

Statement of Heritage Impact
Bulli Traffic Improvements Project
Bulli, NSW

Prepared for Transport for NSW | 24 November 2023





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## **Executive summary**

Niche Environment and Heritage Pty Ltd was commissioned by Transport for NSW (TfNSW), to prepare a Statement of Heritage Impact (SoHI), assessing the impacts of proposed works to heritage items located within the Subject Area and its immediate vicinity. The resulting recommendations will be used to inform a Minor Works Review of Environmental Factors (MWREF).

The Subject Area is located in the town centre of Bulli, New South Wales (NSW), wholly within the locally significant Bulli Conservation Area – General, listed in Schedule 5 of the Wollongong Local Environmental Plan 2009 (LEP). A further nine LEP items are located within or immediately adjacent to the Subject Area, one also listed on the s.170 register. A further three items within the Subject Area are listed on the State Heritage Register (SHR).

## Report conclusions

The special character of the Bulli Conservation Area is derived from its historical development and associations. This character is evident through the interrelationship of buildings, spaces, topography, landscape settings and land use. Some of the individual buildings and sites within the HCA are heritage-listed items, however other features within the conservation area can be considered contributary, such as buildings and streetscapes as they have a positive impact on the character of the area.

While the proposed works would have an overall low direct impact on the heritage character of the Bulli Conservation Area surrounding heritage items, cumulative impact to the Bulli Conservation Area-General is likely from the erosion of original fabric by continued minor alterations to the streetscape over time.

Consideration of impacts to individual heritage items has also been considered. While no direct physical impact will occur on the majority of heritage items, indirect impact on the majority would be limited to the temporary interruption of views to and from individual heritage items during works. Works proposed within or immediately adjacent to the heritage curtilage of the Bulli Family Hotel, Former Joint Stock Bank, Bulli Railway Station Group and Moveable Objects would have some direct, indirect, and cumulative impact on the heritage value of these items.

It has been determined that the installation of signage on Stokes Lane would have a minor visual impact on the heritage item, however, the overall direct, indirect and cumulative visual impact of the proposed works on the item would be moderate- low.

The upgrade of the vehicle parking area in the western car park of the Bulli Railway Station Group and Moveable Objects, including the removal of verges, installation of new signage, relocation of lighting and construction of additional parking areas would have a direct impact on the heritage values of the item. Given that the signage is consistent with the traffic management outcomes of similar heritage-listed stations across the Sydney Trains network, the indirect and cumulative visual impacts on the item would be low. Desktop research has indicated potential for archaeological resources related to previous eras of land use within the mapped curtilage of the item, which will potentially be impacted by excavation for the expansion of car parking facilities and additional utilities trenching associated with lighting relocation.



## Recommendations

The following recommendations were developed for the proposed works within the Subject Area based on the conclusions of this report.

Recon	Recommendations			
1	Heritage Approvals	An s.60 application should be submitted to Heritage NSW for approval of works within the heritage curtilage of the <i>Bulli Railway Station Group and Moveable Objects</i> and <i>Bulli Family Hotel</i> SHR heritage items. This report should be submitted with the application as a supporting document.  Works must not commence prior to approval being granted.		
2	Limit of Works	In order to mitigate impact to heritage items, the limit of works (including compounds and parking areas) must be clearly and physically demarcated with flagging/fencing or similar. Limit of works fencing must utilise reusable flagging/fencing.		
3	Record of Works	A record of the outcome of minor works undertaken adjacent or within SHR item curtilage should be documented following the Heritage NSW guidelines outlined in <i>Relics of local heritage significance: a guide for minor works with limited impact.</i>		
4	Development Controls  Bulli Conservation Area - General	All works undertaken should be sympathetic to the heritage character of the <i>Bulli Conservation Area – General</i> and compliant with the recommendations outlined in Clause 20.6.3 of the <i>Wollongong DCP 2009</i> Installation of street furniture, signage and plantings should:  i. Not dominate and should be sympathetic to the character of the area.  ii. Should be limited, appropriately placed and constructed from materials and/or include plantings consistent with the current character and style of the precinct.		
5	Heritage Induction	Heritage induction for all site workers to provide them with information regarding the heritage significance of various components of the study area and penalties under the <i>Heritage Act 1977</i> .		
6	Heritage Management Subplan	In order to avoid impacts on unidentified or unlocatable heritage items, it is recommended that an unexpected finds procedure, using the Transport for NSW, <i>Unexpected heritage items procedure</i> <sup>1</sup> be implemented. A copy of this procedure (Appendix 3) should be made available on-site during works.		

<sup>&</sup>lt;sup>1</sup> Transport for NSW, 2022.



# Glossary and list of abbreviations

Term or abbreviation	Definition
AHD	Australian Heritage Database
CHL	Commonwealth Heritage List
CMP	Conservation Management Plan
DCP	Development Control Plan
HCA	Heritage Conservation Area
Heritage Act	Heritage Act 1977 (NSW)
ICOMOS Australia	International Council on Monuments and Sites Australia
LEP	Local Environmental Plan
LGA	Local Government Area
MWREF	Minor Works Review of Environmental Factors
NHL	National Heritage List
Niche	Niche Environment and Heritage Pty Ltd
NSW	New South Wales
REF	Review of Environmental Factors
RNE	Register of National Estate (former)
s.170	Section 170
SHI	State Heritage Inventory
SHR	State Heritage Register
SoHI	Statement of Heritage Impact
Subject Area	The area surrounding the proposed works as shown in Figure 1
TfNSW	Transport for New South Wales



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## 1 Introduction

Niche Environment and Heritage Pty Ltd (Niche) was commissioned by Transport for NSW (TfNSW), to undertake a Statement of Heritage Impact (SoHI) to inform a Minor Works Review of Environmental Factors (MWREF) and assess the impacts of the concept designs and proposed work. The proposed works area is located within the Bulli Heritage Conservation Area (HCA). The location of the proposed work is shown in Figure 1.

## 1.1 Proposed works

The TfNSW proposes to improve traffic efficiency on the Princes Highway through the township of Bulli, which includes the following scope:

- Extended clearway hours:
  - Extend the existing clearway hours southbound on the Princes Highway between Park Road and Station Street to include:
    - Weekdays 6:30-9:30 am, 3:00-6:00 pm
    - Saturdays 11:00 am to 1:00 pm
  - Extend the existing clearway hours northbound on the Princes Highway between Park Road and Station Street to include:
    - Weekdays 6:30-9:30 am, 3:00-6:00 pm
  - Ban the right turn into and out of Station Street at the Princes Highway.
    - Ban the right turn into and out of Station Street at the Princes Highway. The ban is to be implemented using no right turn signs, solid double barrier lines on the Princes Highway and painted median on Station Street as generally described in Attachment A.
  - Dedicated right turn arrow at Park Road traffic lights.
    - Implement right turn phase at the Princes Highway, Park Road traffic signals to allow for a trailing right turn from the Princes Highway into Park Road while maintaining the filter right turn.
  - Parking adjustments:
    - o Railway St 90-degree angle parking
    - o Bulli Train Station Remove grass verges and provide additional car spaces.
    - o Station Street Provide angled parking spaces on northern side.
    - Park Road Line mark the parallel parking bays.
  - Shared path:
    - Shared path to be constructed on eastern side of Railway Street. Additionally, a small section on the south side of Park Road from Station Street to the railway bridge.
  - Two new raised pedestrian crossings:
    - At Park Road directly north of the intersection with Railway Street.
    - o and mid-way along Railway Street
  - Relocation of streetlights that are on the grassed verges in Bulli Station car park and Station Street and additional street lighting at the pedestrian crossing locations.
  - Landscaping:
    - Vegetation planting in the blisters at the raised pedestrian crossings
    - Planting a line of 10 trees between the path along Railway Street and the Bulli Station car park



These works will include the construction of the following:

- Establishment of a temporary site compound within the Bulli Station car park
- Construct shared path on Railway Street
- Install right turn phase on existing signals at Park Road
- Street lighting adjustments on Bulli Station car park
- Bulli Station car park adjustments remove grass verge for additional parking spaces.
- Street lighting adjustments on Park Road, Railway Street and Station Street
- Ban right turn signage at Station Street.
- Line marking changes on Railway Street, Park Road, Station Street & Princes Highway
- Raised pedestrian crossings and blisters.
- Landscaping
  - Vegetation planting in the blisters at the raised pedestrian crossings
  - Planting of a line of 10 trees between the path along Railway Street and the Bulli Station car park.
- Protect optic fibre cable in the Station Street parking area.
- Construct additional parking spaces on Station Street
- Installation of clearway signs and timed parking signage on Stokes Lane
- Site disestablishment and restoration.

The extent of the Subject Area and location of the proposed works are shown in Figure 2. Further details regarding the locations and method of work are outlined in the draft Project Design (as supplied by TfNSW), presented in Appendix 2.

## 1.2 The Subject Area

The Subject Area encompasses the area of the proposed work, located at the town centre of Bulli, New South Wales (NSW), a northern suburb of the Wollongong Local Government Area (LGA). The Subject Area is located within the Parish of Woonona, County of Camden and within the boundaries of the Illawarra Local Aboriginal Land Council. The location of the Subject Area is shown in Figure 1 and includes:

- Railway Street
- Station Street
- Stokes Lane
- Park Road between Railway Street and the Princes Highway
- Princes Highway between Station Street and Park Road
- Bulli Station western car park.

## 1.3 Objectives

The purpose of this report is to assess the potential impacts of the proposed works on the cultural values and significance of the Subject Area, including the HCA, heritage listed items and identified built heritage within it. The assessment will assess the extent and nature of possible impacts to known and potential heritage values and recommend if required, strategies and protocols that will mitigate these impacts.



## 1.4 Methodology

This SoHI has been prepared in accordance with the principles and methodology contained in The Burra Charter: *The Australia ICOMOS Charter for Places of Cultural Significance 2013*<sup>2</sup> and in accordance with the best practice standards set out by Heritage NSW. The relevant best practice guidelines include:

- Statement of Heritage Impact<sup>3</sup>
- NSW Heritage Manual
- Assessing Heritage Significance
- Assessing Significance for Historical Archaeological Sites and 'Relics' <sup>4</sup>(Heritage Council of NSW, 2009)
- Material Threshold Policy<sup>5</sup>

## 1.4.1 Background and literature review

A review of relevant literature and databases was undertaken to determine existing heritage items identified within and/or adjacent the Subject Area. Those databases reviewed included:

- Heritage Branch Heritage Inventory including:
  - State Heritage Register (SHR)
  - State Heritage Inventory (SHI).
- Wollongong Local Environmental Plan (LEP) 2009 heritage schedules
- Wollongong Development Control Plan (DCP) 2009 heritage schedules
- Commonwealth heritage registers including:
  - Australian Heritage Database (AHD)
  - Commonwealth Heritage List (CHL)
  - Former Register of the National Estate (RNE).

The results of the heritage database search are outlined in Section 2.4 of this report.

A review of available previous archaeological reports, heritage assessments, relevant local histories and heritage reviews was undertaken to provide a historic context for the Subject Area and determine the likelihood of previously unidentified historic heritage within the Subject Area. The results of the literature review are presented in Section 3 of this report.

## 1.4.2 Site Inspection

A site inspection was conducted for the purpose of identifying physical evidence that could indicate archaeological resources, structures or other works that may not have been identified in other sources within or adjacent to the project area. The site inspection was conducted by Riley Finnerty (Heritage Consultant) on 28 June 2023. The site inspection targeted areas of proposed works to identify direct and/or indirect impacts on heritage listed items, and more broadly, the Bulli Heritage Conservation Area.

The site inspection targeted the entirety of the Subject Area and the locations of proposed works.

<sup>&</sup>lt;sup>2</sup> Australia ICOMOS, 2013

<sup>&</sup>lt;sup>3</sup> Heritage Office and Department of Urban Affairs & Planning (former), 1996 revised 2002

<sup>&</sup>lt;sup>4</sup> Heritage Branch of Department of Planning, 2009

<sup>&</sup>lt;sup>5</sup> Heritage NSW, 2020



## 1.5 Authorship and acknowledgements

This SoHI has been written by Riley Finnerty (Heritage Consultant, Niche) and Meaghan Aitchison (Experienced Consultant – Heritage (Historic), Niche). Document review and quality control were provided by Joshua Madden. Technical assistance was provided by Matthew Zajaczkowski (GIS Consultant, Niche). Unless otherwise attributed, images used in this report are produced by Niche.

## 1.6 Limitations

- This SoHI relies essentially on secondary sources. Primary research has not necessarily been undertaken, other than the general assessment of physical evidence identified during site inspection of the Subject Area.
- Niche has assessed aspects of the Subject Area that were visually apparent and accessible on the arranged day of the site inspection.
- It is beyond the scope of this report to address matters of Aboriginal Heritage.
- It is beyond the scope of this report to assess items of moveable heritage.



## 2 Regulatory and assessment framework

The following presents a brief overview of legislation and associated planning instruments designed to protect and conserve significant heritage items and their values that are relevant to this assessment.

## 2.1 Commonwealth and National legislation

## 2.1.1 Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's central piece of environmental legislation. It provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places. Under the EPBC Act, protected heritage items of significance are listed on the National Heritage List (NHL) or the Commonwealth Heritage List (CHL). The NHL provides protection to places of cultural significance to the nation of Australia, while the CHL comprises natural, Aboriginal and historic heritage places owned and controlled by the Commonwealth.

## 2.2 State legislation

## 2.2.1 Heritage Act 1977

The *Heritage Act 1977* affords statutory protection to those items identified as having heritage significance and which form part of the NSW heritage record. The Act defines a heritage item as "a place, building, work, relic, moveable object or precinct". Items that are assessed as having State heritage significance are listed on the NSW State Heritage Register (SHR). Proposals to alter, damage, move or destroy heritage items listed on the SHR (or protected by an Interim Heritage Order [IHO]), require approval under s60 of the *Heritage Act* 1977.

Archaeological features and deposits are afforded statutory protection by the 'relics provisions' of the Act. A relic is defined as "any deposit, artefact, object or material evidence that relates to the settlement of the area that comprises NSW, not being Aboriginal settlement, and is of State or local heritage significance". Land disturbance or excavation that will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed is prohibited under the provisions of the Act, unless carried out in accordance with a permit issued under s140 or s139 of the Act.

It should be noted that there are several standard exemptions for certain activities and work exempt for approval under the *Heritage Act 1977* for some SHR items. In particular, some SHR items have site specific exemptions, these are further discussed in Section 2.4.

## 2.2.2 State Heritage and Conservation (s.170) registers

Under s.170 of the NSW *Heritage Act 1977*, NSW government agencies are required to maintain a register of heritage assets under their control or ownership. Each government agency is responsible for ensuring that the items entered on its register under s.170 are maintained with due diligence in accordance with State Owned Heritage Management Principles. Items listed on s.170 Heritage and Conservation Registers are listed on the State Heritage Inventory (SHI), and some are also listed on the SHR.

## 2.2.3 NSW Environmental Planning and Assessment Act 1979

The NSW Environmental Planning and Assessment Act 1979 (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning process in NSW. The EP&A Act also requires local governments to prepare planning instruments, such as Local Environmental Plans to provide guidance on the level of environmental assessment required.



## 2.2.4 Local government planning instruments

## Wollongong Local Environmental Plan (LEP)

Heritage portions of the LEP are found in Part 5 Clause 5.10 of the LEP of each LGA in NSW. Proposed works within the Subject Area are informed by the *Wollongong LEP 2009*.

## Wollongong Development Control Plan (DCP)

The Wollongong DCP 2011 regulates works undertaken within this LGA and identifies areas of significance and heritage conservation areas that have specific requirements for Development Applications. The Wollongong DCP 2011 outlines specific requirements for development which is within proximity to, or concern heritage items listed on the SHR or the Wollongong LEP 2009.

# 2.3 The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (2013)

This SoHI has been prepared in accordance with the principles and methodology contained in *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance (2013).* 

The Burra Charter outlines a series of best practice principles and measures for heritage investigation and conservation. The Charter is supported by a series of Practice Notes that provide practical advice in the application of the Burra Charter. The Charter was first adopted in 1979 and has been subject to numerous updates with the most recent iteration adopted in October 2013. The policies and legislative guidelines developed by the Heritage Council of NSW are guided by the Burra Charter. <sup>6</sup>

## 2.4 Identified heritage values

The entirety of the Subject Area is located within the Bulli HCA, which incorporates the commercial centre, railway, Princes Highway and Stokes Lane. Two SHR-listed items are situated within the Subject Area and in immediate proximity to proposed works locations. A further nine items of local significance are included in Schedule 5 of the *Wollongong LEP 2009* with the HCA also included as a specific item on the DCP.

Identified heritage items located within the Subject Area and their proximity to proposed works locations is shown in Figure 3. The results of the heritage database review are presented below (Table 1).

Table 1:Identified heritage items within the Subject Area

Item Inventory #	Item name	Location	Level of significance	Relationship to Subject Area	Proximity to proposed works location
Conservation Area - General	Bulli—commercial centre and railway, Princes Highway, Railway Street, Station Street, Park Road, Stokes Lane, Quilkey Place	Bulli township	Local	Entirety	Within item
6173	Bulli Post Office	Princes Highway, Bulli	Local	Partial	20 m

<sup>&</sup>lt;sup>6</sup> Australia ICOMOS, 2013



Item Inventory #	Item name	Location	Level of significance	Relationship to Subject Area	Proximity to proposed works location
5985	Former Joint Stock Bank	Princes Highway, Bulli	Local	Entirety	Immediately adjacent
61081, s.170	Memorial Obelisk	Park Road, Bulli	Local	Partial	Immediately adjacent
6500	Bulli Station Master's Residence	Railway Street, Bulli	Local	Entirety	Immediately adjacent
6484	Bulli Railway Station	Railway Street, Bulli	Local	Entirety	Immediately adjacent and within the south-western extent of the item
01829 (5011957)	Bulli Railway Station Group and Movable Objects	Railway Street, Bulli	State	Entirety	Immediately adjacent and within the south-western extent of the item
5987	Former Bulli Railway Guesthouse	Station Street, Bulli	Local	Partial	70 m
00263 (5045684)	Family Hotel	Princes Highway, Bulli	State	Partial	Immediately adjacent and within the eastern extent of item
6185	House	Princes Highway, Bulli	Local	Partial	30 m
6183	House	Princes Highway, Bulli	Local	Partial	40 m
6447	Victorian House	Princes Highway, Bulli	Local	Adjacent	30 m

## 2.5 Standard and site-specific exemptions

It should be noted that some of the SHR items are subject to site specific exemptions. These standard exemptions were made under the *Heritage Act 1977* and published in the NSW Government Gazette.

Both the Family Hotel and Bulli Railway Station Group and Moveable Objects are subject to standard exemptions to allow works under specific conditions.

The site-specific exemptions gazetted for the Bulli Railway Station Group and Movable Objects include:

1. Upgrade, or minor alterations to the existing passenger lifts connecting the road bridge to the platforms, providing there is no adverse impact on the heritage significance of the place



- 2.Alterations for office fit-out including the replacement, relocation or addition of non-structural internal partitions, workstations or other furnishing that do not alter or add openings, walls, or structural fabric that has been identified as being significant; and have no adverse or irreversible impact on significant furnishings, layouts, fabric or spaces.
- 3. Upgrade or minor alterations to the existing carpark, providing there are no new buildings erected or no adverse impact on the heritage significance of the place.
- 4. The removal of existing security grills and replacement with a more sympathetic design, providing there is no adverse impact on the heritage significance of the place.
- 5.Internal activities to alter the display and presentation of museum artefacts and signage, providing there is no adverse impact on the heritage significance of the place.
- 6. All work to heritage fabric shall be undertaken by qualified tradesmen with practical experience in the conservation of similar items.







Location Map
Bulli Traffic Improvements - SoHI

Niche PM: Kai Whitaker Niche Proj. #: 8107 Client: Transport for NSW

Figure 1



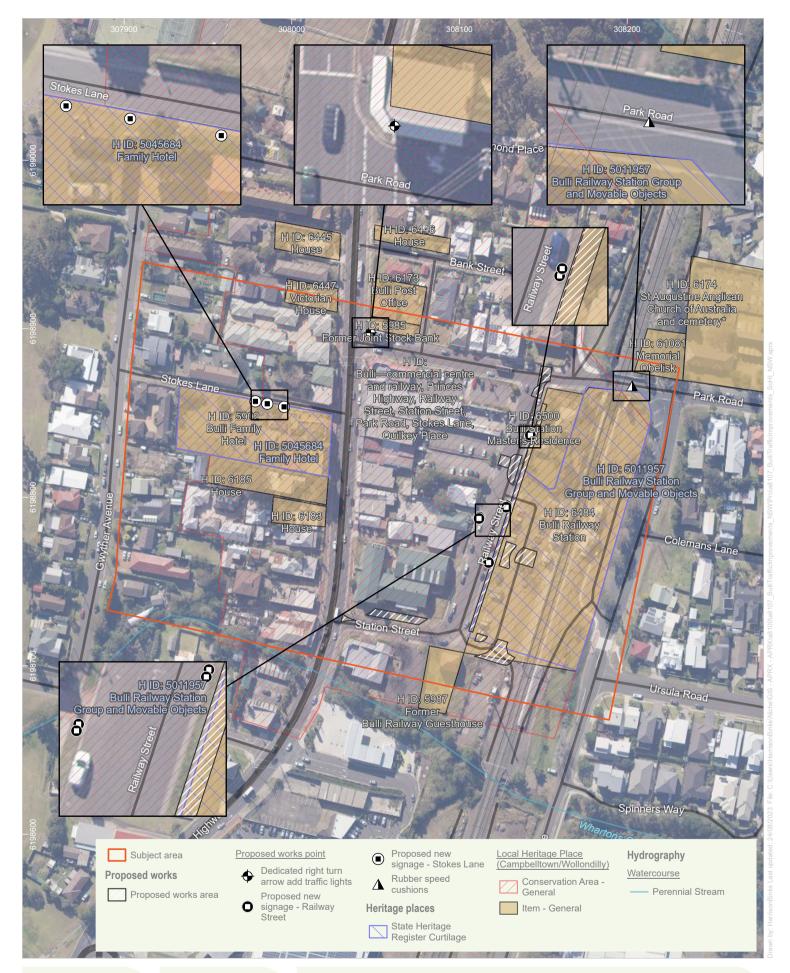




Proposed Works:
Bulli Traffic Improvements - SoHI

Niche PM: Kai Whitaker Niche Proj. #: 8107 Client: Transport for NSW

Figure 2







Heritage listed items
Bulli Traffic Improvements - SoHI

Niche PM: Kai Whitaker Niche Proj. #: 8107 Client: Transport for NSW

Figure 3



## 3 Historical context

The following presents an analysis of primary and secondary sources which are required to understand the place of the Subject Area within the region and, therefore its importance to the community. It also provides information to address the heritage values of the built environment and the potential for archaeological evidence. It should be noted that the following is used to provide historical context and is not intended to be an exhaustive historical review of the Bulli region or individual items within the Subject Area.

#### 3.1 Environmental context

The Subject Area is situated within the Illawarra which is characterised by three broad geomorphic zones — coastal plain, escarpment, and plateau. The escapement backing the Illawarra rises steeply from the coastal plain, which both hinders access into and exit out of Illawarra. The steep vegetated slopes decline into the flatter coastal plain which has varying underlying geology creating a variety of landforms. Most of the rock strata of the coastal plain consist of alluvial and recent marine sediments at lower levels and Permian sediments and volcanic rock at higher elevations. Much of the escapement is composed of sedimentary materials of the Permian and Triassic periods (the Illawarra Coal Measures), whilst the higher plateaus are of Hawkesbury sandstone.

The Subject Area is characterised by landform elements associated with the coastal plain. The landscape includes broad to moderate ridges, steeply inclined to moderately inclined foot slopes, and isolated rises on the coastal plain. The area has been extensively cleared of its original tall open-forests (wet sclerophyll forest) and open-forests (dry sclerophyll forest), with land used predominantly for urban residential.

## 3.2 Regional historical context

## 3.2.1 Indigenous history

Prior to European settlement in the Illawarra, the region is home to the local Wodi Wodi Aboriginal people of the Dharawal nation. Aboriginal peoples have lived in the Illawarra for at least 30,000 years. The original Aboriginal name for the area was Bulla or Bulla Bulla, meaning "two mountains" (Mt Kembla & Mt Keira). Other meanings of the name Bulli have been given as "white grubs" and "place where the Christmas Bush grows". The Illawarra escapement is widely used and significant to local Aboriginal people as its natural resources were a valuable source of food and other materials and site within the escarpment landscape used for ceremonial practices.

#### 3.2.2 European settlement

Illawarra was first noted by European explorers from the 1770s and first attracted settlers at Lake Illawarra on 26 March 1796 by George Bass and Matthew Flinders on the boat *Tom Thumb.* <sup>11</sup> *European s*ettlement came shortly afterwards with some evidence of Europeans visiting the Wollongong area in the early 1800s. <sup>12</sup> European cedar cutters are documented as working in the district as early as 1805. <sup>13</sup>

Early European explorers came into the area in 1815 by Dr Charles Throsby who was guided by local Aboriginals from Liverpool using an existing Aboriginal trail down Bulli Mountain. Thorsby established a permanent stockyard and hut at what is now Wollongong and was a recipient of one of the first grants of

<sup>&</sup>lt;sup>7</sup> Kass, 2010, p.8

<sup>8</sup> Kass. 2010. p.11

<sup>&</sup>lt;sup>9</sup> Biosis Research, 2005. p 9

<sup>&</sup>lt;sup>10</sup> Biosis Research, 2005. p 9

<sup>&</sup>lt;sup>11</sup> Kass, 2010, p.19.

<sup>&</sup>lt;sup>12</sup> Kass, 2010, p.19

<sup>&</sup>lt;sup>13</sup> Biosis Research, 2005. p 13



300 acres in the Illawarra, where he lived from 1822.<sup>14</sup> After the original series of grants were handed out, the alienation of land was awarded to individuals to supply materials to Britain. The township of Wollongong was not gazetted until 1834 as more reliable roadways were laid over the Illawarra escarpment and along the coast.<sup>15</sup> Initial industries which worked these first land grants included grazing, logging, and farming.

## 3.3 Historical phases

#### 3.3.1 Introduction

Understanding Bulli's historical development, and that of its region, facilitates an understanding of the present form of the township. The following overview is based on historical research conducted to identify key historical phases which highlight the development and evolution of the principal characteristics of the township. The table below outlines the key historical phases of Bulli's township centre.

**Table 2: Historical phases** 

Historical phase	Description of phase		
Phase 1: Settling Bulli	Emergence of Bulli village within the Illawarra including original land grants in 1817 which encompass the Subject Area.		
Phase 2: Bulli mining village	During the 1860s the establishment of Bulli as a mining village began to occur, primarily associated with the nearby coalmines. The primary industries of this time facilitated economic, social, and cultural growth within the township.		
<b>Phase 3:</b> Expansion of the Illawarra Railway Line	1880s expansion of the Illawarra Railway Line, linking the town between Wollongong and Sydney, promoting economic growth and tourism.		
Phase 4: "New Bulli"	Transformation of the current town centre from "Old Bulli" with the development of the railway, commercial and economic activities. This led to the amalgamation of Bulli into the City of Wollongong in the mid-20 <sup>th</sup> Century.		

## 3.3.2 Phase 1: Settling Bulli

The name Bulli appears to have been first recorded in the Sydney Gazette of 22 April 1815 and later in 1823, reference was made to a small land holding at "Bull Eye". <sup>16</sup> For a number of years, the name "Bulli" was used to refer to all country between North Wollongong and Coalcliff. Bulli is located on the original 300-acre land grant made to the Irishman Cornelius O'Brien on 31 March 1821. <sup>17</sup> The land grant extended to the sea between Bulli Point and Woniora Point in the east. The township of Bulli was built on the grants made to O'Brien and neighbours William Bowman and George Tate (Plate 1). <sup>18</sup> The first house was built in 1825 which housed O'Brien with further development for dairying farmers, beef cattle farmers and sawmillers. <sup>19</sup>

From the 1840s, settlement in the area intensified with land sold at Bulli, of which the 'Bulli estate' included 900 acres for private sale in 1841. <sup>20</sup> It was later subdivided and 22 lots of 25 to 165 acres were offered for sale.

<sup>&</sup>lt;sup>14</sup> Kass, 2010, p.19.

<sup>15</sup> Ibia

<sup>&</sup>lt;sup>16</sup> Bulli Railway Station, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 01829, https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700144, accessed 27 June 2023.

<sup>&</sup>lt;sup>17</sup> Biosis Research, 2005.p. 13

<sup>&</sup>lt;sup>18</sup> Kass, 2010, p.39.

<sup>&</sup>lt;sup>19</sup> Robert A. Moore Pty Ltd, p.8.

<sup>&</sup>lt;sup>20</sup> Kass, 2010, p.39.



## 3.3.2.1 First land grants

The descriptions of each of these early land grants have been directly sourced from Wollongong City Council (2023)<sup>21</sup>.

#### "Cornelius O'Brien

In response to Cornelius O'Brien's application for a grant of land Governor Macquarie's successor, Sir Thomas Brisbane, granted him 300 acres. The Grant was selected in the vicinity of Bulli and the deed was dated 31 March 1821.

Cornelius O'Brien migrated to Australia at the age of sixteen and became a contractor. He was married to Catherine Browne. During his arrival to Australia, and his application for a grant, proof was evident of his owning cattle. In the "Sydney Gazette" of October 18, 1817, it is listed that, as a contractor to the army, he supplied two thousand pounds of beef to the government.<sup>22</sup>

## **Peggy McGawley**

In 1828, Bulli was known as Bowman's Estate, consisting of 300 acres. The only residents of Bulli were Peggy McGawley, Cornelius O'Brien, and the Gerraty brothers (James and Patrick). The latter occupied a grant of 100 acres adjoining McGawley's. Other grants to be made in the Bulli area were one of 300 acres to William Bowman; one of 100 acres to George Tate; and small grants to R M Westmacott, P Callaghan and John Kelly at Woonona.<sup>23</sup>

#### **Alexander Ross**

In July 1868, the board of the Bulli Coal Company donated fifty pounds and land valued at one hundred pounds for the establishment of a public school. The land was on the western side of the road just north of the Company railway. Alexander Ross, manager of the Bulli Coal Mine, occupied the Chair. After the opening, Bulli Coal Company entertained about two hundred children to tea and buns in the playground and three hundred parents and friends to tea in the tent erected for the occasion.<sup>24</sup>

#### G. S. Turnbull

The coal mining village of Bulli obtained an official Post Office on 1 October 1869. It was situated near the present corner of Princes Highway and Hobart Street. Postmaster G S Turnbull received and despatched the mail. Turnbull's salary for running the Post Office was (Pounds)12 per annum. Postmaster Turnbull erected a new Post Office building in 1879. The Telegraph Office was moved from Bulli Point to these new premises and J H Miller became the Post and Telegraph Master.<sup>25</sup>"

<sup>&</sup>lt;sup>21</sup> https://wollongong.nsw.gov.au/library/explore-our-past/your-suburb/suburbs/bulli

<sup>&</sup>lt;sup>22</sup> Biosis Research, 2005. p. 14.

<sup>&</sup>lt;sup>23</sup> Family Hotel, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 00263 https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700010, accessed 27 June 2023.

<sup>&</sup>lt;sup>24</sup> Family Hotel, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 00263 https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700010, accessed 27 June 2023.

<sup>&</sup>lt;sup>25</sup> Biosis Research, 2005. p. 14



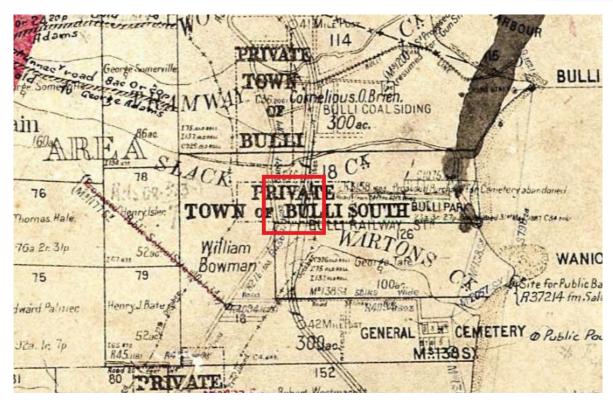


Plate 1: 1898 Woonona Parish Map showing Bulli original land grants. Subject Area shown by Red Box (Source: NSW Lands Registry Services)

## 3.3.3 Phase 2: Bulli as a mining town

The mining of the Bulli coal seam was the main impetus for growth in the Illawarra, and that was no exception for the Bulli township. In 1848, the lost its monopoly on mineral exploitation in the colony and in 1849 James Shoobert gained approval to establish a mine at Mount Kiera. <sup>26</sup> Mining at Bulli first came into prominence in 1850 when Captain Westmacott made a formal application to open up the Bulli coal field. Mining occurred on the escapement by the Bellambi and Bulli Coal Company, formed in 1859.

The Bulli coal mine opened in 1862 with miner's cottages built and a tight-knit community developed with a hotel, Wesleyan church and shops. A horse tramway of standard gauge between the incline of Bulli Colliery and a jetty on Bulli Point (sometimes referred to as Sandon Point) in was constructed by the Bulli Coal Company in 1861. Six years later, the tramway operated its first steam locomotive, the first in the Illawarra district.<sup>27</sup> Throughout the 1860s, the mine became more productive with more substantial buildings being built, replacing the original worker's huts.<sup>28</sup> ".<sup>29</sup>

At this time, some key buildings were established which further services and enhanced the residents. The stone Wesleyan Chapel was erected on 27 January 1865 and Bulli School opened on 7 July 1869. A post office opened at Bulli on 1 October 1869.

