor
Platform 2 (1887)	High	Extension nine metres to the south (Section 6.2.1 and Section 6.2.2).	Minor	Minor

6.4. Summary of heritage impact assessment

Table 6-2: Summary of heritage impacts

Statement	Response
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:	Most works would be undertaken outside the curtilage of the heritage item in areas of high disturbance (stabling yards) or where similar works have already taken place (platform extensions). No archaeological items would be impacted as a result of the Proposal.
The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:	Possible damage of original fabric on platforms. The installation of a walkway from Platform 1 to the stabling yard may cause physical and visual impact to the item overall.
The following sympathetic solutions have been considered and discounted for the following reasons:	Not applicable.

6.5. Archaeological impact

All ground disturbance works are confined to the walkways, the drainage works along the walkways, potential electrical work for bollard lighting and potential plumbing works for the new and adapted cleaning sinks. Minimal ground disturbance may occur for other works such as the relocation of signals, fencing and the rebuild of the up siding and associated wiring. Whilst commencing within the curtilage of the station, most of these works would take place outside the curtilage.

Wollongong Stabling Yard

As noted above, the former turntable is located at the northern end of Wollongong Stabling Yard and the archaeological potential in that area is assessed as high. No ground disturbance works are proposed within the vicinity of the turntable and that area is to be used as a temporary construction compound/laydown area.

As noted in Section 4.4.1 above, the turntable itself was a dominant feature of the site and there may still be the remains of infrastructure relating to the servicing of locomotives or maintenance and/or operation of the turntable that extend into the areas of the stabling yard where upgrade works are proposed. These would need to be treated as unexpected finds should they be uncovered by any ground disturbance works.

Platform extensions

Given the disturbed nature of the ground near the platform extensions, it is unlikely that any archaeological material would be disturbed by the Proposal.

6.6. Conclusion

It is concluded that the proposed works for the Wollongong Stabling Yard would have a minor impact on the overall significance of the Wollongong Railway Station Group. It is concluded further that the platform extension works do not fall within the standard or RailCorp agency-specific exemptions pursuant to Section 57(2) but would have a minor impact on the overall significance of the Wollongong Railway Station Group.

6.7. Recommendations and mitigation measures

6.7.1. Recommendation 1: Section 60 permit

As some of the proposed works do not fall within either the RailCorp agency-specific exemptions or the standard exemptions pursuant to Section 57(2) of the Heritage Act, an application for a permit under Section 60 of that Act should be made to the Heritage Division prior to commencement of these works. A copy of this assessment should accompany the permit application.

6.7.2. Recommendation 2: Protection of existing fabric (Platform extensions)

It is recommended that the heritage fabric of the platforms be protected against accidental damage during construction by hoarding or other such material.

6.7.3. Recommendation 3: Heritage induction

A heritage induction giving information regarding the location of heritage and archaeological items within the vicinity of the works should be given to all staff, contractors and subcontractors involved with the construction of these proposed works. The induction should cover the heritage constraints associated with this project and relevant obligations under the *Heritage Act 1977*. This induction can be given as part of a general induction.

6.7.4. Recommendation 4: Unexpected finds

Should any unexpected archaeological or heritage material be uncovered during the proposed works, all work should stop and protocols under the TfNSW *Unexpected Heritage Finds Guideline* should be followed.

7. REFERENCES

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Singleton, C.C. 1984 *Railway History in Illawarra, New South Wales*. Wollongong: Illawarra Historical Society.

Transport for NSW 2019 *Unexpected Heritage Finds Guideline*. Sydney: Government of New South Wales.

APPENDIX 1: STATE HERITAGE REGISTER LISTING



Home > Topics > Heritage places and items > Search for heritage

Wollongong Railway Station Group

Item details

Name of item:	Wollongong Railway Station Group
Type of item:	Built
Group/Collection:	Transport - Rail
Category:	Railway Platform/ Station
Primary address:	Station Street, Wollongong, NSW 2500
Local govt. area:	Wollongong City

Boundary:

North: the southern edge of the Crown Street overbridge (excluding bridge); East: boundary of RailCorp property to the northern end, then a line parallel to the station buildings and platforms (excluding the car park and offices/yard); South: 5m past the platforms; West: boundary of RailCorp property to the northern end, then a line parallel to the station buildings and platforms (excluding the car park and yard). Note: The weighbridge is included as part of this listing, with a separate curtilage of 1m in all directions from the hut structure.

All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Station Street	Wollongong	Wollongong City			Primary Address
Lowden Street	Wollongong	Wollongong City			Alternate Address

Owner/s

Organisation Name	Owner Category	Date Ownership Updated
RailCorp	State Government	
RailCorp	State Government	
RailCorp	State Government	

Statement of significance:

Wollongong Railway Station - inclusive of the 1887 and 1923 Platform buildings, 1890 and 1926 refreshment rooms, train crew building, brick edged platforms, and moveable items - is an item of State heritage significance. Wollongong Railway Station is of State historical significance as the most substantial and earliest station on this section of the Illawarra line. Wollongong Railway Station is of historical significance as the place where construction of this originally isolated section of the line from Scarborough to Bombo commenced, materials having been shipped from Sydney to Wollongong in 1887. The Wollongong Railway Station platform buildings are of aesthetic significance as fine representative examples of railway station buildings dating from 1887 to 1926 and later, including 1887 brick 3rd class platform building and a 1923 brick building, with the rare inclusion of refreshment room additions to both platform buildings.

Date significance updated: 09 Oct 09

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

Description

Designer/Maker: N.S.W. Government Railway

Builder/Maker: W. Proudfoot & T. Logan (original line), Max Seller (1st station building).

Construction years: 1887-1923

Physical description: PRECINCT ELEMENTS

Platform 1 Building (1923) (type 11)

Platform 1 Refreshment room (1926)

Platform 2 Brick sheds (c. 1970s)

Platform 2 Building (1887) (type 4)

Platform 2 Refreshment room (1890)

Train Crew Building (c. 1950s)

Platforms (x2)

Footbridge (2005)

Platform canopies (2005)

Crown Street overbridge (1928)

Weighbridge

CONTEXT

Wollongong Railway Station is located between Station Street (to the east) and Gladstone Avenue, accessed off Lowden Street to the west. There are car parks off Station Street and Lowden Street. The station has two perimeter platforms on east and west sides, and two single storey platform buildings. Access between the platforms is provided via a 2005 covered footbridge with ramps and lifts. The station's perimeter is defined by white powder coated aluminium fencing.

PLATFORM 1 BUILDING (1923)

Exterior: A single storey platform building with English bond painted brick walls with a projecting brick base, and a corrugated steel gabled roof with roughcast stuccoed imitation half timbered gable ends. Gable ends also features rectangular timber louvred vents. The roof has two painted brick chimneys with rendered caps and flat concrete hoods. The platform awning has a skillion corrugated steel roof and curved steel brackets. Windows are timber framed double hung with sandstone reveals.

PLATFORM 1 REFRESHMENT ROOM (1926)

Exterior: A small building with a gabled corrugated steel roof and timber panelled double doors.

Interior: Decorative cornices and ceiling roses, and decorative plaster brackets to the interior ceiling, and a timber panelled counter.

PLATFORM 2 BRICK SHEDS (c. 1970s)

Exterior: Two small c.1970s painted brick single storey buildings at southern end of platform used as a store room and electrical depot.

PLATFORM 2 BUILDING (1887)

Exterior: A single storey building in English bond painted brick with a rendered base to the walls, timber valance to cantilevered awning, timber framed double-hung windows, steel trusses and curved brackets to awning. Timber panelled doors with fanlights and sidelights. Gabled section over main entry. Main entry has modern timber panelled double doors, each with glazed panels to upper halves, and modern tiled floor. There are rendered surrounds to each window, and projecting string courses above window height. There is a modern awning to the station entry. The building has two painted brick chimneys with brick strap work. One bay south of the entry, on the street side of the building, has a parapet.

