

Statement of Heritage Impact

21 April, 2011

84-86 Kiora Road, Miranda

**Prepared for
Dr. Gen Russo**

*Prepared by Cracknell Lonergan Heritage Architects
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1.0 Introduction

1.1 This Statement of Heritage Impact forms part of the Environmental Assessment to accompany the Project Application for Lot C in DP 415413, at 84-86 Kiara Road, Miranda for the demolition of the existing buildings and construction of a seven storey dental hospital, prepared by Economia PDS. This statement should be read in conjunction with the above mentioned documentation.

1.2 The applicant seeks approval to carry out demolition of the existing property in accordance with the plans prepared by Geoform Design Architects.

1.3 The site falls within the boundaries of Sutherland Shire Council. It contains two sites at 84 and 86 Kiara Road and is a corner site which is accessible from three sides, with Kiara Road to its west, Urunga Parade to its north and Urunga Lane to its east. The nearest cross road to its north is Kingsway, to the south is Gibbs Street. To the west is Westfield Miranda Shopping Centre. It falls within the Miranda Town Centre and within that it occupies the area which has been delineated for Medical services.

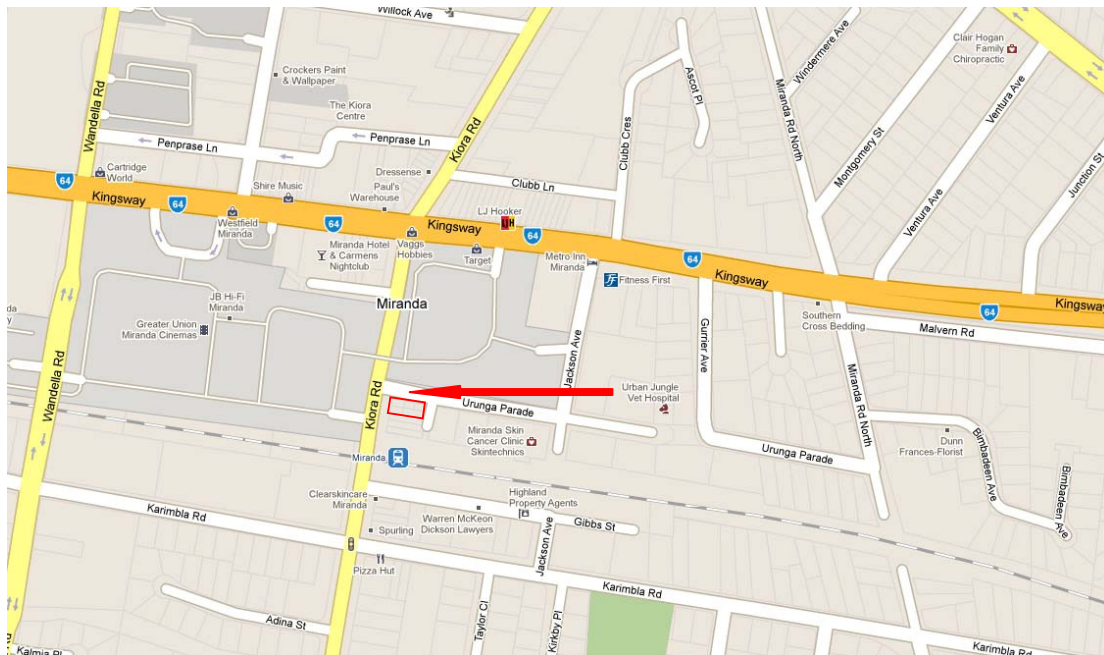


Fig 1: Map of subject site (Source: Google Maps)

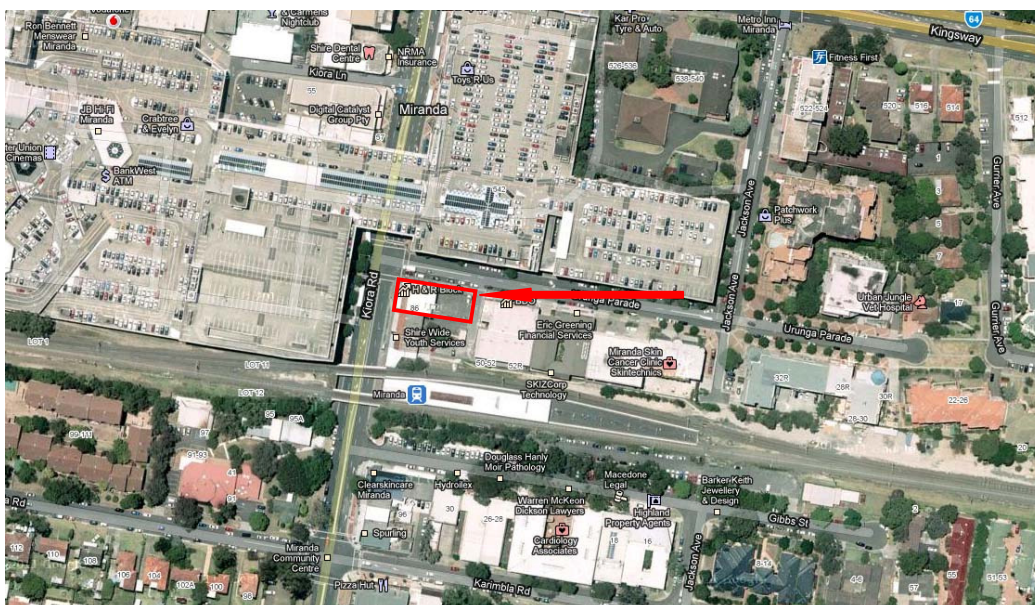


Fig 2: Aerial view of subject site (Source: Google Maps)

- 1.4 The site is not a heritage item and is not listed either in Schedule 6 of the Sutherland Shire Local Environmental Plan (LEP) 2006 or on the NSW State Heritage Register. It is also not located within any heritage conservation area. However it is in the vicinity of a heritage item.
- 1.5 The heritage item in the vicinity of the site is Miranda Railway Station which is listed on the NSW State Heritage Register (See Appendix A). The site is also in the larger vicinity of *Lophostemon confertus* (Brush Box) and Camphor Laurels trees along the north section of Kiora Road which are as listed as item L164 on Schedule 6 of the Sutherland Shire LEP 2006. However the above mentioned trees are not in the direct vicinity of the site and therefore the proposed development will have no foreseeable impact on the trees.
- 1.6 The site is occupied by a two story brick and rendered building.
- 1.7 As such the proposal is to be considered in terms of the heritage provisions of the Sutherland Shire LEP 2006.
- 1.8 These provisions are further informed by the Sutherland Shire Development Control Plan 2006, in particular Chapter 2, Locality Strategies pertaining to Miranda.
- 1.9 In accordance with councils requirements set out in Sutherland Shire LEP 2006, clause 54 (9), I have prepared this statement of heritage impact to illustrate the effects of the proposal on the heritage significance of the heritage item/conservation area.