A branch of the Government Savings Bank was established at Bulli on 4 June 1877. By the late 1870s, Bulli supported a number of stores, a post and telegraph office, a school, four hotels and various churches.<sup>30</sup> Following the closure of the Woonona mine in 1879, Woonona was declined as the district centre and was

<sup>&</sup>lt;sup>26</sup> Robert A Moore Ptv Ltd. p. 8.

<sup>&</sup>lt;sup>27</sup> Biosis Research, 2005. p. 15

<sup>&</sup>lt;sup>28</sup> Kass, 2010, p.39.

<sup>&</sup>lt;sup>29</sup> Family Hotel, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 00263 <a href="https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700010">https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700010</a>, accessed 27 June 2023.

<sup>&</sup>lt;sup>30</sup> (Robert A Moore Pty Ltd. , n.d.) p. 9



supplanted by Bulli. On 11 April 1879, a postal inspector reported, 'Within the last two or three years the population of Bulli has very much increased and instead of a solitary store and public house there are now 5 public houses and 5 stores.'.<sup>31</sup> As the township expanded, additional facilities were constructed including a new courthouse and hotel were under construction in 1880. The courthouse opened in 1882 and later the Bulli Hospital was constructed in 1893 by John Myles.<sup>32</sup>



Plate 2: Bulli township in 1892. The public school is on the right and the Wesleyan Church is in the trees on the left. (Source: University of Wollongong Archives, collection D191/51/090)

The cluster of Bulli mines is significance to the history of the wider Illawarra and site of a major (and first in Australia) mining disaster resulting in the death of 81 miners and affecting most families in the area. At 2.30 pm on Wednesday, 23 March 1887, an explosion in the mine blew out of the tunnel mouth where 81 bodies were recovered and subsequently buried at the Bulli St. Augustine's Church of England, with 8 at Fairy Meadow Roman Catholic cemetery (Corrimal), some at Woonona churchyard, and the unidentified at Bulli. The mine reopened later that year and the township continued to develop. On 6 August 1887, the Sydney Morning Herald announced that the government intended to erect a monument at Bulli in memory of the miners who had lost their lives in the disastrous explosion. The obelisk is located on Park Road (opposite Franklin Street) and is constructed of Scotch granite, both brown and grey at 25ft. high (Plate 4; see also heritage item location, Figure 3).

<sup>31</sup> Kass, 2010, p.39.

<sup>&</sup>lt;sup>32</sup> Kass, 2010, p.39.

<sup>33</sup> Bulli Mine Disaster Memorial, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 61081. https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4807645, accessed 27 June 2023.

<sup>&</sup>lt;sup>34</sup> Bulli Mine Disaster Memorial, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 61081. https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=4807645, accessed 27 June 2023.



The Bulli Coal Mine continued operations for 125 years until is closure by BHP in 1987.<sup>35</sup> Significant reminders of the local mining industry can be found in the Bulli Mine Disaster Memorial monument located on Park Road in Bulli. The monument is a culturally important reminder of the mining industry and an element in the townscape.

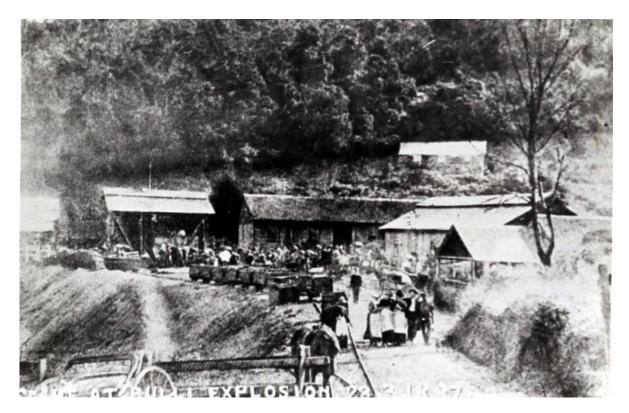


Plate 3: Photograph of a scene at pit top following Bulli Mine Explosion (Source: University of Wollongong Archives, Stuart Piggin collection D158/8/19)

 $<sup>^{\</sup>rm 35}$  Robert A Moore Pty Ltd. , n.d., p.8.



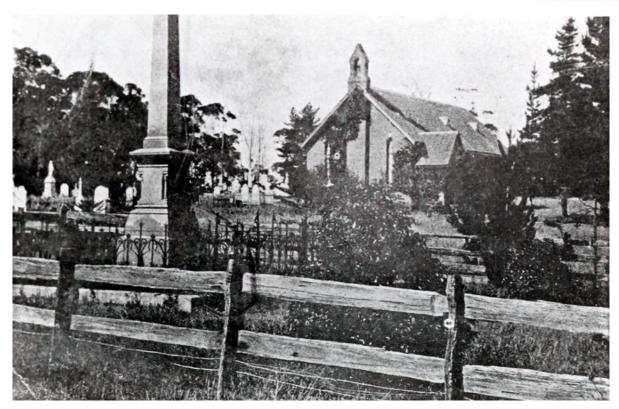


Plate 4: Black and white photograph of Bulli Disaster monument and St Augustine's Anglican Church, Bulli (Source: University of Wollongong Archives, Stuart Piggin collection D158/08/139)

## 3.3.4 Phase 3: 1880s Expansion of the Illawarra Railway Line

Wollongong expanded in the 1880s and the railway at Bulli Station was opened on 21 June 1887 (Plate 6). The town was transformed from a focus on the wharves to one on the railway and began to expand. The railway allowed the area to transport raw materials such as milk, coal, and coke<sup>36</sup> to Sydney, expanding Wollongong's potential.

The Bulli Railway Station was opened in 1887 with a single-storey gabled weatherboard platform building. The platform building is one of the most intact (of only four remaining examples) 1880s third-class weatherboard station buildings along the Illawarra line and remains a tangible reminder of the role of Bulli Station as a transport hub for the village of Bulli since 1887 (Plate 5). During the duplication of the railway line in 1923, a second station building, and lamp room were constructed on the opposite platform (the western platform, now Platform 1), demonstrating the expansion of railway activity at Bulli into the early  $20^{th}$  Century.<sup>37</sup>

<sup>&</sup>lt;sup>36</sup> Coke is a hard, porous coal-based fuel with a high carbon content used in the process of steel making.

<sup>&</sup>lt;sup>37</sup> Bulli Railway Station, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 01829, https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700144, accessed 27 June 2023



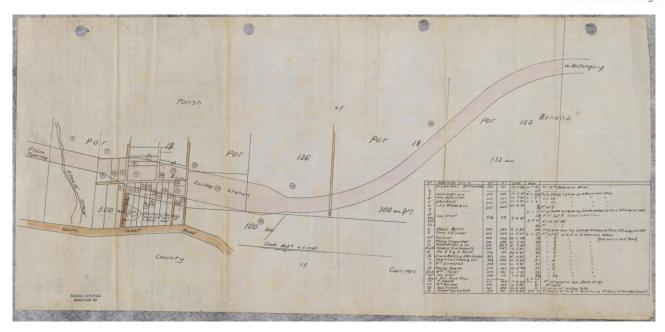


Plate 5: Land resumed for Bulli Railway Station, New South Wales, ca. 1888 (source: NLA <a href="https://nla.gov.au/nla.obj-232464261/view">https://nla.gov.au/nla.obj-232464261/view</a>)



Plate 6: Bulli Railway Station c. 1910; Bulli Station when there was only a single line and sidings, now known as Platform 2 (Source: Wollongong City Library).



The railway line prompted further infrastructure for its rail workers and visitors. Roger and Sarah Heard erected the Bulli Railway Guest House about 1887, located in the southeastern extent of the current Subject Area, to coincide with the construction of the railway. The same year, a Station Master's residence and goods shed were also constructed adjacent to the station. In 1889, George Croft constructed a hotel (known as the Bulli Family Hotel), noted as the finest building erected in the area for many years. The building consisted of three storeys, costing £4,000 and was let to William Dickson for the first five years. The Bulli Pass Hotel was demolished in 1914 and replaced by a new two-storey brick building at the corner of George and Philip Streets and the shopping centre relocated closer to the railway line<sup>40</sup>.

#### 3.3.5 Phase four: "New Bulli"

In 1871, the population of Bulli was less than 100 persons; by 1881, there were 1187 people recorded as living in the district.<sup>41</sup> This can be attributed to the rapid growth from its initial setting around the mine but quickly extended southward. The formation for the present-day town centre was provided in 1887, one kilometre south of the old village ("Old Bulli"), near the location of the new station platform.<sup>42</sup> With the formation of the new railway, Bulli, Wollongong, and Clifton were linked by rail to Sydney in 1888, the growth of Bulli continued strongly with new subdivisions and lots being sold (Plate 7). The "Old Bulli" town centre (to the south of the current Subject Area) began to decline with the new centre developing the new Joint Stock Bank (1888) and the Bulli Family Hotel (1889)<sup>43</sup>. The Post Office was relocated from "Old Bulli" in 1911, occupying the old Stock Bank.<sup>44</sup> As a result of the new commercial and transport development in the new town centre, activity in the "Old Bulli" wound down. Bulli grew in popularity in the 1890s and through the early decades of the 20<sup>th</sup> Century, especially during the summer months as a popular tourist destination.<sup>45</sup>

Further expansion and amalgamation of smaller villages resulted in the City of Greater Wollongong 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.<sup>46</sup>

<sup>&</sup>lt;sup>38</sup> Kass, 2010, p. 40.

<sup>&</sup>lt;sup>39</sup> Bulli, The Sydney Mail and New South Wales Advertiser, 1889. p.727

<sup>&</sup>lt;sup>40</sup> Kass, 2010, p. 41.

<sup>&</sup>lt;sup>41</sup> GML Heritage, 2014.p.12.

<sup>&</sup>lt;sup>42</sup> Robert A Moore Ptv Ltd. . n.d. p. 9.

<sup>&</sup>lt;sup>43</sup> The Bulli Family Hotel, Post Office and Joint Stock Bank are both located within the Subject Area

<sup>44</sup> Robert A Moore Pty Ltd., n.d. p. 9.

<sup>&</sup>lt;sup>45</sup> GML Heritage, 2014. p.12

<sup>&</sup>lt;sup>46</sup> Family Hotel, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 00263 <a href="https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700010">https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2700010</a>, accessed 27 June 2023



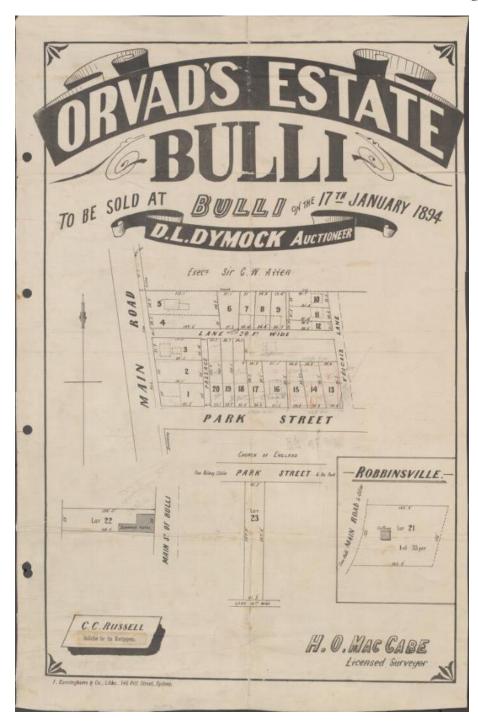


Plate 7: Sales plan for land in Bulli of January 1894, showing new subdivision and development around "New Bulli" (Main Road (now Princes Highway) and Park Steet) Source: National Library of Australia).

## 3.4 Relationship to national and state historical themes

The NSW historical themes were developed by the Heritage Council to connect the local context to the broader history of NSW.<sup>47</sup> Historical themes provide a context in which to apply assessment criteria. Historical themes help to reveal a place or object's heritage values and are critical to understanding its overall significance.<sup>48</sup>

<sup>&</sup>lt;sup>47</sup> Heritage Council of New South Wales, 2001

<sup>&</sup>lt;sup>48</sup> Department of Planning and Environment, 2023, p. 14



Table 3 presents a summary of identified heritage items within or immediately adjacent to the Subject Area including any identified Local, State and National themes.

Table 3: Identified Local, State and National historical themes within the Subject Area

Heritage item	National theme	State theme	Local theme
Bulli Conservation Area	<ul> <li>Unknown</li> </ul>	<ul> <li>Unknown</li> </ul>	• Unknown
Bulli Post Office	• Settlement	<ul><li>Towns, suburbs, and villages</li><li>Welfare</li></ul>	Maintaining a postal network
Former Joint Stock Bank	• Economy	<ul><li>Convict</li><li>Commerce</li></ul>	<ul> <li>Supplying retailing and financial services</li> </ul>
Memorial Obelisk	<ul><li>Phases of Life</li><li>Economy</li></ul>	<ul><li>Birth and Death</li><li>Mining</li><li>Communication</li><li>Religion</li></ul>	• Unknown
Bulli Station Master's Residence	<ul><li>Settlement</li><li>Economy</li></ul>	<ul><li>Accommodation</li><li>Transport</li><li>Agriculture</li><li>Aboriginal pre-contact</li></ul>	<ul> <li>Accommodating public servants</li> <li>Building government railways</li> <li>Accommodating public servants</li> <li>Building government railways</li> </ul>
Bulli Railway Station	• Economy	<ul><li> Economy</li><li> Aboriginal pre-contact</li></ul>	Providing rail transport
Bulli Railway Station Group and Movable Objects	<ul><li>Culture</li><li>Economy</li></ul>	<ul> <li>Creative endeavour</li> <li>Transport</li> <li>Forestry</li> <li>Defence</li> <li>Aboriginal pre-contact</li> <li>Industry</li> </ul>	<ul> <li>Evolution of design in railway engineering and architecture</li> <li>Building the railway network</li> <li>Timber</li> </ul>
Former Bulli Railway Guesthouse	<ul><li>Settlement</li><li>Economy</li></ul>	<ul><li>Accommodation</li><li>Commerce</li><li>Agriculture</li><li>Convict</li></ul>	<ul> <li>Housing in villages and suburbs</li> <li>Supplying Liquor and Accommodation in Hotels</li> <li>Housing in villages and suburbs</li> <li>Supplying Liquor and Accommodation in Hotels</li> </ul>
Family Hotel	<ul> <li>Culture</li> <li>Phases of Life</li> <li>Working</li> <li>Settlement</li> <li>Economy</li> <li>Environment</li> </ul>	<ul> <li>Environment</li> <li>Pastoralism</li> <li>Defence</li> <li>Social institutions</li> <li>Migration</li> <li>Welfare</li> <li>Mining</li> <li>Agriculture</li> <li>Religion</li> <li>Government and Administration</li> <li>Events</li> <li>Convict</li> <li>Exploration</li> </ul>	<ul> <li>Ways of life 1950-2000</li> <li>Living in suburbia</li> <li>Visiting heritage places</li> <li>Tourism</li> <li>Going to the pub</li> <li>Gathering at landmark places to socialise</li> <li>Activities associated with relaxation and recreation.</li> <li>Interior design styles and periods – Victorian</li> <li>Designing in an exemplary architectural style</li> </ul>



Heritage item	National theme	State theme	Local theme
			<ul> <li>Building in response to climate         <ul> <li>verandahs</li> </ul> </li> <li>Architectural styles and periods         <ul> <li>Victorian Filigree</li> </ul> </li> <li>Adaptation of overseas design for local use</li> <li>Associations with William Dickson, publican</li> <li>Associations with William Kerwood, architect</li> <li>Associations with Henry Stokes, publican</li> <li>Associations with the Hon. Sir Henry Parkes, Premier, father of Federation</li> <li>Working in an Inn, Public House, Hotel etc.</li> <li>Suburban Consolidation</li> <li>Subdivision of urban estates</li> <li>Shaping coastal settlement</li> <li>Role of Transport in Settlement</li> <li>Planning relationships between key structures and town plans</li> <li>living in the suburbs</li> <li>Impact of railways on suburban development</li> <li>Evolution of railway towns</li> <li>Developing towns in response to topography</li> <li>Developing suburbia</li> <li>Cultural Social and religious life</li> <li>Creation of railway towns</li> <li>Beautifying towns and villages</li> <li>A Picturesque Residential District</li> <li>19<sup>th</sup> Century suburban developments</li> <li>19<sup>th</sup> Century suburban developments</li> <li>Townships</li> <li>Suburban Centres</li> <li>Hotel accommodation</li> <li>Building settlements, towns and cities</li> <li>Architectural design</li> <li>Adapted heritage building or structure.</li> <li>Accommodating travellers and tourists</li> <li>Mining for coal</li> <li>coal transport and handling</li> <li>Developing local landmarks</li> </ul>



Heritage item	National theme	State theme	Local theme
			<ul> <li>Developing local, regional and national economies</li> <li>Innkeeping</li> <li>Developing discrete retail and commercial areas</li> <li>Cultural - Coasts and coastal features supporting human Activities.</li> <li>Changing the environment</li> </ul>
House LEP #6447	• Settlement	<ul><li>Agriculture</li><li>Accommodation</li></ul>	Housing in villages and suburbs
House LEP #6185	• Settlement	<ul><li>Agriculture</li><li>Accommodation</li></ul>	Housing in villages and suburbs
Victorian House #6447	• Settlement	<ul><li>Agriculture</li><li>Accommodation</li></ul>	Housing in villages and suburbs



## 4 Physical analysis

The following section details the physical description of the Subject Area, identified heritage items, and evidence of past land use, as well as outlining any areas of potential for archaeological sites.

## 4.1 Site inspection

A site inspection was conducted on 28 June 2023 by Riley Finnerty (Historical Heritage Consultant, Niche), with attendance by Kai Whitaker (Environmental Approvals Consultant, Niche), Clare Harris (Transport for NSW), and Sharon Barbaro (Transport for NSW) for this report. The site inspection consisted of a walkover of the Subject Area to identify any evidence of remaining archaeological deposits that could be seen from the surface and identify any potential heritage items not found through the desktop research. The site inspection also included taking photographic records of the Subject Area.

## 4.1.1 The Subject Area

The Subject Area represents an urban landscape encompassing the Bulli township streetscape. The Subject Area has undergone several phases which have influenced the physicality of the site, such as demolition, service installation, landscaping, and construction works. This is observable by the urban landscape which has been developed around the railway and commercial strip. Noted developments within the Subject Area include asphalted roads, shared footpaths, the Bulli railway station, the station western car park, Princes Highway, houses, and local shops. Prominent landmarks within the Subject Area include the Bulli railway station, Prince's Highway, the former joint stock bank, and Bulli Family Hotel.

#### 4.1.2 Surface conditions

The general surface of the Subject Area has been heavily modified and disturbed by development around the commercial strip and railway station. Surface visibility is consistent across the Subject Area with landscaped and manicured lawns, concreted footpaths, and asphalted roads including Princes Highway and Park Road, as well as much of Railway Street and Station Street.

## 4.2 Built heritage items

Several built heritage items are located within the Subject Area, of which are the Bulli Railway Station, Former Bulli Railway Guesthouse (located immediately south-west of the station and currently used as a Brewery), Bulli Station Master's Residence (immediately adjacent the north-west extent of the station and currently a residential house), Former Joint Stock Bank, Family Hotel, Federation Filigree Style House, and Late Victorian Residential House.

#### 4.3 Services

Several above and underground services were identified within the Subject Area, including streetlights, poles, underground services, traffic lights, and overhead power lines (Plate 12 and Plate 13). The subsurface locations of these services were later confirmed by a Dial Before You Dig enquiry, lodged on 11 August 2023. Mapping provided by suppliers indicate narrow corridors containing subsurface service installations intermittently transecting the locations of proposed works, such as the shared pathway.



## **4.3.1** Images



Plate 8: View of proposed works location in the western car park where removal of light pole and landscaping, looking west.



Plate 9: Location of extended shared pedestrian pathway along Railway Street Immediately adjacent Former Stationmaster's Residence, looking north.



Plate 10: Location of the proposed pedestrian crossing on Station Street, facing west.



Plate 11. Location of the pedestrian crossing on Park Road, looking east.



Plate 12: Location of additional car parking spaces on Station Street, looking east underground service locations observed, within the road verge.



Plate 13: Location of proposed right-hand turn on Princes Highway on existing signals, opposite former Joint Stock Bank, looking north-east.

## 4.4 Identified heritage items

The following presents the results of external inspection of known heritage items within the Subject Area including a description of the current condition of these items.



#### 4.4.1 Bulli Conservation Area-General

The Bulli Conservation Area envelopes the existing urban centre of the Bulli township and encompasses the entirety of the Subject Area. Within the Subject Area, the conservation area includes a number of identified heritage items which are discussed below and a commercial strip with extant buildings demonstrating the development to be found within the locality. Landmark buildings within the area include the Former Joint Stock bank and Bulli Family Hotel. Modifications to the area are shown by the adaptive reuse of historic buildings (Bulli Railway Guesthouse), additions to buildings and a few intrusive buildings. Building materials range from weatherboard and late 19<sup>th</sup> Century brick and masonry to contemporary materials (Plate 14 and Plate 15). Within the HCA, development along the Princes Highway largely consists of contemporary brick and concrete. Older style (nineteenth and early 20<sup>th</sup> Century structures are largely situated to the southeast, west and north-west.





Plate 14: View of street frontages along the Princes Highway, facing north-east.

Plate 15: View of double-story brick shop frontages on Princes Highway, facing west.

#### 4.4.2 Bulli Station Group and Moveable Objects (SHR Item ID# 5011957)

The Bulli railway station group consists of its physical, structural, movable and landscaped heritage items. The station has two perimeter platforms, each with asphalt surfaces and brick edges. Cream-coloured powder-coated aluminium fencing defines the station perimeters (Plate 16). There is a car park on the western side of the station (adjacent to the 1923 Platform 1 building) (Plate 17), and a curved driveway off Franklin Avenue on the eastern side to access the 1887 Platform 2 building. The Platform 1 (1923) building which is located adjacent to the western car park was observed to be in good condition. The large freestanding brick platform building has a gabled corrugated steel roof, timber tongue and grooved boarding and simple timber bargeboard to gable ends at the north and south ends. A small freestanding single-story brick lamp room is located at the southern end of Platform 1 (visible in Plate 17) which is in good condition. The station is fenced with crème-coloured aluminium fencing, separating the platform from the car park. Landscape features include mature plantings along the fence line, near the overbridge and two small juvenile trees in the car park which have been recently planted. Contemporary, twenty-first and later 20<sup>th</sup> Century additions and modifications include the asphalted western car park and steel overhead light poles situated within the car park (Plate 18). The attached overhead lights do not appear to be original components and are likely more recent additions.





Plate 16: View of Bulli Station, overbridge and railway from car park, facing north.



Plate 17: View of Bulli station car park and station buildings to the left, facing south.



Plate 18: View of existing station car park and proposed works area, facing east.

#### 4.4.3 Former Bulli Railway Guesthouse (Heritage Item ID # 5987)

The former Bulli railway guesthouse is situated in the southern portion of the Subject Area on Station Street and is visible from the western car park. The two-story Victorian house has a symmetrical front with a veranda (now enclosed) and hipped roof, originally clad in corrugated iron (Plate 19). Much of the original fabric services are encapsulated behind the additions. The building has recently been restored and undergone adaptive reuse and is now utilised as a brewery since 2020. The recent modifications have retained the building façade and have mostly been restricted to the rear of the building. The building retains its internal joinery and features, as well as its distinctive symmetrical Victorian proportions and remains recognisable as a building of its era and with sensitive reversal of some modifications.<sup>49</sup>

<sup>&</sup>lt;sup>49</sup> Former Bulli Railway Guesthouse, New South Wales State Heritage Register. Department of Planning & Environment, SHI # 5987, https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5062372, accessed 27 June 2023.





Plate 19: View of Former Bulli Railway Guesthouse, now a Brewery, facing south.

#### 4.4.4 Bulli Station Master's Residence (Heritage Item ID# 6500)

The Bulli station master's residence is a cottage and goods shed constructed in 1887, located on Park Road and Railway Street. It is a good example of the standard residential structure built for the accommodation of railway staff in the 1880s. The building is currently a private residence and has undergone maintenance and additions, however, the original fabric is intact and sympathetic to its original setting. It consists of a single-story brick colonial Georgian-style cottage with a corrugated-iron roof and an awning with dual brick chimneys (Plate 20). The building and rear yard are in good condition (Plate 21).



Plate 20: View of Former Stationmaster's Residence, facing south-east.



Plate 21: View from the road verge of the rear yard of the Stationmaster's Residence good shed and modern shed, facing north.

#### 4.4.5 Memorial Obelisk (Heritage Item ID# 61081 and s.170)

The item is located on the northern side of Park Road in the north-east extent of the Subject Area directly opposite the Bulli Station Group and Moveable Objects (SHR Item ID# 5011957; Plate 22). The Anglican Church and Cemetery is located to the immediate east. The item consists of an engraved granite obelisk on a concrete plinth enclose by wrought iron fencing. Proposed works in this location include the installation of rubber speed humps on Park Road, near the Junction of Park Road and Veigals Lane immediately adjacent to the item.



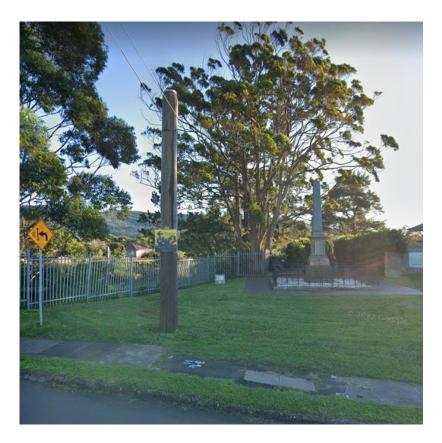


Plate 22: View north of Memorial Obelisk on Park Road, taken from the southern road verge.

#### 4.4.6 Former Joint Stock Bank (Heritage Item ID # 5985)

The former Joint Stock Bank building is located on the corner of the Princes Highway and Park Road (Plate 23). The building is a Victorian period two-storey rendered brick corner building, with parapet and cast-iron filigree lace, and is a good example of its period and type, and a representative example of the work of architect William Wilkinson. <sup>50</sup> The building is in good condition and appears to have the original fabric intact. The structure's elements contribute to the significance of the conservation area as well as to the streetscape, the latter enhanced by its front-facing corner position.

<sup>&</sup>lt;sup>50</sup> Former Joint Stock Bank, New South Wales State Heritage Register. Department of Planning & Environment, LEP # 5985. https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=5062360, accessed 27 June 2023





Plate 23: Façade view of Former Joint Stock Bank, looking north-east across Park Road.

#### 4.4.7 Bulli Family Hotel (SHR Item ID# 5045684)

The hotel provides a key townscape element and is part of the Bulli streetscape. The building is an example of its period which reflects the development of Bulli with the coming of the railway. Constructed in 1889 for £4,000 and designed by the architect William Kerwood<sup>51</sup>, the building abuts the northern and western property boundaries along the Princes Highway (Plate 24) and to the northern extent of Stokes Lane (Plate 25).

The external façade of the hotel abutting the Princes Highway was observed to be in good condition. Modifications to the structure were noted at the rear of the building on Stokes Lane and consisted of a high brick retaining wall in addition to utilities (Plate 25). The original exterior fabric to the rear of the building remains in good condition. Proposed works in this area include the installation of signage for limited parking along the laneway (Stokes Lane). The current mapped heritage curtilage for this item appears to extend across the road reserve and onto Stokes Lane (see Figure 3).



Plate 24: View of Family Hotel from Princes Highway, facing south-west.



Plate 25: View of hotel rear showing recent addition, facing south-east.

<sup>&</sup>lt;sup>51</sup> McDonald McPhee Pty Ltd, 1991





Plate 26: Bulli Family Hotel viewed from Princes Highway, looking north-east.



Plate 27: Parking area at rear of Bulli Family Hotel off Stokes Lanes, looking south-west

#### 4.4.8 Federation filigree-style house (Heritage Item ID # 6185)

The heritage item located at 242 Princes Highway is currently a private residential house with features of Federation filigree style (Plate 28). The building is a two-storey weatherboard house with a roof concealed behind a parapet and a front single-storey addition with a gable roof. A verandah runs across the front on the upper storey, consisting of a metal roof with a gable at the centre, supported by timber posts. The gable has a decorative pattern with a timber finial. A verandah is supported by timber posts and has a diagonal lattice screen balustrade and screening on both sides (Plate 29 and Plate 30). A window on the ground floor level at the front of the property is a three-part multi-pane casement window. Side windows on both levels of the building are timber sash and casement with decorative timber sills. The front entrance consists of a timber door with a transom light above and sidelights. A verandah on the ground floor has a diagonal lattice screen balustrade with privacy screens to the sides. The property is enclosed to the north by the Bulli Family Hotel and in front by pickets on masonry, with a recessed timber picket fence. The building is set back from the Princes Highway and well screened by mature trees, however, modifications are visible from the street view of the property. The structure appears to be in good condition.



Plate 28: Location of the house at 242 Princes Highway screened from the highway by mature trees, facing south-east.



Plate 29: Context 242 Princes Highway facing southwest.





Plate 30: Detail of current condition, 242 Princes Highway, Bulli.

#### 4.4.9 Late Victorian residential house (Heritage Item ID # 6183).

The house at 244 Princes Highway is a private residential house of late Victorian architecture that contributes to the character and identity of the townscape. The house is a single-storey weatherboard house with a gablet corrugated iron roof (Plate 31). A verandah runs across the front of the building only and a skillion corrugated iron roof is supported by timber posts with decorated timber brackets. The verandah features masonry steps, timber balustrades with top timber rail and lattice privacy screens at each end. The windows have painted timber sills and architraves. The front fence and gate are of timber picket construction and set back approximately 5m from the Princes Highway (Plate 32). No modifications are visible from the street view of the property. The physical condition of the structure is good, and the majority of the original fabric is intact.



Plate 31: View of late Victorian residential house from Princes Highway, facing south-east.



Plate 32: Street view including late Victorian residential house looking south along Princes Highway.



#### 5 Physical analysis

The potential archaeological resource relates to the reasonable level of preservation of archaeological resources within the Subject Area. Archaeological potential is shaped by the local geographical and topographical factors, the level of development and the possible following impacts, levels of onsite fill and any factors that influence the preservation of archaeological deposits such as soil type. An assessment of archaeological potential has been derived from the historical analysis undertaken during the preparation of this report.

#### 5.1 Integrity of sub-surface deposits

#### 5.1.1 Subject Area

The potential for sub-surface deposits is dependent on the integrity and intactness of the archaeological profile. Areas within the Subject Area that have not been previously disturbed have a higher likelihood of containing sub-surface deposits. Examples of this include the Bulli Station guesthouse where "Wells, cisterns and cesspits that are likely to remain in the rear yard could provide useful insights into catering for large numbers of people in a residence prior to the introduction of modern utilities." The potential for remains of the 1876 small boarding house near the current site of the guesthouse and railway has not been confirmed, however, it is thought that it was closer to the present-day railway line and may have been resumed and demolished for the extension of the railway south through Bulli. No surface evidence of subsurface deposits was noted during the site inspection as any remaining evidence of previous phases of occupation has likely been obscured by more recent additions such as landscaping of road verges and the asphalting of the station carpark.

#### 5.1.2 Aerial Imagery

Historic aerial imagery can often record features which may have been removed or obscured since the photograph was taken. Vertical aerial imagery from the late 1948 to 1971 gives some indication of activity and development within the Subject Area. Images of the Bulli Railway Station indicate little change between 1948 and the late 1950s, however by 1961, significant urban development had taken place immediately west of the station (Plate 33 and Plate 34). By 1966 a number of structures can be identified to the immediate south of the western carparking area (Plate 35). These structures have been removed and the eastern carparking area improved, with a formal parking area added to the eastern side of the station complex in images taken in the 1971 (Plate 36).

<sup>&</sup>lt;sup>52</sup> Former Bulli Railway Guesthouse, New South Wales State Heritage Register. Department of Planning & Environment, LEP # 5987, accessed 27 June 2023

<sup>53</sup> Ibid





Plate 33: Bulli Station complex in 1948 (source: Wollongong Spy Glass 1948-51)



Plate 34: Bulli Railway Station and surrounds in 1961 (source: portal.spatial.nsw.gov.au)





Plate 35: Aerial image of Bulli Railway Station from 1966 indicates a number of structures immediately south of the western carparking area (source: portal.spatial.nsw.gov.au)



Plate 36: 1971 aerial image of Bulli Station and surrounds. The eastern parking area has been subject to improvement and structures immediately south of the western carparking area have been removed, however some footings appear to remain (source: portal.spatial.nsw.gov.au)



#### 5.2 Previous archaeological investigations

There are currently no available reports regarding previous archaeological investigations undertaken within the Subject Area. One archaeological assessment has been completed within proximity to the Subject Area, at 300 Princes Highway, Bulli. This assessment details excavations undertaken by GML at the site of the Seaview Guesthouse and associated outbuildings as part of the site preparation stage for the northern extension of Memorial Drive.<sup>54</sup>

The archaeological investigation focused on the ground floor rooms of the former guesthouse, including the kitchen and living quarters including two bedrooms. A laundry and bathroom are located at the rear of the house were not investigated due to concrete flooring. The retrieved artefact assemblage included 513 artefacts, with the majority coming from Bedroom 2 (the largest room on the ground floor), confirming that it had the floor constructed of butt-boarded floorboards. The floor frame of this room was supported by brick posts as opposed to the rest of the rooms, whose floor support consisted of a single brick footing. In addition to the underfloor deposits, the archaeological investigation identified two features that predated its construction. A posthole and a burnt tree/shrubbery root, both containing 19<sup>th</sup> Century artefacts, were identified beneath subfloor deposits of one room (Bedroom 2). The GML report concludes that these artefacts were associated with activities predating the construction of the guesthouse building circa 1889. The removal of two outbuildings in the rear of the guesthouse did not provide evidence of previous land use.<sup>55</sup>

A heritage management plan prepared for the Family Hotel in 2004 (published 2007)<sup>56</sup> provides a map of the site which indicates the location of existing and previous structures located within the current mapped curtilage of the site (Plate 37). The report indicates that:

The existing rear car parking area located behind and west of the main hotel building has evidence of foundation stones, associated with the original stables & outbuildings constructed as part of the original hotel complex.<sup>57</sup>

The archaeological potential of the site, including the rear yard is most likely limited to the occupation of the site post 1886.