PLATFORM 2 REFRESHMENT ROOM (1890)

Exterior: This is a stretcher bond painted brick extension to the southern end of the 1887 building and executed in a similar style. This extension has a rendered base to the walls, hipped and a gabled corrugated steel roof. Windows are timber framed double hung, placed in pairs. Doors are timber panelled double doors, some with glazed panels to the upper half. The gable end facing east has a Perspex roof and decorative timber bargeboards and pendant.

TRAIN CREW BUILDING (c. 1950s)

Exterior: A freestanding weatherboard building towards north end of Platform 2. The building has a hipped corrugated steel roof, with a flat metal deck roof over a section on the western side of the building. The building features timber framed double hung windows with horizontal glazing bars, and a cantilevered platform awning on steel brackets, and timber flush doors. It is possible that this building contains the remnants of an earlier lamp room.

PLATFORMS

Two perimeter platforms, both extended at northern end, with brick faces and asphalt surfaces. Coping has been raised in concrete, previously brick. Platform 3/4 is a terminal platform, made of concrete with open concrete frame.

FOOTBRIDGE (2005)

A covered concrete footbridge with covered ramps and lifts at each end.

PLATFORM CANOPIES (2005)

Modern platform canopies with steel posts on concrete bases and corrugated steel skillion roofs connecting the platform buildings to the lifts.

CROWN STREET OVERBRIDGE (1928)

Three span bridge with a jack arch superstructure (RSJ with concrete infill) supported on masonry (brick) piers.

WEIGHBRIDGE

A small weighbridge is located in the yard.

LANDSCAPE/NATURAL FEATURES

Small garden to the east of the Platform 2 building, facing Station Street. The garden has white powder coated aluminium fencing, and contains a plaque commemorating electrification of the line in 1986.

MOVEABLE ITEMS

Cast iron safe in store room and fitted timber counter and timber fire surround, tiled grate and hearth in former Refreshment Room

Brass plaque dated 4 February 1986 on sandstone plinth in garden to the east of the

Platform 2 building, facing the street, commemorating electrification of the line in 1986;
 Brass plaque – 9 August 2002, wall-mounted to west elevation of Platform 2 building
 commemorating 2002 development of Wollongong Station.

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

Platform 1 Building (1923): good
 Platform 1 Refreshment room (1926): good
 Platform 2 Brick sheds (c. 1970s): good
 Platform 2 Building (1887): good
 Platform 2 Refreshment room (1890): good
 Train Crew Building (c. 1950s): moderate
 Platforms: good
 Footbridge (2005): very good
 Platform canopies (2005): very good
 Crown Street overbridge (1928): good

Date condition updated: 12 Jul 09

**Modifications and
 dates:**

1890: railway refreshment room addition to Down platform building
 1914: separate booking and parcels office (no longer extant) built to east of Down platform building.
 Prior to 1922: milk shed and other structures.
 1922: enlargement of kitchen and store adjacent to Down platform refreshment room.
 1923: Up platform building constructed, duplication of the line.
 c. 1923: carriage shed built.
 1926: brick refreshment room built onto Up platform building; enlargement of Down platform refreshment facilities.
 1928: Crown Street overbridge constructed.
 1940: New parcels and booking office east of Down platform building; demolition of former separate parcels & booking office (built 1914). Relocation of lamp room south of Down platform building.
 1977: internal changes to Up platform building.
 1984: front gable and verandas to east elevation of Down platform building demolished. New parcels office built adjacent to overbridge on Down platform. Internal refurbishment of Down platform building.
 1985: alterations to internal fitouts in booking offices of both platform buildings.
 1986: electrification of the line to Wollongong.
 1994: internal and some external alterations, both platform buildings. Glazed gable added to Down platform building.
 1999-2005: new footbridge, lifts and platform canopies planned and constructed.
 c.1998: Weighbridge hut removed from yard
 2009: Sellers turntable (1897) removed from yard and relocated.
 N.d: modern security screen doors, some modern flush doors, modern signage and seating to both platform buildings. Most yard structures (turntable excepted) have been removed.
 2012: Station repainted
 2012: Anti-throw screens added to footbridge

Current use:

Railway Station

Former use:

Railway Station, Goods Yard and Locomotive Depot

History

Historical notes: European settlement of Wollongong began with land grants made in 1816, and the town of Wollongong was laid out in 1834. The Illawarra District Council was formed in 1843. In 1859, two municipal councils were formed: Municipality of Wollongong which was proclaimed on 22 February, and Central Illawarra Municipality which was formed on 19 August 1859 (this took in the area from Unanderra to Macquarie Rivulet). North Illawarra Municipality was formed on 26 October 1868 and included the area from Fairy Creek to Bellambi. In 1947 The City of Greater Wollongong was formed by the amalgamation of the City of Wollongong, the Shires of Bulli and Central Illawarra and the Municipality of North Illawarra, under the Local Government Act, 1919 in the NSW Government Gazette 104 of 12 September 1947.

Construction for the (old) Scarborough to Wollongong section of the Illawarra line virtually started at Wollongong Station site as equipment, material and rolling stock was transported by sea from Sydney, landed at Port Wollongong and transferred by the colliery railways to the station yard.

The single track line opened on 21st June 1887 with an extension to Bombo opened on 9th November 1887 and finally on 3rd October 1888 the connection to the northern Sydney section was made. Due to its busy coal industries and The Port of Wollongong, Wollongong Station was regarded as the major station on the Illawarra line and it remains that to the present due to the growth of Port Kembla, the steelworks and the major population.

The first station building on the Down platform was a standard roadside brick 3rd class building which was joined in 1890 by a brick waiting room with a railway refreshment room and following duplication of the line in 1923, a similar brick combination refreshment room building was erected on the Up platform.

The station yard initially supported a major goods yard and small loco depot in 1910 but following duplication the yard was remodelled and enlarged with bigger storage and loco facilities and as such remained until 1962, with conversion to diesel loco operations and again in 1985 when the goods yard was closed and sidings were rearranged for additional carriage storage.

An early undated plan for the Up (west) platform building shows (north to south): urinals with a screen wall; lavatory; ladies room; general waiting room; booking hall; booking office; bar; refreshment room; and kitchen. Plans dated 1889 show replanning of the Down platform building to incorporate a refreshment room, kitchen and sitting room and yard at its southern end. 1914 plans show the Down platform building with internal plan (north to south): urinals, ladies toilet, ladies room, Station Master's office, telegraph office and porch, entry hall (new doors to east noted); parcels office to be converted to a general waiting room; refreshments room with kitchen and store to the east; dining room and sitting room.

1914 plans for "Proposed alterations to buildings and booking office" also show a "Proposed booking and parcels office" to the east of the down platform building, a Station Master's residence to southeast of the overbridge, a milk shed to the south of the down platform building, and a weatherboard building opposite on the west side of the line with a carriage shed to the southwest.

1922 plans of station layout show: Station Master's residence southeast of overbridge; 100,000 gallon reservoir to south of Station Master's residence; separate booking office and parcels office building to south of that; Down platform building interior plan with (north to south) toilets; ladies room, Station Master's office, telegraph office, hallway, waiting room, refreshments room with a larger now linked kitchen and store to east, and two unmarked rooms at the southern end. A horse and carriage dock and dock siding with adjacent water column is shown to the south of the Down platform building, with a milk shed and stage opposite on the western side of the lines. Another water column appears to the north of the Up platform building.

1926 plans for "Refreshment room Down Platform - Proposed additions" show a refreshment room addition with a bar, store and kitchen, also having a concrete coal bin.