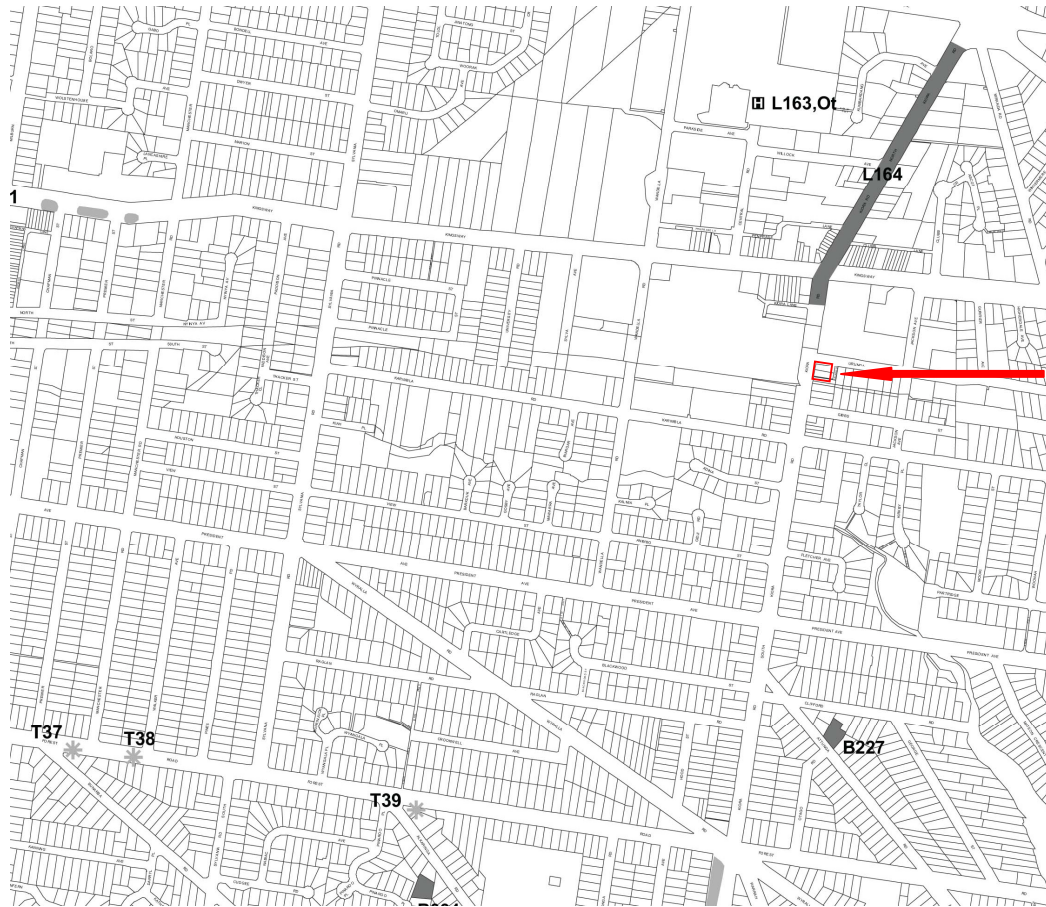


Fig 3: Subject site shown in the vicinity of heritage item L164 along Kiora Road (Source: Sutherland Shire Council)

1.10 This statement has been prepared in accordance with the NSW heritage manual. This report has been prepared in accordance with the NSW Heritage manual and in particular guidelines for the preparation of “Statement of Heritage Impact” (available www.heritage.nsw.gov.au/docs/hm_statementsofhi.pdf). “The Conservation Plan” by JS Kerr has also been considered and the terms used are those as defined by the Burra Charter, the LEP and where relevant the model provisions.

1.11 In the preparation of this report I have consulted with the applicant. I have considered the Statement of Environmental Effects and prepared the details in respect of the “Heritage Impact” that are the subject of this application. I have searched the title and researched the local history of the vicinity and the subject site.

1.12 I have reviewed the design through its development and consider the heritage issues to be as follows.

1. Significance of the Heritage Items in the vicinity of the subject site.
2. The effect of the proposed development on the heritage significance of the items in the vicinity and the site.
3. The way in which adverse impacts could be mitigated.

2.0 Cultural Significance

2.1 Historical background

Brief history of Sutherland:

Prior to colonisation, most of the Cronulla-Sutherland peninsula was home to the Dharawal people. A group within the Dharawal were the Gweagal people who occupied the larger Sutherland Shire area spreading from North Cronulla, to Woollooware, Quibray and Weeney Bays, Cronulla Beach, down to Port Hacking and further west to Sutherland.¹ The first point of contact between the Gweagal people and European settlers was in 1770 with the landing of Lieutenant James Cook, aboard the *Endeavour*, on the southern shores of Botany Bay. The *Endeavour* stopped briefly in the area anchoring off Kurnell.² However its stay was marked by the untimely death of Scottish seaman Forbus Sutherland due to tuberculosis, who was then buried on the beach at Kurnell. Cook is known to have recorded Sutherland's death in the ship's log and naming the northwest point of the Kurnell Peninsula as 'Point Sutherland'.³

The next point of Aboriginal and European contact was in 1788 with the landing of the First Fleet on the shores of Sydney, with the *Supply* – a vessel of the first fleet, landing on the shore of Botany Bay. However Governor Philip, found the bay to be unsuitable in terms of inadequate water, poor soil quality and lack of shelter for ships, and therefore moved on to Port Jackson.⁴ As European settlement of the area commenced there was a rapid decline in the population of the Gweagal people, owing to violence, displacement, dispossession and the introduction of disease such as smallpox.

¹ Lawrence, J. 1997, A Pictorial History of Sutherland Shire

² Curby, P. 2004, Pictorial History: Sutherland Shire

³ Neve, M.H. Sutherland Shire Council, 2011, A brief history of Sutherland Shire, available at < http://www.sutherlandshire.nsw.gov.au/Library/Local_Studies/Historical_Studies_and_Pathfinders>

⁴ Ibid

The first land grant to be made in the larger Sutherland area was to Captain James Birnie, who was promised 700 acres of land at Kurnell in 1815 by Governor Macquarie. Birnie named his grant 'Alpha' meaning First Farm. He sold the farm to John Connell Senior in 1828, who left it to his grandson John Connell Laycock. John Connell Senior's son John Connell Junior was granted two lots of land in Kurnell and along with some other tracts of purchased land, he owned 1,790 acres in the area.⁵ It has been suggested that the first land grant in the Miranda area was made to explorer Gregory Blaxland – a 1000 acres grant was supposedly made to Blaxland by Macquarie. However it has been noted that this was an incorrect assumption as Blaxland was promised the land but sold it to John Connell Junior, before he occupied it himself.⁶