<sup>54</sup> GML Heritage, 2014

<sup>55</sup> *Ibid*, p.43

<sup>&</sup>lt;sup>56</sup> Lee, 2007

<sup>&</sup>lt;sup>57</sup> *Ibid*, p. 33



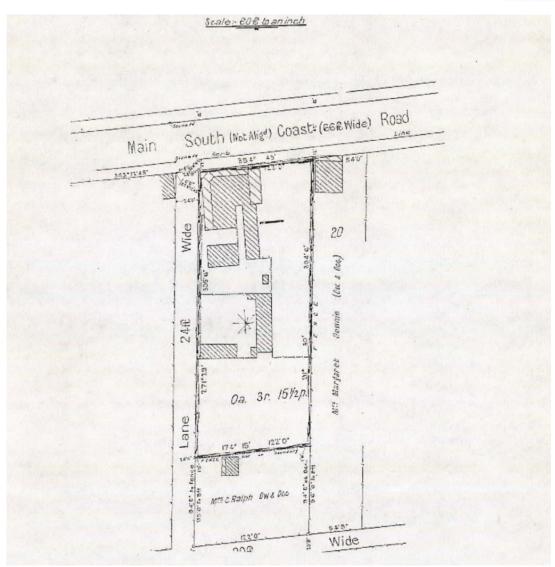


Plate 37: Bulli Family Hotel site outline approximately aligns with current heritage curtilage, existing and previous structure locations are indicated by hatching (source: Lee, 2007, p.10).

A heritage study was undertaken for Bulli Railway Station Group by University of Sydney students in 2020 and was subsequently adopted by Sydney Trains and TfNSW to inform the heritage management of the site. <sup>58</sup> The report indicates that there were several structures located within the current carparking facilities that have been previously demolished, including a goods shed, cattle yards, jib crane and associated loading platform. <sup>59</sup> The method of demolition for these items is not described in the report, however, is known to have occurred in 1923, coinciding with the duplication of the Illawarra line to Woonona and construction of Platform 1 and the brick platform buildings and Parcel Room (Plate 38). <sup>60</sup>

<sup>&</sup>lt;sup>58</sup> Boag, et al. 2020

<sup>&</sup>lt;sup>59</sup> *Ibid*, p.21

<sup>&</sup>lt;sup>60</sup> *Ibid*, p.20



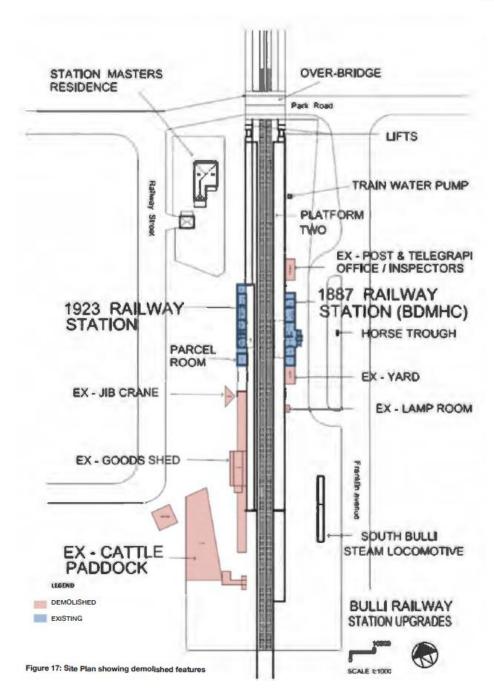


Plate 38: Map of Bulli Station Complex including approximate locations for existing and previously demolished structures (source: Boag et al. 2020, p.21)

#### 5.2.1 Archaeological potential

Using the results of the historical analysis and an assessment of the physical characteristic of the Subject Area, an estimation of archaeological potential has been prepared. Typical archaeological remains found within urban areas take a number of forms:

- Structural remains associated with buildings shown on plan are likely to survive but will be impacted by later phases of building such as:
  - building footings
  - underfloor deposits associated with the occupation of the house
  - other types of deposits



Certain types of remains are typically not shown on plan although some may be on later plans:

- Wells,
- Cesspits,
- site drainage,
- rubbish pits,
- evidence for gardens, layout and use of the yard areas,
- pet burials,
- fence lines, assisting with clarification of lot boundaries and internal use of lots,
- pollen and soil evidence,
- land clearing and modification of the landform, including major filling events, i.e., backfilling of swamps, ponds or a creek line,
- rubbish dumps,
- other types of archaeological deposits.

Later building phases will impact on the remains of early phases. The greater the number of phases the more complicated the nature of the archaeological the remains. Other issues include the nature of impacts from later twentieth-century activities such as demolition, clearing and construction. For example:

- the later the date a building was demolished then the greater the impact from larger modern machinery.
- Footing systems of single-storey buildings have less impact than those of multi-storey buildings.
- Demolishers and builders typically do as little as they have to because of the need to control costs. Higher areas get cut down and levelled and lower damp areas get filled.
- Roadways usually have impacts from modern services.

Typically, a series of gradations of potential are used to identify and indicate the degree to which archaeological remains are likely to survive within the Subject Area. These gradations include:

- No Potential: the archaeological remains in this area have been removed, usually through deep excavation, for example, the installation of a modern basement.
- Low Potential: while there is likely to be quite high impacts in these areas, deeper subsurface features such as wells, cesspits and their artefact-bearing deposits may survive.
- Low to Moderate Potential: a mix of low and moderate potential.
- Moderate Potential: while there are impacts in this area a range of archaeological remains are likely to survive across the site, including building footings and shallower remains as well as deeper subsurface features.
- Moderate to High Potential: a mix of medium and high potential.
- High Potential: substantially intact archaeological remains could survive in these areas.



The archaeological potential relating to the identified historical phases is presented in Table 4.

Table 4: Archaeological deposits relating to historical phases.

Historical phase	Analysis of archaeological potential associated with historical phase
Phase 1: Settling Bulli	Low- It is unlikely that any archaeological evidence survives
Phase 2: Bulli mining village	Low- It is unlikely that any archaeological evidence survives
<b>Phase 3:</b> Expansion of the Illawarra Railway Line	Moderate - Some archaeological evidence associated with this historical phase or feature survives. It is likely located in the vicinity of the station and surrounding buildings and may have been subject to some disturbance
Phase 4: "New Bulli"	Moderate - Some archaeological evidence associated with this historical phase or feature survives. Likely associated with residential dwellings and commercial properties such as hotels and guest houses. It may be subject to some disturbance

The historical context presented in this report (Chapter 2) indicates that the Subject Area is likely to contain archaeological relics associated with the occupation post c.1887 and early 20<sup>th</sup> Century with the development of "New Bulli". This was facilitated by the commencement of the Bulli railway line and key landmarks, including the Bulli Railway Station, Former Stationmaster's Residence, Former Railway Guesthouse, Family Hotel, Post Office and Joint Stock Bank.

#### 5.3 Summary of physical analysis

The results of the site inspection demonstrate that views and vistas towards landmark buildings and identified heritage-listed items are not currently prohibited.

Analysis of the physical evidence provided in previous archaeological investigations and observed during the site inspection indicates that it is unlikely that any archaeological evidence relating to Phase 1 (Settling Bulli), or Phase 2 (Bulli mining village) will be present. There is some moderate archaeological potential for artefacts related to Phase 3 (Expansion of Illawarra Railway Line) and Phase 4 ("New Bulli") to be present, however, this potential would be limited to those sections of the Subject Area that have not been exposed to significant ground disturbance through more recent urban development, road and rail construction. For example, archaeological deposits are associated with largely undisturbed landscapes, such as the rear yard of the Stationmaster's guesthouse.

The current mapped location of underground services, the presence of existing roadways, footpaths, street lighting and parking facilities in the location of proposed excavation works (see also Figure 2), and the results of the site inspection indicate low to moderate archaeological potential in these specific locations. A summary of archaeological potential identified at proposed works locations has been provided in Table 5.

Table 5: Archaeological potential at each works location

Works location	Archaeological Potential
Proposed new signage – Stokes Lane	Moderate. There is some potential for archaeological remains relating to 19 <sup>th</sup> century development of the site to be located within the subsurface of the road verge. As shown in Plate 37, the remains of a number of built structures relating to the early development of the site may abut Stokes Lane, particularly to the rear of the site (western extent)
Dedicated right turn arrow add traffic lights	No potential. The proposed works are located at the site of existing traffic signage.



Works location	Archaeological Potential
Rubber Speed Cushions	No potential. The proposed works are located within the existing roadway.
Shared Pathway – Railway Street/Park Road	Low to Moderate. While there have been utilities installed throughout the area which intersect with the proposed pathway, its proximity to the Station Master's Residence (immediately adjacent western extent of the item) and intersection with the western extent of the Bulli Railway Station Group indicates some potential for previously unidentified archaeological material related to 19 <sup>th</sup> century rail expansion in the Illawarra (Phase 3).
Raised Island and Pedestrian Friendly Grates—Corner of Railway Street and Park Road	Low – The proposed works are located with areas of previous disturbance associated with road construction.
Raised Island and Pedestrian Friendly Grates/Fill in existing pram ramps – Railway Street	Low – The proposed works are located with areas of previous disturbance associated with road construction.
Removal of existing parking islands and installation of new SM Kerb – Bulli Railway Station car park (MC40 and MC50)	Low – The proposed works are located with areas of previous disturbance associated with car park construction.
New construction – southern extent Bulli Railway Station Carpark	Low to Moderate. There is some potential for archaeological remains relating to 19th century development of the railway and/or former Bulli Railway Guesthouse to be located within the subsurface of the site in the area outside of the existing carpark.
New 45 Degree Parking – Station Street	Low – The proposed works are located with areas of previous disturbance associated with road construction and more recent developments.
Relocation of Junction Box and Light Poles – Bulli Train Station	Low to Moderate. The light poles are located within the road verge. While the existing locations have a low archaeological potential due to the presence of subsurface utilities, excavation required for relocation has potential to impact lesser disturbed areas.
Relocate power pole – Station Street	Low – The proposed works are located with areas of previous disturbance associated with road construction, subsurface utilities and more recent building developments.
Installation new signage, relocation "Bulli Station" sign and removal existing signage – Park Road	Low – The proposed works are located with areas of previous disturbance associated with road construction.
Installation new signage- Railway Street	Low – The proposed works are located with areas of previous disturbance associated with road construction.
Installation of Angled Parking and Taxi signage – Railway Street	Low – The proposed works are located with areas of previous disturbance associated with road construction.
Installation new signage- Station Street	Low – The proposed works are located with areas of previous disturbance associated with road construction.



#### 6 Assessment of significance

#### 6.1 Methodology for assessing significance

The NSW Heritage Manual guideline for Assessing Heritage Significance: Guidelines for assessing places and objects against the Heritage Council of NSW criteria, provides the following significance assessment and Statement of Significance framework. <sup>61</sup> These guidelines incorporate the seven aspects of cultural heritage value identified in *The Burra Charter* into a framework currently accepted by the NSW Heritage Council.

#### 6.1.1 Criteria for assessing significance

The criteria for assessing significance are summarised in Table 8. Using this criterion, a place can be assessed to be of local, state or no heritage significance.

Table 6: Heritage assessment criteria

Criteria	Value	Description
Criterion A	Historical significance	An item is important in the course, or pattern, of NSW's cultural or natural history (or the cultural of natural history of the local area).
Criterion B	Associative significance	An item has a strong or special association with the life or works of a person or group of persons, of important in NSW's cultural or natural history (or the cultural of natural history of the local area).
Criterion C	Aesthetic significance	An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).
Criterion D	Social significance	An item has a strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons.
Criterion E	Research potential	An item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area)
Criterion F	Rarity	An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history (or the cultural or natural history of the local area).
Criterion G	Representativeness	An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places, or cultural or natural environments. (or a class of the local area's cultural or natural places, or cultural or natural environments.)

#### 6.1.2 Grading of significance

A five-tier grading system detailing levels of significance is used to identify the overall significance of items or sites being assessed. The levels of significance and their justification to be applied to items is listed in Table 7 below.

<sup>61</sup> Department of Planning and Environment, 2023

<sup>62</sup> Australia ICOMOS, 2013. The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013



**Table 7: Gradings of significance** 

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local or State listing.	Fulfills criteria for local and/or State significance.
High	A high degree of the original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfills criteria for local and/or State significance.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfills criteria for local and/or State significance.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Damaging	Damaging to the item's heritage significance.	Does not fulfil criteria for local or State listing.

#### 6.2 Established significance

The following presents the assessment of the Subject Area using the guidelines Assessing Significance for Historical Archaeological Sites and 'Relics'<sup>63</sup> and Assessing Heritage Significance<sup>64</sup> as outlined in Table 6 and Table 7. The previously established assessments of significance for items identified within the Subject Area have been examined and expanded where necessary using the results of the site inspection and historical context undertaken for this report. The established significance of these items forms part of the considerations in the assessment of heritage impact undertaken in Section 7 and inform the final recommendations.

### 6.2.1 Statement of cultural significance for the Bulli Conservation Area The entirety of the Subject Area is located within the Bulli Conservation Area -General. The conservation area includes a number of landmark buildings dating to the Victorian era.

The current Statement of Significance Bulli Conservation Area<sup>65</sup> states:

Bulli is significant as the development of a railway town that replaced a previously thriving town. Together with Old Bulli, it demonstrates the before and after of the coming of the railway and typical types of development to be found in such a locality, including the former joint stock bank and commercial strip. The Bulli Family Hotel has particular significance for its landmark qualities, its previous popularity with influential visitors and its location at the high point of a rolling landscape dominated by the snakelike curve of the Princes Highway to Old Bulli and beyond.

Table 8: Assessment criteria and significance assessment Bulli Conservation Area - general

Relevant Heritage NSW criteria	Assessment
Criterion (a) historical significance: an item is important	Bulli has historical significance for its development as a
in the course, or pattern, of NSW's cultural or natural	railway town that replaced a previously thriving town
history (or the local area)	

<sup>63</sup> Heritage Branch of Department of Planning, 2009

<sup>&</sup>lt;sup>64</sup> Department of Planning and Environment, 2023

<sup>65</sup> Heritage NSW, 2000. Bulli Conservation Area



Relevant Heritage NSW criteria	Assessment
	and its relationship to the development of coal mining in the Illawarra.
<b>Criterion (b) associative significance:</b> an item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area)	The item reflects the significant changes in business practice, municipal life and residential development in the late 19 <sup>th</sup> and early 20 <sup>th</sup> Centuries.
<b>Criterion (c) aesthetic significance:</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	This item has group, landmark, landscape, architectural, landscape and aesthetic value.
<b>Criterion (d) social significance:</b> an item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area)	The item reflects the significant changes in business practice, municipal life and residential development in the late 19 <sup>th</sup> and early 20 <sup>th</sup> Centuries.

6.2.2 Statement of cultural significance for the Bulli Railway Station Group and Moveable Objects Bulli Railway Station Group was listed on the SHR in 2013. The current Statement of Significance for Bulli Railway Station Group and Moveable Objects<sup>66</sup> states:

Bulli Railway Station is significant for its rare 1887 station building surviving from the first period of construction of the Illawarra line. The 1887 station building is one of the most intact of only four remaining examples of an 1880s third-class weatherboard station building along the Illawarra line and remains as a tangible reminder of the role of Bulli Station as a transport hub for the village of Bulli since 1887. The 1923 station building, and lamp room demonstrate the expansion of railway activity at Bulli into the early 20<sup>th</sup> Century associated with duplication of the line during the 1920s. The juxtaposition of the 1887 and 1923 platform buildings demonstrates the evolution of railway station architecture during this period and are both excellent examples of their periods and style. The site has special associations with the staff and volunteers of the Black Diamond District Heritage Centre, located in the central section of the 1887 station building, who continue to be instrumental in the ongoing preservation and interpretation of the site.

The current assessment of the item's significance against Heritage NSW Criteria is presented in Table 9.

Table 9: Assessment criteria and significance assessment Bulli Railway Station Group and Moveable Objects (SHR Item ID #01829)

Relevant Heritage NSW criteria	Assessment
<b>Criterion (a) historical significance:</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area)	Bulli Railway Station is of historical significance for its 1887 Platform 2 building surviving from the first period of construction of the Illawarra line and for its 1923 Platform 1 building and out of room, which demonstrate the duplication of the line at this time. Bulli Railway Station is also of historical significance for its role as a transport hub for the village of Bulli since 1887 and demonstrates the expansion of the railway station into the early 20 <sup>th</sup> Century.

<sup>66</sup> Heritage NSW, 2013. Bulli Railway Station Group and Moveable Objects



# Criterion (b) associative significance: an item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area). Criterion (c) aesthetic significance: an item is important in demonstrating aesthetic characteristics and/or a high

### **Criterion (c) aesthetic significance:** an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

## **Criterion (d) social significance:** an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area).

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

**Criterion (f) rarity:** an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the local area).

**Criterion (g) representativeness:** an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area)

#### Assessment

The presence of the Black Diamond District Heritage Centre occupying the central section of the 1887 Platform 2 building indicates that the place has a specific social significance for the local community.

The 1887 Platform 2 building at Bulli is one of the best examples of an 1887 weatherboard third-class platform building surviving on the Illawarra line, and one of the few buildings extant from the 1887 period of the lines' construction, with most others being replaced in 1915 for the duplication of the line. The Bulli Platform 2 building is one of only four extant 1887 weatherboard 3rd class platform buildings remaining on the Illawarra line, the others being at Albion Park Rail, Dapto and Thirroul. With the platform building at Albion Park Rail, the Bulli Platform 2 building is one of the two most intact extant platform buildings of this type.

The presence of the Black Diamond District Heritage Centre occupying the central section of the 1887 Platform 2 building indicates that the place has a specific social significance for the local community.

The item has the potential to inform 19<sup>th</sup> Century railway development and technology and the development of the Bulli township.

The 1887 Platform 2 building at Bulli is one of the best examples of an 1887 weatherboard third-class platform building surviving on the Illawarra line, and one of the few buildings extant from the 1887 period of the lines' construction, with most others being replaced in 1915 for the duplication of the line. The Bulli Platform 2 building is one of only four extant 1887 weatherboard 3rd class platform buildings remaining on the Illawarra line, the others being at Albion Park Rail, Dapto and Thirroul. With the platform building at Albion Park Rail, the Bulli Platform 2 building is one of the two most intact extant platform buildings of this type.

The 1887 and 1923 platform buildings and Out-of-room represent standard design railway station architecture of their respective periods of construction. Bulli, with its 1887 weatherboard third-class platform building, is one of only 4 stations on the Illawarra line with examples of weatherboard versions of this type of platform building (other examples at Albion Park, Dapto and Thirroul).



#### 6.2.3 Statement of cultural significance for the Bulli Post Office

The current statement of significance listing for the Bulli Post Office<sup>67</sup> states:

Former Bulli Post Office is of significance for the local area for historical, aesthetic and social reasons. This Interwar-period face brick building is a representative example of its period and type, with its architectural significance partly based on the unusual, recessed entry flanked with internal layout. The place has associations with the Interwar phase of town's development and its change of use reflects changes to the town centre. The building contributes to the streetscape and the conservation area in its own right.

An assessment of the item's significance against the Heritage NSW criterion is presented in Table 10.

Table 10: Assessment Criteria and Significance Assessment Bulli Post Office (Heritage Item ID # 6173)

Relevant Heritage NSW criteria	Assessment
<b>Criterion (a) historical significance:</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area).	The item is historically significant due to its association with the interwar phase of development in Bulli.
<b>Criterion (c) aesthetic significance:</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).	The item is a representative example of interwar period architecture. Key architectural elements include Classicist columns at entry, an unusual, recessed entry, a face brick façade, a tiled roof, banded brickwork, and double-hung sashed 6/1 windows.

#### 6.2.4 Statement of cultural significance for the Bulli Family Hotel

The Bulli Hotel is considered by the State Heritage Register to have historic, landmark, architectural and townscape value, social and cultural value, rarity, and representative value. It is considered important at a local level to the community of the Wollongong City Area, at a regional level within the Illawarra area and at a state level, to the people of NSW. The current significance assessment for the Bulli Family Hotel<sup>68</sup> is presented below.

Key townscape element and part of the Bulli streetscape. A fine and unusual example of this period in this area which reflects changes wrought in Bulli by coming of the railway, South of Old Bulli. High level of architectural significance as one of the best examples of this type of Victorian period hotel in Australia.

Table 11: Assessment criteria and significance assessment Bulli Family Hotel (SHR Item ID #00263)

Relevant Heritage NSW criteria	Assessment
<b>Criterion (a) historical significance:</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area).	The item is indicative of similar hotels built in similar NSW coastal towns in the late 19 <sup>th</sup> Century and reflective of the historical development of Bulli.
<b>Criterion (b) associative significance:</b> an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area).	The item has associative significance for the Bulli mining community. The cellar of the hotel was used during the Bulli mine disaster of 1887, as a mortuary, when 81 men and boys died. 69
<b>Criterion (c) aesthetic significance:</b> an item is important in demonstrating aesthetic characteristics and/or a high	The item has aesthetic value, as a significant element in the streetscape, whose late Victorian character, full-

<sup>67</sup> Heritage NSW, 2019.

<sup>68</sup> Heritage NSW, 2020.

<sup>69</sup> https://www.resourcesregulator.nsw.gov.au/safety/safety-events-and-education-programs/learning-from-disasters/learning-from-disasters/1887



Relevant Heritage NSW criteria	Assessment
degree of creative or technical achievement in NSW (or the local area).	length verandas and cast-iron finishes are identifiable within the town of Bulli.
<b>Criterion (d) social significance:</b> an item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area).	The item is recognised by the local community as a place of meeting and entertainment and an icon within the town. Local Associations and community groups used the building as a venue for meetings as well as for social and entertainment activities.
<b>Criterion (e) research potential:</b> an item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area).	The existing rear car parking area located behind and west of the main hotel building has previously been noted as having evidence of foundation stones, associated with the original stables & outbuildings constructed as part of the original hotel complex. The archaeological potential of the site, including the rear yard however is limited to the occupation of the site post-1886.
<b>Criterion (g) representativeness:</b> an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places or cultural or natural environments (or the local area).	The form, shape and style of the street facades are significant elements within the immediate streetscape and contribute to the aesthetic character of the township. The building is readily identifiable within and as a part of Bulli and the surrounding areas. Its association with local community groups and as having been used as a venue for entertainment functions adds to the building's local significance.

### 6.2.5 Statement of cultural significance for the Former Joint Stock Bank The current statement of significance listing for the Former Joint Stock Bank states:

The former Joint Stock Bank building is of significance for the local area for historical, aesthetic and social reasons and for reasons of rarity and representativeness. This Victorian period two-storey rendered brick corner building, with parapet and cast-iron filigree lace, is a representative example of its period and type, and also a representative example of the work of architect William Wilkinson. The place has associations with the early phase of the town's development and its change of use reflects changes to the town centre, thus strongly contributing to the interpretation of the significance of the conservation area as well as to the streetscape, the latter enhanced by its corner position.

Table 12: Assessment criteria and significance assessment for the Former Joint Stock Bank (Heritage Item ID # 5985)

Relevant Heritage NSW criteria	Assessment
<b>Criterion (a) historical significance:</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area).	The place has associations with the early phase of the town's development and its change of use reflects changes to the town centre, thus strongly contributing to the interpretation of the significance of the conservation area as well as to the streetscape, the latter enhanced by its corner position.



Relevant Heritage NSW criteria	Assessment
<b>Criterion (b) associative significance:</b> an item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area).	The item has associative significance as a work of the architect William Wilkinson Wardell (1823-1899).
<b>Criterion (c) aesthetic significance:</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).	The Former Joint Stock bank has aesthetic significance as an example of Victorian-style architecture.
<b>Criterion (e) research potential:</b> an item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area).	The item has the potential to provide information on late Victorian business practices and architecture in the Bulli region.

#### 6.2.6 Statement of cultural significance for the Federation Style House

The current statement of significance listing for the Federation Style House states:

The house at 242 Princes Highway is of significance for the Wollongong area for historical and aesthetic reasons and as a rare example of two-storey weatherboard houses in the area. The house has features of Federation filigree style, it is readily identifiable as part of historical building stock and continues to contribute to the streetscape character.

Table 13: Assessment criteria and significance assessment for the Federation Style House (Heritage Item ID# 6185)

Relevant Heritage NSW criteria	Assessment
<b>Criterion (a) historical significance:</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area).	The item is historically significant as an example of development in the late 19 <sup>th</sup> and early 20 <sup>th</sup> Century and reflective of the historical development of Bulli.
<b>Criterion (b) associative significance:</b> an item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area).	The item does not meet this criterion.
<b>Criterion (c) aesthetic significance:</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).	The item has aesthetic significance as a rare example of two-storey weatherboard houses in the area. The house has features of Federation filigree style, it is readily identifiable as part of historical building stock and continues to contribute to the streetscape character.

#### 6.2.7 Statement of cultural significance for the Victorian Style House

The current statement of significance listing for the Victorian Style House states:

The house at 244 Princes Highway is of significance for Wollongong for historical and aesthetic reasons, and as a representative example of late Victorian residential architecture in the area. The substantial dwelling presents as having a high degree of integrity when viewed externally and makes a significant contribution to the townscape character and identity.

Table 14: Assessment criteria and significance assessment Victorian Style House (Heritage Item ID # 6447)



Relevant Heritage NSW criteria	Assessment
<b>Criterion (a) historical significance:</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area).	The item is historically significant as an example of development in the late 19 <sup>th</sup> Century and reflective of the historical development of Bulli.
<b>Criterion (c) aesthetic significance:</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).	The item is a representative example of late Victorian residential architecture.
<b>Criterion (e) research potential:</b> an item has the potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the local area).	The item has moderate research potential and may provide information regarding late Victorian life in the Bulli region.

#### 6.2.8 Statement of cultural significance for the Bulli Mine Disaster Memorial Monument

The Bulli Mine Disaster Memorial Monument (Memorial Obelisk) is located immediately north of Park Road at the northeast extent of the Subject Area, opposite the Bulli Railway Station, which abuts Park Road to the south (Figure 3). The current statement of significance for the item states:

The Bulli Mine Disaster Memorial monument is a significant reminder of the local mining industry, culturally important and an element in the townscape. The cluster of Bulli mines is very significant to the history of the Illawarra and was the site of a major mining disaster resulting in the death of 81 miners and affected most families in the area. It was the first major mine disaster in Australia.

This item is an obelisk of brown and grey Scottish granite. The names of the dead are listed in gold lettering. It is surrounded by a short square fence and small path with shrubs, in a small lawned area with some mature plantings, next to the rail line.

Table 15: Assessment criteria and significance assessment for the Bulli Mine Disaster Memorial Monument (Memorial Obelisk Heritage Item ID #61081)

Relevant Heritage NSW criteria	Assessment
<b>Criterion (a) historical significance:</b> an item is important in the course, or pattern, of NSW's cultural or natural history (or the local area)	This item is historically significant as a reminder of the local mining industry, which played an important role in the development of the area.
<b>Criterion (b) associative significance:</b> an item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the local area)	This item has a strong association with the mining community of Bulli.
<b>Criterion (c) aesthetic significance:</b> an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)	The item is a monument of some aesthetic value within the streetscape.
<b>Criterion (d) social significance:</b> an item has a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area)	The item has social significance to the local community and to the relatives of the miners commemorated.



#### 6.3 Contributory significance

Buildings assessed within the *Wollongong LEP of 2009* that are located within a heritage conservation area are considered within the following four hierarchal categories (**Table 16**). Category A holds the highest contribution to significance within the conservation area through to Category D is considered to hold minimal contribution of significance to the considered area.

A summary of the contributory significance for individual items within the Subject Area, as assessed against these gradings is provided in Table 17.

Table 16: Heritage significance contributory grading

Grading	Description
Contributory A Buildings	These buildings provide good evidence of the main development period of the specific conservation area and also make a positive contribution to the character and /or heritage significance of the conservation area (i.e., contribute to the historic or aesthetic significance of the area, or both), OR
Contributory B Buildings	These buildings contribute to the character and significance of the conservation area for its historic or aesthetic values of significance to the area with significant work. However, these buildings are likely to have significant infill areas which are not easily reversible. These buildings are not individually significant but add to the cohesive and representative quality of the conservation area, OR
Contributory C Buildings	These buildings do not contribute to the significance of the conservation area but also do not detract from the overall character of the area. This may include early to new buildings. For example, a modern single storey dwelling which is consistent with the prevailing setbacks, form and building materials of neighbouring contributory buildings may be considered a neutral building, OR
Contributory D Buildings	These buildings display qualities that do not add to the character of the heritage area. Such buildings do not set a precedent for any new buildings within the specific conservation area. Non-contributory buildings may be demolished and replaced with a new building sympathetic to contributory buildings within the specific heritage conservation area.

Table 17: Contributory significance for heritage items within the Subject Area

Item	Description	Contributory grading
Bulli Post Office	Bulli Post Office is located to the immediate north of the Former Joint Stock Bank and consists of a small brick inter-war Classicist building with 20th century elements and a high level of integrity. Key architectural elements are Classicist columns at entry, a face brick façade, tiled roof, banded brickwork, and double-hung sashed 6/1 windows.	Α
Former Joint Stock Bank	The former Joint Stock Bank building is located on the corner of Princes Highway and Park Road. The building is a Victorian period two-storey rendered brick corner building, with parapet and cast-iron filigree lace, and is a good example of its period and type, and a representative example of the work of architect William Wilkinson	А
Memorial Obelisk	The Memorial Obelisk represents a historical event significant to the development and history of Bulli and mining in the Illawarra. The item is in good condition.	В
Bulli Station Master's Residence	The building is currently a private residence and has undergone maintenance and additions, however, the original fabric is intact and sympathetic to its original setting. It consists of a single-story brick colonial Georgian-style cottage with a corrugated-iron roof and awning with dual brick chimneys	А
Bulli Railway Station	The Bulli Railway Station building is in good condition and representative of the development of the Bulli township and commercial centre.	А



Item	Description	Contributory grading
Former Bulli Railway Guest House	The two-story Victorian house has a symmetrical front with a veranda (now enclosed) and a hipped roof, originally clad in corrugated iron. Much of the original fabric services are encapsulated behind the additions. The building has recently been restored and undergone adaptive reuse into a brewery in 2020. The recent modifications have retained the building façade and have mostly been restricted to the rear of the building. The building retains its internal joinery and features	А
Family Hotel	The current condition of the external façade of the hotel is in good condition. Modifications to the structure were observed at the rear of the building on Stokes Lane which consisted of a brick retaining wall. The original fabric of the building remains in good condition.	А
House	The house is a rare example of two-storey weatherboard houses in the area.	В
House	The house is in good condition and is a representative example of weatherboard houses in the area.	В
Victorian House	The house is a representative example of late Victorian residential architecture in the area.	В

#### 6.4 Summary of significance

The Subject Area has the potential to contain a range of archaeological remains with historical, social, technical/research, rare and representative significance. These remains are considered to be of potential local and State significance and represent the evolution of Bulli from a mining village to a burgeoning township and later an urban centre. This evolution relates largely to the development of rail in the region and is demonstrated throughout the Bulli Conservation Area -General, which contains a number of items which retain a high degree of the original fabric including the Bulli Family Hotel, Bulli Railway Station Group and Movable Objects, the Former Station Master's Residence, Joint Stock Bank and a number of late 19<sup>th</sup> Century residential dwellings.

The Bulli Conservation Area- General represents a complex of heritage items of both local and State significance. These items make a positive contribution to the character and heritage significance of the conservation area contributing to its historic, aesthetic and social value. The Bulli Conservation Area reflects the significant changes in business practice, municipal life and residential development in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries.



#### 7 Heritage impact assessment

Known and potential impacts on heritage items can be quantified under three main categories: direct impact, indirect impact and no impact. These kinds of impacts are dependent on the proposed works, the nature of the heritage item and its associated curtilage.

#### 7.1 The proposed works

The draft Project Design provided by TfNSW (Appendix 2) outlines the location and method of proposed works. The general location of proposed works within the Bulli Conservation Area-General that fall within the curtilage of identified individual heritage items has been provided in Figure 2.

#### 7.2 Direct impacts

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

**Physical impact - whole**: where the development will have a whole impact on a heritage item resulting in the complete physical loss of significance attributed to the item.

**Physical impact - partial**: where the project will have a partial impact on an item which could result in the loss or reduction in heritage significance. The degree of impact through partial impacts is dependent on the nature and setting of a heritage item. Typically, these impacts are minor impacts to a small proportion of curtilage of an item or work occurring within the curtilage of a heritage item which may impact on its setting (i.e., gardens and plantings).

#### 7.3 Indirect impacts

Indirect impacts include any secondary impact to a heritage item related to alterations to the environment or setting of the item which will result in a loss of heritage value. This may include permanent or temporary visual, noise or vibration impacts caused during construction and after the completion of the development. Indirect impacts diminish the significance of an item by altering its relationship to its surroundings; this in turn impacts its ability to be appreciated for its historical, functional or aesthetic values. For the purposes of this assessment impacts on heritage items have been placed into the following categories:

- Visual impact
- Noise impact
- Vibration impact.

#### 7.4 Cumulative impacts

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

#### 7.5 No impact

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



#### 7.6 Assessment of built heritage impacts

Physical impacts to identified heritage items within the Subject Area would be limited to those areas of proposed works as shown in Figure 2 and the project design documents provided in Appendix 2. There would be direct physical impact-partial within the heritage curtilage of Bulli Station Group and Moveable Objects (SHR ID # 5011957) and Family Hotel (SHR ID # 5045684). Indirect impacts would be visual, with the refurbishment of car parking areas, tree plantings and installation of signage affecting the views to and from the heritage items. While these impacts would involve a replacement of one set of intrusive signage for another (like for like), the proposed works will introduce more signage than was previously present in these locations. Temporary obstruction of views and vistas during proposed works would occur.

