

Appendix G – Addendum Statement of Heritage Impact

Albion Park Rail bypass

September 2017



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1.0 INTRODUCTION

1.1 Introduction

Roads and Maritime Services (Roads and Maritime) have proposed to develop the Albion Park Rail Bypass (APRB). Artefact Heritage prepared a Statement of Heritage Impact (SoHI) as part of the Environmental Impact Statement (EIS) for the project, which was on public display in October and November 2015.

In response to Government agency and public submissions received during the EIS display process, Roads and Maritime is preparing a Submissions and Preferred Infrastructure report (SPIR). As part of the preparation of the SPIR, Roads and Maritime are proposing to further refine project designs from those presented during the EIS.

This addendum SoHI has been prepared by Artefact Heritage to assess any additional impacts to heritage that would be the result of post-EIS design changes to the APRB project. As such, this report primarily addresses those heritage items or areas of archaeological potential where there is a potential change in impacts from post-EIS design refinements with those previously assessed in the original EIS. For a full description of all heritage items and identified areas of archaeological potential in the study area, this report should be read in conjunction with the original SoHI (Artefact Heritage, 2015).

The report also provides a clarification regarding identification of the Albion Park Showground Heritage curtilage from the EIS.

1.2 Authorship

This report was prepared by Alyce Haast (Heritage Consultant) and Josh Symons (Principal) of Artefact.

Table 1: Archaeological qualifications

Name	Qualification	Years Experience
Alyce Haast	Masters of Professional Archaeology	3 years
Josh Symons	Bachelor of Arts (Honours I)	15 years

1.3 Limitations

At the time this report was prepared Shellharbour City Council was undertaking community consultation into the possibility of listing the northern boundary of the Shellharbour LGA as an item of local heritage significance. At the time this report was prepared the boundary was not a listed item and further information regarding the potential significance values of boundary was unavailable to Artefact Heritage. Subsequently the potential heritage item has not been included in the current assessment.

1.4 Proposal

Roads and Maritime propose to build a 9.8 kilometre extension of the Princes Motorway between Yallah and Oak Flats that would bypass Albion Park Rail. Key features of the project include:

- Two lanes in each direction divided by a median (with capacity to upgrade to three lanes in each direction in future)
- Three interchanges provided at Yallah, Albion Park and Oak Flats would connect the local road network with the motorway
- Bridges to carry the motorway over Duck Creek, Macquarie Rivulet and Frazers Creek
- Bridges to carry the motorway over the Princes Highway and Tongarra Road
- A bridge to carry the motorway over the South Coast Rail Line
- Improved pedestrian and cycle connections
- Improvements to directly impacted sporting facilities at the Croom Regional Sporting Complex and changes to the southern access.

1.5 Proposed design refinements

An EIS was prepared by Roads and Maritime to assess the potential impacts of the proposal. The EIS was publicly exhibited by the Department of Planning and Environment between 28 October and 27 November 2015.

Following the EIS display, a review of the design was undertaken in response to feedback following stakeholder consultation. As a result of this review process, Roads and Maritime has refined a number of aspects of the project as exhibited in the EIS. Design refinements have been developed to minimise EIS impacts where possible and in response to:

- Consultation with the community during the EIS exhibition period
- Submissions received during and following the EIS exhibition period
- Landowner discussions during property acquisition and adjustment
- Further concept design review of the EIS design.

The key design refinements proposed include:

- Reconfiguration of the central interchange to minimise the impact on agricultural land and allow northbound traffic to exit the motorway onto Tongarra Road
- Reduction in the project footprint within agricultural land, and provision of additional connectivity across the highway for agricultural use
- Some refinements to intersection arrangements in response to further detailed traffic modelling

Roads and Maritime has prepared a Submissions and Preferred Infrastructure Report (SPIR) to address submissions received during the exhibition of the EIS. The SPIR describes the changes to the project, assesses the impacts of the changes and reviews mitigation measures proposed in the EIS. This SoHI forms an appendix to the SPIR and details the additional non-Aboriginal heritage investigations undertaken as part of this process.