By 1856 the Crown changed its system of land grants to one of land sales in the Sutherland area. It was around this time that Thomas Holt began purchasing large tracts of land in the area from original owners and from the Crown. He purchased a total of 12,000 acres which included Birnie's Alpha Farm which he purchased from Laycock.⁷ He named this area 'Sutherland Estate', in memory of Forbus Sutherland.⁸ Holt sought to undertake various ventures on his land including oyster culture, sheep farming, cattle grazing, coal mining and timber leasing. Most of these proved to be unsuccessful except the timber logging. He also built a manor on his land which he named 'Sutherland House' which was gutted by a fire and subsequently demolished in 1918. Holt formed the Holt-Sutherland Estate Co. Ltd in 1880 and the company took over a 99-year lease of the Estate. During the early 1880s there was a financial recession which resulted in widespread unemployment, causing many families to take up small farm leases on the Estate to support themselves through market gardening, fruit and vegetable growing and

⁵ Ibid

⁶ Neve, M.H. Sutherland Shire Council, 2011

⁷ Ibid

⁸ Curby, P. 2004

poultry farming. Some of the leaseholders bought over their leases in later years.⁹

Sutherland as an area was largely accessed by river or by road. The first road to be built in the area was the 'South Road' surveyed and constructed under the supervision of Surveyor General Thomas Mitchell between 1842 and 1845. This road was the Illawarra Road, which is currently known as Old Illawarra Road. In 1885 Sutherland Railway Station was opened following a rather difficult construction of the Illawarra Railway Line during the 1870s – a venture campaigned for by John Sutherland, a Minister for Works.¹⁰ The Shire of Sutherland as it exists today was proclaimed in 1906 and its 1835 boundaries extended to include Menai.¹¹

History of Miranda:

Miranda is located on the 1835 grant of 200 hectares acquired by John Connell Junior, and is part of the 1000 acres of land promised to Blaxland who later sold it to Connell. In the 1860s Holt bought the grant from Connell and established a sheep station and homestead in the area.¹² It is suggested that the name Miranda was given to the area by Holt's manager James Murphy, who found it to be an "euphonious, musical and appropriate name for a beautiful place".¹³ It is also supposed to have been named after the character with the same name in Shakespeare's *The Tempest* and after an estate in Spain. When sheep farming failed on the land it was leased out for felling of ironbark and blackbutt forests, and this was followed by leasing out parts of the area as small farms during the 1880s recession. The area developed along the lines of a Village and the former homestead was at its centre. The proclamation of Sutherland Shire was initiated by the Miranda Progressive Association (which was established in 1905). This was followed by the residential subdivision of land in 1912. However the area

⁹ Neve, M.H. Sutherland Shire Council, 2011

¹⁰ Ibid

¹¹ Ibid

¹² Ibid

¹³ Lawrence, J. 1997, p. 87

developed largely in postwar years despite the steam tram and railway being introduced in to the areas during 1911 and 1939 respectively.¹⁴ It remained a largely rural area, given that it had the best soil in the area, and it had piggeries, fruit orchards and poultry farms.¹⁵



Figure 4 Parish of Sutherland, n.d. (detail) showing the 1000 acres grant promised to George Blaxland (Source: Department of Planning, PMapMN02, 14066301)

¹⁴ Neve, M.H. Sutherland Shire Council, 2011

¹⁵ Lawrence, J. 1997

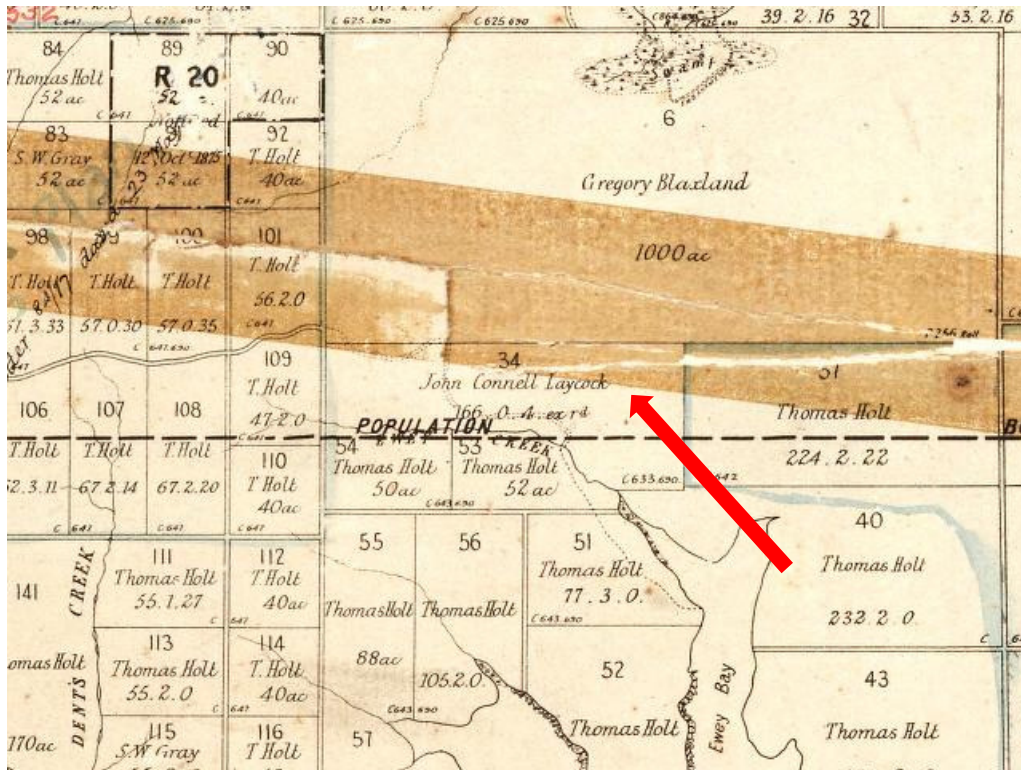


Figure 5 Parish of Sutherland, 1882. (detail) showing early grants made to John Connell Laycock and Thomas Holt (Source: Department of Planning, PMapMN02, 14066301)

