

HERITAGE IMPACT STATEMENT

Name	Geraldton Northampton Railway Reserve (East of and parallel to North West Coastal Highway between White Peak Road and Wells Road within the Oakajee Industrial Estate Buffer Zone), 20 kilometres north of Geraldton
Address	Howatharra
Date	5 June 2010
Prepared by	Laura Gray, Heritage & Conservation Consultant
Prepared for	LandCorp
Heritage Listings	Nil
Conservation Plan	McDonald Hales & Assoc (2000): Heritage Management Plans: Oakajee Industrial Estate, Port Facility and Buffer Zone. Ref p.53.
Proposal	<p>Oakajee Industrial Estate: The proposal is for 200 metre wide operational corridors that will allow for a light railway construction (Oakajee Port and Rail (OPR) rail alignment) that will intersect the Geraldton-Northampton rail corridor at approximately 0.500 kilometres south of Wells Rd; and,</p> <p>Oakajee-Narngulu infrastructure corridor that will intersect the Geraldton-Northampton rail corridor in two areas near Lots 1694, 11692 and 4 north of White Peak Road.</p>
The Place	<p>Geraldton Northampton Railway Reserve: The railway reserve is predominantly the remains of the railway formation and some evidence of culverts at various positions. The majority of the alignment between White Peak Road and Wells Road, the subject of the statement, is indeterminable, having over the past several decades, been either cleared or levelled to accommodate pasture</p>

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and cropping, or overgrown. Within the subject area, the only identifiable elements are a pile of rubble immediately north of White Peak Road, and the rail formation and remnants of a culvert located at approximately 1.5 kilometres north of White Peak Road. South of Wells Road evidences impenetrable overgrown bush. Beyond the subject area, north of Olsen and Oakajee Roads, outside of the subject area, the rail formation is clearly evident in the landscape, and a culvert in that vicinity is relatively intact. No such evidence was identified within the subject area.

Heritage Significance of the Place: Geraldton Northampton Railway Reserve

(Between White Peak Road (south) and Wells Road (north))

Although not recognised specifically on the Shire of Chapman Valley's Municipal inventory of Heritage Places or any other heritage lists, some significance can be attributed to the Geraldton-Northampton railway line by virtue of it being the first railway line associated with Geraldton.

The 'Northern railway' from Geraldton to Northampton was opened in 1879, and the alignment between White Peaks Road and Wells Road to the north (approximately 5 kilometres), shows minimal evidence of the railway formation or any structures associated with the original railway line.

Conservation Policies Nil

Aspects of the proposal that respect or enhance the heritage significance.

The proposal will have minimal impact on the 'Northern Railway' alignment in the proposed subject area, so will neither enhance or impact on the place that has already been severely compromised.

Aspects of the proposal that could have a detrimental impact on the heritage significance

It is likely that the identified culvert remains will be demolished, but it is in very poor irredeemable condition. Considerably more intact examples remain outside of the subject area.

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Alternative solutions that have been considered and why they have been discounted

No alternatives have been considered in response to the subject Geraldton Northampton Railway Reserve, as the proposal will have minimal impact. Consideration has been with respect to the development of the massive Oakajee Industrial Estate.

Conclusion about the nature and extent of the heritage impact of the proposal

In conclusion, the proposed 200 metre wide operational corridors associated with the development of the Oakajee Industrial Estate will have minimal impact on the remains of the Geraldton-Northampton rail corridor between White Peak Road (south) and Wells Road (north).