1.6 Clarification regarding Albion Park Showground heritage curtilage

The SoHI which formed part of the EIS incorrectly identified the extent of the Albion Park Showground heritage curtilage listed in the Shellharbour LEP 2013 (I301). This curtilage has been correctly identified and assessed in this report.

2.0 DESCRIPTION AND SIGNIFICANCE OF HERITAGE ITEMS

As part of the EIS assessment a total of 13 non-Aboriginal heritage sites were identified as being within the study area or within the vicinity of the study area and potentially impacted by the proposed development. Management and mitigation measures were developed for these sites based on their identified significance and the identified degree of harm.

Amendments to the proposal would potentially alter impact on eight items of local significance identified during the EIS assessment. Impact on all other items identified within the EIS would not change. Items that would potentially be subject to new impacts include:

- Swansea Dairy site, fig tree and silo (Shellharbour LEP 2013 I182)
- Swansea Farm House (Shellharbour LEP 2013 I198)
- Stapletons Bridge (Roads and Maritime s170 Heritage Register, SHI# 4309612)
- Ravensthorpe grounds and workers cottages (Shellharbour LEP 2013 I 006)
- Illawarra Regional Airport (Shellharbour LEP 2013 I338)
- House (Wollongong LEP 2009 I 6437)
- Albion Park Showground (Shellharbour LEP 2013 I301)
- Boles Meadow (Shellharbour LEP 2013 I198)

A description and assessment of significance for each item has been included below.

Table 2: Description and significance of Swansea Dairy site, fig tree and silo

Swansea Dairy site, fig tree and silo ¹

**Image (Source:
Artefact 2015)**



Significance

Local

Description

The fig tree and silo on Croome Road are remnants of the 'Swansea' dairy, whose farmstead is still situated across the road from the original dairy and was once owned by the Youll family. The original owners of the land were the Norris family, and their farm, 'Mt Wentworth', was once situated on the next farm across from 'Swansea'. The umbrella pines (Pinus pinea) are situated along Croome Road stand where the entrance to the 'Mt Wentworth' Norris farm originally stood, and were probably planted by the Norris family. Concrete silos were being built in the area by 1908. Historically, silos were often twinned with a tree in the landscape, usually on a ridge or hilltop: the spreading tree provided shade for the cows awaiting milking and the silo provided additional year-round nutrition as they were milked. Silos were located near the barn and connected to the feed areas or milking sheds, and the size considered an optimum for a man, or family operations, to fork down the amount of silage needed per day. The Swansea silo is also an example of a government-sponsored silo-building promotion in the 1920-30s, where a standard set of forms were provided to small farmers to assist them to build silos cheaply. The Council constructed Croome Road, which dissected the farm, with the dairy on the east side and the Farm House on the other. The Farm House was later purchased by the Council and was used by the caretakers of the Sporting Complex built on the former farming lands. Currently the homestead is unoccupied.

The site consists of large spreading Port Jackson fig tree (Ficus rubiginosa) with natural habitat and iconic form. The silo is a circular plan form, approximately 3m high, 5m diameter and 'off formwork' surface, lost its cone top. The silo is twinned with the fig in the landscape, near a ridge. Both are defining elements within the local landscape.

A mid-20th century weatherboard house was constructed following the formalisation of Croome Road through the area, on the eastern side of Croome Road from the Swansea Farmhouse. This house is a single storey building 8m by 10m in extent and shows evidence of clear upgrading of original fabric (tin roof recladding, replaced doors, lighting and camera installation). The house has several small outbuildings and is surrounded by a colorbond fence. While the weatherboard house is externally in good condition, the yard and surrounding buildings are in a deteriorating state of repair.

**Statement of
significance**

The spreading habitat of the Port Jackson fig tree, combined with the early silo mark the location of the former 'Swansea' dairy. They remain local landmarks within the cultural landscape. They have local historic associations with the Norris and Youll families; dairying

¹ The majority of this section has been taken from the Shellharbour Heritage Inventory for the Swansea Dairy Site Fig Tree & Silo. Site accessed on 25/11/2014 at: http://www.shellharbour.nsw.gov.au/lep2011/filedata/pdf/2380182_Swansea_Dairy_Site_Fig_Tree_and_Silo.pdf

Swansea Dairy site, fig tree and silo ¹

and the 1920 government programme to assist small farmers build protective silage. Individually and together these elements are becoming increasingly scarce.