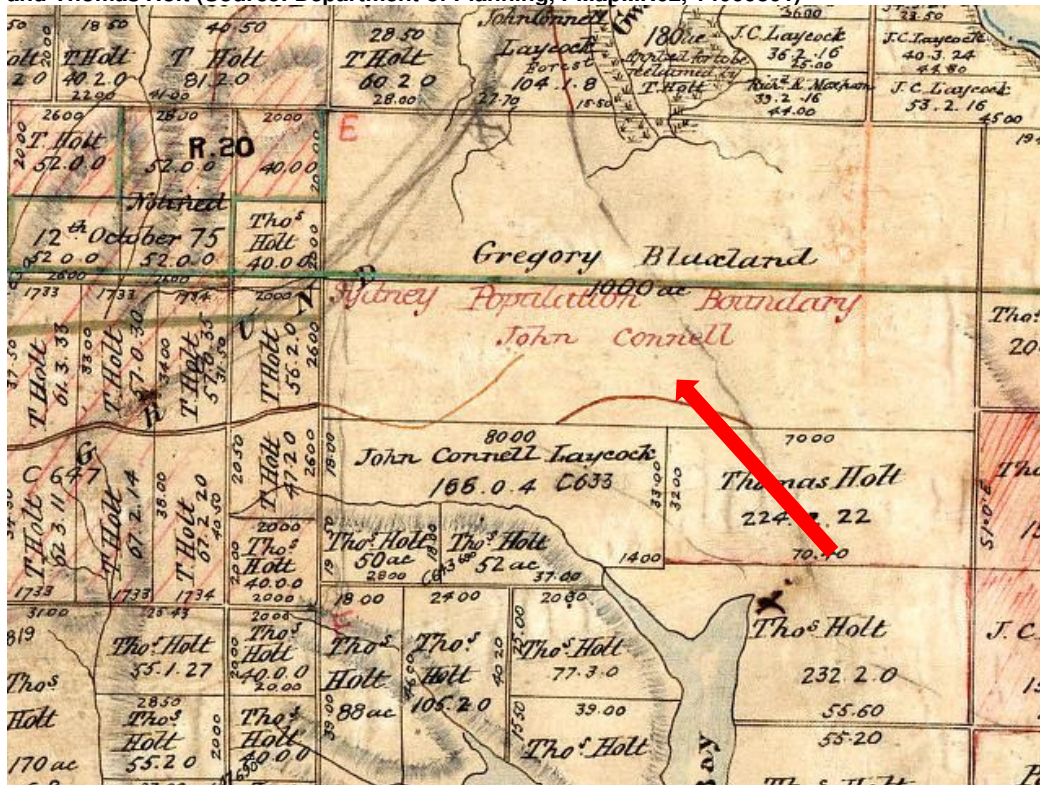


Figure 6 Parish of Sutherland, 1886. (detail) showing Blaxland's grant having been bought over by John Connell Junior (Source: Department of Planning, PMapMN02, 14066301)

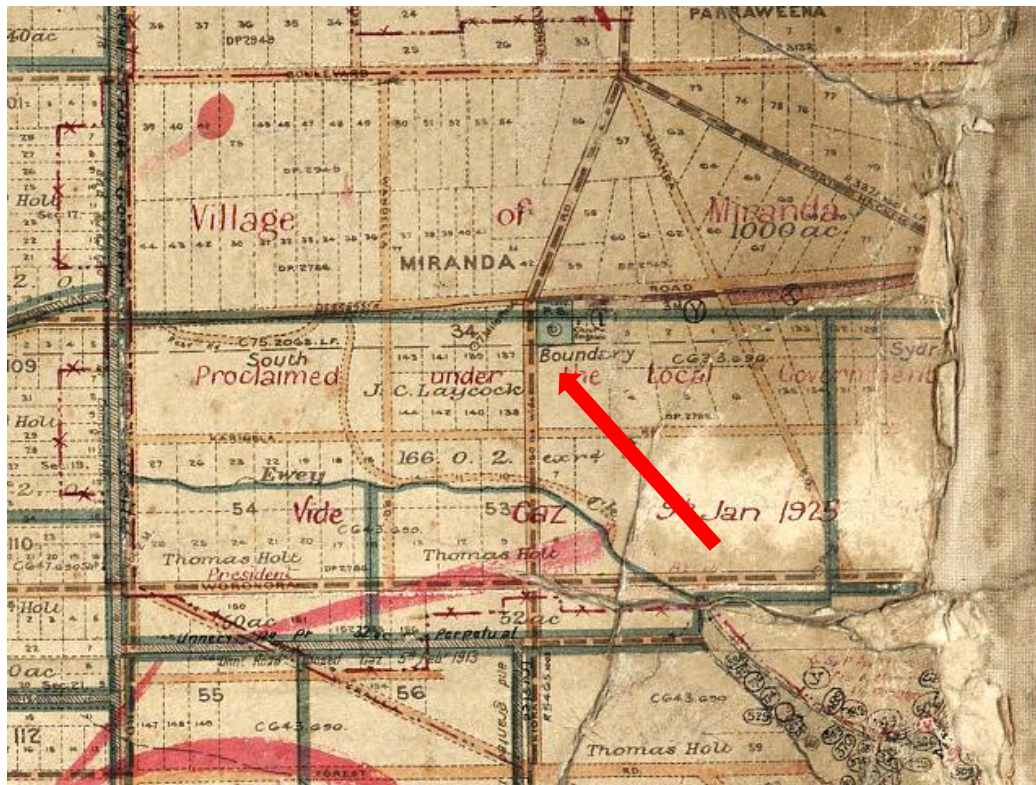


Figure 7 Parish of Sutherland, 1913. (detail) showing the Village of Miranda covering Blaxland's 1000 acres (Source: Department of Planning, PMapMN02, 14066301)



Figure 8 Parish of Sutherland, 1925. (detail) showing 15 acres Kingsway, Kiora Road, Urunga Parade and the subdivision of the site (Source: Department of Planning, PMapMN02, 14066301)

2.2 Fabric Analysis

The site is a corner site with three accessible sides, with Kiara Road to the west, Urunga Lane to the east and Urunga Road to the north. There is a 3.1 m drop from the west end of the site to its east edge along Urunga Lane. The front section of the site overlooking Kiara Road is occupied by a two storeyed rendered brick building with a gabled and partially hipped roof, made of concrete tiles. The rear section of the building is covered by a metal roof. A concrete street awning wraps around the building. The bottom half of the building has been plastered and painted. The building has timber casement windows. While the building is limited to the front half of the site, the rear half overlooking Urunga Lane is lying vacant and is used as a fenced off, private car park.

2.3 Assessment of Significance

The building on the site does not have any heritage significance.

NSW heritage significance criteria	Assessment of significance
Criterion (a) An item is important in the course, or pattern, of the local area's cultural or natural history (local significance).	The item does not have any significance in terms of criterion (a)
Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area (local significance).	The item does not have any significance in terms of criterion (b)
Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area (local significance).	The item does not have any significance in terms of criterion (c)
Criterion (d) An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons (local significance).	The item does not have any significance in terms of criterion (d)

Criterion (e) An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history (local significance).	The item does not have any significance in terms of criterion (e)
Criterion (f) An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history (local significance).	The item does not have any significance in terms of criterion (f)
Criterion (g) An item is important in demonstrating the principal characteristics of a class of the area's – cultural or natural places; or – cultural or natural environments (local significance).	The item does not have any significance in terms of criterion (g)

2.4 Statement of Significance

The building at 84-86 Kiora Road, Miranda is not a heritage item as it does not have any historical, social, cultural or aesthetic significance.

3.0 Conservation Policy

- 3.1** There are no conservation policies for the building at 84-86 Kiora Road, Miranda as it is not a heritage item.

4.0 The Proposal

4.1 The proposal seeks to demolish the existing buildings on site and construct a seven storey dental hospital. The 3.1m level difference between the front and rear of the site will be employed such that there is a lower and upper ground floor. Pedestrian access is proposed from Kiora Road via the lower ground floor on which will be located the reception. Vehicular entry to the site is from the level of the upper ground floor from Urunga Lane, with a driveway leading to a car lift which will take cars down to three levels of fully automated parking. The front section of the upper ground floor, overlooking Kiora Road will be left as a void and the remaining floor will be occupied by a retail outlet, entrance lobby, a lift and other services. Levels 1 to 4 will be occupied by medical services including departments of radiology, orthodontics and endodontic, periodontal treatment, implants and special needs and a prosthetic clinic and a space allocated for post-operative teaching and lecturing. Level 5 will accommodate administrative services and staff facilities and lounge.