1940 plans for a "Proposed new parcels office" show demolition of the earlier separate parcels and booking office, as well relocation of a lamp room to the north end of the Down

platform building, and the construction of a new parcels office east of the Down platform building. A proposed future footbridge is mentioned on these plans. Some minor internal changes to the Down platform building are also shown at this time.

1977 plans for "Upgrading of Station building Up platform "show internal changes to booking office and waiting room, including removal of partition walls, new openings.

1984 plans show the front gable and verandas on the east elevation of the Down platform building demolished, and construction of new parcels office building adjacent to overbridge on east platform. 1984 plans also show upgrading of the Up platform station building with a new toilet fitout, internal refurbishment, and demolition of timber buildings at northern end. Plans for "Upgrading of station buildings Down platform" show internal refurbishment. The plans also show classrooms and offices at the southern end; external repairs and minor alterations.

1985 plans show alterations to booking offices for both up and down platform buildings.

In 1986, the line was electrified as far as Wollongong, and a plaque to commemorate the electrification was unveiled at Wollongong Station by the then Premier Neville Wran on 4 February 1986.

1994 plans for a general upgrade show a range of alterations including a few new doors and internal refurbishment to both platform buildings. Extensive removal of internal ceilings and some floors is shown. The glazed gable was added to the down platform building, new lifts and footbridge.

1999 plans for Wollongong Station upgrade show further extensive internal changes to both platform buildings, and the extensive addition of new platform canopies, and a new awning over the footbridge. At this time the building to the north of the east (down) platform building is marked as "Existing train crew building". Plans for new steel framed lift towers are dated November 1999. Also on the 1999 plans, a new addition is shown to the west elevation (south end) of the Down platform building.

The station is now one of the few left in N.S.W. that retains functioning railway refreshment rooms.

In 2005 a major footbridge with lifts to the north end of the platforms (presumably similar to that shown on the 1999 plans) was provided.

Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Pastoralism-Activities associated with the breeding, raising, processing and distribution of livestock for human use	Servicing the pastoral industry-
3. Economy-Developing local, regional and national economies	Technology-Activities and processes associated with the knowledge or use of mechanical arts and applied sciences	Locomotive Design and technological development-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Transport of goods-

<p>3. Economy-Developing local, regional and national economies</p>	<p>Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements</p>	<p>Building the railway network-</p>
<p>4. Settlement-Building settlements, towns and cities</p>	<p>Accommodation-Activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.</p>	<p>Servicing and accomodating passengers-</p>
<p>8. Culture-Developing cultural institutions and ways of life</p>	<p>Creative endeavour-Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.</p>	<p>Evolution of design in railway engineering and architecture-</p>

Assessment of significance

SHR Criteria a)

[Historical significance]

Wollongong Railway Station is of State historical significance as the most substantial station and also the first built railway station on the originally isolated section of the Illawarra line built from Scarborough to Bombo in 1887. Wollongong Railway Station is also of historical significance as the place where construction of the line commenced, materials for the line's construction having been shipped from Sydney to Wollongong. The station is significant in retaining the original platform building from 1887, with subsequent buildings associated with the upgrade of the line, demonstrating two important historical phases of railway development on the Illawarra line.

SHR Criteria c)

[Aesthetic significance]

The Wollongong Railway Station platform buildings are of aesthetic significance as fine examples of railway station buildings, including the Victorian Italianate style 1887 3rd class brick platform building, and 1890 refreshment room on Platform 2, and the Federation Queen Anne style influenced 1923 brick platform building and 1926 refreshment room on Platform 1.

SHR Criteria d)

[Social significance]

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

SHR Criteria f)

[Rarity]

The refreshment rooms to both platforms at Wollongong Railway Station are rare in the metropolitan network, though examples exist in regional areas, demonstrating a former era of rail transport where refreshment services were provided to passengers on the platform in the form of railway refreshment rooms. The Platform 2 building is one of five examples of a 3rd class brick platform building on the Illawarra line. The weighbridge is considered to be a rare remnant of the previous working yard.

SHR Criteria g)


[Representativeness]

The 1887 Platform 2 building is a fine representative example of a 3rd class brick platform building, one of five examples on the Illawarra line, the others being in metropolitan Sydney (Carlton, Rockdale, St. Peters, Sydenham), and unusual for its extension in 1890 to add a refreshment room. The Platform 1 building is a fine representative example of a brick platform building (12 examples on the Illawarra line), again unusual for its refreshment room added in 1926. Overall, Wollongong Station is a fine example of a major rural town railway station, with extant structures from 1887 to the mid 20th century.

Integrity/Intactness:

There are alterations to all buildings, and it is clear the buildings have evolved over time, however basic form and external materials of the original form of the buildings is readable. The interiors of the buildings have been extensively altered. The station access arrangement has changed and loss of most features of the yard has resulted in the station context being diminished.

Assessment criteria:

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

Recommended management:

1. Conservation principles: Conserve cultural heritage significance and minimise impacts on heritage values and fabric in accordance with the 'Australia ICOMOS Charter for Places of

Cultural Significance’.

2. Specialist advice: Seek advice from a qualified heritage specialist during all phases of a proposed project from feasibility, concept and option planning stage; detailed design; heritage approval and assessment; through to construction and finalisation.
3. Documentation: Prepare a Statement of Heritage Impact (SOHI) to assess, minimise and prevent heritage impacts as part of the assessment and approval phase of a project. Prepare a Conservation Management Plan (CMP) prior to proposing major works (such as new additions, change of use or proposed demolition) at all places of State significance and all complex sites of Local significance.
4. Maintenance and repair: Undertake annual inspections and proactive routine maintenance works to conserve heritage fabric in accordance with the ‘Minimum Standards of Maintenance & Repair’.
5. Movable heritage: Retain in situ and care for historic contents, fixtures, fittings, equipment and objects which contribute to cultural heritage significance. Return or reinstate missing features or relocated items where opportunities arise.
6. Aboriginal, archaeology and natural heritage: Consider all aspects of potential heritage significance as part of assessing and minimising potential impacts, including Aboriginal, archaeology and natural heritage.
7. Unidentified heritage items: Heritage inventory sheets do not describe or capture all contributory heritage items within an identified curtilage (such as minor buildings, structures, archaeology, landscape elements, movable heritage and significant interiors and finishes). Ensure heritage advice is sought on all proposed changes within a curtilage to conserve heritage significance.
8. Recording and register update: Record changes at heritage places through adequate project records and archival photography. Notify all changes to the Section 170 Heritage & Conservation Register administrator upon project completion.

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register	SRA s.170 Register				

Study details

Title	Year	Number	Author	Inspected by	Guidelines used
State Rail Authority Heritage Register Study	1999	SRA145	State Rail Authority		No
S170 Heritage & Conservation Register Update	2009		Paul Davies Pty Ltd		Yes
Heritage Platforms Conservation Management Strategy	2015		Australian Museum Consulting		Yes

References, internet links & images

Type	Author	Year	Title	Internet Links
Written			Brief history of locality on www.wollongong.nsw.gov.au/library/localhistory.asp ; Historical timeline for Wollongong at: www.wollongong.nsw.gov.au/council/history.asp	

Type	Author	Year	Title	Internet Links
Written	C.C Singleton	1945	The Illawarra Line: Waterfall to Wollongong, A.R.H.S. Bulletin Vol. XII, No 105, July	
Written	David Sheedy	2009	Historical Research for RailCorp S170 Register Update	

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



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

Data source

The information for this entry comes from the following source:

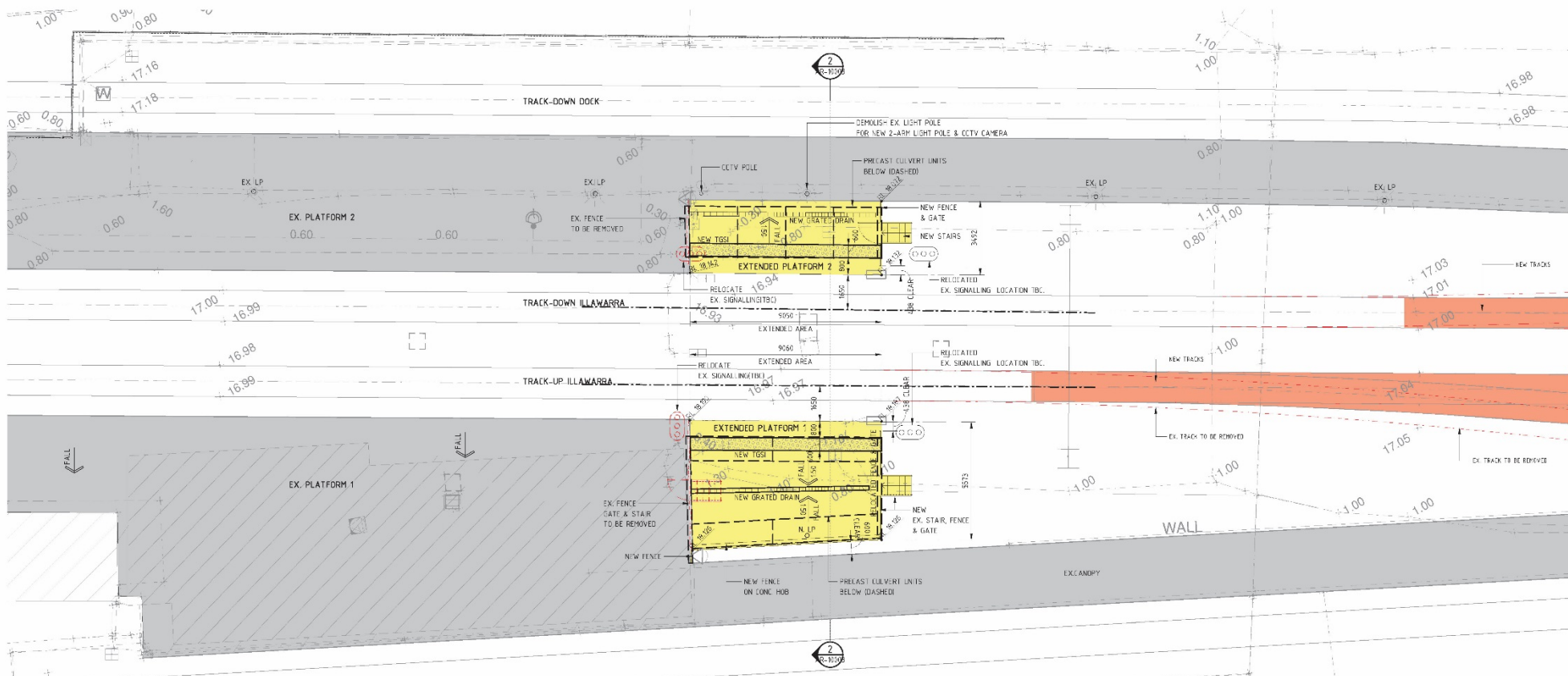
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Database number: 4801145

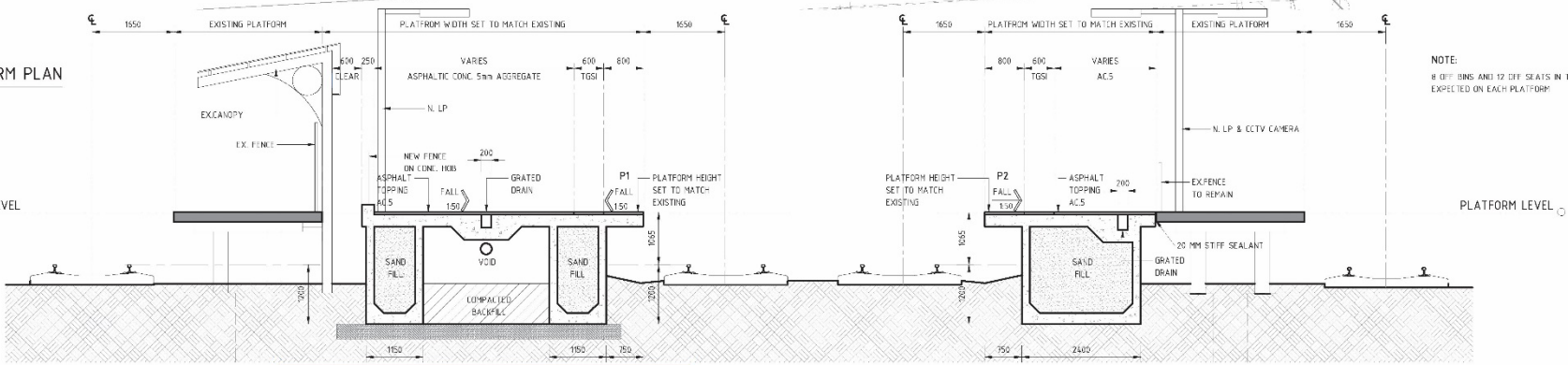
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APPENDIX 2: TECHNICAL DRAWINGS



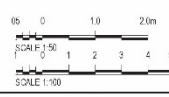
1 EXTENDED PLATFORM PLAN
SCALE 1:100



2 CROSS SECTION
SCALE 1:50

NOTE:
8 OFF SHS AND 12 OFF SEALS IN TOTAL
EXPECTED ON EACH PLATFORM

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



ISSUED FOR IDC	EP/14/02/19	RW/14/02/19	DC/14/02/19
AMND	DESCRIPTION	200-DAYS SIGNATURE	APPROVED SIGNATURE
Co-ordinate System: MGA Zone 56		Height Datum: A.H.D.	
Scale: 1:100, 1:50			

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DESIGNER	JAVAD ZAND	14/02/19
DRS/IGNFR	ERIC PARK	14/02/19
DRG CHECK	ROBERT WILLOUGHBY	14/02/19
DESIGN CHECK	HISHAM NOORI	14/02/19
APPROVED	DAVID COOK	14/02/19

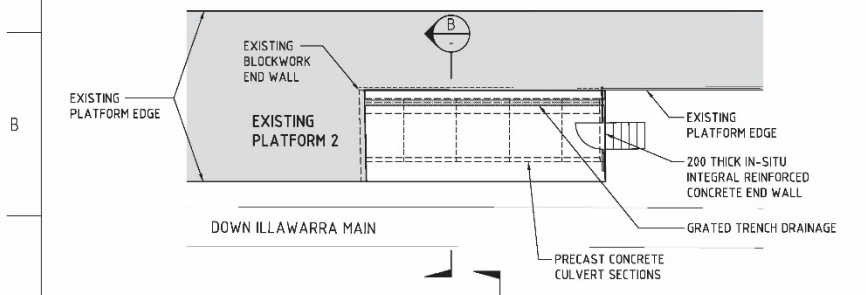
WOLLONGONG STATION	
ILLAWARRA LINE 82.019KM	
MTMS2 - LONG NIF ENABLING WORKS	
PLATFORM EXTENSIONS	
EXTENDED PLATFORM PLAN & CROSS SECTION	
FILE No.	14/02/19
STATUS	CONCEPT DESIGN
DRG No.	14/02/19
MTMS-LINE-CCG-AR-BD-DRG-010003	14/02/19
SHEET 4 OF 6	A1
PROJECT No.	CV0719412