Attachments

Plan: GEOAK European Heritage Sites with co-ordinates
Plan: g1660 OPR infrastructure corridor alignment south of Wells Road
Img-5281211 sketch showing alignment of the Oakajee-Narngulu infrastructure corridors.
Extract from Trails feasibility report: Murszewski 1999. Pp 53-55.
Extract from Heritage Management Plan: McDonald Hales 2000. p.53.
Photos

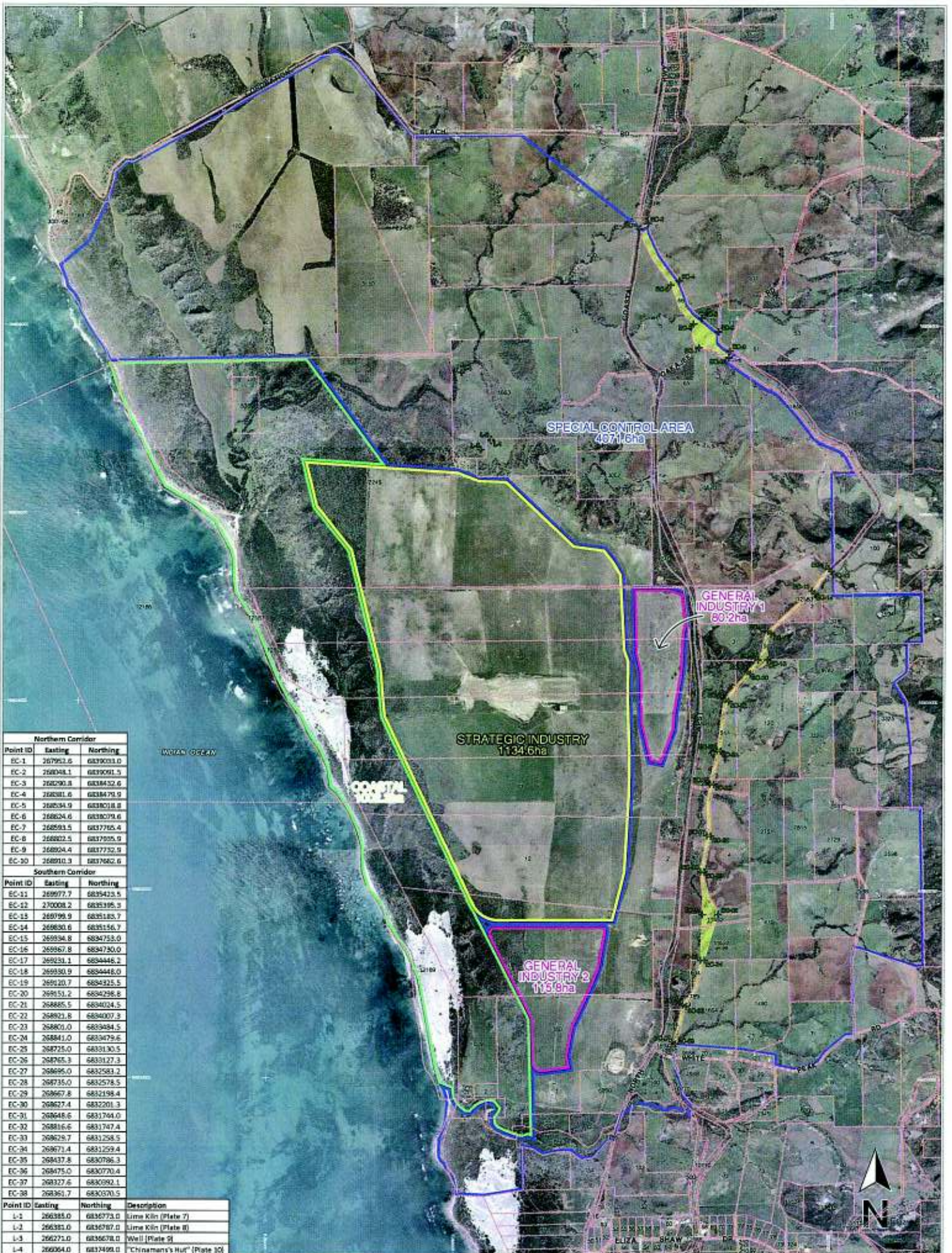
References

Adam Murszewski (1999): Feasibility Study into Leisure Trail Conversions of the Geraldton to Galena, and Wokarina to Yuna Railway Lines. Feasibility study for Midwest Trails Group.
McDonald Hales & Assoc (2000): Heritage Management Plans: Oakajee Industrial Estate, Port Facility and Buffer Zone.