Cumulative impacts within the Subject Area include the erosion of original fabric due to ongoing small alterations to the streetscapes and the impact of continued minor works on and in proximity to heritage items. For example, continued upgrades to parking infrastructure in the vicinity of the Bulli Railway Station Group and Moveable Objects would continue to alter views to and from the item, increasing the level of impact on heritage value. The installation of a shared pathway will result in increased public access to the item and the Bulli Station Master's Residence LEP item.

#### 7.7 Assessment of archaeological impacts

Based on the historical research performed in this report, there is moderate potential for archaeological material to be directly impacted by the proposed works in the Subject Area. While the proposed works locations are largely situated in areas previously disturbed by the installation of underground utility services or road and pathway construction, there is potential for archaeological material to be present in those areas of lesser disturbance, particularly areas immediately adjacent of within the curtilage of heritage items, such as the Family Hotel and Bulli Station Master's Residence. While it is assumed that the extent and depth of known disturbances within the Subject Area would not be exceeded by the subsurface penetration caused by the proposed works, there is potential for direct impact in relation to the Bulli Railway Station Group and Moveable Objects, Railway Station Master's Residence and Family Hotel. There is also a moderate potential for cumulative impact to potential archaeological material.

#### 7.8 Assessment of visual impacts

The matrix below is used for establishing the rating for the impacts on particular views.

		Magnitude			
		High	Moderate	Low	Negligible
>	High	High	High-Moderate	Moderate	Negligible
itivity	Moderate	High-Moderate	Moderate	Moderate-low	Negligible
Sensi	Low	Moderate	Moderate-low	Low	Negligible
0)	Negligible	Negligible	Negligible	Negligible	Negligible

Plate 39: Landscape character and visual impact rating matrix (Transport for NSW 2020)

The proposed works will have a low impact on the context and significant views within the Bulli Conservation Area -General. The form of the proposed works across the conservation area is confined to discrete areas along the western extent of the Bulli Railway Station Group and Moveable Objects and the eastern extent of the Family Hotel. The proposed construction methodologies will largely replicate existing infrastructure. New construction and signage installation at the Bulli Railway Station will have a minor visual impact on the heritage item. While the signage to be introduced as part of the proposed works is similar to existing signage, the expansion of vehicle parking, additional line markings and additional signage

Magnituda



will be clearly visible within the landscape from the southwestern extent of the Subject Area. This will impact key vistas to and from this item, however, the new signage is reasonably similar to existing traffic management within the station's car parking lot and visible at other stations across the Sydney Trains network.

Installation of signage on Stokes Lane would have a minor visual impact on the eastern extent of the Family Hotel. Similarly, the installation of a shared pathway adjacent to the Bulli Station Master's residence would have a minor visual impact on the item. Visual impact to the remaining heritage items identified within the Subject Area will be negligible, however, continued works throughout the Bulli Conservation Area- General over time, will have a cumulative effect.

#### 7.9 Summary of potential impacts on heritage elements/items

Table 18 presents a summary of potential impacts on heritage items identified within the Subject Area.

Table 18: Potential Impacts to heritage items from the proposed works

Heritage item	Potential impact on heritage item	Description of impact	Mitigative measures/circumstances
Bulli Conservation Area - General	Partial direct – moderate visual, physical and cumulative impact	Temporary visual impact to the conservation area during works. Installation and refurbishment of traffic signage throughout the Subject Area. Continued small alterations to streetscapes and individual heritage items erodes the original fabric within the Bulli Conservation Area -General over time.	Unexpected finds procedure. The design of works within the Bulli Conservation Area should be limited and sympathetic to the heritage character of the area and consistent with current traffic management for this conservation area.
Bulli Station Group and Moveable Objects/Railway Station	Partial direct physical and Low-Moderate visual and cumulative impact	Direct physical and visual impacts include the expansion of the vehicle parking area, removal of grassed verges, and plantings and installation of a shared pathway. Cumulative direct physical and visual impacts include due increased vehicle and pedestrian traffic.	Unexpected finds procedure. Design of works to be undertaken within the Bulli Station Group and Movable Objects should be limited and sympathetic to the heritage character of the area, and consistent with current traffic management for this item.
Bulli Station master's Residence	Low indirect visual impact. Low-Moderate cumulative impact	Minor works construction of a shared pathway) to be undertaken immediately adjacent to the item at the corner of Park Road and Railway Street. Increased pedestrian traffic adjacent to the item.	Unexpected finds procedure. All works to occur outside the mapped heritage curtilage of the item.
Family Hotel/Bulli Family Hotel	Partial – low direct physical and moderate- low visual impact. Moderate -Low cumulative visual Impact	Installation of limited parking signage along Stokes Lane will have a minor visual impact.  Continued small alterations to the streetscape and increased traffic flow will have a cumulative impact.	Unexpected finds procedure. Signage should be minimum necessary to regulate traffic and parking areas.
Former Bulli Railway Guesthouse	Negligible cumulative visual impact	The Proposed works would have no direct physical impact and low visual impact on the item. Cumulative impacts to heritage values as for Bulli Conservation Area - General	No mitigation is recommended.



Heritage item	Potential impact on heritage item	Description of impact	Mitigative measures/circumstances
Bulli Post Office	Negligible cumulative Visual Impact	Proposed works would have no direct impact and negligible visual impact on the item.  Cumulative visual and physical impacts of Bulli Conservation Area - General	No mitigation is recommended.
Former Joint Stock Bank	Partial – Low indirect visual and cumulative impact	Indirect visual impact through installation of turning signal.  Cumulative visual impact to the item as for Bulli Conservation Area - General	Unexpected finds procedure. Avoid building structures and designate No-Go Zone. Works to occur outside mapped heritage curtilage of item
Memorial Obelisk	Low indirect and cumulative visual impact	Minor works to be undertaken adjacent the item. Cumulative visual and physical impacts of Bulli Conservation Area - General	Unexpected finds procedure.
House	Negligible cumulative visual impact	Works would not occur within or in the immediate vicinity of the item. Proposed works would have no direct impact and negligible visual impact on the item.  Cumulative visual and physical impacts as for Bulli Conservation Area - General	No mitigation recommended.
House	Negligible cumulative visual impact	Proposed works would not occur within or in the immediate vicinity of the item and would have no direct impact and negligible visual impact on the item.  Cumulative visual and physical impacts as for Bulli Conservation Area - General	No mitigation recommended.
Victorian House	Negligible cumulative visual impact	Proposed works would not occur within or within the immediate vicinity of the item and would have no direct impact and negligible visual impact on the item.  Cumulative visual and physical impacts as for Bulli Conservation Area - General	No mitigation recommended.

#### 7.10 Statement of heritage impact

The proposed works will have a low impact on the archaeological, significant built heritage and viewpoints within the Bulli Conservation Area. The proposed works locations are not situated on any known significant archaeological deposits, however there is potential for previously unidentified archaeological material to be present in areas of lesser disturbance. Partial direct impact on identified heritage items within the Subject Area are anticipated, including the Bulli Family Hotel/Family Hotel and the Bulli Railway Station/Bulli Railway Station and Moveable Objects. Table 19 identifies the parts of these heritage items proposed for impact and considers if those parts are considered as having a significant fabric. Significant fabric is described as:

... all the physical material of the place/item including elements, fixtures, landscape features, contents, relics and objects which contributes to the item's heritage significance.<sup>70</sup>

<sup>&</sup>lt;sup>70</sup> Heritage NSW, 2022. Significance and Significant Fabric



Significant fabric can include building interiors, sub-surface remains, excavated material or natural elements of a place. Fabric may also define a space and associated views, which can form a part of the significance of the place.

Table 19: Particular impacts in relation to significant fabric

Heritage item	Potential impact on heritage item	Part of the item impacted	Is this part of the item considered as having significant fabric?
Family Hotel/Bulli Family Hotel	Partial – Low direct Physical and visual impact. Moderate-Low indirect and cumulative visual Impact	Item views and vistas to and from Stokes Lane. Impact to ground surface and any potential archaeological remains within the road verge. Proposed works will occur within the heritage curtilage of the item.	Potential sub-surface remains.
Bulli Station Group and Moveable Objects/Railway Station	Partial direct physical and Moderate-Low visual impact. Moderate-Low cumulative visual Impact	Views and Vistas to and from the Station Group. Impact to ground surface within the existing car parking area and any potential archaeological remains within the carparking area and road verges.	Potential sub-surface remains. Views and vistas to and from the Station Group.

Improved traffic flow and improved views to and from individual heritage items within the Subject Area potentially represent a long-term positive physical impact. Direct impacts to views and vistas associated with identified heritage items would occur during works, and permanent minor modification to the visual landscape of heritage items is likely, these impacts have been considered using the landscape character and visual impact rating matrix provided in Plate 39 and have been assessed as being moderate-low.

Overall direct impacts to the heritage significance of the Bulli Conservation Area -General, would be minor as the proposed works will largely entail the replacement and /or upgrading of existing infrastructure. The proposed works would be of a scale and form that would not interfere with views towards the heritage items nearby; nor would the development change the setting of the nearby heritage items in a manner that would have more than a moderate-low cumulative visual impact on their heritage significance.

While overall direct impact to heritage values within the Subject Area would be low, it should be noted however that cumulative impacts would occur due to ongoing minor alterations to the fabric of the Bulli Conservation Area – General. While these impacts would largely be minor, there is potential to erode significant fabric due to the magnitude and scale of the proposed works and therefore, affect heritage values across the conservation area.



#### 8 Statutory and management outcomes

#### 8.1 Statutory considerations for the proposed works

This section provides a response to relevant legislation and associated planning instruments previously outlined in Section 2) designed to protect and conserve significant heritage items and their values.

#### 8.2 Heritage legislation review

#### 8.2.1 Commonwealth and National legislation

#### Commonwealth Environment Protection and Biodiversity Conservation Act 1999

The Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's central piece of environmental legislation. It provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places. Under the EPBC Act, protected heritage items of significance are listed on the National Heritage List (NHL) or the Commonwealth Heritage List (CHL). The NHL provides protection to places of cultural significance to the nation of Australia, while the CHL comprises natural, Aboriginal and historic heritage places owned and controlled by the Commonwealth.

#### 8.2.2 NSW State legislation

#### **NSW** Heritage Act 1977

The NSW *Heritage Act 1977* affords statutory protection to those items identified as having heritage significance and which form part of the NSW heritage record. The Act defines a heritage item as "a place, building, work, relic, moveable object or precinct". Items that are assessed as having State heritage significance are listed on the NSW State Heritage Register (SHR). Proposals to alter, damage, move or destroy heritage items listed on the SHR (or protected by an Interim Heritage Order [IHO]), require approval under s60 of the *Heritage Act 1977*.

Archaeological features and deposits are afforded statutory protection by the 'relics provisions' of the Act. Land disturbance or excavation that will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed is prohibited under the provisions of the Act, unless carried out in accordance with a permit issued under s140 for Local heritage sites and s60 for State heritage sites of the Act.

#### State Heritage and Conservation (s.170) registers

Under s.170 of the *Heritage Act* 1977, NSW government agencies are required to maintain a register of heritage assets under their control or ownership. Each government agency is responsible for ensuring that the items entered on its register under s.170 are maintained with due diligence in accordance with State Owned Heritage Management Principles. Items listed on s.170 Heritage and Conservation Registers are listed on the State Heritage Inventory (SHI), and some are also listed on the SHR.

#### NSW Environmental Planning and Assessment Act 1979

The NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning process in NSW. The EP&A Act also requires local governments to prepare planning instruments, such as Local Environmental Plans (LEPs) to provide guidance on the level of environmental assessment required.



#### Wollongong LEP and DCP 2009

Heritage items within the Wollongong LGA are listed in Schedule 5 of the Wollongong LEP 2009 (2010 EPI 76). Wollongong Development Control Plan (DCP) 2011 gives guidance and outlines controls in place to regulate development within the LGA. These items are subject to the planning controls and provisions set out in Clause 5.10 (Heritage Conservation) of the LEP and Clause 20.2 of the DCP.

Table 20 outlines the Development Controls for the Bulli Heritage Conservation Area as listed in Clause 20.6.3 of the Wollongong DCP 2009.



**Table 20: Development Controls for Heritage Conservation Area** 

Item	Considerations		Response
A Built Form	i. ii. iii. iv. v.	Maintain predominant historic parapeted building form and underlying subdivision pattern on the Princes Highway commercial strip.  Retain or reinstate shop frontage and pedestrian access from the Princes Highway. Encourage active retail street frontages by the provision of unobstructed views of the building/shop interiors from the street.  Retail frontages should be predominantly clear glazing with the exception of hampers and stall boards and vertical divisions of the historic shopfront composition.  Two-storey development acceptable where acting as a step-down between taller buildings and single-storey buildings subject to being sympathetic with the predominant heritage character of the area.  Encourage continuing hotel use and restoration of the existing hotel buildings.	No alteration or impact to the building form is proposed. No Improved traffic flow and parking availability would provide improved views to and from street frontages and building/shop interiors.
B Setback	i.	Maintain predominant historic building setbacks in the Princes Highway commercial area.	No alteration to setbacks is proposed.
C Fences	i. ii. iii.	Retain existing average heights in traditional styles. Avoid high brick or solid walls. New fences should be designed in a complimentary manner to the respective building and be based on historical evidence where available.  Maintain and preserve original fences where they exist. No alterations should be allowed other than repair and reinstatement of missing elements.  No high fences or high barriers are to be installed along Princess Highway.	No alteration to existing fencing is proposed.
D Awnings	i. ii. iii. iv.	Retain and conserve existing original awnings and verandas where these still exist.  Maintain the awning pattern over the footpath along the commercial strip.  Encourage reinstatement of awnings (suspended or post-supported) where historical evidence exists.  Avoid wide facia to awnings that would obscure the parapet detailing of the shop façade.	No alteration to existing awnings or installation of additional awnings is proposed.
E Driveways	i.	Should be in simple, non-decorative forms. No paved or stencilled patterns.	A recommendation that all works comply with DCP has been provided (Section 9.2).
F Views	i.	Retain views to and from landmark buildings such as the Joint Stock Bank and The Bulli Family Hotel.	Proposed works will not impede views to and from landmark buildings.



Item	Considerations	Response
G Infill	<ul> <li>i. Infill buildings within the Princes Highway commercial strip should retain the existing underlying subdivision pattern and single-storey, brick or rendered masonry, parapeted form.</li> <li>ii. Infills generally to be sympathetic in form, materials, setback and design to the predominant character of the conservation area.</li> </ul>	Proposed works do not include infill buildings. The development will be confined to existing roadways, car parking areas and pathways. A recommendation that all materials be sympathetic to the heritage aesthetic and comply with DCP has been provided (Section 9.2).
H Extensions	<ul> <li>i. Extensions to commercial buildings on the Princes Highway should not exceed the height of the existing parapets.</li> <li>ii. Extensions generally be sympathetic in form, materials, and setback and designed to complement the character of the conservation area.</li> <li>iii. Extensions should be set back behind the heritage and contributory buildings.</li> </ul>	No extensions to buildings are proposed.
I Street Furniture	<ul> <li>i. Any new street furniture should not dominate and should be sympathetic to the character of the area.</li> <li>ii. Reduce street clutter by removal of inappropriate furnishing and signage.</li> <li>iii. Create a unique identity by consistent paving, furnishing and lighting along the commercial precinct.</li> </ul>	A recommendation that all proposed works (including street furniture installations) comply with DCP has been provided (Section 9.2).
J Signage	<ul> <li>i. Limit signs on commercial properties to locations on parapets, awning fascia and below awning styles.</li> <li>ii. No above awning signage should be permitted to reduce cluttering and obscuring parapet detailing.</li> </ul>	A recommendation that proposed works (including signage installations) comply with DCP has been provided (Section 9.2).
K Footpaths and Road Surfaces	i. Retain similar style to current, except where any future Streetscape Study/Main Street Plan recommends alternatives.	A recommendation that all proposed works comply with DCP has been provided (Section 9.2).
L Garages and Sheds	<ul> <li>i. Where available, rear land access should be utilized.</li> <li>ii. Garages and sheds should be free standing and setback from the main buildings.</li> <li>iii. Allotment size and subdivision. iv. Retain existing allotment sizes except where new development on amalgamated blocks will retain a building form representative of that on multiple individual allotments</li> </ul>	Proposed works do not include his item.
M Materials	<ul> <li>i. Materials should be sympathetic to the character of the area.</li> <li>ii. Appropriate materials include timber, timber weatherboard, galvanised corrugated iron, face brick or rendered/ painted masonry.</li> <li>iii. Face brick finishes of the Heritage and Contributory Buildings where they exist must be retained and not painted.</li> </ul>	A recommendation that all proposed works comply with DCP (including materials) has been provided (Section 9.2).



Item	Considerations		Response
N Colour	i. ii. iii.	Colour should by sympathetic to the character of the area and should be recessive and not dominate the heritage character of the streetscape.  Existing inappropriate colour schemes should be removed.  Colours schemes on Heritage and Contributory Buildings should be based on documentary and physical evidence.	A recommendation that all proposed works comply with DCP (including colour) has been provided (Section 9.2).
O New Development	i. ii.	Extensions to the commercial strip should retain the single storey, parapeted form and provide active street frontage.  ii. Development generally should be sympathetic and respect the predominant form and character of the conservation area.	No new development is proposed.
P Street Plantings	i.	Should be kept at a minimum to retain ability to interpret historic building stock.	A recommendation that all proposed works comply with DCP (including street plantings) has been provided (Section 9.2).



## 8.3 Approvals and exemptions

Bulli Station Group and Moveable Objects and Bulli Family Hotel are currently listed on the SHR. The requirement for additional approval or approval exemption is assessed below.

#### 8.3.1 Section 60

Section 60 (s.60) of the *Heritage Act 1977* (NSW) requires the NSW Heritage Council, to approve works or activities that may impact heritage listed items. The standard s.60 works application is for works and activities that will have, or have the potential to have, a moderate or greater impact on the significance of a State Heritage Register listed item. The standard s.60 pathway for works is required where:

- To an item listed on the NSW State Heritage Register or subject to an interim heritage order.
- That have, or would have the potential to have, a moderate or greater impact on the heritage significance of the item, in the opinion of the Heritage Council (or its delegate).
- That are not listed as an exemption under the Heritage Act 1977.
- That will exceed an estimated cost of \$150,000.
- That accord with any relevant guidelines.

The proposed works for Bulli Railway Station Group and Moveable Objects will have a minor direct impact on the heritage value of the item. Impacts by works would direct physical and indirect visual and cumulative impacts due to the totality of works. These impacts would include modification to views to and from the item both temporarily during works and following works due to enlargement and redesign of vehicle parking areas, accompanying signage and plantings. Increased vehicle and pedestrian traffic due to increased off-road parking and the installation of a shared pathway will have a cumulative impact on the item. However, while the parking upgrades to be introduced is of a type consistent with current traffic management standards and the proposed works are in keeping with traffic management outcomes observed at other stations of equivalent heritage providence across the Sydney Trains network, they do not fit strictly within the criteria specified for exemption.

### 8.3.2 Standard exemptions

State heritage listings for Bulli Railway Station Group and Moveable Objects and Family Hotel indicate that both items are subject to Standard Exemptions. The Schedule of Standard Exemptions to Subsection 57(1) of the *Heritage Act 1977* made under Subsection 57(2) provides a series of exemptions for works to be undertaken to or within the curtilage of State listed heritage items. These exemptions are relevant for activities or work that will have little to no impact on the item's heritage significance and support its ongoing management.

To qualify for exemption, works or activities must fit strictly within the described exemption, and it is an offence to do any of the things listed in section 57(1) of the *Heritage Act 1977* without a valid exemption or approval.

The proposed new non-illuminated signage for the proposed refurbishment of the Bulli Railway Station Group and Moveable Objects is located outside the heritage curtilage of the item. The proposed signage on Stokes Lanes falls within and immediately adjacent to the heritage curtilage of the Family Hotel (Figure 3). Signage at both locations would include would indicate parking areas and time restrictions.

Under Standard Exemption 15 (Signs) specified works include:



- a) The installation of temporary signs located behind or on the glass surface of a commercial tenancy window. NSW Government Gazette 13 November 202014.
- b) The installation of temporary real estate signs notifying of an auction, sale or letting.
- c) Removal, repairs or replacement of modern non-significant site interpretation and/or waymarking signs.
- d) The installation of new non-illuminated site interpretation and/or waymarking signs.
- e) Relocation of non-illuminated site interpretation and/or waymarking signs.

Relevant standards include that:

- f. Temporary signs must not be affixed to significant fabric of the item, internally illuminated or flashing.
- g. Temporary commercial tenancy window signs must be removed within 60 calendar days of erection and temporary real estate signs must be removed within 14 calendar days after the auction, sale or letting.
- h. Temporary signs must not conceal or involve the removal of or damage to significant pre-existing signs.
- i. Replacement interpretation and/or waymarking signs must not exceed the size of the original sign area and must be in the same location.
- j. Installation of new interpretation and/or waymarking signs or relocation or interpretive and/or waymarking signs must:
  - i. not obscure, affix to, penetrate or otherwise damage heritage fabric, including landscape or archaeological features, or obstruct significant views to and from the heritage item. Reuse of existing fixing points is permitted,
  - ii. not be in the form of a mural or artwork,
  - iii. be for the sole purpose of providing information to assist in the interpretation of the item's heritage significance or to navigate the item,
  - iv. be able to be later removed without causing damage to the significant fabric of the item,
  - v. not be of a modular or cantilever structure, or over 2 square metres in size,
  - vi. not be commercial in any way unless in the form of a freestanding flag or banner associated with a building used for a purpose which requires such promotion, for example a theatre, gallery or museum.
  - k. Any excavation must comply with Standard Exemption 8: Excavation relevant standards.

While the installation of signage would not obstruct significant views to the Family Hotel heritage item from the Princes Highway, there is no existing modern waymarking or parking signage in the locations proposed on Stokes Lane and works would constitute a new installation. While indeed, the installation of the signage would accord with part *d* "The installation of new non-illuminated site interpretation and/or waymarking "signs", the signage proposed for Stokes Lane consists of clearway signs and timed parking signage. Therefore, signage along Stokes Lane is not for the purposes of information assisting in the



interpretation of the heritage item (as per the relevant standard clarification for Exemption 15 Signs j(iii)) and as such does not comply with the requirements for exemption.

Proposed signage for vehicle parking adjacent the Bulli Railway Station Group and Moveable Objects, would have a moderate-low indirect impact on the aesthetic significance of the site. The proposed alteration of parking facilities including the removal of verges, relocation of lighting and installation of new signage, new areas of pavement and a shared walking path would also have an indirect and cumulative impact on the item (see proposed locations of works Figure 3 and Draft Project Design, Appendix 2).

Specified works under Standard Exemption 5 regarding non-significant services (mechanical, electrical and plumbing) include:

- a) Repair or replacement of non-significant services on or in an item, such as cabling, plumbing and wiring (excluding telecommunications and fire safety systems).
- b) Activities/ works necessary to upgrade or replace existing non-significant lighting fixtures and fittings within buildings/structures and or/affixed to buildings/structures.
- c) The specified activities/ works must not involve alteration to, damage to, or the removal of, significant fabric. The specified activities/ works must not impact significant views and landscape values.
- d) Any excavation must comply with Standard Exemption 8: Excavation relevant standards.
- e) Any new hardware must not be attached to the primary or significant façade(s) and must be discreetly located to reduce negative visual impact.
- f) Replacement fabric must appear the same, be sympathetic to the item's fabric and unobtrusive.
- g) Activities/ works must use existing service routes, cavities or voids or replace existing surface mounted services.
- h) Reuse of existing fixing points in significant fabric is permitted.
- i) Any new fabric must not obscure significant fabric or limit access to significant fabric for future maintenance.
- j) Any new fabric must not exacerbate the decay of existing fabric or risk the destruction of existing significant fabric due to chemical incompatibility, vibration, percussion or explosive flammability.
- k) Replacement surface mounted services must be the same or less intrusive than the surface mounted services they replace.
- I) Existing service routes and/or conduits may be deleted if the installation can be streamlined into one existing service route, cavity or void.

Relocation of the existing lighting (see locations Draft Project Design, Appendix 2) would not utilise the existing surface infrastructure and therefore does not fit strictly within the specified works requirements for Standard Exemption 5.



### 8.3.3 Site specific exemptions

Site-specific exemptions under Section 57(2) Heritage Act 1977(2) – site specific exemption (30/8/2013) allows for:

Upgrade or minor alterations to the existing car park, providing there are no new buildings erected or no adverse impact on the heritage significance of the place.

An accompanying note is provided regarding "No Adverse Impact" which states:

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.

The proposed works would have indirect and cumulative impact on the item. There is low to moderate archaeological potential within the areas of works proposed for carpark modifications. This archaeological potential is related to earlier phases of rail activity and the development of Bulli. While limited in scope, the proposed works within the existing carparking area, including excavation for lighting relocation and installation of a shared pathway do not constitute 'no adverse impact" on the heritage value of the item. As such works do not meet the criteria specified for exemption.

### 8.3.4 Minor works

Heritage NSW provides a series of guidelines for the requirements when undertaking minor works involving limited impact to relics of local significance.<sup>71</sup> It must be noted that these guidelines apply only to local heritage and do not apply to relics of State significance (SHR heritage items are not addressed by these guidelines).

Minor works with limited impact are works having a small or negligible impact on relics of local heritage significance. This can be demonstrated by addressing that either:

- the scale or nature of the proposed excavation, regardless of the depth, would not adversely affect the relics and deposits, such as where the excavation would:
  - only affect less important areas of an archaeological site and not areas of highest potential (e.g., cesspits, occupation deposits, wells), or:
  - occur in areas previously disturbed or where relics have already been removed,
  - Under the Heritage Act 1977, a 'relic' means any deposit, artefact, object or material evidence that would:
    - verify and assess the site conditions. Relics of local heritage significance: A GUIDE FOR MINOR WORKS 3 or
    - the scale of works is otherwise consistent with a limited impact, assessed by:
    - when the precise location of the archaeological relics is known, the area affected by the works is a small portion of the total known area of potential for relics, or

<sup>71</sup> Heritage NSW, 2022



- when the precise location of the archaeological relics is unknown, but the works only impact a small portion of the overall area and manual techniques are used, or
- the cumulative impact of the works and any previous or proposed future works (see further below).

The proposed installation of a shared pathway immediately adjacent to the local heritage item - Bulli Station Master's Residence is an example of minor works. There are no known relics in this location (road verge). There is a low to moderate potential for "relics" related to the development of the railway and Bulli township to be present due to the previous installation of subsurface utilities and road construction. Areas of highest potential related to this item are located within the current fence line of the lot and would likely only affect less important areas of an archaeological site and not areas of highest potential. Under the guidelines minor works may proceed in the vicinity of local heritage items with caution providing the decision to proceed is documented, a record of works is kept, and an unexpected finds procedure is in place during works.



### 9 Conclusions and recommendations

### 9.1 Conclusions

The special character of the Bulli Conservation Area is derived from its historical development and associations. This character is evident through the interrelationship of buildings, spaces, topography, landscape settings and land use. Some of the individual buildings and sites within the HCA are heritage-listed items, however other features within the conservation area can be considered contributary, such as buildings and streetscapes as they have a positive impact on the character of the area.

The proposed works would have an overall low direct impact on the heritage character of the Bulli Conservation Area surrounding heritage items. A moderate to low indirect and cumulative visual impact to the Bulli Conservation Area-General is likely through the erosion of original fabric by continued minor alterations to the streetscape over time. There is also a low to moderate potential for impact to archaeological resources within proposed works areas, largely with regards to works associated with upgrading the existing carparking area and installation of a shared pathway within the vicinity of the Bulli Railway Station Group and Moveable Objects.

Consideration of impacts on individual heritage items has also been considered. No direct physical impact will occur on the majority of heritage items. Indirect impacts to the majority of items would be limited to the temporary interruption of views to and from individual heritage items during works and due to permanent small changes to the landscape. Works proposed within or immediately adjacent to the heritage curtilage of the Family Hotel, Former Joint Stock Bank and Bulli Railway Station Group and Moveable Objects would have some direct, indirect, and cumulative visual impacts on the heritage value of these items.

It has been determined that the installation of signage on Stokes Lane would have a low direct impact on the heritage item, however, the indirect and cumulative visual impact of the proposed works would be moderate to low.

The upgrade of the vehicle parking area in the western car park of the Bulli Railway Station Group and Moveable Objects, including the removal of verges, relocation of electrical services, installation of adjacent new signage and construction of additional parking areas would have a low direct impact on the heritage values of the item, given that the signage is consistent with the traffic management outcomes of similar heritage-listed stations across the Sydney Trains network.

Site-specific exemptions under Section 57(2) Heritage Act 1977(2) – site specific exemption (30/8/2013) allow for:

Upgrade or minor alterations to the existing car park, providing there are no new buildings erected or no adverse impact on the heritage significance of the place.

An accompanying note is provided regarding "No Adverse Impact" which states:

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.

The proposed works would have an indirect and cumulative visual impact on the item. There is low to moderate archaeological potential within the areas of works proposed for carpark modifications and



installation of a shared pathway which do not constitute "no adverse impact" on the heritage value of the item. As such works do not meet the criteria specified for exemption.

### 9.2 Recommendations

Following analysis of the desktop findings and site inspection results, the following recommendations have been made regarding the proposed traffic improvement works within the Subject Area (Table 21).

It should be noted that while there is some alignment with the descriptions of allowable works under Standard Exemptions (Subsection 57(2) of *the Heritage Act 1977*), the totality of works within the curtilage of SHR items do not comply and therefore require approval under Subsection 57(1).

**Table 21: Recommendations** 

Recon	nmendations	
1	Heritage Approvals	An s.60 application should be submitted to Heritage NSW for approval of works within the heritage curtilage of the <i>Bulli Railway Station Group and Moveable Objects</i> and <i>Bulli Family Hotel</i> SHR heritage items. This report should be submitted with the application as a supporting document.  Works must not commence prior to approval being granted.
2	Limit of Works	In order to mitigate impact to heritage items, the limit of works (including compounds and parking areas) must be clearly and physically demarcated with flagging/fencing or similar. Limit of works fencing must utilise reusable flagging/fencing.
3	Record of Works	A record of the outcome of minor works undertaken adjacent or within SHR item curtilage should be documented following the Heritage NSW guidelines outlined in <i>Relics of local heritage significance: a guide for minor works with limited impact.</i>
4	Development Controls  Bulli Conservation Area - General	All works undertaken should be sympathetic to the heritage character of the <i>Bulli Conservation Area – General</i> and compliant with the recommendations outlined in Clause 20.6.3 of the <i>Wollongong DCP 2009</i> Installation of street furniture, signage and plantings should:  iii. Not dominate and should be sympathetic to the character of the area.  iv. Should be limited, appropriately placed and constructed from materials and/or include plantings consistent with the current character and style of the precinct.
5	Heritage Induction	Heritage induction for all site workers to provide them with information regarding the heritage significance of various components of the study area and penalties under the <i>Heritage Act 1977</i> .
6	Heritage Management Subplan	In order to avoid impacts on unidentified or unlocatable heritage items, it is recommended that an unexpected finds procedure, using the Transport for NSW, <i>Unexpected heritage items procedure</i> <sup>72</sup> be

<sup>&</sup>lt;sup>72</sup> Transport for NSW, 2022.



# Recommendations

implemented. A copy of this procedure (Appendix 3) should be made available on-site during works.



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Transport for NSW, 2022. *Unexpected heritage items procedure,* s.l.: NSW Government.



# Appendix 1: TfNSW SOHI author checklist

This checklist sets out the elements of a Statement of Heritage Impact (SOHI) that Transport for NSW (Transport) requires to ensure a high-quality, useful SOHI has been prepared.

The author of the SOHI must complete this checklist for all elements listed below to ensure they are included in the SOHI. The checklist must be signed by the author.

If elements are not included or addressed, the author should include a comment addressing why they were excluded / not addressed for the project manager to review.