FROM SYDNEY

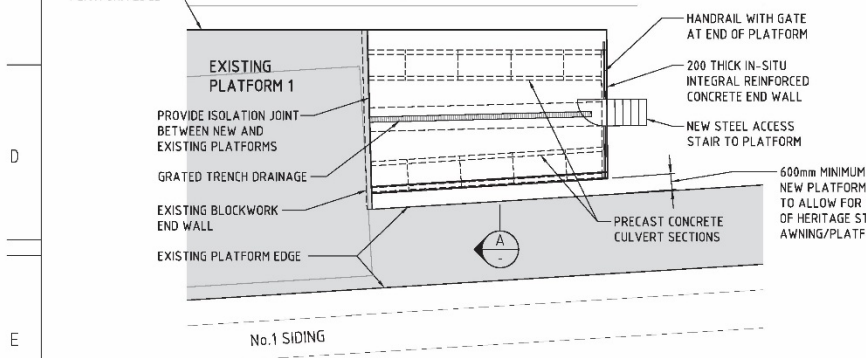
TO COUNTRY



No.2 PLATFORM ROAD



DOWN ILLAWARRA MAIN

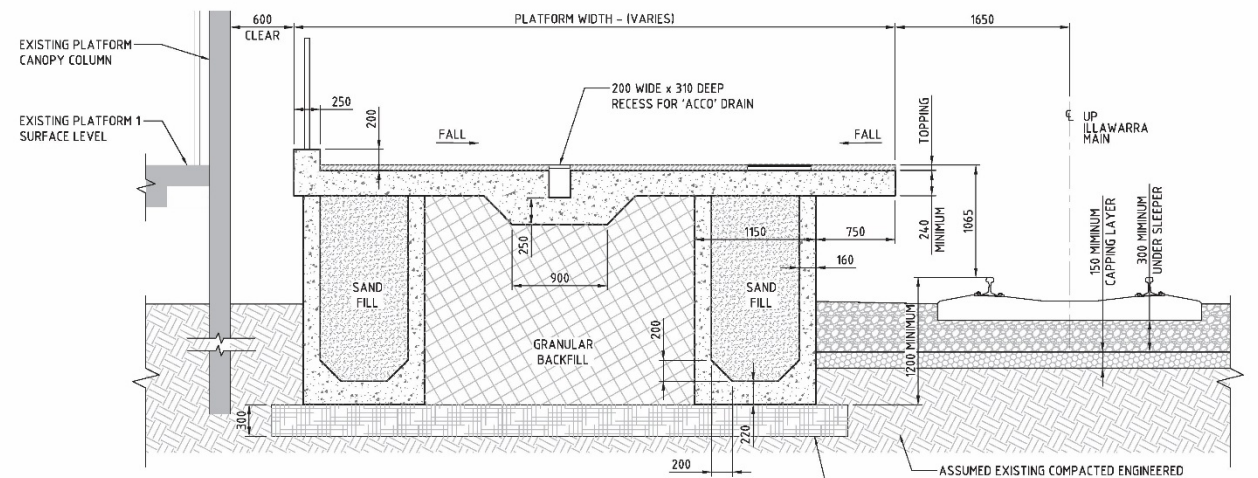


UP ILLAWARRA MAIN

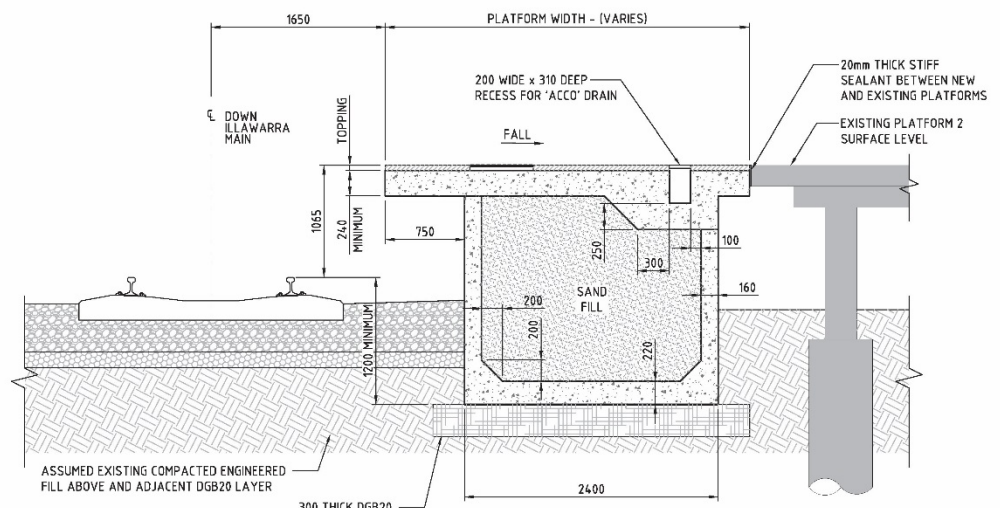
PLATFORM EXTENSION PLAN
SCALE 1:100

NOTES

1. ALL PRECAST CONCRETE CULVERT SECTIONS SHALL BE 'S50' CONCRETE.
2. PRECAST CONCRETE CULVERT SECTIONS VARY IN LENGTH.
3. ALL IN-SITU CONCRETE SHALL BE 'S40' CONCRETE.
4. MAXIMUM TOTAL SHRINKAGE FOR ALL CONCRETE SHALL BE 650 MICRO STRAIN AT 56 DAYS.
5. SAND FILL INSIDE CULVERTS SHALL NOT BE COMPACTED.
6. PLATFORM DECK MOVEMENT JOINTS SHALL HAVE STAINLESS STEEL DOWELS MID DEPTH OF DECK SLAB FOR THE FULL WIDTH OF THE PLATFORM DECK SLAB.



SECTION A
SCALE 1:25



SECTION B
SCALE 1:25

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A	ISSUED FOR ICD	R.W. 14/02/19	APPROVED SIGNATURE	R.T. 14/02/19
AHD	DESCRIPTION	ISSUED FOR ICD	APPROVED SIGNATURE	APPROVED SIGNATURE
COORDINATE SYSTEM: MGA84		HEIGHT DATUM: AHD	SCALE: 1:100	

KBR
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DESIGNED: R. HILSON 14/02/19
DRG CHECK: 14/02/19
DESIGN CHECK: 14/02/19
APPROVED: R. TURP 14/02/19

WOLLONGONG
ILLAWARRA LINE - 82.850KM TO 83.150KM
MTMS 2 - LONG NIF ENABLING WORKS
CIVIL STRUCTURES
PLATFORM EXTENSIONS PLAN AND SECTIONS