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Northern Corridor		
Point ID	Easting	Northing
EC-1	267952.6	6839033.0
EC-2	268048.1	6839061.5
EC-3	268090.8	6838432.6
EC-4	268081.6	6838479.9
EC-5	268094.9	6838018.8
EC-6	268624.6	6838079.6
EC-7	268593.5	6837765.4
EC-8	268602.5	6837905.0
EC-9	268624.4	6837732.9
EC-20	268610.3	6837682.6

Southern Corridor		
Point ID	Easting	Northing
EC-11	268977.7	6839423.5
EC-12	270008.2	6839395.3
EC-13	268799.9	6839183.7
EC-14	268630.6	6839156.7
EC-15	268934.8	6834753.0
EC-16	268967.8	6834750.0
EC-17	268931.1	6834446.2
EC-18	268930.9	6834446.0
EC-19	268120.7	6834825.5
EC-20	268151.2	6834296.8
EC-21	268885.5	6834034.5
EC-22	268821.8	6834007.3
EC-23	268800.0	6834984.5
EC-24	268841.0	6834795.6
EC-25	268725.0	6839130.5
EC-26	268765.3	6839127.3
EC-27	268695.0	6832583.2
EC-28	268735.0	6832578.5
EC-29	268667.8	6832198.4
EC-30	268627.4	6832201.3
EC-31	268648.6	6831764.0
EC-32	268816.6	6831767.4
EC-33	268629.7	6831258.5
EC-34	268671.4	6831259.4
EC-35	268437.8	6830796.3
EC-36	268475.0	6830770.4
EC-37	268327.6	6830392.1
EC-38	268361.7	6830370.5

Point ID	Easting	Northing	Description
L-1	266385.0	6836773.0	Lime Kiln (Plate 7)
L-2	266381.0	6836787.0	Lime Kiln (Plate 8)
L-3	266271.0	6836678.0	Well (Plate 5)
L-4	266064.0	6837499.0	"Chinaman's Hut" (Plate 10)

OAKAJEE INDUSTRIAL ESTATE EUROPEAN HERITAGE PLAN

McMULLENOLAN
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P.O. Box 117 South Perth, WA 6150 Phone 8438 1000 Fax 8438 1000
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250m 0 Scale 1:17 500 1000m
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SOURCE DATA				
Source	Date	Scale	Accuracy	
Aerial Photography	LANDSAT 13/09/2011	1:25 000	N/A	A
Model	B414 Topo-030a.com		+/- 5m	B
Table Data	LANDCORP	N/A	N/A	C
Cartesian Data	LANDSAT 12/01/2011	N/A	+/- 1m	D
Datum	MDA	Zone 52	Contour Interval N/A	E
Plan	B414-011	Rev A	Date: 15/01/2012	Drawn: JT
				Chk: RC



270000mE

269500mE

269000mE

268500mE

PROPOSED 200m CONSTRUCTION CORRIDOR

N 6.835.060
E 269.665

N 6.835.039
E 269.702

N 6.834.918
E 269.508

N 6.834.898
E 269.545

North West Coastal Highway



8131000mN

8130500mN

OAKAJEE PORT AND RAIL
Proposed OPR Rail Alignment
Geraldton - Northampton Railway Reserve
Author: A. Le Moine
Date: January 2010