Report section	Y/N	Author comments / reason not addressed / included	Transport reviewer comments
Title page			
Includes name of proposed project/works, specific item being assessed and type of document, i.e., SOHI.	Υ		
Cover page identifies client, author, date of current version and status, e.g., as 'draft for public comment'. Inner pages to clearly differentiate by date/version in page footers?	Y		
Executive summary			
Includes specific purpose and intended outcome of the SOHI, a non-technical brief overview / description of the study, the assessment process and the findings of the report, including unresolved key issues and recommendations?	Y		
Introduction			
Includes author of the study and who it was commissioned by?	Y	See Section 1.6	
Includes aim and objectives of the study?	Y	See Section 1.3	
Includes how report is structured?	Y	See Table of Contents pp. iii-vi	



Report section	Y/N	Author comments / reason not addressed / included	Transport reviewer comments
Includes summary description of proposed activity?	Y	See Section 1.2	
Includes summary description of study area?	Y	See Section 1.1	
Legislative requirements			
Details all applicable legislation, environmental planning instruments?	Y	See Section 6	
Details associated approvals, consents and licences?	Y	See Section 6	
Details all statutory and non-statutory listings covering the study area including: the TFNSW S170 Register; LEP and SHCREP listings; the SHR; the State Heritage Inventory covering other State agency S170 Registers.	Y	See Section 3.2 and Section 6.	
History			
The History section provides a relevant historical overview based on desktop research of the study area (can be as brief as required to usefully establish the historical context).	Y		
Site visit and current condition			
Details site visit, dates, attendees?	Υ		
Provides precise description of the study area?	Y		
Details heritage items inspected?	Υ		
Details current site and item conditions includes technical information such as dimensions, type of item, etc.?	Y		



Report section	Y/N	Author comments / reason not addressed / included	Transport reviewer comments
Detailed and useful photographs/plans of the study area have been included – not just a basic map of the whole site?	Y	Photographic imagery included in the Physical Analysis of the Subject Area (Section 3).	
Heritage assessment			
A heritage assessment on all potential h NSW assessment has been performed a	_	·	-
Assessment of each item against the seven criteria (A-G) is included?	Y		
Significance level of State, local or nil significance for EACH of the criteria (without grading the significance, e.g., as high or low.)?	Y		
A thoughtful, well-reasoned statement of significance has been provided for each item demonstrated as having heritage significance which summarises the findings from each criterion?	Y		
Where there was an existing assessment from a previous heritage listing, the existing assessment has been reproduced in this report having been critically examined for:  • compliance with current OEH assessment standards  • relevant and up-to-date assessment information	Υ		
<ul> <li>acceptable detail and quality; OR:</li> <li>The existing assessment was out of date or not of an acceptable standard and has been re-assessed and rewritten to comply with best practice.</li> </ul>	Y		



Report section	Y/N	Author comments / reason not addressed / included	Transport reviewer comments
Proposal			
Clearly shows/includes nature and extent of proposed works, including detailed descriptions from the available project documentation?	Y		
Clearly shows/includes plans or concept designs of the proposed works?	Y		
Clearly shows/includes OPTIONS that have been examined in relation to the impact of the project on the subject heritage item/s?  NB: Heritage NSW guidelines for	Y		
heritage assessment clearly state that more than one option MUST have been considered where impact on a heritage item/s will occur. If options have not been presented, this MUST be discussed with the TFNSW contact in order to revisit and adequately address this requirement.			
Statement of heritage impact (SOHI)			
The potential heritage impact of the Proposal has been determined by addressing the series of questions posed in the NSW Heritage Manual guidelines document <i>Statements of Heritage Impact</i> and adequately addresses the OPTIONS question, as noted in the above checklist point?	Υ		
Consultation has been undertaken with relevant authorities, e.g., Heritage NSW, Council, other relevant stakeholders, and then documented in the SOHI, including any changes that	Y		



Report section	Y/N	Author comments / reason not addressed / included	Transport reviewer comments
have been recommended following consultation.			
Conclusion			
Summarises potential impacts of the Proposal upon the item's heritage significance?	Y		
Makes a determination as to whether the proposal constitutes an acceptable level of heritage impact on the heritage item(s)?	Y		
If the impact is not acceptable the reasons are discussed in detail and modifications to the Proposal have been suggested that could help to reduce the impact to an acceptable level?	N/A		
Recommendations			
Included whether it is acceptable on heritage grounds for the proposal to proceed?	Y		
Included ways to avoid, minimise or mitigate against unnecessary heritage impacts?	Y		
Included additional recording work should be undertaken (such as archival standard photographic recording) before the works commence?	Y		
A detailed and specific list has been incl	uded fo	or the items below:	



Report section	Y/N	Author comments / reason not addressed / included	Transport reviewer comments
Any Heritage NSW approvals (incl. notifications) that are required before works commence?	Υ		
Any local government statutory approvals (incl. notifications) that are required before works commence?	Y		
Any commonwealth government. statutory approvals (incl. notifications) that are required before works commence?	Y		
Any other relevant Transport or other policies and procedures that must be complied with, including the <i>Transport Procedure for the Management of Unexpected Heritage Items</i> ?	Y	Copy of TfNSW <i>Unexpected</i> Finds Procedure (July 2022) provided Appendix 3.	
Any further studies or investigations recommended?	N		



# Appendix 2: Draft project design





# WOLLONGONG CITY LGA

# **HW1 - PRINCES HIGHWAY**

PEDESTRIAN CROSSINGS AND
PARKING MODIFICATIONS
AT BULLI
ROAD DESIGN
DETAIL



#### PART INDEX

CODE	NAME
GE	GENERAL
RD	ROAD ALIGNMENT AND DETAIL
RC	CROSS SECTIONS
UT	UTILITIES
SM	STORMWATER MANAGEMENT
PV	PAVEMENT PLAN
RF	ROADSIDE FURNITURE AND LINEMARKING

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	PREPARED BY	DESIGNED	REVIEWED	VERIFIED	TFNSW PROJECT MANAGER	
١.	TRANSPORT FOR NSW				NAME CLARE HARRIS	
	INFRASTRUCTURE AND PLACE	SIGNED	SIGNED	SIGNED	TITLE PROJECT/ CONTRACT !	MANAGER
2	TECHNICAL SERVICES	NAME R. MCGRATH	NAME G. KOZAROSKI		VALIDATION AND ACCEPTANCE	
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WOLLONGONG CITY COUNCIL
HW1-PRINCES HIGHWAY
PEDESTRIAN CROSSINGS AND PARKING
MODIFICATIONS AT BULLI
RMS PROJECT No.
P. 0064708

DESIGN PROJECT No.
SF2022/253954

PREDARED FOR
PROJECT MANAGEMENT 2
REGIONAL AND OUTER METROPOLITAN
SECTION SECRET.

PROJECT MANAGEMENT 2
REGIONAL AND OUTER METROPOLITAN
DETAIL DESCRIPTION
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3		OVERVIEW PLAN		20/06/2023										
4		TYPICAL SECTION			30/06/2023									
5		ROAD SETOUT CONTROL PLAN - MC00		20/06/2023										
6		ROAD SETOUT CONTROL PLAN - MC10 - MC100		20/06/2023										
7	RD-0103	ROAD SETOUT CONTROL PLAN - SCHEDULES		20/06/2023										
8		ROAD SETOUT CONTROL PLAN - SCHEDULES			30/06/2023									
9		DETAIL PLAN		20/06/2023										
10		DETAIL PLAN		20/06/2023										
11	RD-0203	DETAIL PLAN		20/06/2023										
12		LONG SECTION - MC10 - 0 TO 44.846		20/06/2023										
13	RD-0202	LONG SECTION - MC40 - 0 TO 9.793		20/06/2023										
14	RD-0203	LONG SECTION - MC50 - 0 TO 15.074		20/06/2023										
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16	RC-0002	CROSS SECTION - MC10 - 12 TO 21		20/06/2023										
17	RC-0003	CROSS SECTION - MC10 - 24 TO 33		20/06/2023										
18	RC-0004	CROSS SECTION - MC10 - 36 TO 44.926		20/06/2023										
19	RC-0101	CROSS SECTION - MC50 - 0 TO 10		20/06/2023										
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21	RC-0201	CROSS SECTION - MC40 - 0 TO 9.793		20/06/2023										
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23	UT-0002	UTILITIES PLAN			30/06/2023									
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26		STORMWATER MANAGEMENT PLAN			30/06/2023									
27	SM-0003	STORMWATER MANAGEMENT PLAN			30/06/2023									
28		STORMWATER MANAGEMENT PLAN - SCHEDULES		20/06/2023										
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Transport for NSW

WOLLONGONG CITY COUNCIL
HWYL - PRINCES HIGHWAY
PEDESTRAIN CROSSINGS AND PARKING
MODIFICATIONS AT BULLI
SHEET REGISTER 

PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

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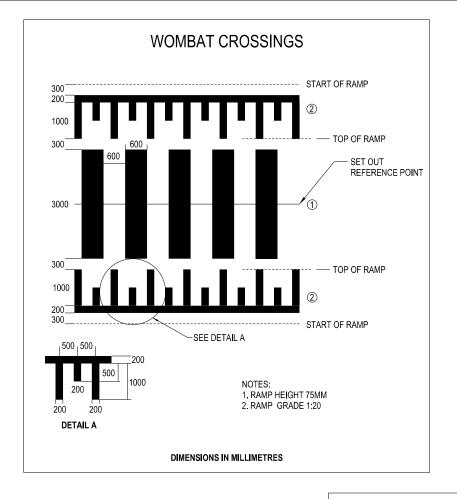
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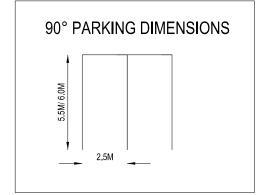
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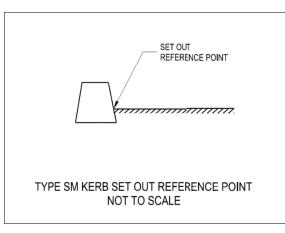
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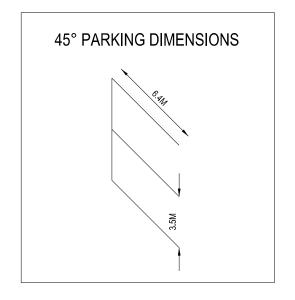
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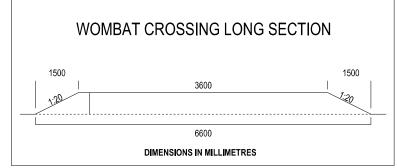












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WOLLONGONG CITY LGA HW1 - PRINCES HWY

PEDESTRIAN CROSSINGS AND PARKING MODIFICATIONS AT BULLI TYPICAL DETAILS AND TYPICAL SECTIONS

RMS REGISTRATION No. DS2023/000005

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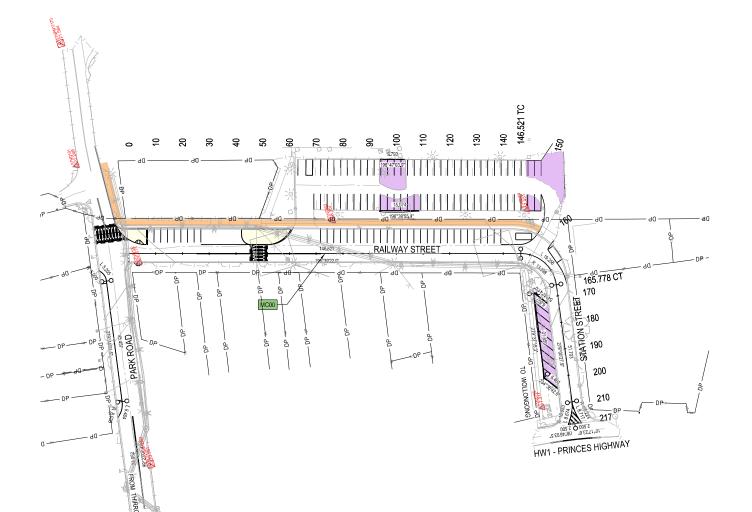


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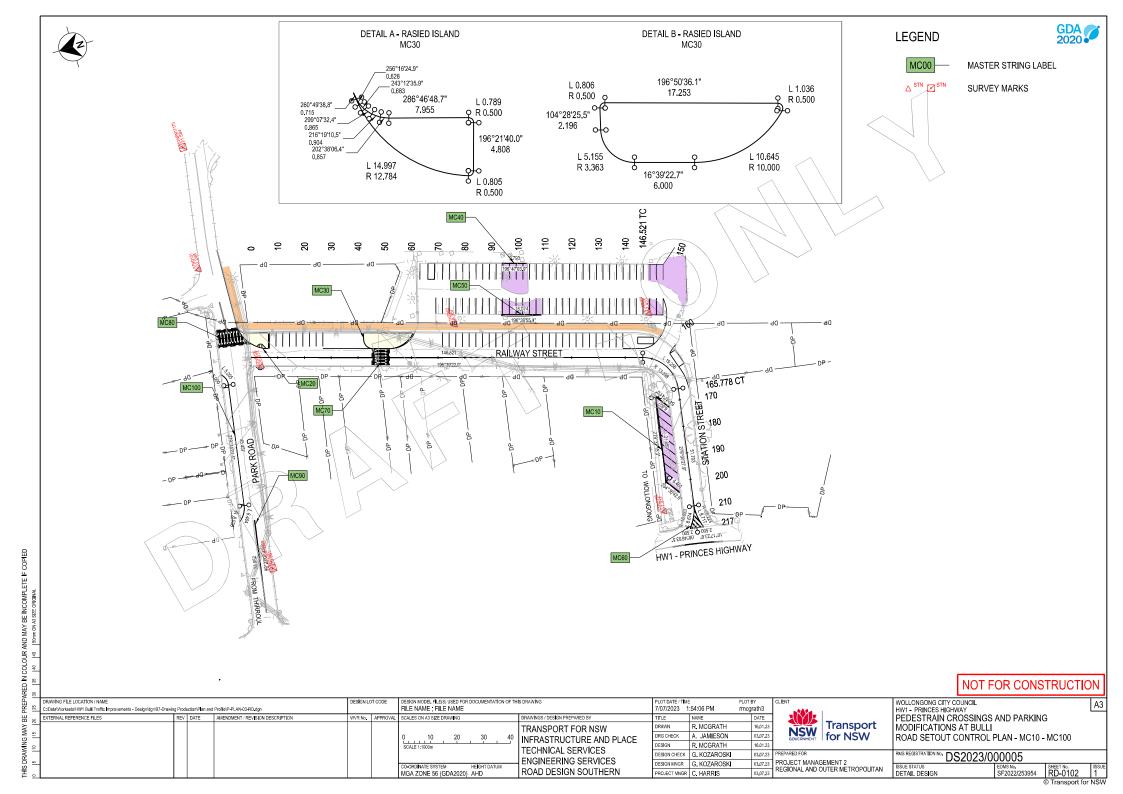
Transport for NSW

PREPARED FOR PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

WOLLONGONG CITY COUNCIL.
HW1 - PRINCES HIGHWAY
PEDESTRAIN CROSSINGS AND PARKING
MODIFICATIONS AT BULLI ROAD SETOUT CONTROL PLAN - MC00

RMS REGISTRATION No. DS2023/000005 ISSUE STATUS DETAIL DESIGN

SHEET No. RD-0101



HORIZONTAL ALIGNMENT REPORT - MC00														
CHAINAGE	LENGTH	BEARING												
0	308145.944	6198873.701	20.727											
				STRAIGHT	146.521	196°39'22.0"								
146.521	308103.947	6198733.328	17.291			196°39'22.0"								
	308091.111	6198737.168		R = +13.398	19.258									
165.778	308089.013	6198723.935	17.479			279°00'27.9"								
				STRAIGHT	51.703	279°00'27.9"								
END 217.482 3		6198732.03	17.721											
	0 146.521 165.778	0 308145.944 146.521 308103.947 308091.111 165.778 308089.013	0         308145.944         6198873.701           146.521         308103.947         6198733.328           308091.111         6198737.168           165.778         308089.013         6198723.935	0         308145.944         6198873.701         20.727           146.521         308103.947         6198733.328         17.291           308091.111         6198737.168           165.778         308089.013         6198723.935         17.479	0 308145.944 6198873.701 20.727 STRAIGHT  146.521 308103.947 6198733.328 17.291 308091.111 6198737.168 R = +13.398  165.778 308089.013 6198723.935 17.479 STRAIGHT	0 308145.944 6198873.701 20.727 STRAIGHT 146.521  146.521 308103.947 6198733.328 17.291 308091.111 6198737.168 R = +13.398 19.258  165.778 308089.013 6198723.935 17.479 STRAIGHT 51.703								

REPORT DATE: Wednesday, 14 June 2023

	HORIZONTAL ALIGNMENT REPORT - MC10													
POINT	CHAINAGE	EASTING	NORTHING	ELEVATION	ELEMENT	LENGTH	BEARING							
START	0	308083.007	6198729.033	17.358										
					STRAIGHT	6.527	54°47'41.0"							
HIP	6.527	308088.34	6198732.796	17.49										
					STRAIGHT	31.859	279°37 <u>'</u> 15.3"							
HIP	38.385	308056.929	6198738.12	17.717										
					STRAIGHT	6.461	234°38'42.6"							
END	44.846	308051.66	6198734.382	17.534										

REPORT DATE: Wednesday, 14 June 2023

		H	IORIZONTAL ALI	SNMENT REPO	RT - MC20		
POINT	CHAINAGE	EASTING	NORTHING	ELEVATION	ELEMENT	LENGTH	BEARING
START	0	308158.655	6198875.475	20.704			
					STRAIGHT	0.715	260°49'38.8"
HIP	0.715	308157.949	6198875.361	20.701			
					STRAIGHT	0.628	256°16'24.9"
HIP	1.343	308157.339	6198875.212	20.696			
					STRAIGHT	0.683	243°12'35.9"
HIP	2.026	308156.729	6198874.904	20.685			
					STRAIGHT	0.865	229°07'32.4"
HIP	2.891	308156.075	6198874.338	20.676			
					STRAIGHT	0.904	216°19'10.5"
HIP	3.794	308155.54	6198873.61	20.659			
					STRAIGHT	0.857	202°38'06.4"
HIP	4.651	308155.21	6198872.819	20.631			
					STRAIGHT	7.955	196°21'40.0"
TC	12.607	308152.969	6198865.186	20.289			196°21'53.4"
CC		308152.489	6198865.327		R = +0.500	0.789	
CT	13.396	308152.345	6198864.848	20.283			286°46'48.7"
					STRAIGHT	4.808	286°46'48.7"
TC	18.203	308147.742	6198866.236	20.44			286°46'48.7"
CC		308147.886	6198866.715		R = +0.500	0.805	
СТС	19.008	308147.414	6198866.878	20.483			18°59 01.9"
CC		308159.503	6198862.719		R = +12.784	14.997	
END	34.005	308158.655	6198875.475	20.704			86°11'48.9"

REPORT DATE: Wednesday, 14 June 2023

		H	IORIZONTAL ALI	SNMENT REPO	RT - MC30		
POINT	CHAINAGE	EASTING	NORTHING	ELEVATION	ELEMENT	LENGTH	BEARING
START	0	308142.288	6198830.861	18.732			104°28'25.5"
CC		308142.163	6198830.377		R = +0.500	0.806	
CT	0.806	308142.641	6198830.232	18.69			196°50'36.1"
					STRAIGHT	17.253	196°50'36.1"
TC	18.06	308137.642	6198813.719	18.334			196°55'06.0"
CC		308137.164	6198813.865		R = +0.500	1.036	
СТС	19.096	308136.806	6198813.515	18.357			315°40'04.3"
CC		308143.959	6198820.503		R = +10.000	10.645	
CT	29.74	308134.378	6198823.37	18.681			16°39'22.7"
					STRAIGHT	6	16°39'22.7"
TC	35.741	308136.098	6198829.118	18.835			16°39'22.7"
CC		308139.32	6198828.154		R = +3.363	5.155	
CT	40.896	308140.161	6198831.41	18.814			104°28'25.5"
					STRAIGHT	2.196	104°28 <sup>'</sup> 25.5"
END	0	308142.288	6198830.861	18.732			

REPORT DATE: Wednesday, 14 June 2023

	HORIZONTAL ALIGNMENT REPORT - MC40													
POINT	POINT CHAINAGE EASTING NORTHING ELEVATION ELEMENT LENGTH BEARING													
START	0	308152.821	6198773.877	18.312										
					STRAIGHT	9.793	196°47'03.9"							
END	9.793	308149.993	6198764.501	17.77										

REPORT DATE: Wednesday, 14 June 2023

	HORIZONTAL ALIGNMENT REPORT - MC50												
POINT	LENGTH	BEARING											
START	0	308134.584	6198779.466	18.014									
					STRAIGHT	15.074	196°39'55.4"						
END	15 074	338130 261	6108765 025	17 610									

REPORT DATE: Wednesday, 14 June 2023

												NOT FOR C	CONSTRUCTION
DRAWING FILE LOCATION / NAME				DESIGN	DESIGN LOT CODE DESIGN MODEL FILE(S) USED FOR DOCUMENT OF THE PROPERTY OF T		ION OF THIS DRAWING			PLOT BY rmcgrath3	CLIENT	WOLLONGONG CITY LGA HW1 - PRINCES HWY	A3
EXTERNAL REFERENCE FILES	RE	/ DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TİTLE	NAME	DATE		PEDESTRIAN CROSSINGS AND P.	'ARKING
							TRANSPORT FOR NSW	DRAWN	R. MCGRATH	16,01,23	NSW for NSW	MODIFICATIONS AT BULLI	
							INFRASTRUCTURE AND PLACE	DRG CHECK	A. JAMIESON	03.07.23		ROAD SETOUT CONTROL PLAN SETOUT CONTROL SCHEDULES	
-						NOT TO SCALE		DESIGN	R. MCGRATH	16.01.23			
								DESIGN CHECK	G. KOZAROSKI	03.07.23	PREPARED FOR	RMS REGISTRATION No. DS2023/00000	5
						CO-ORDINATE SYSTEM HEIGHT DATUM	ENGINEERING SERVICES	DESIGN MNGR	G. KOZAROSKI		PROJECT MANAGEMENT 2	ISSUE STATUS EDMS No.	
						MGA ZONE 56 (GDA2020) AHD	ROAD DESIGN SOUTHERN	PROJECT MNGR	C. HARRIS	03.07.23	REGIONAL AND OUTER METROPOLITAN	DETAIL DESIGN SF2022/2	
									•	-		-	© Transport for NSW



	HORIZONTAL ALIGNMENT REPORT - MC60											
POINT	CHAINAGE	EASTING	NORTHING	ELEVATION	ELEMENT	LENGTH	BEARING					
START	0	308037.61	6198734.615	0			129°41'26.9"					
CC		308049.139	6198748.506		R = -18.053	8.674						
CTC	8.674	308045.337	6198730.859	0			275°53'04.7"					
CC		308043.468	6198712.731		R = -18.224	8.717						
CT	17.391	308036.783	6198729.684	0			10°17'23.6"					
					STRAIGHT	2.5	10°17'23.6"					
HIP	19.891	308037.229	6198732.144	0	-							
					STRAIGHT	2.5	08°46'03.5"					
END	22.391	308037.61	6198734.615	0								

HORIZONTAL ALIGNMENT REPORT - MC80 POINT CHAINAGE EASTING NORTHING ELEVATION LENGTH BEARING ELEMENT START 0 308156.202 6198884.262 20.969 STRAIGHT 9.852 189°12'02.8" 9.852 308154.627 6198874.537

**HORIZONTAL ALIGNMENT REPORT - MC90** 

0

0

0

0

ELEMENT

STRAIGHT

STRAIGHT

STRAIGHT

STRAIGHT

STRAIGHT

LENGTH

6.458

10.15

2.898

9.567

5.879

BEARING

99°15'27.2"

99°18'03.6"

98°57'07.5"

99°16'33.5"

99°23'07.4"

NORTHING ELEVATION

6198895.491

308059.157 6198894.452

308069.174 6198892.812

308072.036 6198892.361

308081.478 6198890.819

308087.279 6198889.86

REPORT DATE: Monday, 26 June 2023

CHAINAGE

6.458

16.608

19.506

29.073

34.952

EASTING

308052.783

POINT

START

HIP

HIP

HIP

HIP

REPORT DATE: Wednesday, 14 June 2023

	HORIZONTAL ALIGNMENT REPORT - MC70										
POINT	CHAINAGE	EASTING	NORTHING	ELEVATION	ELEMENT	LENGTH	BEARING				
START	0	308135.235	6198826.233	18.758							
					STRAIGHT	6.705	286°46'48.7"				
END	6.705	308128.816	6198828.169	18.475	_						

REPORT DATE: Monday, 26 June 2023

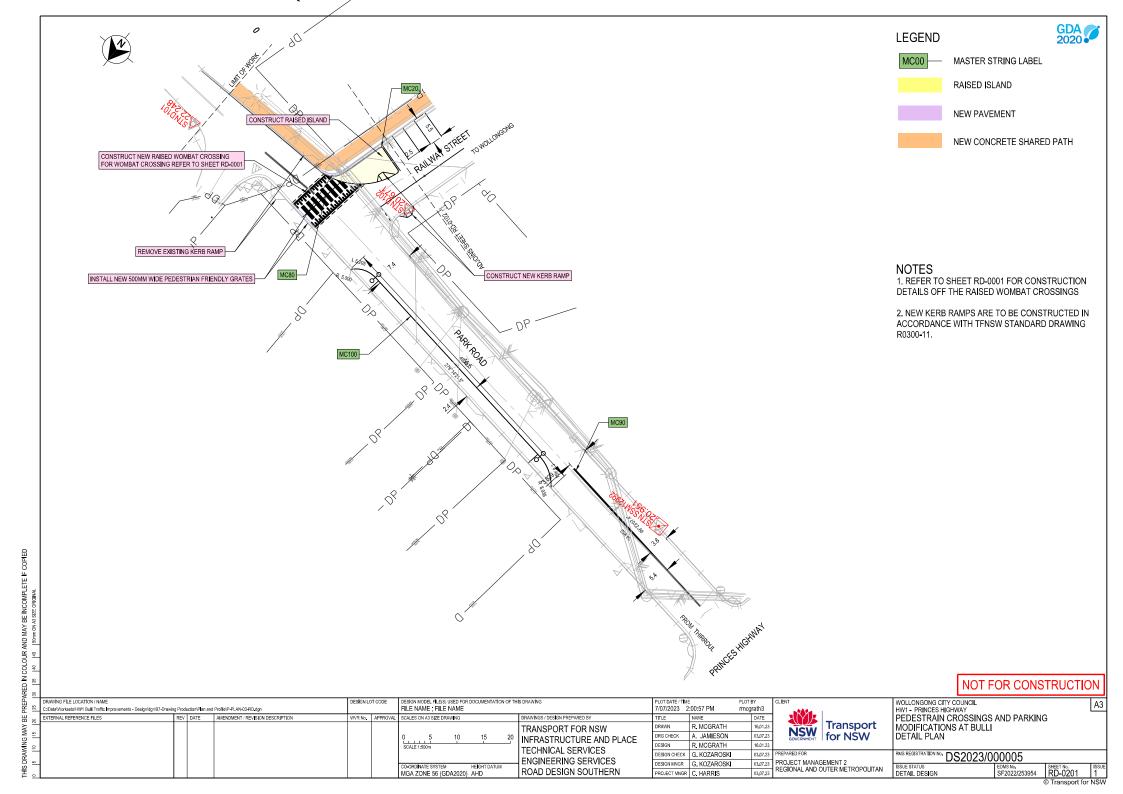
REPORT DATE: Monday, 26 June 2023	

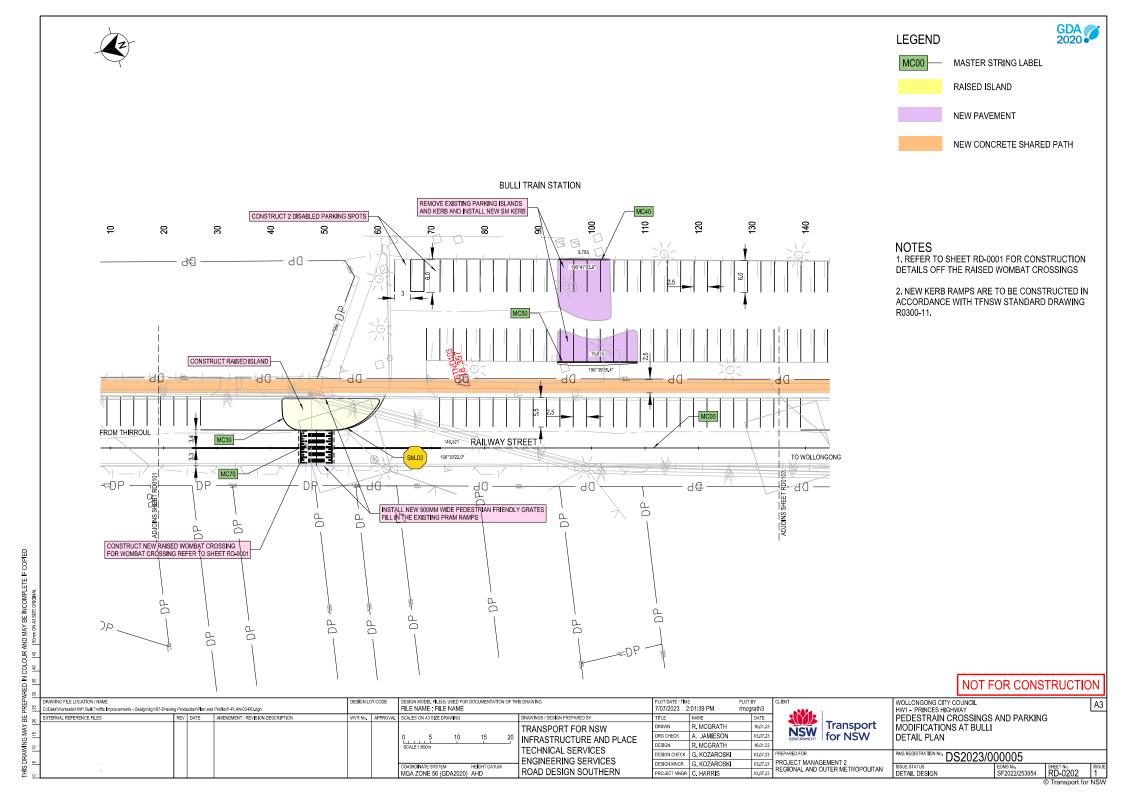
	HORIZONTAL ALIGNMENT REPORT - MC100											
POINT	CHAINAGE	EASTING	NORTHING	ELEVATION	ELEMENT	LENGTH	BEARING					
START	0	308143.188	6198886.467	21.114			219°35'27.3"					
CC		308139.335	6198889.654		R = +5.000	5.205						
CT	5.205	308138.532	6198884.718	20.978			279°14'21.5"					
					STRAIGHT	45.457	279°14'21.5"					
TC	50.662	308093.665	6198892.017	20.872			279°14'21.5"					
CC		308094.956	6198899.95		R = +8.038	6.464						
END	57.126	308088.346	6198895.377	20.858			325°19'04.9"					

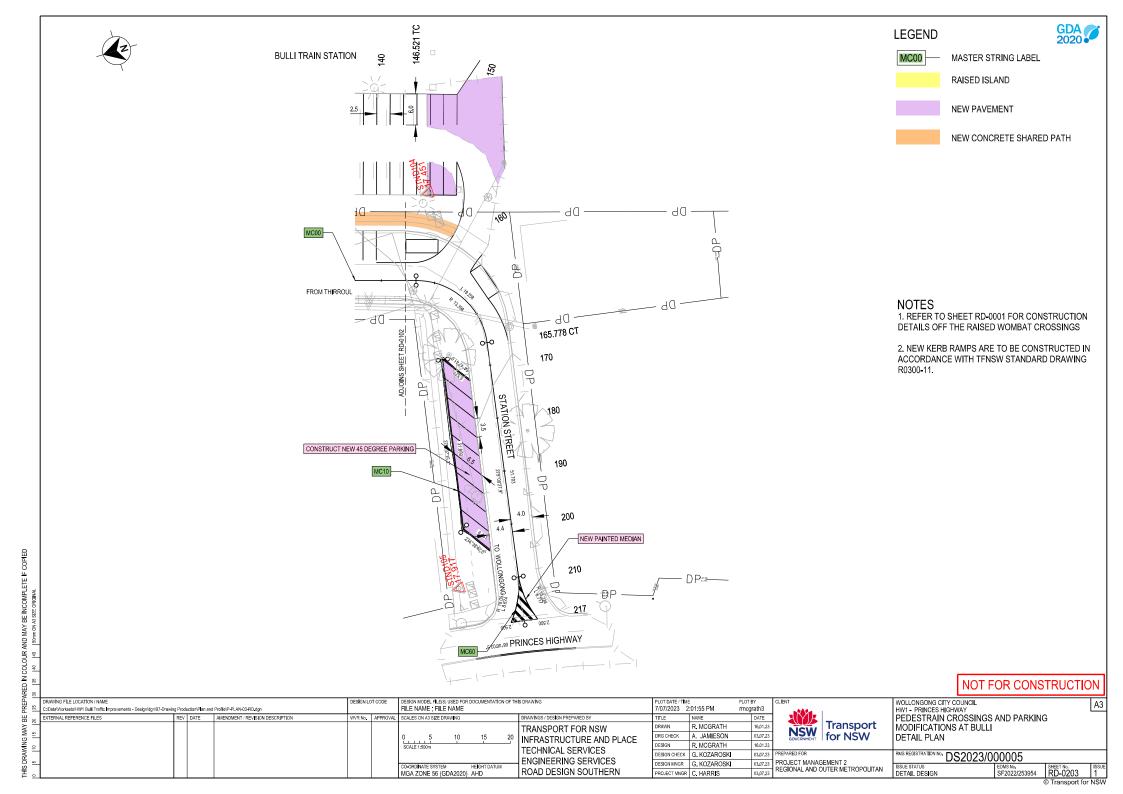
REPORT DATE: Tuesday, 27 June 2023

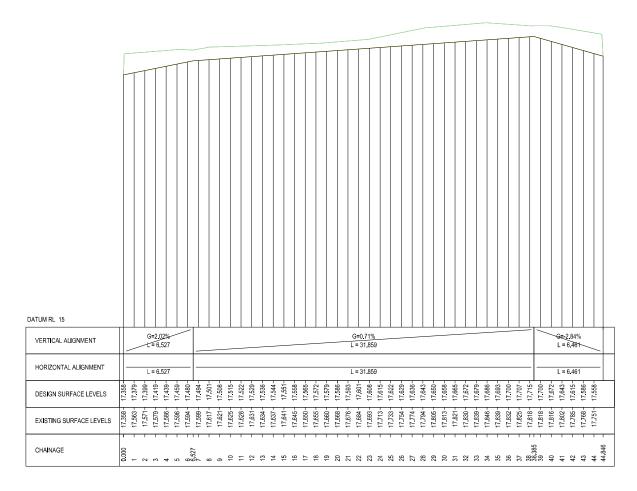
N A1 SIZ											NOT FOR CONST	RUCTION	
DRAWING FILE LOCATION / NAME		DESIGN L	OT CODE			PLOT DATE / TIME 30/06/2023 9		тву ograth3	CLIENT	WOLLONGONG CITY LGA HW1 - PRINCES HWY			
EXTERNAL REFERENCE FILES	REV DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE		PEDESTRIAN CROSSINGS AND PARKING		
8						TRANSPORT FOR NSW DRAWN		R. MCGRATH	16.01.23	Transport	MODIFICATIONS AT BULLI		
8			NOT TO 0041 F		The second secon		DRG CHECK	A. JAMIESON	03.07.23	NSW for NSW	ROAD SETOUT CONTROL PLAN		
00						NOT TO SCALE TECHNICAL SERVICES	DESIGN	R. MCGRATH	16.01.23		SETOUT CONTROL SCHEDULES		
4				TECHNICAL SERVICES				G. KOZAROSKI		PREPARED FOR	RMS REGISTRATION No. DS2023/000005		
2					CO-ORDINATE SYSTEM HEIGHT DATUM	ENGINEERING SERVICES	DESIGN MNGR	G. KOZAROSKI	03.07.23	PROJECT MANAGEMENT 2		EET No. ISSUE	
요 요					MGA ZONE 56 (GDA2020) AHD	ROAD DESIGN SOUTHERN	PROJECT MNGR	C. HARRIS	03.07.23	REGIONAL AND OUTER METROPOLITAN	DETAIL DESIGN SF2022/253954 R	EET No. ISSUE D-0104 1	
											©1	ransport for NSW	