The materials to be used for the proposed development seek to reflect the character of both new and older surroundings buildings. Terracotta external façades and louvres will reflect the rendered, brick buildings adjacent to the site and will be a reference to the rendered, brick building currently existing on site. Contemporary and neutral materials like double glazed aluminium windows, awnings, skylights, clear glass balustrades to the terraces overlooking Kiora Road and Urunga Lane, and precast concrete walls will reflect the built character of the Westfield Shopping Centre next door and the existing building at 50-52 Urunga Parade. At the same time the double glazed and ventilated plenum with digital printed image establishes that the proposed building is a new development.

5.0 Assessment – Heritage Impact Assessment

5.1 NSW Heritage Office Questions (Extract)

Proposed Change to Heritage Item	Response
New Development adjacent to a heritage item (including additional buildings and dual occupancies)	
How is the impact of the new development on the heritage significance of the item or area to be minimised?	The proposed development is in the vicinity of Miranda Railway Station. However the station is above road level and as noted in the NSW State Heritage Register listing “The station is entered off Kiora Road via a modern entry structure with ramps, steps, and a lift”. The entry to the station is the only part of the station that is visible from Kiora Road, therefore the proposed development, will have negligible impact on the significant fabric of the station which includes the platform building and platform, which are not visible from the road. In addition developments surrounding the station along Urunga Parade and Gibbs Street are largely new or recent developments and the proposed development seeks to fit in with these developments in terms of its design and materials used.
Why is the new development required to be adjacent to a heritage item?	N/A. The new development is not adjacent to Miranda Railway Station.
How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?	N/A

How does the new development affect views to, and from, the heritage item? What has been done to minimize negative effects?	The proposed development is along Kiora Road and Miranda Railway Station is the heritage item in the vicinity of the site. The station is above road level and the entry to the station is the only part of the station that is visible from Kiora Road, therefore the proposed development, will have negligible impact on the significant fabric of the station which includes the platform building and platform, which are not visible from the road. Therefore views to the station will not be impacted. Current views from the station include developments surrounding the station along Urunga Parade and Gibbs Street which are largely new or recent developments and the proposed development seeks to fit in with these recent developments in terms of its design and use of materials.
Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?	N/A
Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?	The proposed development is a seven storey dental clinic and its design in terms of its height, proportions and materials used, draws references from the surrounding recent developments along Urunga Parade, Kiora Road and Gibbs Street.
Will the additions visually dominate the heritage item? How has this been minimised?	N/A

Will the public, and users of the item, still be able to view and appreciate its significance?	The proposed development is along Kiora Road and Miranda Railway Station is the heritage item in the vicinity of the site. The station is above road level and the entry to the station is the only part of the station that is visible from Kiora Road, therefore the proposed development, will have negligible impact on the significant fabric of the station which includes the platform building and platform, which are not visible from the road.
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5.2 Sutherland Shire LEP 2006 (Extract)

Control	Response
54 Heritage	
(1) Objectives The objectives of this clause are as follows:	
(a) to conserve the environmental heritage of Sutherland Shire,	Complies The heritage items in the vicinity of the site include Miranda Railway Station and significant trees along the northern section of Kiora Road. The proposed development is limited to the site at 84-86 Kiora Road and does not change either of these items.
(b) to conserve the heritage significance of heritage items, including associated fabric, settings and views,	Complies Miranda Railway Station, which is in the heritage item in the vicinity of the site will not be impacted by the proposed development. The station is above road level and the entry to the station is the only part of the station that is visible from Kiora Road, therefore the proposed development, will have negligible impact on the significant fabric and views from and to the station which includes the platform building and platform, which are not visible from the road. Existing views from the station includes new and recent developments surrounding the station along Urunga Parade and Gibbs Street and the proposed development draws references from these recent developments in terms of its design and use of materials.
(c) to conserve archaeological sites,	N/A
(d) to conserve places of Aboriginal heritage significance,	N/A

(e) to protect and recognise locally significant trees and natural landforms as part of Sutherland Shire's environmental heritage,	N/A. There are no trees on the site or in its immediate vicinity. The significant trees in the larger vicinity of the site include <i>Lophostemon confertus</i> (Brush Box) and Camphor Laurels trees along the north section of Kiora Road. However the above mentioned trees are is not in the direct vicinity of the site and therefore the proposed development will have no foreseeable impact on the trees.
(f) to provide flexibility in the application of standards for development or permitted uses of land to enable appropriate conservation of heritage items,	N/A
(g) to ensure timely consultation with State agencies, the relevant local Aboriginal land council and local communities to ensure that measures to conserve items are appropriate,	N/A
(h) to limit inappropriate and unsympathetic development in the vicinity of cultural heritage items.	Complies The proposed development is a seven storey dental clinic and its design in terms of its height, proportions and materials used, draws references from the surrounding recent developments along Urunga Parade, Kiora Road and Gibbs Street. Miranda Railway Station which is the heritage item in the vicinity of the site, will not be impacted by the proposed development
(9) Heritage impact assessment The consent authority may, before granting consent to any development on land on which a heritage item is situated, require a heritage impact statement to be prepared.	Complies This report (prepared by a heritage architect) is submitted as part of the application pursuant to satisfying this clause.
(10) For the purposes of considering the matters referred to in subclause (6) (a) or (8) (a), the consent	N/A

5.3 Sutherland Shire DCP 2006 (Extract)

Control	Response
3.d Specific Precinct Strategies	
Precinct 2: Kiora Road Precinct	
Continuous awnings, nil set backs and active frontages are the predominate characteristics of the streetscape on the eastern side of Kiora Road. This character is to be maintained in future development. On the western side, the streetscape along the retail fringe is fragmented with minimal active frontages and poorly articulated entrances to the shopping mall. Several points of conflict occur between pedestrian and traffic movement where pavements are intersected by the car park entrances of the shopping centre. The aim is to increase active frontages in this area, reduce expanses of blank walls and improve the legibility of car park entrances and exits.	Complies The proposed development maintains the character of the streetscape as the design does not entail any setbacks and it includes a new steel framed cantilevered street awning. The street frontage along Kiora Road will be active as the pedestrian entries to the proposed hospital are from Kiora Road and the reception is located at this level. While the site and proposed development are not located along the western side of Kiora Road, yet the suggestions to increase active frontage and reduce expanses of blank walls has been adopted for the proposed development as noted above. The car park exit/entry and vehicular access to the development has been limited to Urunga Lane to the rear of the property thereby reducing any possible conflict between pedestrian and vehicular traffic.
<i>Long Term Strategy</i> To facilitate better pedestrian connections, integrate public transport modes, and improve the quality of the public area.	Complies The proposed development seeks to separate vehicular and pedestrian access to the site by placing pedestrian entries and the reception of the hospital to the front of the building, thereby encouraging pedestrian activity along Kiora Road.