OAKAJEE INDUSTRIAL ESTATE W.A

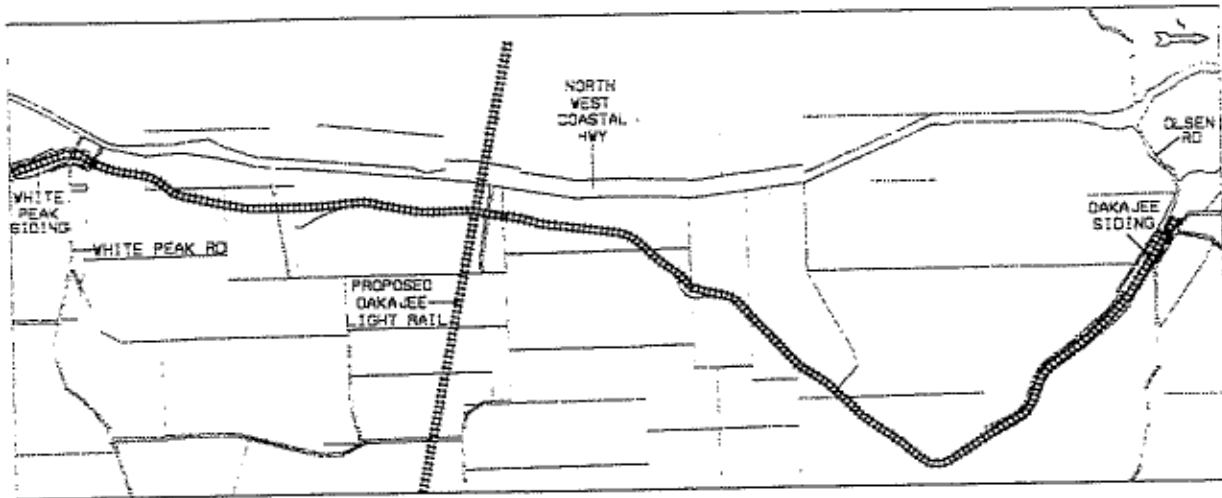
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SOURCE DATA	Source	Date	Scale	Accuracy
Aerial Photography	LANDSAT	13/08/2001	1:25,000	N/A
Stipple	84141ppn-020a.swp			+/- 2m
Topography	N/A	N/A	N/A	N/A
Cadastral Data	LANDGATE	JAN 2008	N/A	+/- 1m
Datum: WGA	Zone: 50	Corner Interval: N/A		
Plan: 84141-008	Rec: 0	Date: 15/08/2008	Drawn: JT	Check: PG

6.3 RAILWAY SEGMENT C - White Peak to Oakajee

The White Peak to Oakajee section of railway is 8.92kms in length (figure 6.3a). A small cluster of trees marks the White Peak siding, with a large grass clearing to the immediate west. The formation essentially travels north for 3.92kms from the White Peak siding, northeast for 2.64kms, and northwest for 2.36kms to the Oakajee siding.

Figure 6.3a: White Peak to Oakajee railway section



As might be expected in the Oakajee area, the proposed Oakajee steel mill will have ramifications for the proposed rail-trail in the form of a light railway line that will cross the disused railway line approximately 2.5kms north of White Peak Road. It is worth noting that the steel mill will run three trains every two days (i.e. six journeys), each being approximately 1km in length. The trains will cross the NWCH 10m above ground as per Main Roads WA requirements.

6.3.1 Existing conditions

This section comprises a mixture of vacant crown land, freehold and leased land. As previously established, the NWCH is to be extended along the disused railway reserve to White Peak Road. The railway reserve crosses White Peak Road approximately 230m north of the White Peak siding, continuing in a northerly direction parallel to the NWCH and adjacent river. It then passes through a small City of Geraldton property (that includes the White Peak quarry) leased by the Batavia Coast Archers. Archery targets are placed on the railway formation in this area.

The formation is privately owned for 490m through Victoria Location 11692 and passes through farming paddocks for the next 1.33kms to a dirt road. It has been indicated by the Department of Resources Development (1998) that the proposed Oakajee railway line will cross the old railway reserve to the south of this dirt road, reclaiming the top one-third of Victoria Location 1722 (figure 6.3a).