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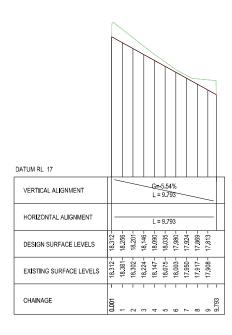






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	Ignidgri07-Drawing Production/Plan and Profiler.PFLAN-Long Section.dgn REV DATE AMENDMENT / REVISION DESCRIPTION	FILE NAME ; FILE NAME W/R No.   APPROVAL   SCALES ON AS SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY TRANSPORT FOR NSW INFRASTRUCTURE AND PLACE TECHNICAL SERVICES	7/07/2023 2:04:46 PM rmcgrath TITLE NAME DAT DRAWN R. MCGRATH 16:0 DRG CHECK A. JAMIESON 03:0 DESIGN R. MCGRATH 16:0	123 123 123 123	HW1 - PRINCES HIGHWAY PEDESTRAIN CROSSINGS AND PARKING MODIFICATIONS AT BULLI LONG SECTION - MC10 MC10 - 0 TO 44.846
THIS DRAW		CO-GRONATE SYSTEM HEIGHT DATUM MGA ZONE 56 (GDA2020) AHD	ENGINEERING SERVICES ROAD DESIGN SOUTHERN	DESIGN CHECK   G. KOZAROSKI   03.0	— DECIONAL AND OLITED METROPOLITANI	RMS REGISTRATION NO. DS2023/000005   ISSUE STATUS   EMMS NA.   SHEET NO.   ISSUE DETAIL DESIGN   SF2022/253954   RD-0201   TO NSW   Transport for NSW





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MAY BE	EXTENSACING ENERGE FIELD	INEV DATE	AMERICAL INCARPORADESCRIPTION	WVICIO.	AFFROVAL	SONES ON AS SIZE DIVINING	TRANSPORT FOR NSW	DRAWN DRG CHECK	R. MCGRATH A. JAMIESON	16.01.23 03.07.23
	1						INFRASTRUCTURE AND PLACE	DESIGN	R. MCGRATH	16.01.23
DRAWING							TECHNICAL SERVICES		G. KOZAROSKI	03.07.23
						CO-ORDINATE SYSTEM HEIGHT DATUM	_ ENGINEERING SERVICES		G. KOZAROSKI	03.07.23
HE _						MGA ZONE 56 (GDA2020) AHD	ROAD DESIGN SOUTHERN	PROJECT MNGR	C. HARRIS	03.07.23

Transport for NSW

WOLLONGONG CITY COUNCIL HW1 - PRINCES HIGHWAY PEDESTRAIN CROSSINGS AND PARKING MODIFICATIONS AT BULLI LONG SECTION - MC40 MC40 - 0 TO 9.793

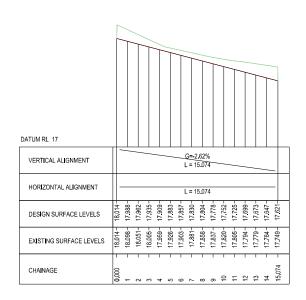
ISSUE STATUS DETAIL DESIGN

PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

RD-0202

A3





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PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

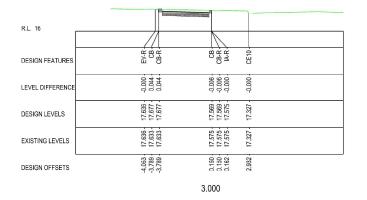
WOLLONGONG CITY COUNCIL
HW1 - PRINCES HIGHWAY
PEDESTRAIN CROSSINGS AND PARKING
MODIFICATIONS AT BULLI
LONG SECTIONS - MC50
MC50 - 0 TO 15.074

ISSUE STATUS DETAIL DESIGN RD-0203

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R.L. 16	The state of the s
DESIGN FEATURES	OE10.  14.4.  OB. 7.  OB. 7.  COB. 7.  EV-R.
LEVEL DIFFERENCE	-0.000 -0.000 -0.000 -0.000 -0.000 -0.000 -0.000
DESIGN LEVELS	17.341 17.568 17.568 17.568 17.667 17.625
EXISTING LEVELS	17.341 17.575 17.575 17.575 17.875 17.824 17.825
DESIGN OFFSETS	4.630 -2.686 -2.686 0.150 0.150
	9.000

R.L. 16			
DESIGN FEATURES	EV-R. CB. CB-R.	OE-10 OB- OB-R-	
LEVEL DIFFERENCE	- 650.0 - 650.0 - 650.0	-0.000 -0.138 -0.138	
DESIGN LEVELS	17.653 - 17.707 - 17.707 -	17.358 - 17.508 -	
EXISTING LEVELS	17.653 - 17.648 - 17.648 -	17.358 - 17.370 - 17.370 -	
DESIGN OFFSETS	-7.120 -6.771 -6.771	-0.030 - 0.150 - 0.150 -	
		0.000	

R.L. 16		
DESIGN FEATURES	7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	CE10
LEVEL DIFFERENCE	0.000 0.040 0.040 0.040	- 000:0
DESIGN LEVELS	17.609 - 17.647 - 17.647 - 17.630 - 17.630 - 17.630 -	17.294 -
EXISTING LEVELS	17,609 - 17,607 - 17,607 - 17,590 - 17,590 - 17,590 -	17.294 -
DESIGN OFFSETS	.1.052 -0.807 -0.807 -0.807 -0.150 -0.150	5.191

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THIS DI							CO-ORDINATE SYSTEM HEIGHT DATUM MGA ZONE 56 (GDA2020) AHD	ENGINEERING SERVICES ROAD DESIGN SOUTHERN	DESIGN MNGR PROJECT MNGR	G. KOZAROSKI C. HARRIS	_	XXX PROJ XXX REGI
- ₹									DESIGN CHECK	X. X. XXXXXXXX		X.XX PREPAI
DRAWING							SCALE 1:200m	TECHNICAL SERVICES	DESIGN	R. MCGRATH	16.0	1.23
₩ 5							0 2 4 6 8	INFRASTRUCTURE AND PLACE	DRG CHECK	X. X. XXXXXXXX	XXX	x xx
- ₹								TRANSPORT FOR NSW	DRAWN	R. MCGRATH	16.0	-
BE P	EXTERNAL REFERENCE FILES	REV DATE	AMENDMENT / REVISION DES	CRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS   DESIGN PREPARED BY	TITLE	NAME	DAT	
7. P. EF	DRAWING FILE LOCATION / NAME  C:\Data\Worksets\H\W1 Bulli Traffic Improvements - Design\dgn\07-Drawin	n Production/Cross S	Sections\P-XSEC-Master don		DESIGN LC	OT CODE	DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THE FILE NAME; FILE NAME	IS DRAWING	22/06/2023 3		PLOT BY rmograth(	CLIENT
ARED IN												
3 ₹							0.000				(	6.000
OUR AND			DESIGN OFFSETS	-7.120 -6.771 -6.771			0.150	DESIGN OFFSETS			-1.052 -0.807 -0.807	0.150
MAY BE			EXISTING LEVELS	17.653 - 17.648 - 17.648			17.358 - 17.370 - 17.370 -	EXISTING LEVELS			17.609 - 17.607 - 17.607 -	17.590 - 17.590 - 17.586 -
INCOMPLET IZE ORGINAL			DESIGN LEVELS	17.653 - 17.707 - 17.707 -			17.368 17.508 17.508	DESIGN LEVELS			17.609 - 17.647 - 17.647 -	17.630 - 17.630 - 17.586 -
EIF 30			LEVEL DIFFERENCE	- 657.0 - 000.0-			-0.000 0.138 0.138	LEVEL DIFFERENCE			0.000	0.040
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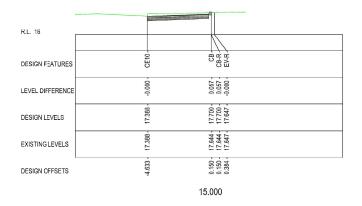
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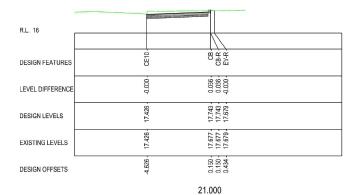
PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

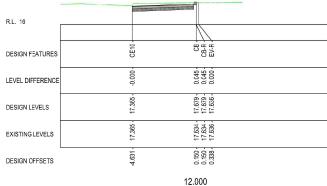
WOLLONGONG CITY COUNCIL
HW1- PRINCES HIGHWAY
PEDESTRAIN CROSSINGS AND PARKING
MODIFICATIONS AT BULLI
CROSS SECTION
MC10-0 TO 9

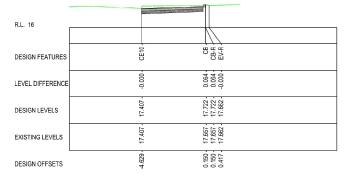
RMS REGISTRATION No. DS2023/000005











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DRAWING FILE LOCATION / NAME C/IData/WorksetsIHWI Bulli Traffic Improvements - Designidgni07-Drawing ProductioniCross SectionsIP-XSEC-Master.dgn		DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF TH FILE NAME; FILE NAME	IS DRAWING	PLOT DATE / TIME 22/06/2023 3:47:49 PM		PLOT BY rmograth3																										
EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS   DESIGN PREPARED BY	TITLE	NAME	DATE																								
							TRANSPORT FOR NSW INFRASTRUCTURE AND PLACE	DRAWN	R. MCGRATH	16.01.23																								
						0 2 4 6 8		DRG CHECK	X. X. XXXXXXXX	XX.XX.XX																								
							DOM F ADDOM	POTAL P. A. PRINCE		DESIGN	R. MCGRATH	16.01.23																						
																																DESIGN CHECK	X. X. XXXXXXXX	XXXXXX
			i l			CO-ORDINATE SYSTEM HEIGHT DATUM	ENGINEERING SERVICES	DESIGN MNGR	G. KOZAROSKI	XX.XX.XX																								
						MGA ZONE 56 (GDA2020) AHD	ROAD DESIGN SOUTHERN	PROJECT MNGR	C. HARRIS	XXXXXX																								

NSW

PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

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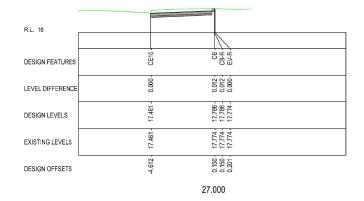
WOLLONGONG CITY COUNCIL HW1 - PRINCES HIGHWAY PEDES TRAIN CROSSINGS AND PARKING MODIFICATIONS AT BULLI CROSS SECTION MC10 - 12 TO 21

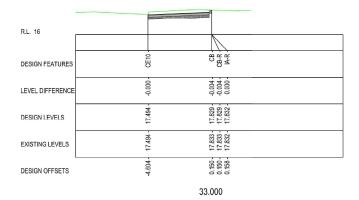
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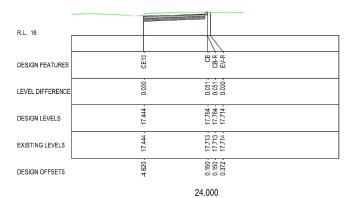
RC-0002

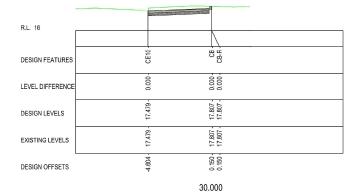
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- 1	DRAWING FILE LOCATION / NAME C/Data/WorksetsHW1 Bull Traffic Improvements - Designidgni07-Drawing Production/Cross SectionsIP-XSEC-Master.dgn				DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF THE FILE NAME;		PLOT DATE / TIME 22/06/2023 3:47:55 PM		PLOT BY rmograth3		
ſ	EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	DATE
f								TRANSPORT FOR NSW	DRAWN	R. MCGRATH	16.01.23
4							0 2 4 6 8 III		DRG CHECK	X. X. XXXXXXXX	XXXXX
ı								TECHNICAL SERVICES	DESIGN	R. MCGRATH	16.01.23
1										DESIGN CHECK	X. X. XXXXXXXX
4						CO-ORDINATE SYSTEM HEIGHT DATUM		DESIGN MNGR	G. KOZAROSKI	XXXXX	
ı							MGA ZONE 56 (GDA2020) AHD	ROAD DESIGN SOUTHERN	PROJECT MINGR	C. HARRIS	XXXXX



PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

Transport for NSW

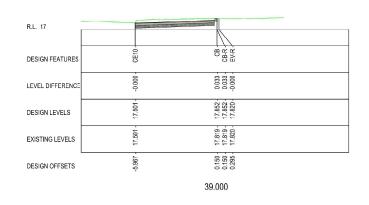
WOLLONGONG CITY COUNCIL HW1 - PRINCES HIGHWAY PEDESTRAIN CROSSINGS AND PARKING MODIFICATIONS AT BULLI CROSS SECTION MC10 - 24 TO 33

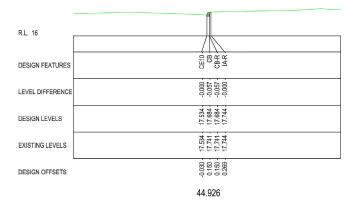
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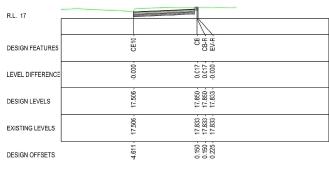
RC-0003

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R.L. 17	Section 2 Control of C
DESIGN FEATURES	CE10 O GB.P. P. F.
LEVEL DIFFERENCE	- 0000 0 - 0000 0 - 0000 0
DESIGN LEVELS	17.518 - 17.767 - 17.792 -
EXISTING LEVELS	17.518 - 17.790 - 17.792 -
DESIGN OFFSETS	. 2.980

36.000 42.000

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DRAWING FILE LOCATION / NAME		DESIGN LOT CODE		DESIGN MODEL FILE(S) USED FOR DOCUMENTATION OF TH		PLOT DATE / TIME		PLOT BY																					
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EXTERNAL REFERENCE FILES	REV	DATE	AMENDMENT / REVISION DESCRIPTION	WVR No.	APPROVAL	SCALES ON A3 SIZE DRAWING	DRAWINGS / DESIGN PREPARED BY	TITLE	NAME	D	DATE																		
							TRANSPORT FOR NSW	DRAWN	R. MCGRATH	10	6.01.23																		
						1		DRG CHECK	X. X. XXXXXXXX	X	(X.XX.XX																		
								SCALE 1:200m															PATRIC A PROPERTY	PATALET ANDREW	TECHNICAL SERVICES	DESIGN	R. MCGRATH	10	6.01.23
								DESIGN CHECK	X. X. XXXXXXXX	X	(XXXXX																		
						CO-ORDINATE SYSTEM HEIGHT DATUM	ENGINEERING SERVICES	DESIGN MNGR	G. KOZAROSKI	X	(X.XX.XX																		
						MGA ZONE 56 (GDA2020) AHD	ROAD DESIGN SOUTHERN	PROJECT MNGR	C. HARRIS	X	(X.XX.XX																		

NSW CONFERNMENT

PROJECT MANAGEMENT 2 REGIONAL AND OUTER METROPOLITAN

Transport for NSW

WOLLONGONG CITY COUNCIL HW1 - PRINCES HIGHWAY PEDESTRAIN CROSSINGS AND PARKING MODIFICATIONS AT BULLI CROSS SECTION MC10 - 36 TO 44.926

RMS REGISTRATION No. DS2023/000005

RC-0004

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RC-0101

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XX.XX.XX PROJECT MANAGEMENT 2
REGIONAL AND OUTER METROPOLITAN

for NSW

CROSS SECTION

RMS REGISTRATION No. DS2023/000005

MC50 - 0 TO 10

DETAIL DESIGN

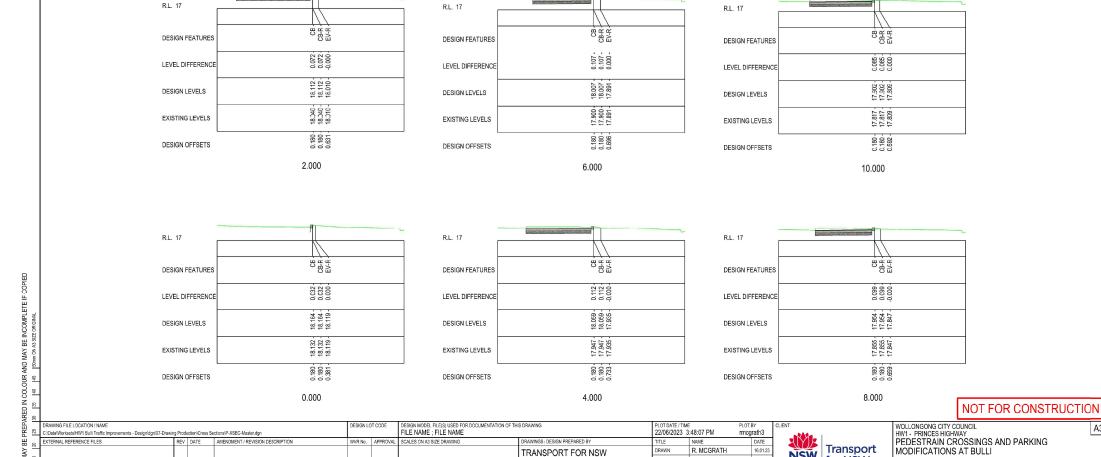
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R. MCGRATH

DESIGN CHECK X. X. XXXXXXXX

DESIGN MNGR G. KOZAROSKI

DESIGN



MGA ZONE 56 (GDA2020) AHD

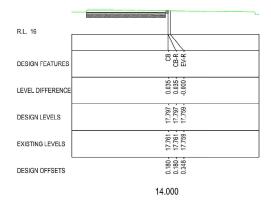
INFRASTRUCTURE AND PLACE

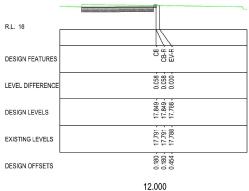
TECHNICAL SERVICES

**ENGINEERING SERVICES** 

ROAD DESIGN SOUTHERN







R.L. 16

DESIGN FEATURES

LEVEL DIFFERENCE

DESIGN LEVELS

EXISTING LEVELS

DESIGN OFFSETS

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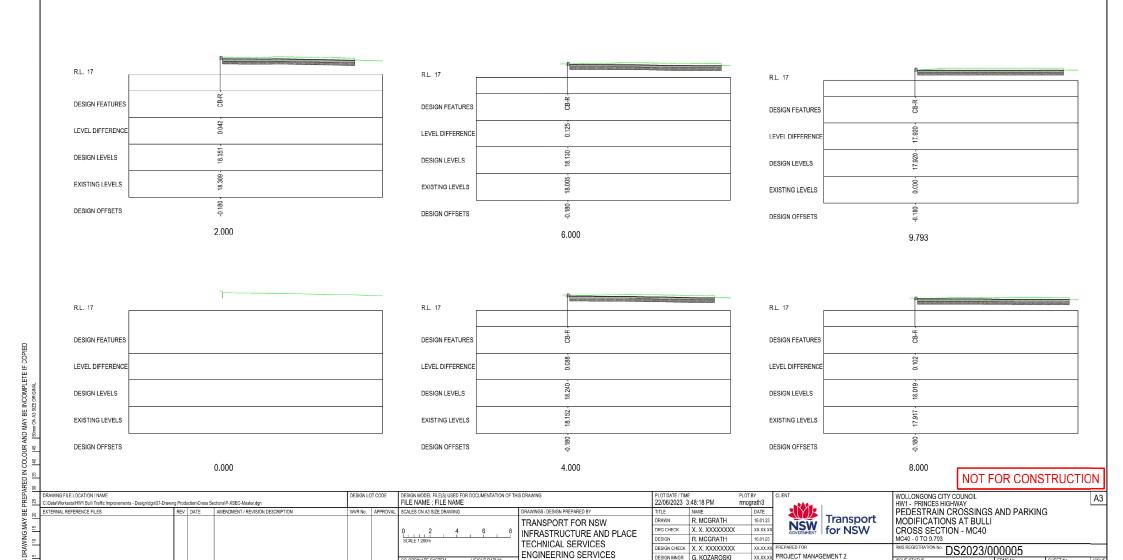
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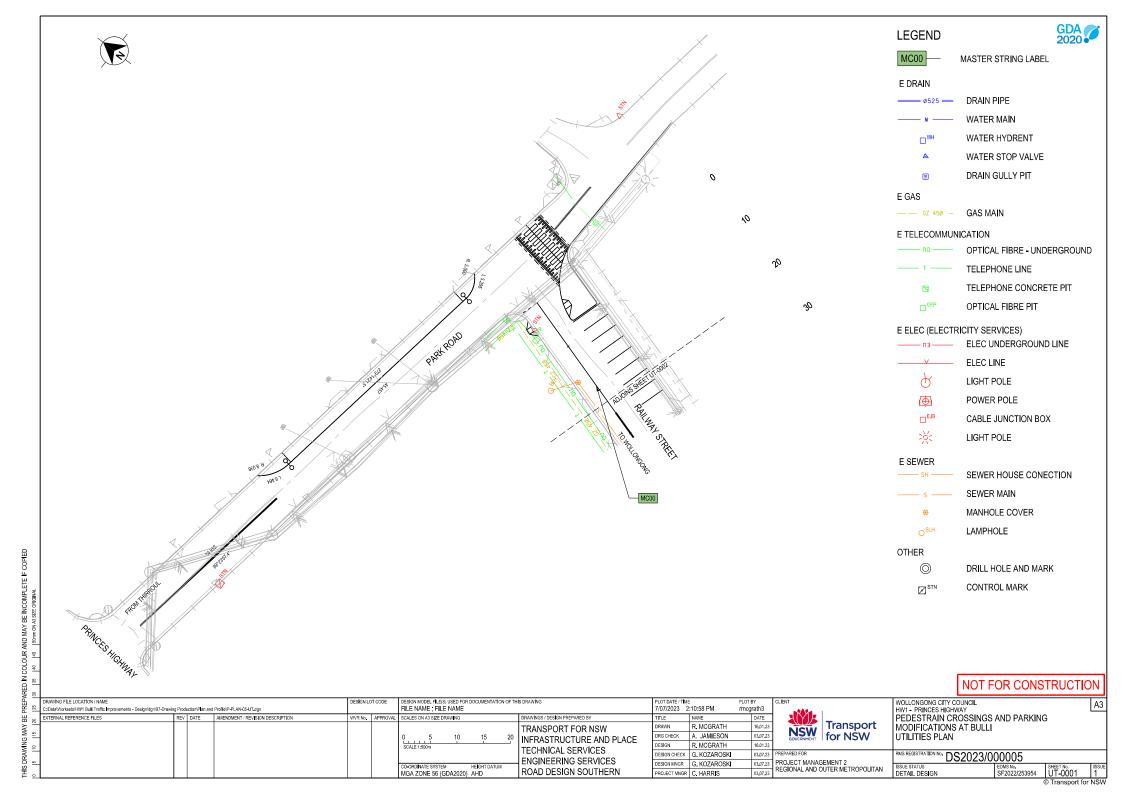


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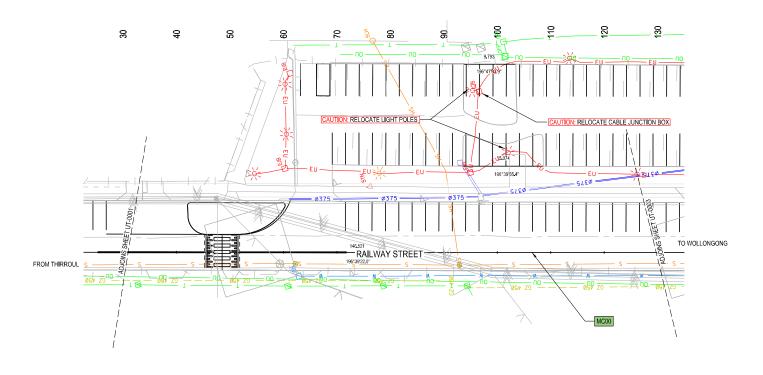
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#### **BULLI TRAIN STATION**



#### LEGEND

GDA 2020

MC00

MASTER STRING LABEL

E DRAIN

\_\_\_\_\_ ø525 \_\_\_ DRAIN PIPE

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□WH WATER HYDRENT

WATER MAIN

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E GAS

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#### E TELECOMMUNICATION

OPTICAL FIBRE - UNDERGROUND

TELEPHONE LINE

TELEPHONE CONCRETE PIT

□ OPTICAL FIBRE PIT

#### E ELEC (ELECTRICITY SERVICES)

—— n3 —— ELEC UNDERGROUND LINE

ELEC LINE
LIGHT POLE

POWER POLE

□ EJB CABLE JUNCTION BOX

LIGHT POLE

E SEWER

SH —— SEWER HOUSE CONECTION

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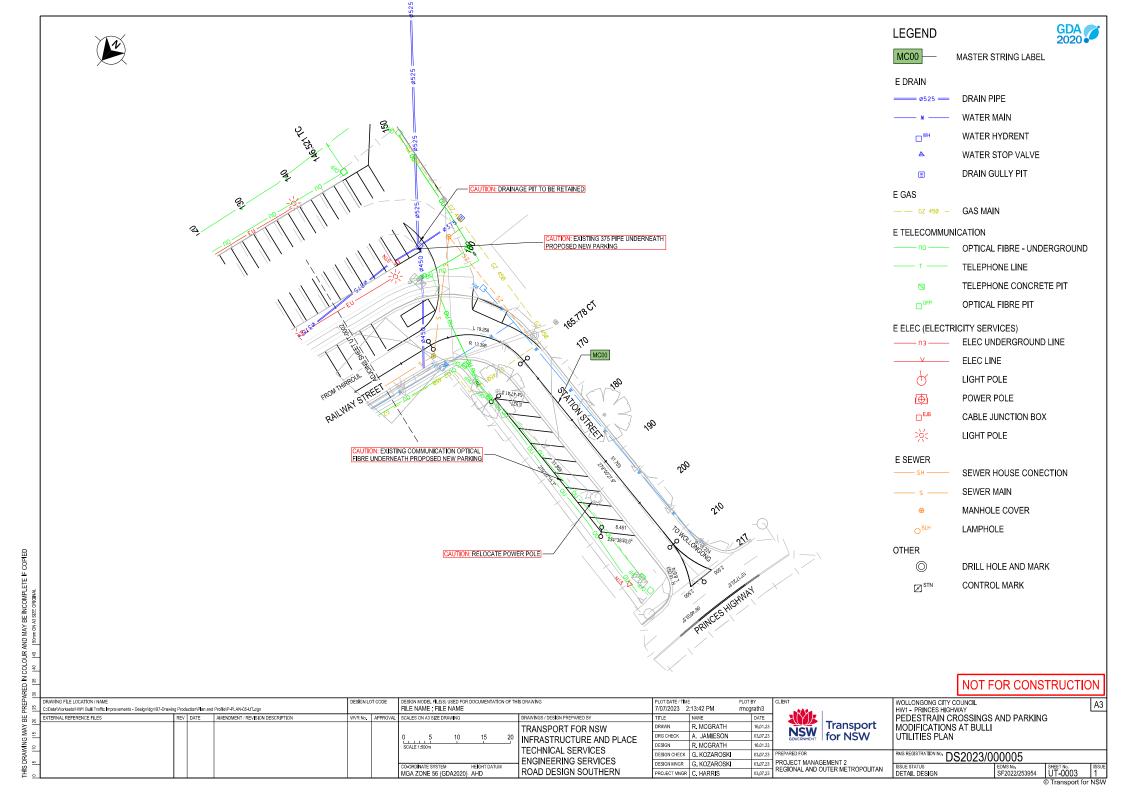
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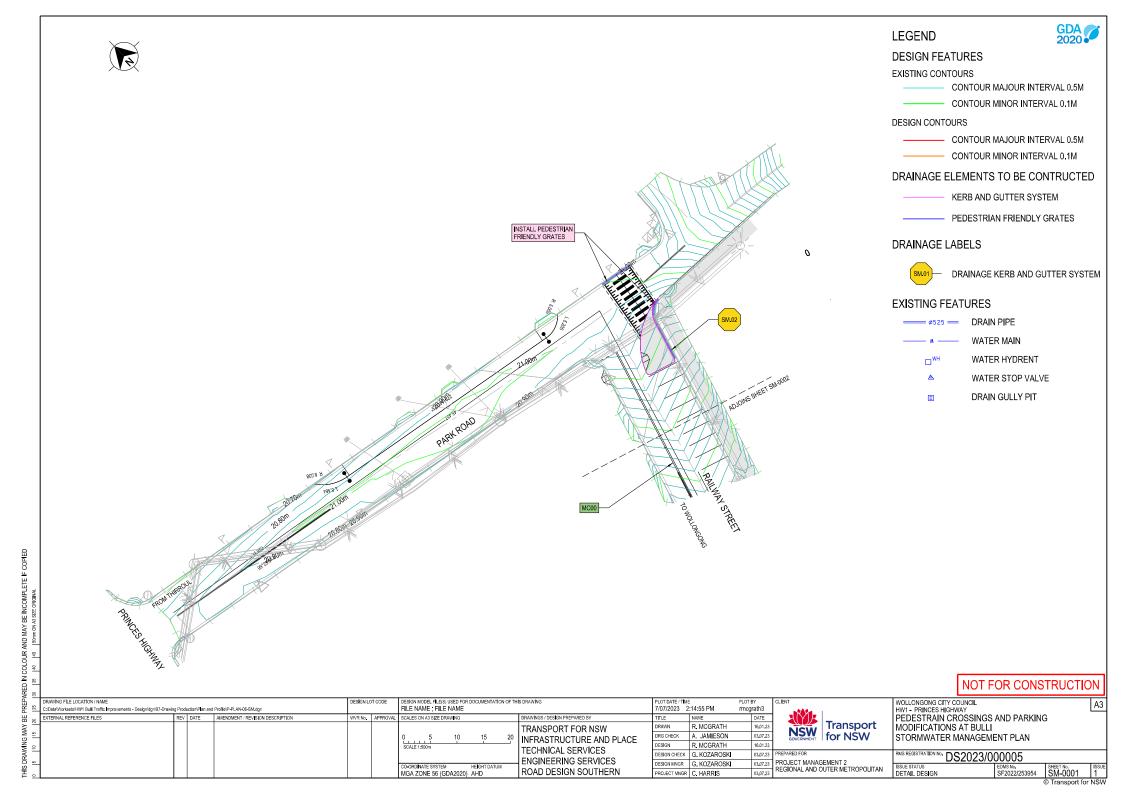
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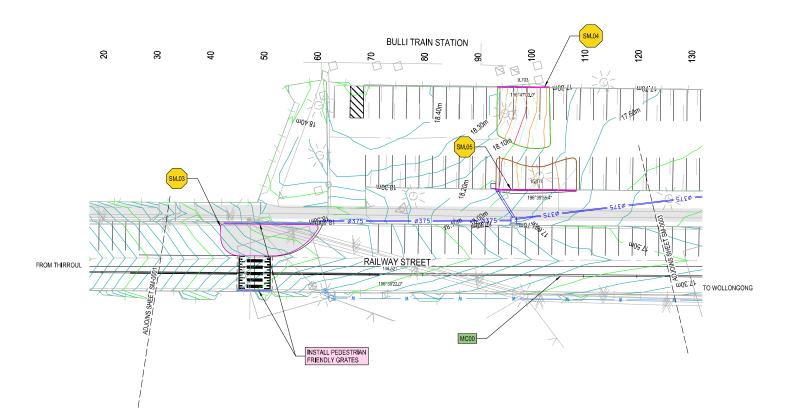
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GDA 2020