STATUS: CONCEPT DESIGN
DRAWING NO: MTMS-LINE-KBR-CV-CS-DRG-010170
SHEET: 01 OF 01
FILE NO: A1
ITEM NO: CV0719584

APPENDIX 3: RAILCORP AGENCY-SPECIFIC EXEMPTIONS

12. Maintenance and repairs to the interior non-heritage fabric and finishes, including partition walls, internal glazing, lighting (non-original) and signage which is fabric added to the following buildings after their closure as Railway Workshops and conversion to Australian Technology Park:
 - Locomotive Workshops and annexes;
 - National Innovation Centre (former New Loco (Engine) Shop); and
 - International Business Centre (former Works Manager's Office).
13. Maintenance and renewal of floor finishes inside buildings, excluding the:
 - Interpretive carpet in the Locomotive Workshops central walkway (Bays 3 to 9);
 - New coverings in the Exhibition Hall; and Floor finishes in the Blacksmiths Shops (Bays & 2).
14. Internal changes to office spaces, retail and other tenancy spaces and recreational facilities which do not involve any new works affecting original building fabric.
15. Replacement, including upgrades, to internal security devices, such as electronic door locks and keys, security cameras and motion sensors, which do not involve any new works affecting original building fabric.
16. Installation of temporary and reversible structures for the operation of special events and activities lasting less than one (1) month duration (eg. for trade fairs, exhibitions etc).
17. Electrical, mechanical and hydraulic services maintenance and essential upgrades located within the building envelope and on the roof top within the envelope of the existing plant, including roof exhaust fans and associated support duct work, where there is little or no adverse visual impact on heritage significance, but excluding mobile telecommunications equipment and antennae.
18. Upgrade of mechanical equipment relating to lifts constructed since 1990.
19. Refurbishment of non-significant bathrooms, kitchens, kitchenettes and other service areas with no effect on original heritage fabric.
20. Changes to and development of internal layouts, fittings and furnishings for internal retail and commercial tenancies, which do not involve any new works affecting or concealing original building fabric or increase to the net-lettable area.
21. Removal or replacement of non-significant inter-tenancy walls.
22. Combination or subdivision of tenancies requiring the alteration of non-significant walls, where there is no change in overall net-lettable area.
23. Work or changes to interior non-significant fittings and furnishings with no effect on remnant heritage fabric.
24. Removal and replacement of temporary (three months duration) internal signs and decorations, such as flags, rigging, banners, merchandising, holiday livery and associated decorations where works will have no adverse impact on heritage significance.
25. Maintenance of internal non-significant paint finishes.
26. Changes to or development of existing roof access ladders, stairs and platforms required for safe access to these areas.
27. Changes to non-significant internal lighting, excepting historic lighting in Locomotive Workshops Bays 1 & 2.
28. Material conservation of historic fabric undertaken with appropriate heritage advice and supervision from a suitably qualified and experienced heritage advisor and in accordance with Australian Technology Park: 'Conservation Management Plan' December 2013, prepared by Godden Mackay Logan for Australian Technology Park Sydney Ltd (endorsed by the Delegate of the Heritage Council of NSW on 20 March 2014).
29. Replacement of non-significant carpet finishes within tenancies.
30. Relocation of Moveable Heritage items within the site precinct where such items will be kept undercover. Appropriate recording of the relocation activity must be undertaken and retained on-site.
31. Maintenance and repair to existing interpretation infrastructure and signage.
32. Works to maintain items of historic machinery.

HERITAGE ACT 1977

**ORDER UNDER SECTION 57 (2) TO GRANT
AGENCY-SPECIFIC EXEMPTIONS FROM
APPROVAL FOR NSW TRANSPORT - RAILCORP**

I, the Minister for Heritage, on the recommendation of the Heritage Council of New South Wales, in pursuance of section 57 (2) of the *Heritage Act 1977*, do, by this my order, grant an exemption from section 57 (1) of that Act in respect of the engaging in or carrying out of any activities described in Schedule 'A' to items owned by NSW Transport - RailCorp.

The Hon ROB STOKES, MP
Minister for Heritage

Sydney, 2nd Day of March 2014

Schedule "A"

Railcorp Exemptions from s57 (1) of the
NSW Heritage Act 1977 - Fixed Assets

Currently a number of minor activities are exempt from approval under the *NSW Heritage Act 1977* as standard exemptions. The following exemptions have been drafted specifically for activities related to railway sites listed on the State Heritage Register, to allow usual maintenance and some activities related to maintaining equipment associated with railways operations to go ahead without the need for Heritage Council approval or notification.

The following activities are proposed to be exempt from approval or notification under s57 (1) of the *NSW Heritage Act 1977*:

- 1 The following track infrastructure repair, maintenance and upgrading works, where works do not adversely impact the heritage significance of any known or likely heritage item (see note on 'no adverse impact'):
 - a) Pipe, surface and sub-surface drainage works;

- b) Ballast cleaning and replacement;
- c) Sleeper replacement including replacement of timber, steel or concrete sleepers with a different type;
- d) Rail replacement including replacement/upgrading with heavier rails;
- e) Track reconstruction such as replacement of all or most components;
- t) Turnout and derails repair, replacement, refurbishment or renewal (including associated auxiliary equipment such as cables, conduit and cable troughing, point levers and point rodding);
- g) Replacement/upgrade of equipment on and attached to the track essential for train operations, including grease pots, data readers, track buffers, motors, and train monitoring equipment;
- h) Replacement/upgrade of train detection equipment on and adjacent to the track associated with the signaling system;
- i) Installation of emergency safety equipment, ladders, steps and stairs;
- j) Replacement/upgrade of signage associated with train operation and track maintenance including survey pegs, km posts, warning boards and, speed boards;
- k) Track slab repairs, removal and installation; and
- l) Galvanised Steel Troughing (GST) installation, relocation removal and renewal.

Note: Work must be within ballasted areas only or within five (5) metres of the centre line of the track in respect to cables and troughing, detection equipment and signage. The exemption does not include removal of an existing track or siding. This exemption includes work on railway 7. underbridges.

2. Excavation within and adjacent to the rail corridor for the purposes of drainage works, cable laying and/or erection of posts for signals, lighting, overhead wiring, signalling cables or signage; or excavation for geotechnical bore holes, hydraulic and soil testing where there are no known or suspected archaeological relics and where works do not adversely impact the significance of any known or likely heritage item (see note on 'no adverse impact').

Note: This exemption applies to the following land only: the disturbed track zone (ballasted rail formation), rail land within the fenced area adjacent to the disturbed track zone, car parks, platforms and depot sites.

Note: This exemption does not apply to built structures other than platforms (excluding brick retaining face).

Note: This exemption does not apply if archaeological relics are likely to be present as advised by a suitably qualified and experienced archaeologist.

3. The following signalling work where there is no adverse impact on heritage significance of any identified heritage item (see note on 'no adverse impact'):
 - a) Repair, maintenance and upgrade of signals, electronic trackside warning devices and auxiliary equipment, including removal of redundant signals

and equipment, and replacement or upgrading of older signals with modern types;

- b) Installation of new signals and warning devices including associated cables, conduits, troughing, handrails and fencing; and
 - c) Repair, maintenance and upgrade of signals, boom gates, signage and lights of level crossings.
4. Repair, removal or installation of overhead wiring structures where there is no adverse impact on heritage significance of any identified heritage item (see note on 'no adverse impact').
 5. Fitting of safety walkways and stairs to signals, signalling equipment, overhead wiring structures and light poles.
 6. Installation, repair, maintenance, removal or replacement (with like-for-like) of trackside communications and control systems, equipment and enclosures including small relay huts, electrical cabinets antenna masts, small poles and aerials that will not adversely impact the heritage significance of any identified heritage item (see note on 'no adverse impact').

Note: Where a hut is listed as a heritage item, approval will be required before works are undertaken (advice should be sought from an appropriately qualified and experienced heritage consultant to determine level of approval required).

Note: This exemption does not apply to the installation of new masts, poles and aerials exceeding five (5) metres in total height.

Notes: This exemption does not apply if visual impacts to adjacent and surrounding heritage items are anticipated.

7. Repair, maintenance, removal or replacement of culverts and drains that will not adversely impact on heritage significance of any identified heritage item (see note on 'no adverse impact').

Note: Where a culvert is listed as a heritage item, approval will be required before works are undertaken (advice should be sought from an appropriately qualified and experienced heritage consultant to determine level of approval required).

8. Installation of Rail Operations Telephone items at trackside locations and adjacent structures including signalling telephones, emergency telephones, emergency telephone location lights, emergency telephone signage, cable termination cabinets associated with signalling or emergency telephones.