6.0 Recommendations

- 6.1** The proposed development will not have any impacts on the heritage item in the vicinity, which is Miranda Railway Station. In addition the proposed development seeks to fit in with recent developments surrounding the station along Urunga Parade and Gibbs Street in terms of its design and use of materials.

7.0 Conclusion

- 7.1 It is the opinion of this report that the proposal will have no adverse effect on the heritage item in its vicinity. In fact it will contribute greatly to the development of the Miranda Town Centre of which it forms an integral part and it will also enable the realisation of strategies for the Kiora Road Precinct.

A handwritten signature in black ink, appearing to read 'Peter Lonergan', with a stylized, flowing script.

Peter Lonergan (Arch. Reg. No. 5983)

Heritage Architect

Cracknell Lonergan Architects Pty Ltd

8.0 References

Curby, P. 2004, *Pictorial History: Sutherland Shire*

Lawrence, J. 1997, A Pictorial History of Sutherland Shire

Neve, M.H. Sutherland Shire Council, 2011, A brief history of Sutherland Shire, available at
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Appendix A – Heritage Inventories



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Miranda Railway Station Group

Item

Name of Item: Miranda Railway Station Group
Type of Item: Built
Group/Collection: Transport - Rail
Category: Railway Platform/ Station
Primary Address: Kiora Road, Miranda, NSW 2228
Local Govt. Area: Sutherland

Property Description:

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
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Boundary: North: boundary of RailCorp property fronting the rear of properties on Urunga Parade; East: 5m east of the platform end; South: boundary of RailCorp property fronting Gibbs Street; West: eastern side of Kiora Road (excluding the 1981 underbridge).

All Addresses

Street Address	Suburb/Town	LGA	Parish	County	Type
Kiora Road	Miranda	Sutherland			Primary
Gibbs Street	Miranda	Sutherland			Alternate

Owner/s

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

Statement of Significance

Miranda Railway Station - including the 1939 platform building and platform - is of local heritage significance. Miranda Railway Station is of local historical significance as part of the Cronulla line, a major 1930s Depression-era public work, and through its relationship to the development of the suburb of Miranda and the broader Sutherland Shire region. The Miranda Railway Station 1939 platform building is a good representative example of the cohesive group of Inter-War Functionalism style suburban platform buildings (with some Art Deco influence) built for the Cronulla Line in 1939 (six suburban stations were built from Sutherland to Woollooware, five now extant).

Date Significance Updated: 29 Jun 09

Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Designer/Maker: NSW Railways
Builder/Maker: NSW Railways
Construction Years: 1938 - 1939

Physical Description:	PRECINCT ELEMENTS Platform building (1939) (Type 13) Platform (1939) Entry structure, canopies (1985) Moveable items: Rollover timber indicator boards
	CONTEXT The railway station is above the road level, and is entered off the eastern side of Kiora Road via a modern entry structure with lift, steps and ramps. The rail tracks run across an underbridge over Kiora Road, west of the station.
	PLATFORM BUILDING (1939) Exterior: A dichromatic brick single storey platform building with stepped parapets all around a terracotta tiled gabled roof. The walls feature a soldier course in contrasting brickwork at the height of the window header. The building features: painted steel-framed awning windows placed vertically in groups of three (some replaced with powder-coated aluminium framed windows); modern metal flush doors; modern ticket windows facing platform entry point; glazed terracotta vents placed in walls above window height; and some altered window and door openings. A cantilevered awning surrounds the building, and this features a fibro ceiling with thin timber battens and fluorescent tube strip lighting. At the western end (platform entry end) of the building, there are two dichromatic brick columns supporting the awning, each with 3 stringcourses towards the top of each column. The columns have curved and stop-chamfered bricks to the corners.
	Interior: Internally the building consists of a series of small discrete spaces arranged along a linear floor plan, comprising a combined booking & parcels office, Station Master's office, ladies room, store room and men's room. Much of the interior fit out has been removed and replaced with typical 1980s fit out (Ellsmore, 2001)
	PLATFORM (1939) Wide island platform, brick edges, asphalt surface, curved edge to northern side.
	ENTRY STRUCTURE, PLATFORM CANOPIES (1985) The station is entered off Kiora Road via a modern entry structure with ramps, steps, and a lift. A platform canopy extends at the eastern end of platform building with metal deck and corrugated steel roofing carried on metal and concrete and tiled concrete columns. Another platform canopy extends from the western end of platform building with metal deck and alsynite roofing carried on steel RSJs and steel columns. This shelters the platform entry steps and ramp and a secondary roof over the ramp and steps is below the level of this shelter roof.
	MOVEABLE ITEMS Two rollover timber indicator boards attached to brick awning columns at the western end of the platform building.
Physical Condition and/or Archaeological Potential:	Platform building (1939): good Platform (1939): good Entry structure, canopies (1985): very good Date Condition Updated: 29 Jun 09
Modifications and Dates:	1940: Goods siding constructed. 1949: Goods siding closed. c. 1985: Line duplicated. Construction of station entry structure with ramps, steps, stairs and lift, platform widened on its northern side, and removal and replacement of some interior fitout to 1939 platform building. N.d: Modern platform canopies surround the platform building.
Current Use:	Railway Station
Former Use:	Nil

History

Historical Notes:	Miranda was named after a character in Shakespeare's play "The Tempest" in 1881 by James Murphy (manager of the Holt Sutherland Company formed in 1881). Land in the area was chosen by Gregory Blaxland, but promised to John Connell, who was recognised as the owner in 1835. In the 1860s the land was purchased by Thomas Hotel (1811-1888) who planned a farm, however the land ended up leased
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to market gardeners.

In 1908, the Government had approved construction of a steam tram route from Sutherland to Cronulla, with construction completed and steam trams operating along the route from June 12, 1911. The Miranda Hill slowed the trams and prior to provision of an assistant motor, it was not uncommon for heavily laden trams to stall on Miranda Hill, with driver was killed in a tram derailment at this location in November 1924. The area remained semi-rural and sparsely settled well into the 20th century: by 1923 there were only a few stores at Miranda. The suburbanisation of the area followed the construction of the railway.

The Sutherland-Cronulla line was constructed from 1936 and completed in 1939, under the NSW premiership of the conservative Sir Bertram Stevens. In 1936 the NSW State Parliament authorised expenditure of 300,000 pounds to construct the Sutherland to Cronulla railway line, with the men employed to receive award wages "in pursuance of the Cabinet's policy of replacing unemployment relief works by works that will provide a better return for the expenditure of public money, and at the same time create improved conditions of employment." (Canberra Times, 22 February 1936, page 1). A federal loan for "state works" including "speeding up of the construction of the Sutherland-Cronulla line" was granted to the NSW government in November 1938 (Canberra Times, 28 November 1938, page 1).