Once past the proposed site of the Oakajee railway crossing, the formation remains largely untouched through appealing environs for the next 4.07kms (figure 6.3b). It basically exists as a narrow corridor with surrounding vegetation and offers substantial appeal for trail enthusiasts. The impact here on farming activity is minimal as the formation exists within defined reserve boundaries for the majority of the identified distance. For the remaining 1.85kms to the Oakajee siding the corridor continues along a property boundary adjacent to a large CALM reserve.

Figure 6.3b: Corridor north of White Peak (photo: November 1998)



While this entire section from the Oakajee railway crossing to the Oakajee siding is largely favourable there are sporadic line fragments that may be problematic and should not be overlooked. There are several large railway structures in this section that would require restoration.

6.3.2 Opportunities and constraints

It can be seen that there are a number of constraints to trail conversion of the initial 3kms. Clearly the imminent NWCH realignment, the activity of the Batavia Coast Archers, the section of privately owned railway line (Victoria Location 11692) and the Oakajee railway all pose legitimate obstacles to trail conversion in the area. However, the remaining 5.92kms to the Oakajee siding offer genuine potential for the development of leisure trails.

There are some brief sections where the formation passes closely by rural activity and these must be approached accordingly. Given the proximity of this trail segment to the proposed Oakajee steel mill it might be appropriate to approach the relevant body for funds. Examples of such are known to have occurred in other parts of Australia such as Bendigo (McCubbin & Milton, 1996).

6.3.3 Summary table

Table 6.3a provides a summary of the major elements of the White Peak to Oakajee section, with further details provided in Supplementary Attachment A.

Table 6.3a: Summary of White Peak to Oakajee section

Length	8.92kms
Municipality	Shire of Chapman Valley
Corridor Width	Typically between 39-58m; isolated bulges up to 167m
Tenure	49.3% vacant crown land; 45.4% leased; 5.3% freehold
Significant Structures	Two bridges; eight culverts; five gaps where culverts were; 20 fences; ten dirt roads/tracks
Significant Conflict	Proposed NWCH realignment; Oakajee light rail; vehicular crossings; rural landuse
Safety Issues	NWCH realignment; vehicular crossings; Oakajee rail crossing; archery club activity
Aesthetic appeal	Majority of corridor remains with remnant vegetation making it generally very appealing

6.3.4 Conclusions

It is recommended that efforts relating to the section of railway reserve between the White Peak siding and proposed Oakajee railway are delayed, in order to determine the impact of the NWCH realignment and proposed Oakajee railway line on the viability of the trails project in this area. As with the sections from the Chapman River Bridge to Wokarina and Wokarina to White Peak, an alternative would be needed to allow potential trail users to bypass these physical constraints. Such an alternative should extend from that adopted in the previous sections. Negotiations with the owners of Victoria Location 11692 will also be required if access to the railway line on this section is desired.

The section of railway reserve between the proposed Oakajee railway line and the Oakajee siding offers potential for the proposed rail-trail project. The reserve is within appealing natural environs, has minimal impact on adjacent farming properties and is in relatively good condition. Given its condition, the cost to establish a trail through this section would be comparatively cheap. However, there are a number of constructions requiring works and a structural evaluation would be needed to provide an accurate indication of costs. Heritage Council of WA grants might be attainable for such works as these structures date to the time of the line opening in 1879. The prospect of acquiring funds from the Oakajee steel mill should also be examined.

3). Oakjee Lead Mine

The Oakajee lead mine is located on the eastern side of the former Northampton-Geraldton Railway (see below), close to the eastern boundary of the Oakajee Industrial Estate Buffer Zone. The mine, which comprised two 12m deep shafts, produced several hundred tons of ore prior to 1870, when it was closed down (Maitland 1903:15).

4). Gray's Lead Mine

An early lead mine located approximately 1.6 km to the north-east of the former White Peak railway station, which places it close to the eastern boundary of the Oakajee Industrial Estate Buffer Zone. According to Maitland (1903:14), a 12 metre (40ft) shaft was sunk on freehold block 29, from which lode was "worked by means of levels", and a considerable quantity of ore raised c.1866. Operations at the mine appear to have been short-lived.