9. The installation, relocation, replacement or removal of the following customer and staff information, amenity and safety systems where there is no removal of original fabric or adverse impact on heritage significance (see note on 'no adverse impact'):
 - a) Security, lighting and customer information systems and signage;
 - b) Telecommunication aerials and associated cabling work to buildings and structures;
 - c) Equipment related to public rail safety and access such as fire hydrants, hose reels, portable wheelchair ramps and cabinets, fire panels, smoke detectors,

emergency lightings, illuminate exit lights and early warning and intercommunication systems;

- d) Customer environment facilities such as ticketing machines, rubbish bins, platform seating, public telephones, bicycle racks/lockers, Wi-Fi charge bars, and food and drink vending machines;
- e) Non-significant modern water drinking fountains (bubblers);
- f) Air conditioning units;
- g) Bird or pest mitigation features such as netting, plugging holes, 'eagle eyes', small spikes, or fine electrical wire or similar;
- h) Safety anti-fall line running lines and harness hooks on building roof sheeting for inspection purposes; and
- i) Station staff control pod units (GACs).

Note: Installation of information (signage) does not include commercial advertising, but can include signage for heritage interpretation or commemoration.

Note: The removal or alteration of signage, lighting, customer information systems and seating identified as being of heritage significance is not permitted.

Note: Fixing of new signage or systems to masonry walls is to be undertaken with nonferrous fixings and to mortar joints only (or reuse existing fixing points). New conduits and cables are not to penetrate original surfaces and are to be discreet in colour and location. Works are to be undertaken with the principle of reversibility and minimal intervention.

Note: Installation of food and drink vending machines directly abutting heritage buildings is not permitted. Installation of food and drink vending machines is permissible in the vicinity of heritage buildings where there is no adverse impact on heritage significance (see note on 'no adverse impact').

10. Installation, repair, renewal or removal of the following fence work where there is no removal of original fabric or adverse impact on heritage significance (see note on 'no adverse impact')

- a) Rail corridor and boundary safety fencing;
- b) Standard station and platform fencing; and
- c) Hoarding, scaffolding and safety fencing for temporary works.

Note: Does not include removal of existing fencing identified as being of heritage significance.

11. The following works for steel bridges, where there is no adverse impact on heritage significance (see note on 'no adverse impact'):

- a) Installation of safety walkways and refuges on steel bridges for access by maintenance staff.
- b) Attachment of cabling, conduits and troughing to bridges;
- c) Painting of steel bridges using existing colour scheme; and

- d) Installation of telecommunication aerials or equipment on bridges.

Note: This includes work to underbridges, overbridges and pedestrian bridges but only to those of steel construction.

12. The following works for cuttings or tunnels, where there is no adverse impacts on heritage significance (see note on 'no adverse impact'):

- a) Repair, maintenance, upgrading or installation of lighting and warning systems and associated auxiliary cables, conduits and troughing;
- b) Creation of maintenance personnel refuges or "safe places" in operational areas by excavating into cutting walls or tunnel walls;
- c) Installation of emergency safety equipment, ladders, steps and stairs;
- d) Repair, maintenance, upgrading/installation of leaking feeder cables and associated support systems;
- e) Repair, maintenance, upgrading/installation of cutting or roof mounted radio antennas and associated support systems (not exceeding five (5) metres in total height); and
- f) Slope stabilisation works to track cuttings including shotcreting and netting.

Note: Where cables, conduits or troughing exit tunnel portal they must do so at ground level or in a manner which creates least visual/physical impacts.

13. Where essential for safety reasons and where there is no adverse impact on heritage significance (see note on 'no adverse impact'), removal of small portions of damaged asbestos, lead based paints and other hazardous materials from buildings and structures and its replacement with similar or sympathetic modern materials.

Note: This does not include:

- a) The disturbance of stable hazardous materials;
- b) Removal of large areas of earlier paint layers (more than 10%) other than that which has failed by chalking, flaking, peeling or blistering;
- c) Removal of significant fabric, whether it be hazardous material or not; and
- d) Other associated repair or upgrade works required as part of a hazardous material removal project.

Note: Where removal of hazardous materials involves removal of significant fabric, approval will be required before works are undertaken (advice should be sought from an appropriately qualified and experienced heritage consultant to determine level of approval required).

14. Upgrade of non-original toilet and bathroom facilities and finishes, and removal of lightweight partition walls where there is no adverse impact on heritage significance and no changes to original building structure (see note on 'no adverse impact').

15. The following platform work where there is no adverse impact on heritage significance (see note on 'no adverse impact'):
- a) Resurfacing of existing bitumised and concrete platforms with similar materials;
 - b) Installation, repair, renewal or removal of surface tactiles and painted safety line;
 - c) Repairs to platform coping/edging; and
 - e) Excavation of service trenches and geotechnical borehole investigations where there are no known or suspected archaeological relics.
- Note:** This exemption does not apply to built structures other than platforms (excluding brick retaining face).
- Note:** Does not include platform surfaces other than concrete, bitumen or modern paved brick.
- Note:** Reuse existing service trenches wherever possible.
- Note:** Does not include permanent removal or Replacement of platform furniture, gardens, signage and lighting.
- Note:** Works must ensure that features identified as being of heritage significance (such as building vents, brickwork and bubblers) are not affected by platform resurfacing works.
16. The following car parking and traffic management work where there is no adverse impact on heritage significance (see note on 'no adverse impact'):
- a) Installation, repair, renewal or removal of kerbing/edging, signage, line work, traffic/pedestrian safety bollards, wheel stops and minor access ramps;
 - b) Resurfacing of existing bitumised car park surface; and
 - c) Excavation of service trenches, drainage and geotechnical borehole investigations where there are no known or suspected archaeological relics.
17. All community initiatives and special events where there is no adverse impact on heritage significance (see note on 'no adverse impact'). This can include works such as public art initiatives/installations, filming works, fashion shows, music concerts, ceremonies, exhibitions, community events, promotions and launches etc.
- Note:** Works are limited to non-invasive, reversible, temporary change of use (not exceeding eight weeks in total timeframe), no permanent fixings and installation of self-contained units such as lighting, sound, ventilation, floating floors and temporary safety systems (such as stairs, handrails scaffolding etc).
18. The following advertisement work where there is no adverse impact on heritage significance (see note on 'no adverse impact'):
- a) Removal of commercial advertisement;
 - b) Upgrade of existing advertisement panels to LED technology of the same size and scale of existing in same location; and
 - c) Installation of new advertisement panels in non-significant portions of station buildings (eg. modern built spaces only).
- Note:** Does not include the upgrade to LED or installation of new commercial advertisement on heritage fabric, buildings or significant spaces.
19. The following repair and conservation work where there is no adverse impact on heritage significance (see note on 'no adverse impact'):
- a) Essential repairs to heritage fabric by replacing like-for-like, not exceeding 30% of one building element;
 - b) Complete replacement of non-significant fabric with like-for-like (e.g. modern floor tiling, corrugated roofing, gutters, downpipes, modern glazing etc.);
 - c) Cleaning and maintaining significant fabric using conservation methods such as gommage on sandstone and the temporary off-site conservation works of heritage elements (the location where the item will be moved to, and approximate timeframe, should be recorded and advice provided to the Heritage Council of NSW or its Delegate); and
 - d) Reconstruction of missing heritage features to match existing original heritage features (such as doors, windows, lighting etc.) based on existing heritage fabric and detailed historical analysis.
- Note:** This exemption is to be used in the context of localised repairs. This does not include accumulative impact of heritage fabric or major alteration or major reconstruction.
- Note:** Repair and conservation work must be undertaken using conservation materials and methods detailed by conservation practitioner's technical specifications/heritage repair guides.
- Note:** Works must be undertaken in accordance with the Burra Charter to ensure new works are identified through established recording methods.
20. The following minor work where there is no adverse impact on heritage significance (see note on 'no adverse impact'):
- a) Minor rearrangement and fit out of non-significant staff offices and facilities and customer spaces;
 - b) Repairs to non-significant lifts including lift cabins and shafts;
 - c) Removal of later intrusive elements and accretions (such as redundant services, fixings, signage, and systems) and making good heritage fabric (advice should be sought from an appropriately qualified and experienced heritage consultant);
 - d) Installation of essential services that require limited cables, conduits and ducting;
 - e) Decommissioning of heritage buildings such as signal boxes without removal of equipment or changes to building fabric;
 - f) Site set-up works, stock piling, temporary hoarding and temporary amenities; and
 - g) Minor works consistent with recommendations set out in a current Conservation Management Plan.
- Note:** New cables, conduits and ducting to be fixed

with non-ferrous fixings and to mortar joints only (or reuse existing fixing points) and discreet in colour and location. Works are to be undertaken with the principle of reversibility and minimal intervention.