The Cronulla line was constructed as an electrified railway line and signalling was of the new system termed 'electro pneumatic system' with light signalling. As designed, the entire line was a series of 'crossing loops' stations along a single line and, reflecting the times, all the electric catenary was supported on timber poles. The linear brick platform building with polychrome brickwork, stepped parapets and cantilevered awnings is in the Inter-War Functionalist in style. All of the extant 1939 station platform buildings on the Cronulla line (from Sutherland, which was rebuilt in 1939, through to Cronulla) are cohesive in design and construction materials. Miranda Railway Station was constructed as an island platform accessed from Kiora Road.

Circa 1985 much of the interior fit-out of the platform building was replaced. In 2008 the island platform at Miranda has been widened on its northern side for duplication of the railway line, catenary installed on steel stanchions, the Kiora Road underbridge reconstructed, and a new entry structure with new stairs and lift access from street to platform has been installed, with connecting canopies to the platform building.

Assessment of Significance

SHR Criteria a) [Historical Significance]	Miranda Railway Station is of local historical significance as part of the Cronulla line, a major 1930s Depression-era public work, and through its relationship to the development of the suburb of Miranda and the broader Sutherland Shire region.
SHR Criteria c) [Aesthetic Significance]	Miranda Railway Station platform building is of aesthetic significance as a good example of an Inter-War Functionalist station building, similar to other original 1939 Cronulla line suburban platform buildings in design and style. It is of aesthetic significance as part of a cohesive (in design and construction) set of Cronulla line suburban railway station buildings, representative of a NSW Railways adaptation of this architectural style.
SHR Criteria d) [Social Significance]	The place has the potential to contribute to the local community's sense of place, and can provide a connection to the local community's past.
SHR Criteria f) [Rarity]	Miranda Railway Station is not rare, as it is one of a group of similar Cronulla line stations dating from 1939.
SHR Criteria g) [Representativeness]	The Miranda Railway Station 1939 platform building is a reasonably intact representative example of the cohesive group of Inter-War Functionalist style suburban platform buildings (with some Art Deco influence) built for the Cronulla Line in 1939 (six suburban stations were built from Sutherland to Woollooware, five now extant), though it is less intact than other comparable stations due to internal modifications as well as modern additions to the platform.

Integrity/Intactness: The platform building is essentially intact externally, with some windows and doors altered, however obscured by modern platform canopies to each end. The platform and platform entry were altered in 1985.

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

Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
<i>Heritage Act - s.170 NSW State agency heritage register</i>					

Study Details

Title	Year	Number	Author	Inspected by	Guidelines Used
State Rail Authority Heritage Register Study	1999	SRA922	State Rail Authority		No
S170 Heritage & Conservation Register Update	2009		Paul Davies Pty Ltd		Yes
S170 Heritage & Conservation Register Update	2009		Paul Davies Pty Ltd		Yes

References, Internet links & Images

Type	Author	Year	Title	Internet Links
Written	David Sheedy	2009	Historical Research for RailCorp S170 Register Update	
Written	Andrea Humphreys and Donald Ellsmore	2001	Inter-War Station Buildings	
Written	Frances Pollon (Compiler, editor)	1990	The Book of Sydney Suburbs	
Written		1936	Canberra Times 27 July 1936, page 2 Canberra Times 27 July 1936, page 2 Canberra Times 27 July 1936, page 2	
Written		1936	Canberra Times, page 1, 22 February 1936	
Written	Place names history for Miranda		www.sutherland.nsw.gov.au/ssc/rwpattach.nsf/viewasattachmentPersonal/shire_placenames_20041008.pdf/\$file/shire_placenames_20041008.pdf	
Written	Peter Neve		Sutherland Shire Studies No. 6 - Railways and Tramways in the Sutherland Shire	

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





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Appendix B – Peter Lonergan CV, Vidhu Gandhi CV

Cracknell & Lonergan

Architects Pty Limited

156a Church Street Camperdown NSW 2050

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Peter Joseph Lonergan (Arch. Reg. No. 5983)

ABN 55 100 940 501

CURRICULUM VITAE

Peter Lonergan

Cracknell & Lonergan Architects Pty Ltd

156a Church Street, Camperdown

Personal Qualification

BScArchitecture (Hons)	UNSW
BArchitecture	UNSW
MBEnv (Building Conservation)	UNSW
Certificate Sustainable Design	University of Sydney

Teaching (Part-time)

1982 – 2005	UNSW Faculty of Architecture 1st Year to Final Year Design , Visual Communication, Architectural Science, Design Theory
1986 – 2005	Sydney University Faculty of Architecture 1st Year Final Year Design
1985 – 1990	University of Technology, Sydney, School of Interior Design 1st Year to Final Year Design and Communication

Lecturing

Lectured in Professional Practice to professional bodies and public at various conferences throughout Australia

Awards

Winner	College of Fine Arts, Ivan Dougherty Gallery and Campus redevelopment
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Winner Traveller's Rest (1830s), Parramatta Heritage redevelopment

Commendation Sow and Pigs Reef, monument

Commendation Green Square (Southern Industrial), Sydney

Commendation Transition, Urban Renewal

Published Circular Quay East

Publications

The work of Cracknell & Lonergan Architects has been published broadly, including professional text magazines, newspapers, product promotion.

Current Publications include:

Art Gallery of NSW Newsletter LOOK, Australia Foundation for the Arts, GEO (Europe), La Figaro, Pol Oxygen, InStyle.

Membership

Corporate member of the Royal Australian Institute of Architects

Member of the Royal Australian Institute of Architects, Heritage Committee

Member of the Board of Architects

Life Member of the Eco Design Foundation

Listed Heritage Architect, Heritage Office NSW

Professional Practice

Principal and Nominated Responsible Architect for Cracknell & Lonergan Architects Pty Ltd, private practice established in 1984.

Cracknell & Lonergan Architects services include: Architecture, Interior Architecture, Heritage Conservation, Exhibition Design, Town Planning.

Current and recent projects include:

Architecture

- The Pemulwuy Project. Redevelopment of "The Block", Redfern, Sydney, for the Aboriginal Housing Company
- Redevelopment of the Sydney University Settlement, Redfern, Sydney
- Redevelopment of the College of Fine Arts UNSW and Ivan Dougherty Gallery, Paddington, Sydney
- Ray Road, Epping. 51 dwellings (residential flat buildings and townhouses) and restoration of a Heritage Item

- Wutuma Aboriginal Keeping Place Corporation, Kempsey. Includes Museum, Arts Centre, Theatre, Administration and Visitor's Centre

Public Art and Exhibition Design

- Papunya Tula, Central Termini , Rome, for the Art Gallery of NSW
- Gabriel Pizzi, Australian Embassy, Paris
- Muse du quai Branly at the Australian Embassy, Paris, for the Australia Council for the Arts
- Design and project management of Indigenous Art Commission at Muse du quai Branly (2500m² of permanent public art in the current Presidential Project, Paris (with Ateliers Jean Nouvel)
- Australian exhibition at the Benaki, Athens. 2004 Athens Olympics, with Alison Page, for the Sydney Powerhouse Museum and Museum Victoria
- Australian Exhibition, Olympic Federation Headquarters, Lausanne Switzerland.