The mid-20th century weatherboard house was constructed following the development of the dairy farm up to the 1920s. The heritage significance for the item is associated with the large figs, concrete silos and residual farm buildings located approximately 100 m to the south of the weatherboard house. As a later residential building it is representative of the ongoing use of the property for dairy farming, however it is considered an element of low significance.

Table 3: Description and significance of Swansea Farm House

Swansea Farm House (LEP no. 198)²

Image
(Source:
Artefact 2015)



Significance Local

Description

Once timber was felled in the early 19th century, and clearing leases expired, the original land grants were subdivided for farms. The first grant subdivided into 16 farms was Isabella Croker's 'Croome Estate' in 1840. Many of its purchasers were the original clearing lease men including Ebenezer Russell, Alexander McGill, Charles McKenzie, and William and Alexander Fraser (all being part of the Dunmore Land settlement scheme). After rust destroyed the wheat crops in the 1860s, dairying took over as the main local industry. From c.1876 the Norris family bought the property and built their farmhouse 'Mount Wentworth' on a portion next to where 'Swansea' was later constructed. The land was on sold to GL Fuller, when his Dunmore Estate was subdivided. David Timbs acquired the 166 acres of Lot 4. In 1923 the Youll family acquired the land from Timbs and built 'Swansea' where they lived until 1965. The Youll family were contributors to the Albion Park Agricultural Horticultural and Industry Society; Richard Youll served on its committee for a lengthy period, and was secretary for two years. His sons John and Donald were prominent in Junior Farmers.

The Farm House consists of an Edwardian styled double fronted rural farm cottage. Key features include a timber framed, weatherboard cladding, hip roof, rear side wing, and detached wrap-around, bull nose verandah, clad in corrugated iron, minimal eaves, timber verandah posts, corner brackets, gablet finials and timber framed windows; small covered boundary entry echoing gablet. Nearby are the early 1920s concrete silo and fig trees connected to its former dairy.

In 1965 the Swansea Farm House and land was sold to the Shellharbour City Council. The Croom Regional Sporting Complex was built on the north western portion of the property, negatively impacting the characteristic rural setting of the item. Currently the homestead is unoccupied.

Archaeological potential/significance³

The first homestead on the Croome Estate was called 'Mount Wentworth' c. 1876. The house is no longer extant. The heritage item description of the Swansea farmhouse indicates that 'Mount Wentworth' was constructed on a portion next to where 'Swansea' was later constructed. 'Mount Wentworth' is recorded as located at the southern end of Croome Road, with the former

² The majority of this section has been taken from the Shellharbour Heritage Inventory for the Swansea Farm House. Site accessed on 25/11/2014 at:

http://www.shellharbour.nsw.gov.au/lep2011/filedata/pdf/2380198_Swansea_Farm_House.pdf

³ Archaeological significance assessment is based off the Bickford and Sullivan (1984) criteria.

Swansea Farm House (LEP no. 198)²

entranceway to the house marked by an avenue of extant Umbrella Pines⁴. The description, including the extant line of Umbrella Pines, places the former location of "Mount Wentworth" approximately 470 metres to the south of 'Swansea', and outside the project footprint, and outside the 'Swansea' curtilage. There is therefore nil potential for archaeological resources associated with 'Mount Wentworth' house to be located within the project footprint.

Historical aerials indicate that several structures dating to the second half of the 20th century were located around the Swansea farm house and within the project footprint (Figure 1). This includes two structures to the west of 'Swansea', including a circular item with a small side opening, and one structure to the south of 'Swansea' and on the western margin of Croome Road. All structures are not present in the 1947 aerial, but visible in the 1984 aerial. The exact period of their construction between 1947 and 1984 is not known. The structure located on the western margin of Croome Road is likely to have been impacted by widening of Croome Road. The 1984 aerial indicates the structure's location of the western margin of Croome Road, which was substantially widened in the 1990s. The changes to the road alignment resulted in road easement encroachment into the front yard of 'Swansea', and the demolition of the structure to the south of 'Swansea' (Figure 2). These changes mean that any remains associated with the structure to the south of 'Swansea' are either mainly, or wholly, beneath the current bitumen road surface and shoulder.