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CONTOUR MINOR INTERVAL 0.1M

DESIGN CONTOURS

— CONTOUR MAJOUR INTERVAL 0.5M

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KERB AND GUTTER SYSTEM

PEDESTRIAN FRIENDLY GRATES

DRAINAGE LABELS



DRAINAGE KERB AND GUTTER SYSTEM

**EXISTING FEATURES** 

WATER MAIN

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WATER STOP VALVE Α

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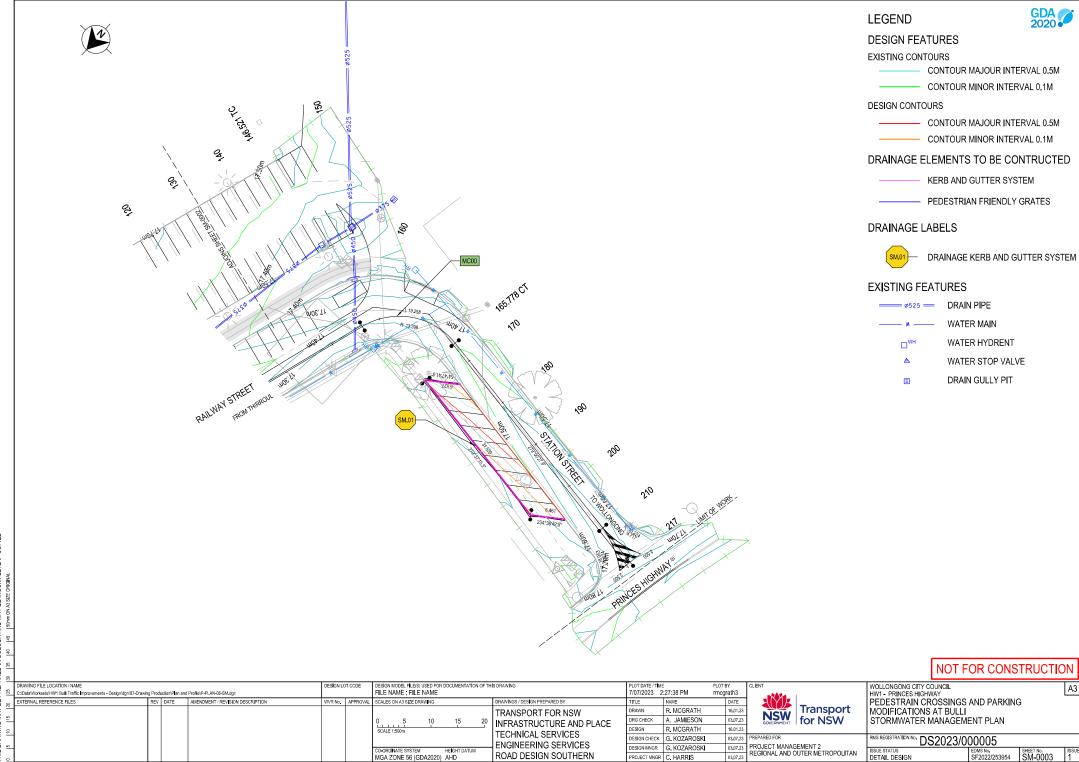
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HW1 - PRINCES HIGHWAY
PEDESTRAIN CROSSINGS AND PARKING
MODIFICATIONS AT BULLI STORMWATER MANAGEMENT PLAN

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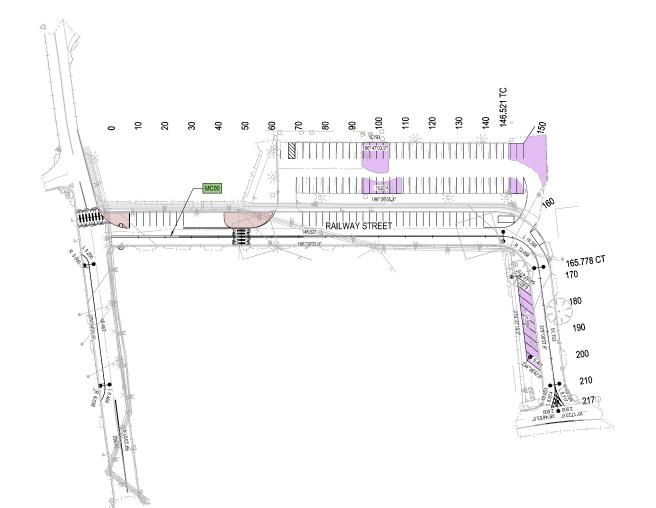
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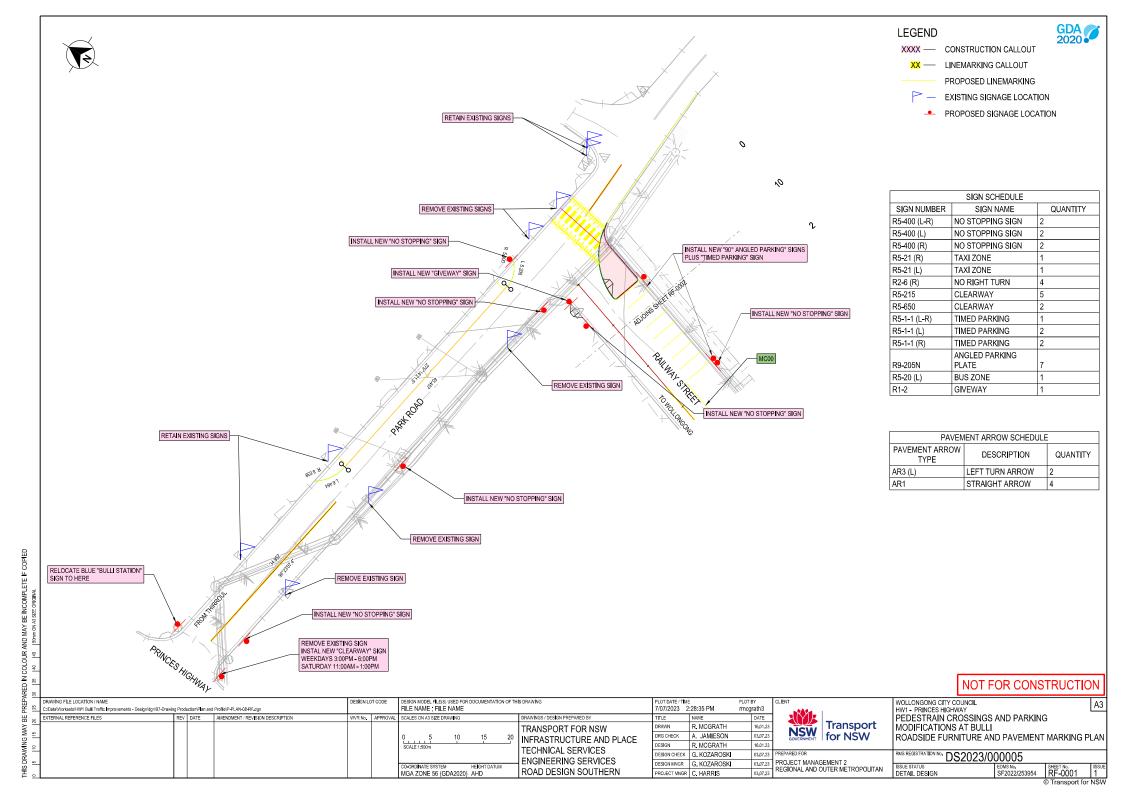
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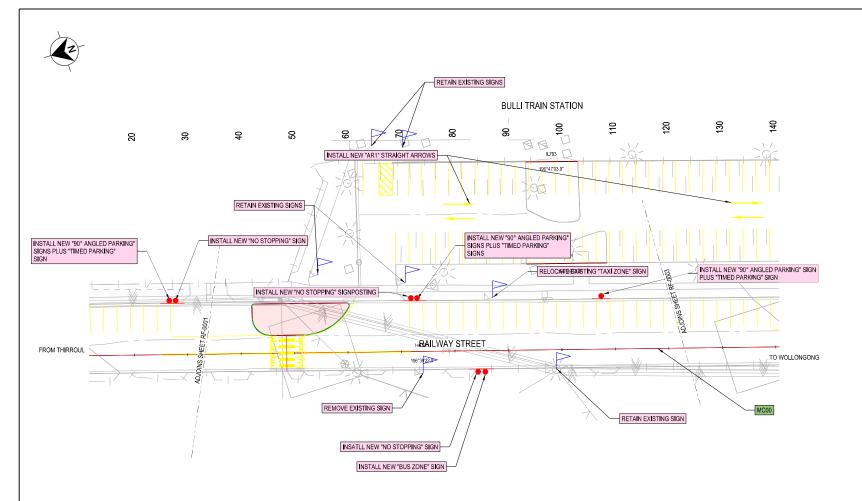
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PEDESTRAIN CROSSINGS AND PARKING
MODIFICATIONS AT BULLI
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#### **LEGEND**

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XX — LINEMARKING CALLOUT

PROPOSED LINEMARKING

EXISTING SIGNAGE LOCATION

PROPOSED SIGNAGE LOCATION

SIGN SCHEDULE							
SIGN NUMBER	SIGN NAME	QUANTITY					
R5-400 (L-R)	NO STOPPING SIGN	2					
R5-400 (L)	NO STOPPING SIGN	2					
R5-400 (R)	NO STOPPING SIGN	2					
R5-21 (R)	TAXI ZONE	1					
R5-21 (L)	TAXI ZONE	1					
R2-6 (R)	NO RIGHT TURN	4					
R5-215	CLEARWAY	5					
R5-650	CLEARWAY	2					
R5-1-1 (L-R)	TIMED PARKING	1					
R5-1-1 (L)	TIMED PARKING	2					
R5-1-1 (R)	TIMED PARKING	2					
	ANGLED PARKING						
R9-205N	PLATE	7					
R5-20 (L)	BUS ZONE	1					
R1-2	GIVEWAY	1					

PAVEMENT ARROW SCHEDULE						
PAVEMENT ARROW TYPE	DESCRIPTION	QUANTITY				
AR3 (L)	LEFT TURN ARROW	2				
AR1	STRAIGHT ARROW	4				

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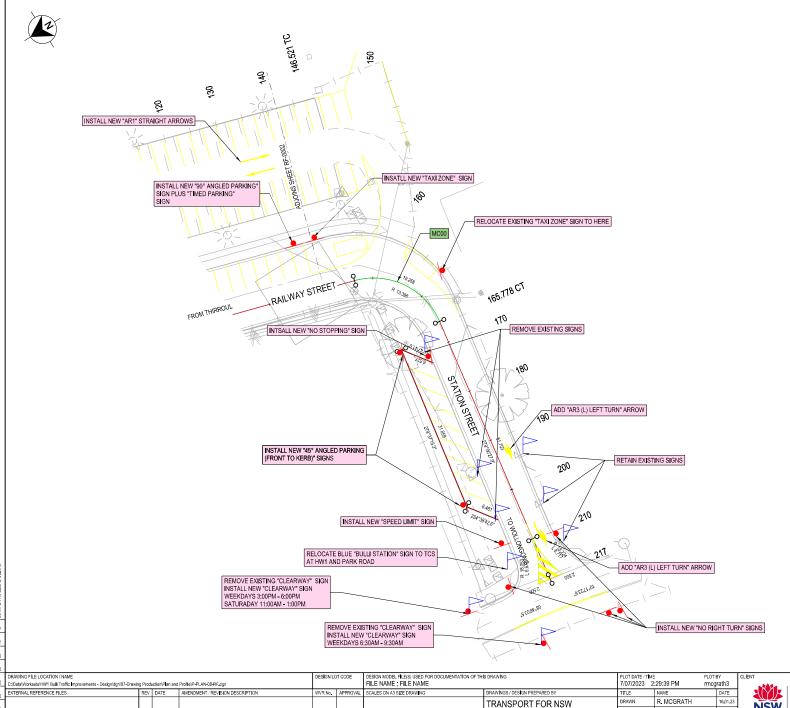
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MGA ZONE 56 (GDA2020) AHD

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XX — LINEMARKING CALLOUT

PROPOSED LINEMARKING

EXISTING SIGNAGE LOCATION

PROPOSED SIGNAGE LOCATION

	SIGN SCHEDULE	
SIGN NUMBER	SIGN NAME	QUANTITY
R5-400 (L-R)	NO STOPPING SIGN	2
R5-400 (L)	NO STOPPING SIGN	2
R5-400 (R)	NO STOPPING SIGN	2
R5-21 (R)	TAXI ZONE	1
R5-21 (L)	TAXI ZONE	1
R2-6 (R)	NO RIGHT TURN	4
R5-215	CLEARWAY	5
R5-650	CLEARWAY	2
R5-1-1 (L-R)	TIMED PARKING	1
R5-1-1 (L)	TIMED PARKING	2
R5-1-1 (R)	TIMED PARKING	2
R9-205N	ANGLED PARKING PLATE	7
R5-20 (L)	BUS ZONE	1
R1-2	GIVEWAY	1

PAVEMENT ARROW SCHEDULE						
PAVEMENT ARROW TYPE	DESCRIPTION	QUANTITY				
AR3 (L)	LEFT TURN ARROW	2				
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Transport

PEDESTRAIN CROSSINGS AND PARKING MODIFICATIONS AT BULLI ROADSIDE FURNITURE AND PAVEMENT MARKING PLAN

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PAVEMENT ARROW TYPE	DESCRIPTION	QUANTITY
AR3 (L)	LEFT TURN ARROW	2
AR1	STRAIGHT ARROW	4

	SIGN SCHEDULE	
SIGN NUMBER	SIGN NAME	QUANTITY
R5-400 (L-R)	NO STOPPING SIGN	2
R5-400 (L)	NO STOPPING SIGN	2
R5-400 (R)	NO STOPPING SIGN	2
R5-21 (R)	TAXI ZONE	1
R5-21 (L)	TAXI ZONE	1
R2-6 (R)	NO RIGHT TURN	4
R5-215	CLEARWAY	5
R5-650	CLEARWAY	2
R5-1-1 (L-R)	TIMED PARKING	1
R5-1-1 (L)	TIMED PARKING	2
R5-1-1 (R)	TIMED PARKING	2
R9-205N	ANGLED PARKING PLATE	7
R5-20 (L)	BUS ZONE	1
D1 2	GIVEWAY	1

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R. MCGRATH

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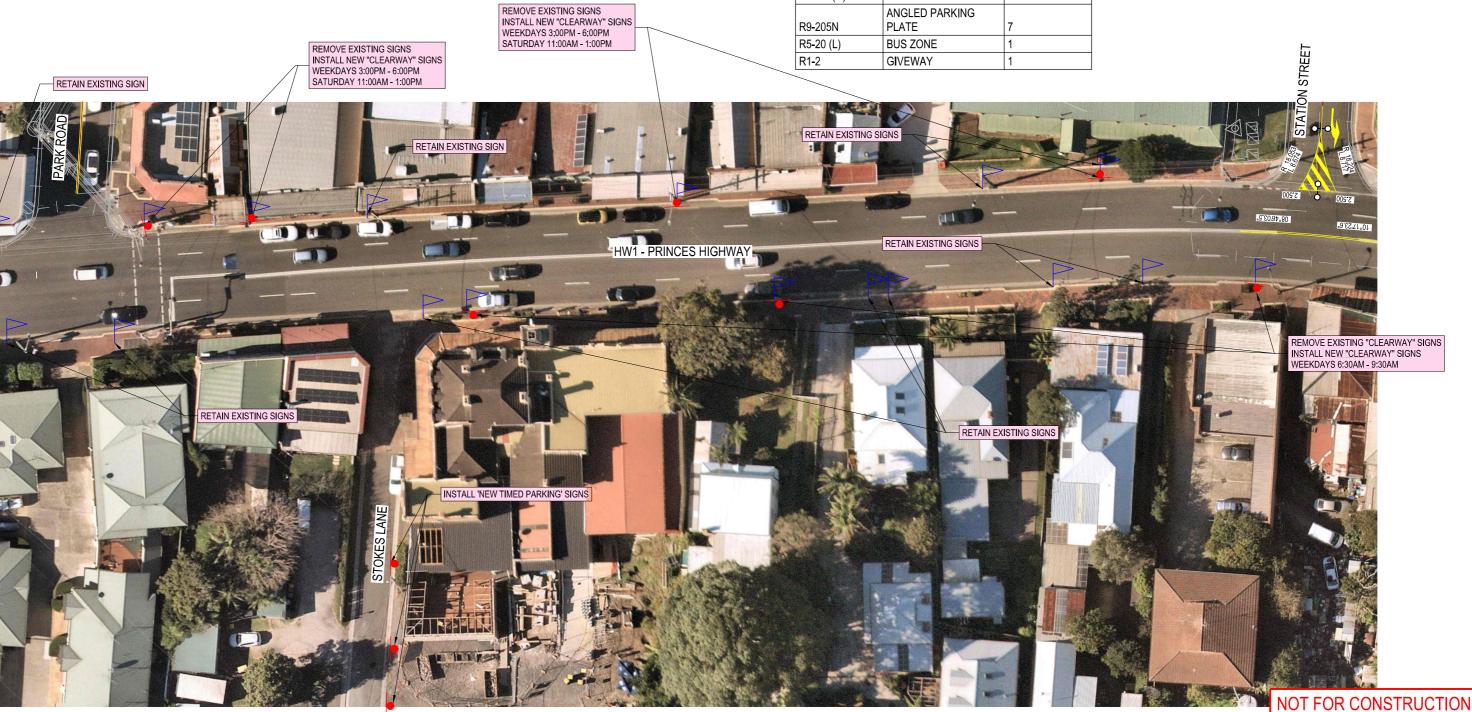
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EXISTING SIGNAGE LOCATION

PROPOSED SIGNAGE LOCATION



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## **Appendix 3: Unexpected finds procedure**

# Unexpected heritage items procedure

July 2022





transport.nsw.gov.au

## Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the land, waters and seas and their rich contribution to society.



## Document control

Author/s	Environment and Sustainability team
Document owner	Senior Specialist (Heritage)
Approved by	Executive Director, Environment and Sustainability
Branch	Environment and Sustainability
Division	Safety, Environment and Regulation
Review date	July 2023
Superseded documents	PN 285 P02 Unexpected heritage items

## **Versions**

Version	Date	Amendment notes
1.0	Nov 2011	First issue
1.1	Jul 2012	Amended to reflect that (a) unexpected finds do not include items covered by a relevant approval; (b) Aboriginal people must be consulted where an unexpected find is likely to be an Aboriginal object; (c) the Department of Planning and Environment must be notified in accordance with Step 5 of this procedure for Part 3A and Part 5.1 projects.
1.2	Oct 2013	Amended to clarify that the procedure applies to all types of unexpected heritage items, not just archaeological items. The procedure introduces the term 'Historic Items' to cover both 'archaeological relics' and 'other historic items' such as works, structures, buildings and movable objects. The title of the document has been amended to better reflect this clarification.
1.3	Mar 2015	The procedure was streamlined to address all project types including maintenance works. The separate maintenance procedure (formerly Appendix B) was removed. Names and titles updated throughout.
1.4	May 2022	Rebranded from Roads and Maritime to Transport for NSW. Minor updates for example to accommodate government department name changes, legislation updates, combining contacts from appendix d with former Section 5 as the new Section 7; adjustment of roles and titles following organisational change; clarification of who the procedure applies to in section 2.

## Contacts and further information



Email: environmentandsustainability@transport.nsw.gov.au

Internal Transport users: Environmental planning and assessment (sharepoint.com)

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## Purpose

This procedure has been developed to:

- Provide a consistent method for managing unexpected heritage items (both Aboriginal and non-Aboriginal) that are discovered during activities undertaken by Transport for NSW (Transport) or contractors on behalf of Transport.
- Address Transport's obligations under the Heritage Act 1977 (NSW), National Parks and Wildlife Act 1974 (NSW), Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cth) and the Coroner's Act 2009 (NSW)

## 2. Scope

This procedure assumes that an appropriate level of Aboriginal and non-Aboriginal heritage assessment has been completed before work commences on site. In some cases, such as exempt development, detailed heritage assessment may not be required. Despite appropriate and adequate investigation, unexpected heritage items may still be discovered during maintenance and construction works. When this happens, this procedure must be followed. This procedure provides direction on when to stop work, where to seek technical advice and how to notify the regulator and following Transport for NSW (Transport) internal reporting, if required.

Important: This procedure applies to all Transport construction and maintenance activities.

However, when working for Sydney Trains, Rail Delivery and Sydney Metro divisions within Transport please refer to their separate unexpected finds procedures that will apply.

This procedure applies to:

- The discovery of any unexpected heritage item (usually during construction), where Transport does not have approval to disturb the item or where safeguards for managing the disturbance (apart from this procedure) are not contained in the environmental impact assessment.
- All Transport projects that are approved or determined under, Part 4 (Division 4.7), Part 5 or Division 5.2 of the Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act), or any development that is exempt under the Act.

This procedure applies to staff performing work for Transport. 'Staff' includes all permanent, temporary and casual staff, staff seconded from another organisation and contingent workers including labour hire, professional services contractors and consultants.

This procedure does not apply to:

- The legal discovery and disturbance of heritage items as a result of investigations being undertaken in accordance with Heritage NSW, Department of Planning and Environment Code of Practice for the Archaeological Investigation of Aboriginal Objects in NSW (2010); an Aboriginal Heritage Impact Permit (AHIP) issued under the National Parks and Wildlife Act 1974 (NSW); or an approval issued under the Heritage Act<sup>1</sup>.
- The legal discovery and disturbance of heritage items as a result of investigations (or other activities) that are required to be carried out for the purpose of complying with any environmental assessment requirements under Part 4, including Division 4.7, or Part 5, including Division 5.2 of the EP&A Act.

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<sup>&</sup>lt;sup>1</sup> Transport heritage obligations are incorporated into the conditions of heritage approvals

• The legal discovery and disturbance of heritage items as a result of construction related activities, where the disturbance is permissible in accordance with an AHIP<sup>2</sup>; an approval issued under the *Heritage Act* 1977 (NSW); the Minister for Planning's conditions of project approval; or safeguards (apart from this procedure) that are contained in the relevant environmental impact assessment.

All construction environment management plans (CEMPs) must make reference to and/or include this procedure (often included as a heritage sub-plan). Where approved CEMPs exist they must be followed in the first instance. Where there is a difference between approved CEMPs and this procedure, the approved CEMP must be followed. Where an approved CEMP does not provide sufficient detail on particular issues, this procedure should be used as additional guidance. When in doubt always seek environment and legal advice on varying approved CEMPs.

<sup>&</sup>lt;sup>2</sup> The Procedure for Aboriginal cultural heritage consultation and investigation (2011) recommends that applicable Part 4 and Part 5 projects that are likely to impact Aboriginal objects during construction seek a whole-of-project AHIP. This type of AHIP generally allows a project to impact known and potential Aboriginal objects within the entire project area, without the need to stop works. It should be noted that an AHIP may exclude impact to certain objects and areas, such as burials or ceremonial sites. In such cases, the project must follow this procedure.

# 3. Types of unexpected heritage items and their legal protection

The roles of project, field and environmental staff are critical to the early identification and protection of unexpected heritage items. Appendix A illustrates the wide range of heritage discoveries found on Transport projects and provides a useful photographic guide. Subsequent confirmation of heritage discoveries must then be identified and assessed by technical specialists (usually an archaeologist).

An 'unexpected heritage item' means any unanticipated discovery of an actual or potential heritage item, for which Transportdoes not have approval to disturb<sup>3</sup> or does not have a safeguard in place (apart from this procedure) to manage the disturbance.

These discoveries are categorised as either:

- a) Aboriginal objects.
- b) Historic (non-Aboriginal) heritage items.
- c) Human skeletal remains.

The relevant legislation that applies to each of these categories is described below.

#### 3.1 Aboriginal Objects

The National Park and Wildlife Act 1974 (NSW) protects Aboriginal objects which are defined as:

"any deposit, object or material evidence (not being a handicraft made for sale) relating to the Aboriginal habitation of the area that comprises New South Wales, being habitation before or concurrent with (or both) the occupation of that area by persons of non Aboriginal extraction, and includes Aboriginal remains".

Examples of Aboriginal objects include stone tool artefacts, shell middens, axe grinding grooves, pigment or engraved rock art, burials and scarred trees.

#### Important: All Aboriginal objects, regardless of significance, are protected under law.

If any impact is expected to an Aboriginal object, an Aboriginal Heritage Impact Permit (AHIP) is usually required from Heritage NSW)<sup>5</sup> and when a person becomes aware of an Aboriginal object they must notify the Department of Premier and Cabinet Secretary about its location<sup>6</sup>. Assistance on how to do this is provided in Section 6 (step 5).

#### 3.2 Historic heritage items

Historic (non-Aboriginal) heritage items may include:

- Archaeological 'relics'.
- Other historic items (i.e., works, structures, buildings or movable objects).

<sup>&</sup>lt;sup>3</sup> Disturbance is considered to be any physical interference with the item EP&A Act that results in it being destroyed, defaced, damaged, harmed, impacted or altered in any way (this includes archaeological investigation activities).

<sup>&</sup>lt;sup>4</sup> Section 5(1) National Park and Wildlife Act 1974 (NSW).

<sup>&</sup>lt;sup>5</sup> Except when, Division 4.7 of Part 4 or Division 5.2 of Part 5 applies.

<sup>&</sup>lt;sup>6</sup> This is required under s89(A) of the *National Park and Wildlife Act 1974* (NSW) and applies to all projects assessed under Division 4.7, Part 4, and Division 5.2 Part 5 of the EP&A Act, including exempt development.

#### 3.2.1 Archaeological relics

The Heritage Act 1977 (NSW) protects relics which are defined as:

"any deposit, artefact, object or material evidence that relates to the settlement of the area that comprises NSW, not being Aboriginal settlement; and is of State or local heritage significance"<sup>7</sup>

Relics are archaeological items of local or state significance which may relate to past domestic, industrial or agricultural activities in NSW, and can include bottles, remnants of clothing, pottery, building materials and general refuse.

#### Important: All relics are subject to statutory controls and protection.

If a relic is likely to be disturbed, a heritage approval is usually required from the Heritage Council of NSW<sup>8</sup>. When a person discovers a relic, they must notify the Heritage Council of NSW of its location<sup>9</sup>. Advice on how to do this is provided in Section 6 (Step 5).

#### 3.2.2 Other historic items

Some historic heritage items are not considered to be 'relics', but are instead referred to as works, buildings, structures or movable objects. Examples of these items that Transport may encounter include culverts, historic road formations, historic pavements, buried roads, retaining walls, tramlines, cisterns, fences, sheds, buildings and conduits. Although an approval under the *Heritage Act 1977* (NSW) (Heritage Act) may not be required to disturb these items, their discovery must be managed in accordance with this procedure.

As a general rule, an archaeological relic requires discovery or examination through the act of excavation. An archaeological excavation permit under section 140 of the Heritage Act is required to do this. In contrast, 'other historic items' either exist above the ground's surface (e.g., a shed), or they are designed to operate and exist beneath the ground's surface (e.g., a culvert).

Despite this difference, it should be remembered that relics can often be associated with 'other heritage items' such as archaeological deposits within cisterns and underfloor deposits under buildings.

#### 3.3 Human skeletal remains

Human skeletal remains can be classed as:

- Reportable deaths.
- Aboriginal objects.
- Relics.

Where it is suspected that less than 100 years has elapsed since death, human skeletal remains come under the jurisdiction of the State Coroner and the *Coroners Act 2009* (NSW). Under s 35(2) of that Act, a person must report the death to a police officer, a coroner or an assistant coroner as soon as possible. This applies to all human remains less than 100 years old<sup>10</sup> regardless of ancestry. Public health controls may also apply.

Where remains are suspected of being more than 100 years old, they are considered to be either Aboriginal objects or non-Aboriginal relics depending on the ancestry of the individual. Aboriginal human remains are

<sup>&</sup>lt;sup>7</sup> Section 4(1) Heritage Act 1977 (NSW).

Except when Division 4.7 of Part 4 or Division 5.2 of Part 5 of the EP&A Act applies.

<sup>&</sup>lt;sup>9</sup> This is required under s146 of the Heritage Act and applies to all projects assessed under, Part 4, including Division 4.7, Part 5 and including Division 5.2 of the EP&A Act, including exempt development.

<sup>&</sup>lt;sup>10</sup> Under s 19 of the Coroners Act 2009, the coroner has no jurisdiction to conduct an inquest into reportable death unless it appears to the coroner that (or that there is reasonable cause to suspect that) the death or suspected death occurred within the last 100 years.

protected under the *National Parks and Wildlife Act 1974*, while non-Aboriginal remains are protected under the *Heritage Act 1977* (NSW).

The approval and notification requirements of these Acts are described above in Sections 3.1 and 3.2. Additionally, the discovery of Aboriginal human remains also triggers notification requirements to the Commonwealth Minister for the Environment under s 20(1) of the Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cth).

#### Important: All human skeletal remains are subject to statutory controls and protections.

All bones must be treated as potential human skeletal remains and work around them must stop while they are protected and investigated urgently.

Guidance on what to do when suspected human remains are found is in Appendix E.

## 4. Procedure overview

On discovering something that could be an unexpected heritage item ('the item'), the following procedure must be followed. There are eight steps in the procedure. These steps are summarised in Figure 1 below and explained in detail in Section 6.

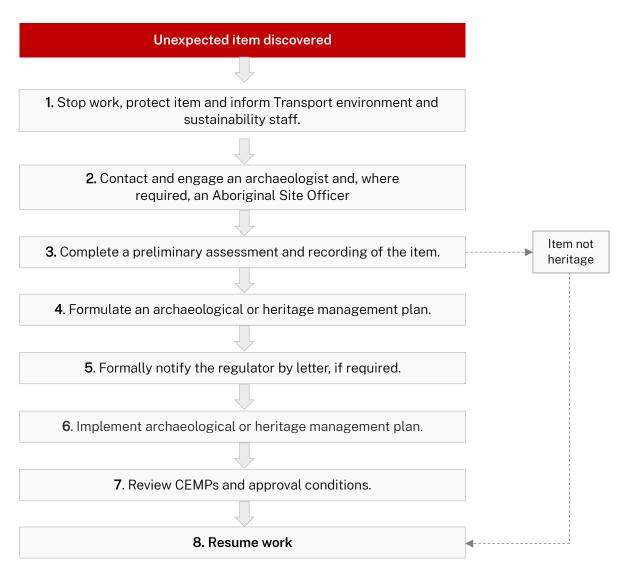


Figure 1: Overview of steps to be undertaken on the discovery of an unexpected heritage item.

#### Important:

Transport may have approval or specific safeguards in place (apart from this procedure) to impact on certain heritage items during construction. If you discover a heritage item and you are unsure whether an approval or safeguard is in place, **STOP** works and follow this procedure.

## 5. Related information

#### 5.1 Related Transport policies and framework

- Transport Environment and Sustainability Policy
- Environment & Sustainability Management Framework
- Cultural heritage policy

#### 5.2 This procedure should be read in conjunction with:

- Procedure for Aboriginal Cultural Heritage Consultation and Investigation
- EMF-HE-GD-0077 Cultural heritage guidelines
- Environmental Impact Assessment Procedure for Routine and Minor Works EMF-PA-PR-0081
- Environmental Impact Assessment Procedure for Bushfire Hazard Reduction EIA-P06
- Environmental Impact Assessment Procedure for Review of Environmental Factors EMF-PA-PR-0070
- Environmental Impact Assessment Procedure for State Significant Infrastructure EMF-PA-PR-0072
- EMF-EM-PR-0001 Environmental Incident Procedure

#### Important:

If you are working under a contract that predates 19 July 2021 under legacy Roads and Maritime work, please contact the Assurance and performance improvement team via nevops@transport.nsw.gov.au

#### 5.3 Other relevant reading material

- NSW Heritage Office (1998), Skeletal remains: guidelines for the management of human skeletal remains.
- Department of Environment and Conservation NSW (2006), Manual for the identification of Aboriginal remains.

## 6. Unexpected heritage items procedure

#### 6.1 Specific tasks to be implemented following discovery of an unexpected heritage item.

Aboriginal Cultural Heritage Officer (ACHO); Aboriginal Sites Officer (ASO); Archaeologist (A); Project Manager (PM); Environment and sustainability Staff (RS); Registered Aboriginal Parties (RAPs); Senior Specialist (Heritage) (SS(H)); Team leader – Roads and Maintenance or equivalent (TL - RM); Works supervisor – Roads and Maintenance (WS - RM).

Step	Task	Responsibility	Guidance and tools
1	Stop work, protect item and inform Transport environment and sustainability staff		
1.1	Stop all work in the immediate area of the item and notify the Project Manager or Team Leader-RM. (For maintenance activities, the Team Leader is to also notify the Works Supervisor-RM).	All	Appendix A (Identifying unexpected heritage items)
1.2	Establish a 'no-go zone' around the item. Use high-visibility fencing where practical.	PM or TL-RM	
1.3	Inform all site personnel about the no-go zone. No further interference, including works, ground disturbance, touching or moving the item must occur within the no-go zone.	PM or TL-RM	
1.4	Inspect, document and photograph the item using 'Unexpected Heritage Item Recording Form (Appendix B).	PM or TL-RM	Appendix B (Unexpected Heritage Item Recording Form)  Appendix C (Photographing Unexpected Heritage items)
1.5	Is the item likely to be bone?  If <b>yes</b> , follow the steps in Appendix E. Where it is obvious that the bones are human remains, you must notify the local police by telephone immediately. They may take command of all or part of the site.  If <b>no</b> , continue to next step.		Appendix E (Uncovering bones)
1.6	<ul> <li>Is the item likely to be:</li> <li>a) A relic? (A relic is evidence of past human activity which has local or state heritage significance. It may include items such as bottles, utensils, remnants of clothing, rockery, personal effects, tools, machinery and domestic or industrial refuse)</li> <li>and/or</li> <li>b) An Aboriginal object? (An Aboriginal object may include a shell midden, stone tools, bones, rock art or a scarred tree).</li> </ul>		Appendix A (Identifying heritage items)

	If <b>yes</b> , proceed directly to Step 1.8  If <b>no</b> , proceed to next step.		
	in <b>no</b> , proceed to next step.		
1.7	Is the item likely to be a 'work', building or standing structure? (This may include tram tracks, kerbing, historic road pavement, fences, sheds or building foundations).		Appendix A (Identifying heritage items)
	If <b>yes</b> , can works avoid further disturbance to the item? (E.g., if historic road base/tram tracks have been exposed, can they be left in place?) If yes, works may proceed without further disturbance to the item. Complete Step 1.8 within 24 hours.		
	If works cannot avoid further disturbance to the item, works must not recommence at this time. Complete the remaining steps in this procedure.		
1.8	Inform relevant Transport Environment and Sustainability staff of item by providing them with the completed Appendix B.	PM or WS-RM (ES)	Section 7 (Seeking advice)
1.9	Environment and Sustainability staff to advise Project Manager or Works Supervisor whether Transport has an approval or safeguard in place (apart from this procedure) to impact on the 'item'. (An approval may include an approval under the Heritage Act, the National Parks and Wildlife Act or the Environmental Planning and Assessment Act).		
	Does Transport have an approval, permit or appropriate safeguard in place to impact on the item?		
	If <b>yes</b> , work may recommence in accordance with the approval, permit or safeguard. There is no further requirement to follow this procedure.		
	If <b>no</b> , continue to next step.		
1.10	Liaise with Traffic Management Centre where the delay is likely to affect traffic flow.	PM or WS-RM	
1.11	Report the item as a 'Reportable Event' in accordance with the Transport <i>Environmental Incident Procedure (EMF-EM-PR-0001)</i> . Implement any additional reporting requirements related to the project's approval and CEMP, where relevant.	PM or WS-RM	Environmental Incident Procedure EMF-EM-PR-000
	relevant.		