21. The following overhead booking office and footbridge work where there is no adverse impact on heritage significance (see note on 'no adverse impact'):
 - a) Attachment of cabling, conduits and troughing to steel bridge structure;
 - b) Painting using existing or historically appropriate colour scheme;
 - c) Steel patch repairs to steel bridge structure;
 - d) Concrete repairs to stair treads, risers and stringers;
 - e) Minor raising of stair handrail and balustrade in same location and design; and
 - f) Installation, repair, renewal or removal of non-significant deck surface.

Note: Works do not include the removal of timber decking.

22. The following depot and substation work where there is no adverse impact on heritage significance (see note on 'no adverse impact'):
 - a) Electrical upgrade to substations (replacements of electrical cabinets, transformers and minor wall penetrations to connect electrical cables to/from adjacent transformers and overhead wiring infrastructures);
 - b) Installation, repair, renewal or removal of internal substation ventilation and communication systems;
 - c) Installation, repair, renewal or removal of security fencing and systems;
 - d) Blast wall construction in functioning substation transformer yards;
 - e) Installation, relocation, dismantling and removal of modern prefabricated office/storage/informal depot facilities where no removal of significant fabric or excavation is required; and
 - f) Minor re-arranging and upgrades to non-significant car parking and staff facilities.

Note: Works do not include permanent alteration to external building facades (such as installation of window louvres or roofing ventilation systems) or permanent alteration to original internal layout.

Modification or addition to the existing standard exemptions under the NSW *Heritage Act* 1977:

23. Standard Exemption 3: Painting
 1. Painting does not require approval under subsection 57 (1) of the Heritage Act or notification to the Director-General under Standard Exemption 3 if the painting:
 - c) Employs the same colour scheme and paint type as an earlier scheme or is painted in accordance with Engineering Standard ESB 010 Heritage Paint Schemes or other rail heritage colour schemes approved by the Heritage Council of NSW or its Delegate.

Note: Where painting proposes to remove earlier significant paint layers, an analysis of earlier

paint schemes is to be completed first and guided by the assessment and advice of a qualified and experienced heritage officer or consultant to ensure that any adverse impact on heritage significance is avoided (see note on 'no adverse impact').

24. Standard Exemption 12: Landscape Maintenance
 1. Landscape maintenance which is of the type described below does not require approval under subsection 57 (1) of the Act or notification to the Director-General under Standard Exemption 12:
 - b) Pruning (to control size, improve shape, flowering or fruiting and the removal of diseased, dead or dangerous material), not exceeding 30% of the canopy of a tree within a period of 2 years.
 - f) Relocation, alteration, renewal or removal of existing garden beds and pots, where there is no adverse impact on heritage significance (see note on 'no adverse impact').
 - g) Non-significant tree replacement or removal on safety grounds where there is no adverse impact on heritage significance (see note on 'no adverse impact').

25. Standard Exemption 13: Signage
 5. The relocation, alteration, renewal or removal of signage does not require approval under subsection 57 (1) of the Act or notification to the Director-General under Standard Exemption 13, if the signage is for the purposes of safety, staff or customer services or to assist in the interpretation of the heritage significance of the item.

Note: Signage of the kind described above must:

- a) Not conceal or involve the removal of signage which has an integral relationship with the heritage significance of the item;
- b) Be located and be of a suitable size so as not to obscure or damage significant fabric of the item;
- c) Have no adverse impact on the heritage significance of the item (see note on 'no adverse impact');
- d) Be able to be later removed without causing damage to the significant fabric of the item; and
- e) When installed, reuse existing fixing points or insert fixings within existing joints, where possible, without damage to adjacent masonry.

26. Standard Exemption 17: Movable Heritage Items
 1. The temporary relocation of movable heritage items, including contents, fixtures and objects, to ensure their security, maintenance and preservation, for conservation or exhibition, to ensure health or safety, the need for a controlled environment for those heritage items, or to protect the place, and which are to be returned to their present location within twelve months, does not require approval under subsection 57 (1) of the Act.

Note: Items to be relocated are to be adequately photographed in situ, tagged and recorded in

the s170 Heritage and Conservation Register prior to removal. The location where the item will be moved to should also be recorded in s170 Register.

Note on 'No Adverse Impact':

When the significance of a heritage item may be impacted by the use of agency-specific exemptions, work is to be guided by the assessment and advice of a qualified and experienced heritage officer or consultant to ensure that any adverse impact on heritage significance is avoided.

NATIONAL PARKS AND WILDLIFE ACT 1974

NOTICE OF RESERVATION OF A NATIONAL PARK

I, General The Honourable David Hurley AC DSC, Governor of New South Wales, with the advice of the Executive Council, reserve the lands described in the Schedule below, as part of **Wollemi National Park**, under the provisions of section 30A(1) of the *National Parks and Wildlife Act 1974*.

Signed and sealed at Sydney this 4th day of March 2015.

DAVID HURLEY
Governor

By His Excellency's Command,

ROBERT STOKES, MP
Minister for the Environment.

GOD SAVE THE QUEEN

Schedule

Land District - Lithgow LGA - Lithgow City

County Cook, Parish Gindantherie, 980 m², being Lots & 2 DP935262.

Papers OEH/11/12997.

NATIONAL PARKS AND WILDLIFE ACT 1974

NOTICE OF RESERVATION OF A NATIONAL PARK

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DAVID HURLEY
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By His Excellency's Command,

ROBERT STOKES, MP
Minister for the Environment.

GOD SAVE THE QUEEN

Schedule

Land District - Windsor LGA - Lithgow City

County Hunter, Parish Wirraba, 24.28 hectares, being Lot 1 DP753824.

Papers OEH/13/1760.

NATIONAL PARKS AND WILDLIFE ACT 1974

NOTICE OF RESERVATION OF A NATURE RESERVE

I, General The Honourable David Hurley, AC, DSC, Governor of New South Wales, with the advice of the Executive Council, reserve the lands described in the Schedule below, as part of **Captains Creek Nature Reserve**, under the provisions of section 30A(1) of the *National Parks and Wildlife Act 1974*.

Signed and sealed at Sydney this 4th day of March 2015.

DAVID HURLEY
Governor

By His Excellency's Command,

ROBERT STOKES, MP
Minister for the Environment.

GOD SAVE THE QUEEN

Schedule

Land District - Tenterfield LGA - Tenterfield

County Buller, Parish Clarence, 1188.5 hectares, being Lots 9 & 10 DP751053.

Papers OEH EF14/7060.

WILDERNESS ACT 1987

ADDITION TO WOLLEMI WILDERNESS AREA

I, Robert Stokes, MP, Minister for the Environment in the State of New South Wales, declare the land described in the Schedule hereunder, within Wollemi National Park, as part of the **Wollemi Wilderness**, under the provisions of section 8 (IA) of the *Wilderness Act 1987*.

ROBERT STOKES, MP
Minister for the Environment.

Schedule

LGA - Lithgow City

County Hunter, Parish Wirraba, 24.28 hectares, being Lot 1 DP753824.

Papers OEH/13/1760.