Each of these features is considered to represent ephemeral farming structures. While it is possible some archaeological remains associated with these items would be located within the project footprint, and that they may be associated with occupation of 'Swansea' by the Youll family, it is unlikely that any remains would contribute knowledge about 'Swansea' that is unavailable from other historical sources. As common farming structures, the archaeological remains are unlikely to contribute additional knowledge to regional research questions regarding rural farming practices and structures during the post Second World War period.

It is assessed that any archaeological resources associated with these post-Second World War structures do not meet the threshold for local significance, and are therefore not considered relics under the Heritage Act 1977.

**Statement of
significance**

'Swansea' has strong local historic associations with the important local dairy industry and with the Youll family who were prominent dairy farmers in Albion Park and important contributors to the Albion Park Agricultural Society. The Junior Farmers Pavilion at the Albion Park Showground was named in honour of Donald Youll. It is a good example of a weatherboard cottage in the Federation style with some modifications and setting changes, although the overall spatial relationship retains a rural setting.

⁴ As referenced in the SHI listing of the Norris Homestead. Site accessed on 5/09/2017 at: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2380280>

Figure 1: 1984 Historical overlay of Swansea Farm House with reference to the current road boundary

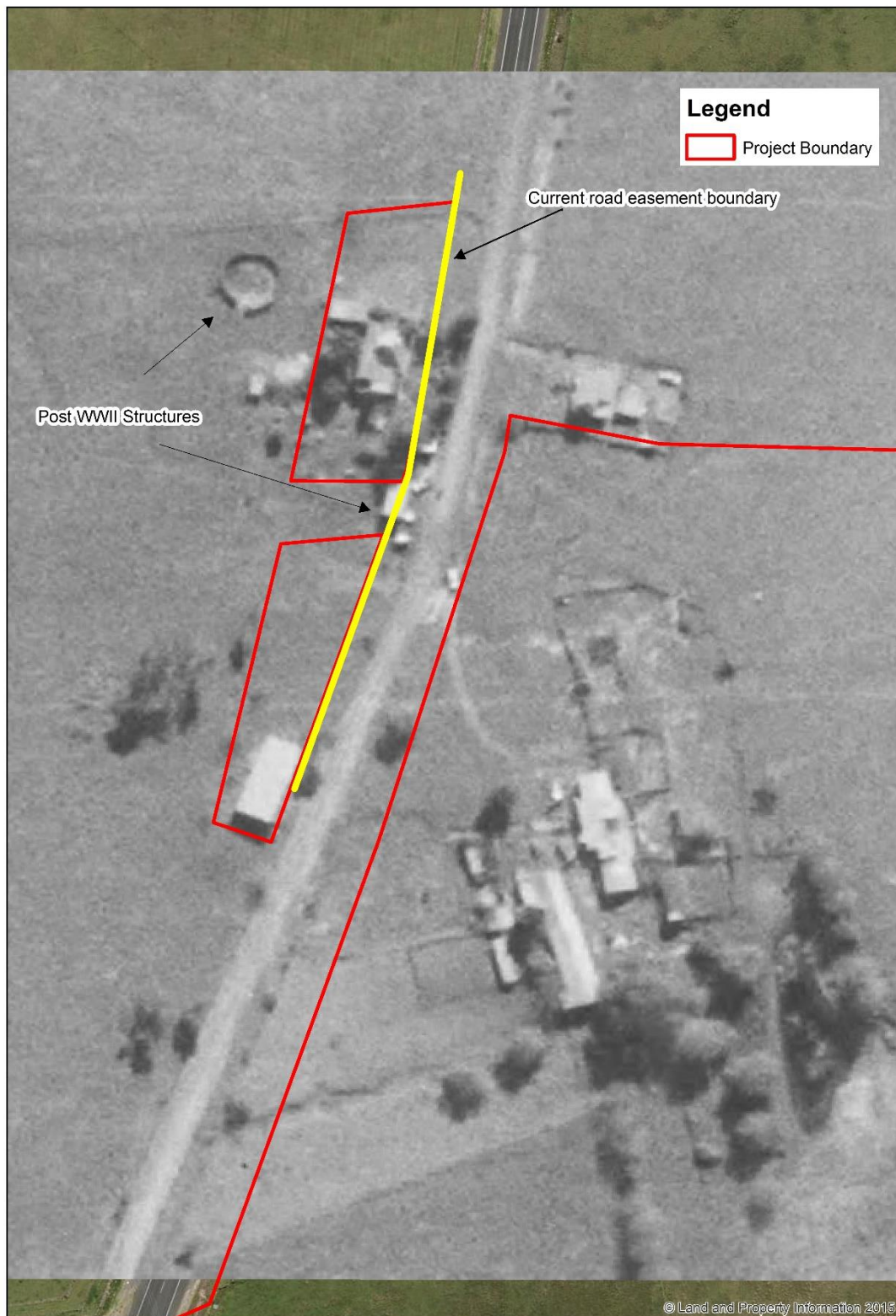


Figure 2: Approximate position of structures visible in 1984 aerial



Table 4: Description and significance of Stapletons Bridge

Stapletons Bridge (RMS s170 Heritage Register no. 4309612)⁵

**Image (Source:
Artefact 2015)**



Significance Local

Description

Stapletons Bridge is named after James Stapleton, a prominent Illawarra land owner who owned a farm adjacent to Tongarra Road, over which the bridge runs. Tongarra Road was originally established as a rough cedar track in the early 1800s and was later used as a coal transport route. The first recorded mention of the bridge was in 1859 when the Shellharbour Municipal Council discussed costs associated with its repair.⁶ The bridge is likely to have been constructed and repaired using timber up until the 20th century.

The present bridge was constructed in 1929 following the introduction of a system of Federal Aid to NSW major roads. By this stage, many of NSW's bridges and roads were inadequate for new forms of transport, namely improved motor vehicle performance. During this period, bridges were often upgraded using reinforced concrete beams; concrete slabs; steel trusses on concrete piers; and timber beam bridges.