Step	Task	Responsibility	Guidance and tools
2	Contact and engage an archaeologist and, where required, an Aboriginal site officer		
2.1	Contact the project (on-call) archaeologist to discuss the location and extent of the item and to arrange a site inspection, if required. The project CEMP may contain contact details of the project archaeologist.	PM or WS-RM (A; ES; SS(H))	Section 7 (Seeking advice)
	OR  Where there is no project archaeologist engaged for the works, engage a suitably-qualified and experienced archaeological consultant to assess the find. A list of heritage consultants is available on the Transport contractor panels on the <a href="Buy NSW">Buy NSW</a> (NSW government) homepage.		Buy NSW (NSW government)
	Environment and sustainability staff and Transport heritage staff can also advise on appropriate consultants.		
2.2	Where the item is likely to be an Aboriginal object, speak with your Aboriginal Cultural Heritage Officer to arrange for an Aboriginal Sites Officer to assess the find. Generally, an Aboriginal Sites Officer would be from the relevant local Aboriginal land council. If an alternative contact person (i.e., a RAP) has been nominated as a result of previous consultation, then that person is to be contacted.	PM or WS-RM (ACHO; ASO)	
2.3	If requested, provide photographs of the item taken at Step 1.4 to the archaeologist, and Aboriginal Sites Officer if relevant.	PM or WS-RM (ES)	Appendix C (Photographing Unexpected Heritage items)
3	Preliminary assessment and recording of the find		
3.1	In a minority of cases, the archaeologist (and Aboriginal Sites Officer, if relevant) may determine from the photographs that no site inspection is required because no archaeological constraint exists for the project (e.g., the item is not a 'relic', a 'heritage item' or an 'Aboriginal object'). Any such advice should be provided in writing (e.g., via email) and confirmed by the Project Manager or Works Supervisor-RM.	A/PM/ASO/ WS- RM	Proceed to Step 8
3.2	Arrange site access for the archaeologist (and Aboriginal Sites Officer, if relevant) to inspect the item as soon as practicable. In most cases, a site inspection is required to conduct a preliminary assessment.	PM or WS-RM	
3.3	Subject to the archaeologist's assessment (and the Aboriginal Sites Officer's assessment, if relevant), work may recommence at a set distance from the item. This is to protect any other archaeological material that may exist in the vicinity, which has not yet been uncovered. Existing protective fencing established in Step 1.2 may need to be adjusted to reflect the extent of the newly assessed protective area. No works are to take place within this area once established.	A/PM/ASO/ WS- RM	
3.4	The archaeologist (and Aboriginal Sites Officer, if relevant) may provide advice after the site inspection and preliminary assessment that no archaeological constraint exists for the project (e.g., the item is not a 'relic', a 'heritage item' or an 'Aboriginal object'). Any such advice should be provided in writing (e.g., via email) and confirmed by the Project Manager or Works Supervisor-RM.	A/PM/ASO/ WS- RM	Proceed to Step 8

3.5	Where required, seek additional specialist technical advice (such as a forensic or physical anthropologist to identify skeletal remains). Environment and sustainability staff and/or Transport heritage staff can provide contacts for such specialist consultants.	ES/SS(H)	Appendix D (Key environmental contacts)
3.6	Where the item has been identified as a 'relic', 'heritage item' or an 'Aboriginal object' the archaeologist should formally record the item.	А	
3.7	The regulator can be notified informally by telephone at this stage by the archaeologist, Project Manager (or delegate) or Works Supervisor - RM. Any verbal conversations with regulators must be noted on the project file for future reference.	PM/A/WS-RM	
4	Prepare an archaeological or heritage management plan		
4.1	The archaeologist must prepare an archaeological or heritage management plan (with input from the Aboriginal Sites Officer, where relevant) shortly after the site inspection. This plan is a brief overview of the following:  (a) description of the feature (b) historic context if data is easily accessible (c) likely significance (d) heritage approval and regulatory notification requirements (e) heritage reporting requirements (f) stakeholder consultation requirements (g) relevance to other project approvals and management plans etc.	A/ASO	Appendix F (Archaeological/Heritage Advice Checklist)
4.2	In preparing the plan, the archaeologist with the assistance of environment and sustainability staff must review the CEMP, any heritage sub-plans, any conditions of heritage approvals, conditions of project approval (and or Minister's Conditions of Approval) and heritage assessment documentation (e.g., Aboriginal Cultural Heritage Assessment Report). This will outline if the unexpected item is consistent with previous heritage/project approval(s) and/or previously agreed management strategies. The Project Manager and environment and sustainability staff must provide all relevant documents to the archaeologist to assist with this. Discussions should occur with design engineers to consider if re-design options exist and are appropriate.	A/ES/PM	Appendix F (Archaeological/Heritage Advice Checklist)
4.3	The archaeologist must submit this plan as a letter, brief report or email to the Project Manager outlining all relevant archaeological or heritage issues. This plan should be submitted to the Project Manager as soon as practicable. Given that the archaeological management plan is an overview of all the necessary requirements (and the urgency of the situation), it should take no longer than two working days to submit to the Project Manager.	А	
4.4	The Project Manager or Works Supervisor must review the archaeological or heritage management plan to ensure all requirements can reasonably be implemented. Seek additional advice from environment and sustainability staff and Transport heritage staff, if required.	PM/ES/SS(H)/ WS-RM	

Step	Task	Responsibility	Guidance and tools
5	Notify the regulator, if required.		
5.1	Review the archaeological or heritage management plan to confirm if regulator notification is required. Is notification required?	PM/ES/SS(H)/ WS-RM	
	If <b>no</b> , proceed directly to Step 6 If <b>yes</b> , proceed to next step.		
5.2	If notification is required, complete the template notification letter.	PM or WS-RM	Appendix G (Letter notification template)
5.3	Forward the draft notification letter, archaeological or heritage management plan and the site recording form to r environment and sustainability staff and Senior Specialist (Heritage) for review, and consider any suggested amendments.	PM/ES/SS(H)/ WS-RM	
5.4	Forward the signed notification letter to the relevant regulator (i.e., notification of relics must be given to the Heritage NSW,) while notification for Aboriginal objects must be given to the relevant Aboriginal section of Heritage NSW.	PM or WS-RM	Appendix D (Key environmental contacts)
	Informal notification (via a phone call or email) to the regulator prior to sending the letter is appropriate. The archaeological management plan and the completed site recording form must be submitted with the notification letter. For Division 4.7 (SSD) and Division 5.2 (SSI) EP&A Act projects, the Department of Planning and Environment must also be notified.		
5.5	A copy of the final signed notification letter, archaeological or heritage management plan and the site recording form should be kept on file by the Project Manager or Works Supervisor-RMD and a copy sent to the Senior Environmental Specialist (Heritage).	PM or WS-RM	
6			
6.1	Modify the archaeological or heritage management plan to take into account any additional advice resulting from notification and discussions with the regulator.	A/PM or WS-RM (ES)	
6.2	Implement the archaeological or heritage management plan. Where impact is expected, this would include such things as a formal assessment of significance and heritage impact assessment, preparation of excavation or recording methodologies, consultation with registered Aboriginal parties, obtaining heritage approvals etc., if required.	PM or WS-RM (RAPs and ES)	PACHCI Stage 3
6.3	Where heritage approval is required contact environment and sustainability staff for further advice and support material. Please note time constraints associated with heritage approval preparation and processing. Project scheduling may need to be revised where extensive delays are expected.	PM/ES/WS-RM	
6.4	For Division 4.7 (SSD) and Division 5.2 (SSI) EP&A Act projects, assess whether heritage impact is consistent with the project approval or if project approval modification is required from the Department of Planning and Environment. Seek advice from environment and sustainability staff and Environment and Sustainability specialist staff if unsure.	PM/ES	

6.5	Where statutory approvals (or project approval modification) are required, impact upon relics and/or Aboriginal objects must not occur until heritage approvals are issued by the appropriate regulator.	PM or WS-RM
6.6	Where statutory approval (or Division 4.7 (SSD)/ Division 5.2 (SSI) of the EP&A Act project modification) is not required and where recording is recommended by the archaeologist, sufficient time must be allowed for this to occur.	PM or WS-RM
6.7	Ensure short term and permanent storage locations are identified for archaeological material or other heritage material is removed from site, where required. Interested third parties (e.g., museums or local councils) should be consulted on this issue. Contact environment and sustainability staff and Senior Specialist (Heritage) for advice on this matter, if required.	PM or WS-RM
7	Review CEMPs and approval conditions	
7.1	Check whether written notification is required to be sent to the regulator before recommencing work. Where this is not explicit in heritage approval conditions, expectations should be clarified directly with the regulator	PM
7.2	Update the CEMP, site mapping and project delivery program as appropriate with any project changes resulting from final heritage management (e.g., retention of heritage item, salvage of item). Updated CEMPs must incorporate additional conditions arising from any heritage approvals, and Aboriginal community consultation if relevant. Include any changes to CEMP in site induction material and update site workers during toolbox talks.	PM
8	To resume work	
8.1	Seek written clearance to resume project work from environment and sustainability staff and the archaeologist (and regulator, if required). Clearance would only be given once all archaeological excavation and/or heritage recommendations (where required) are complete. Resumption of project work must be in accordance with all relevant project/heritage approvals/determinations.	ES/A/PM/WS-RM
8.2	If required, ensure archaeological excavation/heritage reporting and other heritage approval conditions are completed in the required timeframes. This includes artefact retention repositories, conservation and/or disposal strategies.	PM/A/WS-RM
8.3	Forward all heritage/archaeological assessments, heritage location data and its ownership status to the Senior Specialist (Heritage). They will ensure all heritage items in Transport's ownership and/or control are considered for the Transport S170 Heritage and Conservation Register.	PM/SS(H)/ WS- RM
8.4	If additional unexpected items are discovered this procedure must begin again from Step 1.	PM/TL-RM

## 7. Seeking advice

Advice on this procedure should be sought from Transport's Environment and Sustainability heritage staff (see contact details below). Contractors and alliance partners should ensure their own project environment managers are aware of and understand this procedure. Environment and sustainability staff can assist non-Transport project environment managers with enquires concerning this procedure.

Important: Transport staff and contractors must not seek advice on this procedure directly from Heritage NSW without first seeking advice from Environment and Sustainability heritage staff or environment and sustainability staff.

Technical archaeological or heritage advice regarding an unexpected heritage item should be sought from the contracted archaeologist. Technical specialist advice can also be sought from heritage staff within Environment and Sustainability to assist with the preliminary archaeological identification and technical reviews of heritage/archaeological reports.

#### Key environmental contacts

Region	Role	Phone
Northern region (including the Hunter)	David Nalder-Snr Manager, Aboriginal Engagement (North)	0447 717 866
South and West region	Bobbi Brodie-Snr Manager, Aboriginal Engagement South & West	0429 684 583
Sydney region	Jodie Towney - Snr Aboriginal Engagement Specialist (Sydney)	0476 823 146
Environment and Sustainability	Denis Gojak - Senior Specialist (Heritage) <u>Denis.gojak@transport.nsw.gov.au</u> Please cc the following email: <u>es_heritage@transport.nsw.gov.au</u>	8843 3053 0400 474 405

#### Heritage regulators

Department/Office	Contact	Phone
Heritage NSW, Department of Planning and Environment	Heritage NSW	(02) 9873 8500
Department of Agriculture, Water and the Environment (DAWE) (Commonwealth)	DAWE	(02) 6272 3933

#### **Project-specific contacts**

Position	Name	Phone
Project Manager		
Site/Alliance Environment Manager		
<b>Environmental Officer</b>		
Aboriginal Cultural Heritage Officer		
Consultant Archaeologist		
Local Police Station		
<b>Environment Line</b>		131 555

## 8. Definitions

<INSTRUCTION: Do not include words or terms that have a commonly understood meaning-delete message.>

Term	Definition
Archaeologist	Archaeologist
ACHO	Aboriginal Cultural Heritage Officer
AHIP	Aboriginal Heritage Impact Permit
ASO	Aboriginal Site Officer
CEMP	Construction Environment Management Plan
HNSW	Heritage NSW, Department of Planning and Environment
PACHCI	Procedure for Aboriginal Cultural Heritage Consultation and Investigation
PM	Project Manager
RAP	Registered Aboriginal Parties
E&S	Environment and Sustainability (branch)
SS(H)	Senior Specialist (Heritage)
TL-RM	Team Leader – Roads and Maintenance or equivalent role
Transport	Transport for NSW
WS-RM	Works Supervisor – Roads and Maintenance or equivalent role

## 9. Accountabilities

Role	Responsibility
Aboriginal Cultural Heritage Officer (ACHO)	Provides Aboriginal cultural heritage advice to project teams. Acts as Aboriginal community liaison for projects on cultural heritage matters. Engages and consults with the Aboriginal community as per the Transport <i>Procedure for Aboriginal Cultural Heritage Consultation and Investigation</i> .
Aboriginal Sites Officer (ASO)	Is an appropriately trained and skilled Aboriginal person whose role is to identify and assess Aboriginal objects and cultural values. For details on engaging Aboriginal Sites Officers, refer to Transport <i>Procedure for Aboriginal Cultural Heritage Consultation and Investigation</i> .
Archaeologist (A)	Professional consultant, contracted on a case-by-case basis to provide heritage and archaeological advice and technical services (such as reports, heritage approval documentation, etc.).  Major projects with complex heritage issues often have an on-call project archaeologist.
Project Management (PM)	Ensures all aspects of this procedure are implemented. The PM can delegate specific tasks to a construction environment manager, Transport site representatives or environment and sustainability staff, where appropriate.
Environment and sustainability staff (ES)	Provide advice on this procedure to project teams. Ensuring this procedure is implemented consistently by supporting the PM. Supporting project teams during the uncovering of unexpected finds. Reviewing archaeological management plans and liaising with heritage staff and archaeological consultants as needed.
Registered Aboriginal Parties (RAPs)	RAPs are Aboriginal people who have registered with Transport to be consulted about a proposed project or activity in accordance with OEH's Aboriginal cultural heritage consultation requirements for proponents (2010).
Senior Specialist (Heritage)	Provides technical assistance on this procedure and archaeological technical matters, as required. Reviewing the archaeological management plans and facilitating heritage approval applications, where required. Assists with regulator engagement, where required.
Team Leader-Roads and Maintenance (TL-RM)	Ensures Maintenance staff stop work in the vicinity of an unexpected heritage item. Completes <i>Unexpected Heritage Item Recording Form in Appendix B</i> and notifies WS-RM.
Technical Specialist	Professional consultant contracted to provide specific technical advice that relates to the specific type of unexpected heritage find (for example a forensic or physical anthropologist who can identify and analyse human skeletal remains).
Works Supervisor - Roads and Maintenance (WS-M)	Ensures Roads and Maintenance staff are aware of this procedure. Supports the Team Leader-Roads and Maintenance during the implementation of this procedure and ensures reporting of unexpected heritage items through environment management systems.

## Appendix A: Identifying unexpected heritage items

The following images can be used to assist in the preliminary identification of potential unexpected items (both Aboriginal and non-Aboriginal) during construction and maintenance works. Please note this is not a comprehensive typology.



**Figures:** Top left hand picture continuing clockwise: stock camp remnants (Hume Highway Bypass at Tarcutta); linear archaeological feature with post holes (Hume Highway Duplication), animal bones (Hume Highway Bypass at Woomargama); cut wooden stake; glass jars, bottles, spoon and fork recovered from refuse pit associated with a Newcastle Hotel (Pacific Highway, Adamstown Heights, Newcastle area).



**Figures**: Top left hand picture continuing clockwise: woodstave water pipe with tar and wire sealing (Horsley drive); tram tracks (Sydney); brick lined cistern (Clyde); retaining wall (Great Western Highway, Leura).



Figures: Top left-hand picture continuing clockwise: road pavement (Great Western Highway, Lawson); sandstone kerbing (Parramatta Road, Mays Hill); Telford sandstone road base (Great Western Highway, Leura); ceramic conduit and sandstone culvert headwall (Blue Mountains, NSW); corduroy timber road base (Entrance Road, Wamberal).



**Figures:** Top left-hand corner continuing clockwise: alignment pin (Great Western Highway, Wentworth Falls); survey tree (MR7, Albury); survey tree (Kidman Way, Darlington Point, Murrumbidgee); survey tree (Cobb Highway, Deniliquin); milestone (Great Western Highway, Kingswood, Penrith); alignment stone (near Guntawong Road, Riverstone). Please note survey marks may have additional statutory protection under the *Surveying and Spatial Information Act 2002*.

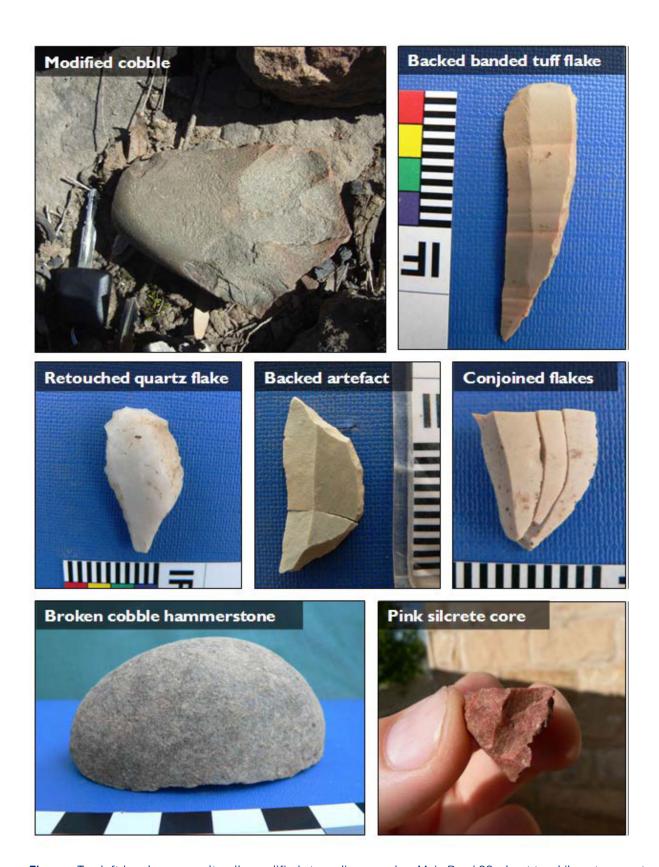








**Figures:** Top left-hand corner continuing clockwise: remnant bridge piers (Putty Road, Bulga); wooden boundary fence (Campbelltown Road, Denham Court); dairy shed (Ballina); *Golden Arrow Mine Shaft Act 2002*.



**Figures:** Top left-hand corner: culturally-modified stone discovered on Main Road 92, about two kilometres west of Sassafras. The remaining images show a selection of stone artefacts retrieved from test and salvage archaeological excavations during the Hume Highway Duplication and Bypass projects from 2006-2010

# Appendix B: Unexpected heritage item recording form



### Unexpected heritage item recording form

TRANSPORT FOR NSW-UNEXPECTED HERITAGE ITEM					
Date	Recorded by	Name			
		Position			
Project name					
Description of works being undertaken (e.g., removal of failed pavement by excavation and pouring concrete slabs in 1m x 1m replacement sections).					
Description of exact location of item (e.g., Within the road formation on Parramatta Road, east bound lane, at the corner of Johnston Street, Annandale, Sydney)					
Description of item found (What type of item is it likely to be? Tick the relevant boxes)					
A. Relic		A 'relic' is evidence of a past human activity relating to the settlement of NSW with local or state heritage significance. A relic might include bottles, utensils, plates, cups, household items, tools, implements, and similar items.			
B. 'Work, building or structure'		'Work' can generally be defined as a form of infrastructure such as tram tracks, a culvert, road base, a bridge pier, kerbing, and similar items.			
C. An Aboriginal object		An 'Aboriginal object' may include stone tools, stone flakes, shell middens, rock art, scarred trees and human bones.			
D. Bone		Bones can either be human or animal remains.  Remember that you must contact the local police immediately by telephone if you are certain that the bone(s) are human remains			
E. Other					
Provide a short description of item (e.g., Metal tram tracks running parallel to road alignment. Good condition. Tracks set in concrete, approximately 10cms (100 mm) below the current ground surface).					



### Unexpected heritage item recording form

	nclude details of the location and	ad features so its approximate location can be direction of any photographs of the item taker	
A. Unexpected item would not be	further impacted by works		
Describe how works would avoid impact on the item  (e.g., the tram tracks will be left in situ, and recovered with road paving).			
B. Unexpected item would be furt	ther impacted by works		
Describe how works would impact on the item  (e.g., milling is required to be continued to 200 mm depth to ensure road pavement requirements are met. Tram tracks will need to be removed).  Project manager / works supervis	eor signatura		
. Tojoot managor / works supervis	Joi digitator		

## Appendix C: Photographing unexpected heritage items

Photographs of unexpected items in their current context (in situ) may assist heritage staff and archaeologists to better identify the heritage values of the item. Emailing good quality photographs to specialists can allow for better quality and faster heritage advice. The key elements that must be captured in photographs of the item include its position, the item itself and any distinguishing features. All photographs must have a scale (ruler, scale bar, mobile phone, coin) and a note describing the direction of the photograph.

#### Context and detailed photographs

It is important to take a general photograph (Figure 1) to convey the location and setting of the item. This will add much value to the subsequent detailed photographs also required (Figure 2).



**Figure 1:** Telford road uncovered on the Great Western Highway (Leura) in 2008.



**Figure 4:** Close up detail of the sandstone surface showing material type, formation and construction detail. This is essential for establishing date of the feature.

### Photographing distinguishing features

Where unexpected items have a distinguishing feature, close-up detailed photographs must be taken of this, where practicable. In the case of a building or bridge, this may include diagnostic details architectural or technical features. See Figures 3 and 4 as examples.



Figure 3: Ceramic bottle artefact with stamp.



**Figure 4:** Detail of the stamp allows 'Tooth & Co Limited' to be made out. This is helpful to a specialist in gauging the artefact's origin,

### Photographing bones

The majority of bones found on site will those of be recently deceased animal bones often requiring no further assessment (unless they are in archaeological context). However, if bones are human, Transport must contact the police immediately (see Appendix F for detailed guidance). Taking quality photographs of the bones can often resolve this issue quickly. Heritage staff in Environment and Sustainability Branch can confirm if bones are human or non-human if provided with appropriate photographs.

Ensure that photographs of bones are not concealed by foliage (Figure 5) as this makes it difficult to identify. Minor hand removal of foliage can be undertaken as long as disturbance of the bone does not occur. Excavation of the ground to remove bone(s) should not occur, nor should they be pulled out of the ground if partially exposed. Where sediment (adhering to a bone found on the ground surface) conceals portions of a bone (Figure 6) ensure the photograph is taken of the bone (if any) that is not concealed by sediment.





Figure 5: Bone concealed by foliage.

Figure 6: Bone covered in sediment.

Ensure that all close-up photographs include the whole bone and then specific details of the bone (especially the ends of long bones, the epiphysis, which is critical for species identification). Figures 7 and 8 are examples of good photographs of bones that can easily be identified from the photograph alone. They show sufficient detail of the complete bone and the epiphysis.



**Figure 7:** Photograph showing complete bone.



Figure 8: Close up of a long bone's epiphysis.

### Appendix E: Uncovering bones

This appendix provides project managers with:

- (1) advice on what to do when bones are discovered.
- (2) guidance on the notification pathways.
- (3) additional considerations and requirements when managing the discovery of human remains.

### 1. First uncovering bones

Stop all work in the vicinity of the find. All bones uncovered during project works should be **treated with care and urgency** as they have the potential to be human remains. Therefore, they must be identified as either human or non-human as soon as possible by a qualified forensic or physical anthropologist. These specialist consultants can be sought by contacting environment and sustainability staff and/or Environment and Sustainability heritage staff.

On the very rare occasion where it is instantly obvious from the remains that they are human, the Project Manager (or a delegate) should **inform the police by telephone** prior to seeking specialist advice. It will be obvious that it is human skeletal remains where there is no doubt, as demonstrated by the example in Figure 1. Often skeletal elements in isolation (such as a skull) can also clearly be identified as human. Note it may also be obvious that human remains have been uncovered when soft tissue and clothing are present.

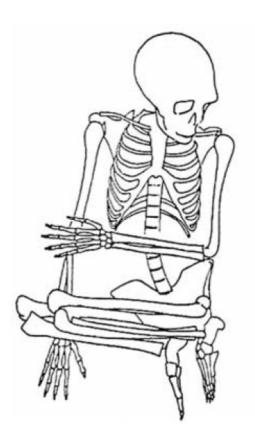


Figure 1: Schematic of complete skeleton that is obviously human<sup>11</sup>.





Figure 2: Disarticulated bones that require assessment to determine species.

This preliminary phone call is to let the police know that Transport is undertaking a specialist skeletal assessment to determine the approximate date of death which will inform legal jurisdiction. The police may wish to take control of the site at this stage. If not, a forensic or physical anthropologist must be requested to make an on-site assessment of the skeletal remains.

Where it is not 'obvious' that the bones are human (in the majority of cases, illustrated by Figure 2), specialist assessment is required to establish the species of the bones. Photographs of the bones can assist this assessment if they are clear and taken in accordance with guidance provided in Appendix C. Good photographs often result in the bones being identified by a specialist without requiring a site visit; noting they are nearly

<sup>&</sup>lt;sup>11</sup> After Department of Environment and Conservation NSW (2006), Manual for the identification of Aboriginal Remains:

always non-human. In these cases, non-human skeletal remains must be treated like any other unexpected archaeological find.

If the bones are identified as human (either by photographs or an on-site inspection) a technical specialist must determine the likely ancestry (Aboriginal or non-Aboriginal) and burial context (archaeological or forensic). This assessment is required to identify the legal regulator of the human remains so **urgent notification** (as below) can occur. Preliminary telephone or verbal notification by the Project Manager or environment and sustainability staff is considered appropriate. This must be followed up later by Transport's formal letter notification as per Appendix G when a management plan has been developed and agreed to by the relevant parties.

### 2. Range of human skeletal notification pathways

The following is a summary of the different notification pathways required for human skeletal remains depending on the preliminary skeletal assessment of ancestry and burial context.

a) Human bones are from a recently-deceased person (less than 100 years old).

#### Action

A police officer must be notified immediately as per the obligations to report a death or suspected death under s35 of the Coroners Act 2009 (NSW). It should be assumed the police will then take command of the site until otherwise directed.

 Human bones are archaeological in nature (more than 100 years old) and are likely to be Aboriginal remains.

### Action

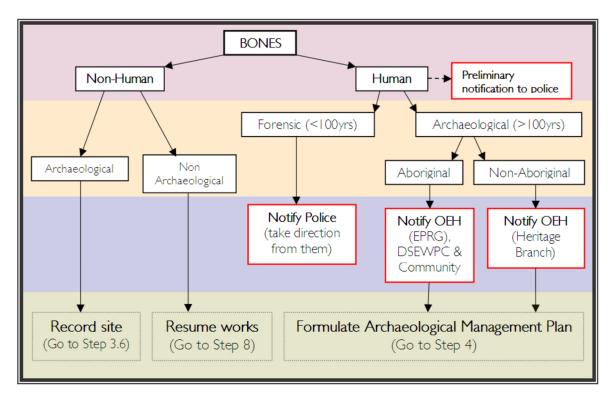
The Heritage NSW and the Transport Aboriginal Cultural Heritage Officer (ACHO) must be notified immediately. The ACHO must contact and inform the relevant Aboriginal community stakeholders who may request to be present on site. Relevant stakeholders are determined by Transport's Procedure for Aboriginal Cultural Heritage Consultation and Investigation (PACHCI).

 Human bones are archaeological in nature (more than 100 years old) and likely to be non-Aboriginal remains.

#### Action

Heritage NSW must be notified immediately.

The diagram below summarises the notification pathways on finding bones.



After the appropriate verbal notifications (as described in B and C), the Project Manager must proceed through the Unexpected Heritage Items Procedure to formulate an archaeological management plan (Step 4). Note no archaeological management plan is required for forensic cases (A), as all future management is a police matter.

Non-human skeletal remains must be treated like any other unexpected archaeological find and so must proceed to recording the find as per Step 3.6.

### 3. Additional considerations and requirements

Uncovering archaeological human remains must be managed intensively and needs to consider a number of additional specific issues. These issues might include facilitating culturally appropriate processes when dealing with Aboriginal remains (such as repatriation and cultural ceremonies). Transport's 's ACHO can provide advice on this and how to engage with the relevant Aboriginal community. Project Managers, more generally, may also need to consider overnight site security of any exposed remains and may need to manage the onsite attendance of a number of different external stakeholders during assessment and/or investigation of remains. Project

Managers may also be advised to liaise with local church/religious groups and the media to manage community issues arising from the find. Additional investigations may be required to identify living descendants, particularly if the remains are to be removed and relocated.

If exhumation of the remains (from a formal burial or a vault) is required, Project Managers should also be aware of additional approval requirements under the *Public Health Act 2010* (NSW). Specifically, Transport is required to apply to the Director General of NSW Department of Health for approval to exhume human remains as per Clause 26 of the *Public Health Regulation 2012* (NSW)<sup>12</sup>.

Further, the exhumation of such remains needs to consider health risks such as infectious disease control, exhumation procedures and reburial approval and registration. Further guidance on this matter can be found at NSW Health.

In addition, due to the potential significant statutory and common law controls and prohibitions associated with interfering with a public cemetery, project teams are advised, when works uncover human remains adjacent to cemeteries, to confirm the cemetery's exact boundaries.

<sup>&</sup>lt;sup>12</sup> This requirement is in addition to heritage approvals under the *Heritage Act* 1977.

### Appendix F: Archaeological Heritage Advice Checklist

The following checklist can be used by the Project Manager and the archaeologist to ensure all relevant archaeological issues are considered when developing the management plan required at Step 4 of this procedure.

An archaeological or heritage management plan can include a range of activities and processes, which differ depending on the find and its significance.

Assessment and Investigation	Required	Outcomes/notes
Assessment of significance.	Yes/No	
Assessment of heritage impact.	Yes/No	
Archaeological excavation.	Yes/No	
Archival photographic recording.	Yes/No	
Heritage approvals and notifications.		
AHIPs, s 140, s 139 exceptions, s 60, etc.	Yes/No	
Regulator relics/objects notification.	Yes/No	
Transport's S170 Heritage and Conservation Register listing requirements.	Yes/No	
Compliance with CEMP or other project heritage approvals.	Yes/No	
Stakeholder consultation.		
Aboriginal stakeholder consultation requirements and how it relates to Transport's <i>Procedure for Aboriginal Cultural Heritage Consultation and Investigation</i> (PACHCI).	Yes/No	
Advice from Environment and sustainability staff, Aboriginal Cultural Heritage Advisor, Transport heritage team.	Yes/No	
Artefact/heritage item management.		
Retention or conservation strategy (e.g., items may be subject to long conservation and interpretation) Disposal strategy (e.g., former road pavement) Short-term and permanent storage locations (interested third parties to be consulted on this issue).	Yes/No	
Control Agreement for Aboriginal objects.	Yes/No	
Program and budget.		
Time estimate associated with archaeological or heritage conservation work.		
Total cost of archaeological heritage work.		

### Appendix G: Notification letter template

Drafting guidance: Paste the details below into a Transport for NSW letter template.

[Insert date]

[Insert reference number]

[Insert file number]

[Insert recipient's name and address, see Appendix D]

[Insert salutation and name],

Re: Unexpected heritage item discovered during Transport for NSW (Transport) works.

I write to inform you of an unexpected [select: relic, heritage item or Aboriginal object] found during Transport works at [insert location] on [insert date]. [Where the regulator has been informally notified at an earlier date by telephone, this should be referred to here].

This letter is in accordance with the notification requirement under [select: section 146 of the Heritage Act 1977 (NSW) or section 89(A) of the National Parks and Wildlife Act 1974 (NSW).

NB: There may be not be statutory requirement to notify of the discovery of a 'heritage Item that is not a relic or Aboriginal object].

#### Drafting guidance

On finding Aboriginal human skeletal remains this letter must also be sent to the Commonwealth Minister for the Department of Agriculture, Water and the Environment (DAWE) in accordance with notification requirements under section 20(1) of the *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* (Cth).

[Provide a brief overview of the project or maintenance works background and area. Provide a summary of the description and location of the item, including a map and image where possible. Include how the works were assessed under the <u>Environmental Planning and Assessment Act 1979 (NSW)</u> (e.g., Part 5). Include any project approval number, if available].

Transport [or contractor on behalf of Transport] has sought professional archaeological advice regarding the item. A preliminary assessment indicates [provide a summary description and likely significance of the item]. Please find additional information on the site recording form attached.

Resulting from these preliminary findings, Transport [or contractor on behalf of Transport] is proposing [provide a summary of the proposed archaeological/heritage approach (eg develop archaeological research design (where relevant), seek heritage approvals, undertake archaeological investigation or conservation/interpretation strategy). Also include preliminary justification of such heritage impact with regard to project design constraints and delivery program].

The proposed approach will be further developed in consultation with a nominated Office of Environment and Heritage staff member.

Please contact me if you have any input on this approach or if you require any further information.

Yours sincerely

[Sender name and position]

[Attach the archaeological/heritage management plan and site recording form].

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