5). Northampton-Geraldton Railway

The route of Western Australia's first Government Railway runs parallel to the North West Coastal Highway in the Oakajee Industrial Estate Buffer Zone. The railway was built to carry lead and copper from the mines in the Northampton Mineral Field to the port in Geraldton. Construction of the sometimes controversial railway commenced late in October 1874 and was completed in July 1879 (Bain 1996: 42).

A timetable published on September 3, 1879 shows that trains ran three times a week and called at nine stations (Chapman, White Peak, Taylors, Oakabella, McGuires, Mercy's, Ryan's, Bowes and Northampton). The trains departed Geraldton at 8am and arrived at Northampton at 11am. Return trains left Northampton the same day at 2pm and arrived at Geraldton at 4:45pm (Suba and Callow 1993).

Produce and materials was carted to sidings located at Bowes, White Peak, Oakajee, Northern Gully and Kojarina. Lead and copper from the Protheroe Mine and limestone from White Peak quarry were transported to the port at Champion Bay in this manner (Suba and Callow 1993; Whiteford 1979:12-13).

Although the rail itself has now been dismantled, the route section that runs through the Oakajee buffer zone (east of the highway) includes the first stage of works completed in 1877 (Suba and Callow 1993). This 18 mile stretch connected Geraldton with the White Peak Quarry and the first mining ventures established in the vicinity of the town (such as the Gelirah and Oakajee mines mentioned above).

6). 'Red Cliffs'

In 1851 John Drummond took out a pastoral lease for 4,000 acres north of Smugglers Cove and named it "White Peak", a name inspired by a conical hill on the lease with a large, exposed face of limestone on the summit. By the time he was married, John had added another 3,000 acres of leasehold to the southern boundary of White Peak and had purchased ten acres at the mouth of the Buller River, which lies in the southern portion of the Oakajee Industrial Estate Buffer Zone. Here he built a cottage and outbuildings, which he named 'Red Cliffs' (also known as 'Redcliffe') after the distinctive orange/red banks of the Buller River (Baine 1975:100). Drummond and his wife lived at Red Cliffs for approximately 10 years. According to Suba and Callow (1993), the site has been bulldozed.

7). Miscellaneous Archaeological Sites and/or Features

Preliminary consultation and documentary sources suggest that a range of poorly documented archaeological sites and/or features is likely to exist within the Study Area. They include, but are not restricted to:

- An undated dam near the mouth of the Buller River (Schwede 1996:14);
- Undocumented structures/structural remains;
- Lime-pits;



View looking southeast from Wells Road with the Geraldton Northampton Railway Reserve alignment unidentifiable across the centre. April 2010



View looking south from the Geraldton Northampton Railway Reserve juncture with Wells Road, revealing the overgrown vegetation and no delineation of the alignment. April 2010.

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View looking southwest from the Geraldton Northampton Railway Reserve juncture with Wells Road, revealing the overgrown vegetation and no delineation of the alignment. April 2010.



View looking south along the alignment formation showing the culvert. April 2010.

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View looking southeast showing the remnants of a culvert in the side of the alignment formation (left) with concrete formed side catchment walls. April 2010.



View looking southeast showing the culvert in the side of the alignment formation. April 2010.

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View looking due north from White Peak Road, showing minimal evidence of the alignment formation. April 2010.



View looking northwest from White Peak Road, showing remnant material (most likely not railway associated) on the east side of the railway alignment, within cleared land. April 2010.

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NORTH of the SUBJECT AREA. View several hundred metres north from the intersection of Olsen and Oakajee Roads showing the railway formation. April 2010



NORTH of the SUBJECT AREA. Approximately 1 kilometre north of the intersection of Olsen and Oakajee Roads showing the railway formation - culvert at base of tree on left- both sides. April 2010

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NORTH of the SUBJECT AREA. The culvert in the formation. April 2010

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