Stapletons Bridge crosses a stream bed at the edge of a floodplain area. The bridge has one main span and cantilever end spans. Originally, the 1929 bridge consisted of three rows of continuous piers and beams, but was widened in 1991 by one extra row on the southern side and two rows on the northern side. This provided extra roadway and a northern footway. The modern beams haunch down to piers and then up to the terminal cross girders. The modern columns are slightly wider than the original columns. However, the widening of the bridge is sympathetic to the original structure. It is presumed that the bridge is founded on spread footings due to the presence of shale outcropping in the area. The fill is stabilised by loose rock. The deck level consists of New Jersey kerbs with aluminium rails, and an aluminium railing for the footway.

**Statement of
significance**

Stapletons Bridge is of local historical, associative and aesthetic and technical significance. Its associations with James Stapleton, local landowner; and the Fraser family, for whom the creek was named contribute to an understanding of the history of the locality. The bridge is a component of Tongarra Road, an historically important route in the area, particularly as a timber route in the mid-nineteenth century, then as a coal transport route from later that century. Although historically significant, Tongarra Road is not a heritage listed item. While

⁵ The majority of this section has been taken from the Department of Environment and Heritage Roads and Maritime listing for Stapletons Bridge Over Frazer Creek. Site accessed on 25/11/2014 at: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4309612>

⁶ Derbyshire, J & Allen, D. 1987. Land Between Two Rivers: A historical and pictorial survey of Shellharbour Municipality, p. 76.

Stapletons Bridge (RMS s170 Heritage Register no. 4309612)⁵

the crossing has been bridged since at least the 1850s, the present bridge, constructed in 1929 demonstrates the process of road infrastructure improvement undertaken by the Main Roads Board which became the Department of Main Roads from the late 1920s to bring such infrastructure up to the standards required to cope with the changing nature and volume of traffic. Subsequent modifications are related to the industrial, commercial and residential expansion of the Greater Wollongong area in the late twentieth century. The bridge's design employs a reinforced concrete beam cantilever approach span system, which gives the bridge a distinctive appearance.