Heritage Conservation

- Heritage Supervision, Reserve Bank of Australia, No. 1 Martin Place (Multiplex)
- Heritage Supervision and Heritage Architect, School of Arts, Pitt St. Sydney (Art House Hotel).
- Conservation, Masonic Temple, Regent St. Chippendale.
- Oxford Hotel, Oxford Street, Darlinghurst
- Kinselas, Darlinghurst
- Beauchamp Hotel, Oxford Street, Darlinghurst
- Palace Hotel, Surry Hills
- Maddison Hotel, Surry Hills
- Union Hotel, North Sydney
- Columbian Hotel, Oxford Street, Darlinghurst
- Conservation/adaptive reuse of some substantial private homes.
Scheduled items include:
29 Ocean Street, Woollahra
54 Lang Road, Centennial Park
9 Darley Street Darlinghurst
58 Burton Street Darlinghurst

Heritage Reports

- Draft Conservation Management Plans for Architects and Clients.
- Draft Assessments of Heritage Impact for Architects and clients.
- Preparation of photographic documentation for Heritage Items.
- Preparation of measured studies of Heritage Structures.

Expert Evidence

Have prepared and given evidence to the Land and Environment Court, Supreme Court of NSW and others since 1992 in the fields of:

- Heritage
- Design

- SEPP 63
- Environmental degradation
- History
- Building technologies

Town Planning

Have advised, prepared and assisted in the preparation of:

- Environmental Impact Statements
- Statements of Environmental Effects
- Drafted LEP amendments
- Design Statements
- Site Specific DCP's and SEPP 1 objections.

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ABN 55 100 940 501

CURRICULUM VITAE

Vidhu Gandhi

Cracknell & Lonerган Architects Pty Ltd

156a Church Street, Camperdown

Personal Qualification

BArchitecture	TVB School of Habitat Studies, India
MBEnv (Sustainable Development)	UNSW
PhD BEnv	UNSW

Teaching and Research

2009-2010	UWS, School of Social Sciences Research Assistant, Challenging Racism Project
2003-2007	UNSW, Faculty of Built Environment Sessional academic
2003-2007	UNSW, Faculty of Built Environment Research Assistant, ARC Projects
2001	TVB School of Habitat Studies, India Sessional academic
2001	Global Environmental Governance Unit, Centre for Science and Environment, India Research Assistant

Awards

Faculty of Built Environment, UNSW, Research Bonus through publication, Department of Education, Science and Training, Government of Australia, 2005

Faculty of Built Environment, UNSW, Doctoral Scholarship, 2004

Professional Practice

Heritage Architect, OCP Architects, Sydney, 2009

Heritage Architect, Grieve Gillet, Adelaide, 2008

Heritage Architect, Swanbury Penglase Architects, Adelaide, 2008

Heritage Architect, OCP Architects, Sydney, 2007

Environmental Consultant, Vashra Landscape, Architecture and Interiors, New Delhi, 2002

Graduate Architect, Sanon Sen & Associates Pvt. Ltd, Kolkata, 1999

Recent heritage conservation projects include:

Conservation and Heritage Management Plans

- South Head, Sydney Harbour National Park Conservation Management Plan Stage 2 – Client: Department of Environment and Climate Change, 2009
- Yarrabee House, Adelaide, Conservation Management Plan – Client: University of Adelaide, 2008
- Glenthonre Farm, Adelaide, Conservation Management Plan – Client: University of Adelaide, 2008
- Old and New Parliament House, Adelaide, Conservation Management Plan – Client: Department of Environment and Heritage, 2008
- Boronia House, Sydney, Conservation Management Plan – Client: Mosman Council, 2007

Heritage Impact Assessments and Statements

- Clifton Street, Brush Road, Ryde and Kathleen Street, West Ryde, proposed redevelopment of NSW Housing properties, Heritage Impact Statement – Client: TSA Management Pty Ltd and NSW Housing, 2009
- South Street, Roto Street, Cherry Street and Myall Street, Windale, proposed redevelopment of NSW Housing properties, Heritage Impact Statement – Client: TSA Management Pty Ltd and NSW Housing, 2009
- South Street, West Wallsend; Livingstone Street, Belmont; Watanobbi Road, Watanobbi and Killaloe Ave and Pennant Hills Road, Pennant Hills, proposed redevelopment of NSW Housing properties, Heritage Impact Statement – Client: TSA Management Pty Ltd and NSW Housing, 2009
- 20-22 Pacific Street, Watsons Bay, proposed redevelopment of residential sites, Heritage Impact Statement – Client: Toga Group, 2009
- Blackburn Building, University of Sydney, proposed redevelopment, Heritage Impact Statement – Client: University of Sydney, 2009

- Pharmacy Building, University of Sydney, proposed redevelopment, Heritage Impact Statement – Client: University of Sydney, 2009
- Parramatta Road, Haberfield, Sydney, proposed McDonalds restaurant, Heritage Impact Statement – Client: McDonalds Australia, 2009
- Glebe Town Hall, Heritage Impact Statement - Client: City of Sydney, 2007

Heritage Studies

- RailCorp Metro South, Sydney, S170 Heritage register update – Client: RailCorp, 2009

Specialist Heritage Advice

- School of Physics, Faculty of Science, University of Sydney, front foyer display cabinets selection advice – Client: University of Sydney, 2009
- Edmund Wright House, Adelaide, Dilapidation Report – Client: Department of Environment and Heritage, 2008

Published and unpublished Research

2008, Vidhu Gandhi, Aboriginal Australian heritage in the postcolonial city: sites of anticolonial resistance and continuing presence, unpublished PhD, University of New South Wales

2008, Vidhu Gandhi and Robert Freestone, 'Problematising urban indigenous heritage', In, Global Urban Development Magazine

2005, Vidhu Gandhi, 'Day of Mourning 1938: Celebrating Australian Hall as a symbol of urban Aboriginal heritage', In Celebrations, Proceedings of the XXII Annual Conference, Society of Architectural Historians Australia and New Zealand, September 24-27, 2005

2003, Kevin M Dunn, Ian H Burnley, James Forrest and Vidhu Gandhi, 'Racism in Australia: Cultural imperialism, disempowerment and violence', In Windows on a changing world, Proceedings of the New Zealand Geographical Society Conference, The University of Auckland

Conference Papers

2006, Vidhu Gandhi, 'Urban Aboriginal Australian Heritage: International Concerns and National Approaches' presented at the 12th International Conference of the International Planning History Society (refereed), December 11-14, 2006

2004, Vidhu Gandhi, 'Ceremonial grounds or colonial buildings: intersubjectivity and Aboriginality in Sydney's urban heritage landscape', presented at Institute of Australian Geographers Annual Conference (refereed), April 13-16, 2004

2003. Vidhu Gandhi, 'Continuing colonial landscapes: Public Aboriginality in the twenty first century Australian cities', presented at Doing cultural geography, Institute of Australian Geographers, Cultural Study Group Meeting, September 29-30, 2003