Table 5: Description and significance of Ravensthorpe, Grounds and Workers Cottages

Ravensthorpe, Grounds and Workers Cottages (Shellharbour LEP 2013 no. 006) ⁷

Image (Source:
Artefact 2015)



Significance Local

Description

The property was originally part of the 1817 'Waterloo' grant to Andrew Allen, as were the adjoining Orange family farm and Johnston farm 'Marks Villa' (now situated behind Ravensthorpe overlooking the present site of the Albion Park Aerodrome to the north and creek to the west). 'Waterloo' later became part of the Terry's Meadow Estate. 'Ravensthorpe' was built by local physician, Dr AW Bateman the son of Thomas Bateman, born in Ravensthorpe, England in 1863. Dr Bateman travelled to Australia five times as a ships' surgeon before settling at Yellow Rock in 1883, at just 20 years of age. In 1890 he moved to Robertson, providing his services as the town's first doctor, but this venture proved unsuccessful. He moved to Albion Park and settled in Stapleton's Hill (east of the town), where in 1893, he built 'Ravensthorpe' as well as a separate surgery, and became the first resident physician in the Albion Park area. He remained at the property until he died in 1899. Dr Bateman had 11 children: his daughter Mary married John Raftery whose parents operated the Commercial Hotel at Albion Park, with John later taking over the licence. John and Mary Raftery purchased 'Ravensthorpe' from the Bateman family in c1921, where they lived and raised their family. It remained within the family until sold c2000 when it was converted to a reception centre.

Located east of Albion Park township, the property contains a substantial residence, former surgery and two associated worker's cottages now on separate titles to its east. One of these cottages (No.52) was built in 1889. This cottage is a good example of the early timber

⁷ The majority of this section has been taken from the Department of Environment and Heritage listing for Ravensthorpe, Grounds and Workers Cottages. Site accessed on 11/01/2017 at: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2380006>

Ravensthorpe, Grounds and Workers Cottages (Shellharbour LEP 2013 no. 006) ⁷

cottages of the area, and is one of the last remaining examples of this form of architecture. There are several large trees on the property that are of similar age to the main residence, and off set the character of the residence. Ravensthorpe (Main House) Large graceful late 19th century, single storey residence arranged in a 'U' shape with lower scale side secondary wing rooms either side of a central courtyard. The homestead is an excellent example of late Victorian architecture, of which there are few remaining examples in the city.

Statement of significance

Impressive and locally rare late 19th century house set on prominent rise. It is a local landmark. The homestead is the focus of a group of buildings containing a purpose built surgery and two workers cottages, which are also increasingly scarce fine representative examples of their type and construction. The homestead also has important historical associations with Albion Park's first physician Dr AW Bateman who had the house built, and whose daughter Mary Raftery and family continued to occupy the house until c2000

Table 6: Description and significance of Illawarra Regional Airport

Illawarra Regional Airport (Shellharbour LEP 2013 no. 338) ⁸

Image (Source: Artefact 2015)



Significance

Local

Description

On 24 January 1817 Andrew Allan was granted 700 acres on Portion C, which he called 'Waterloo' - later becoming part of the Terry's Meadows estate. Samuel Marks obtained 247 acres of this 700 acres. In 1881 the property passed to J. Marks, and in 1882 John Russell was owner and occupier. John Johnston Snr. purchased 90 acres at the John Russell land sale of February 1916 which included the existing homestead 'Marks Villa'. He began dairy farming and successive generations of the Johnston family continued to farm the land. In 1942 Marks Villa was resumed from the government for the building of an airstrip for emergency and RAAF training purposes. 30 acres of the Orange family farm were also acquired to construct the emergency air strip. A new passenger terminal and restaurant was built in 1993. Portions were leased to pilot training schools, aircraft maintenance operations, patrol flight training plus regional air shows, including the 'Roulettes' in 1997. In 2002 the Historical Aircraft Restoration Society (HARS) relocated from Bankstown and its collection

⁸ The majority of this section has been taken from the Department of Environment and Heritage listing for Illawarra Regional Airport. Site accessed on 11/01/2017 at:
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2380338>

Illawarra Regional Airport (Shellharbour LEP 2013 no. 338) ⁸

housed in a new hanger built 2005. Upgrades have occurred since 2002 for regional air services, including main north-south runway reconstructed in 2005. The site contains remnant indigenous flora and two museums: The Historical Aircraft Restoration Society (H.A.R.S.) and the Illawarra Light Railway Museum.

The airport is a relatively flat triangular shaped site located on the Macquarie Rivulet flood plain. Bounded by the Princes Highway, Tongarra Road and Frazers Creek. The Historical Aircraft Restoration Society is located in a hanger near the terminal building. Along its southern perimeter are remnant 'Endangered Ecological Communities', having very high conservation values, and riparian communities along Frazer's Creek. Flora corridors include remnant Illawarra Lowland Grassy Woodland. The redgum paperbark tree forest (*Melaleuca decora*) also provides visual separation along Tongarra Road and contributes to the setting on the small knoll of 'Ravensthorpe', its worker's cottages and 'Marks Villa' (SHI188).

Statement of
significance

Illawarra Airport is historically significant for the part it played in the World War Two effort, protecting Port Kembla and for RAAF training. It has historic associations with the early 'Waterloo' land grant, c1876 house 'Marks Villa', dairy farming and with various events and persons during the 20th century. The site contains the endangered Illawarra lowland grassy woodland ecological community which has been, assigned a very high conservation priority. The native paper bark forest trees are major local landmarks and provide visual separation between the airport's southern boundary and around the knoll containing 'Ravensthorpe', its workers cottages and the c1876 'Marks Villa' Johnston farm complex.

Table 7: Description and significance of House

House (Wollongong LEP 2009 no. 6437) ⁹

Image (Source:
Artefact 2015)



Significance

Local

Description

This residence is a single storey house of concrete blocks apparently produced (cast) on site in a potentially unique application of this technology in Illawarra at the time of its creation c. 1910. The hipped corrugated metal roof with encircling verandah replaced terracotta roof tiles.

⁹ The majority of this section NSW Office of Environment and Heritage, 2015. House, Yallah. Site accessed on 11/03/2015 at: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2700577>

House (Wollongong LEP 2009 no. 6437) ⁹

Statement of significance

The concrete house at Princes Highway Yallah is of significance for the local area for historical and aesthetic/technological reasons, for its research potential and rarity. The house, built c. 1910, is a very early, rare and possibly the earliest and unique example of application of pre-cast concrete technology in Illawarra, with potential to contribute further to the understanding of history of building technologies. The house retains a relatively high level of integrity that augments its contribution to the townscape character.

Table 8: Description and significance of Albion Park Showground

Albion Park Showground (Shellharbour LEP no. 301) ¹⁰

Image (Source: Artefact 2015)



Significance Local

Description

The Albion Park Showground is located on Tongarra Road, Albion Park. In the late 1880s, pioneer John Russell donated ten acres of land on Tate's Hill for the Albion Park Showground Site. In 1892, the Agricultural and Horticultural Society purchased an additional three acres from John Russell to extend the grounds. By 1898, the Albion Park Show was claimed as the 'event of the year' from Bulli to Bega.

The showgrounds contain a number of significant items including two sets of corrugated concrete pillars with iron gates with the words 'Albion Park' and 'Showground', the Donald Youll Rural Youth Building (c1888), 1st Albion Park Scout Hall (1940s), Poultry Shed, Arthur McLeary Cattle Pavilion, Lindsay Johnston Cattle Pavilion, Stables, Caller's Box, The Old Barn and the Des King Oval.

¹⁰ The majority of this section NSW Office of Environment and Heritage, 2015. House, Yallah. Site accessed on 11/03/2015 at: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2700577>

Albion Park Showground (Shellharbour LEP no. 301) ¹⁰

Statement of significance

The site reflects the spirit of Albion Park as a semi-rural dairying community and its setting continues to evoke the meaning and intangible values associated with a rural showground. Although some of the original Show buildings no longer exist, the overall site has strong links with the rural originals of Shellharbour and in particular the importance of the Dairy industry to the Albion Park Township and economy. The place has strong associations with a number of local personalities. Albion Park Showground area has strong associations with the social and cultural events within Albion Park and wider Illawarra region. It reflects the cooperative effort of its members in all aspects of social, commercial and industrial life of the community. The Albion Park Show continues to this day and is an event of extreme cultural importance to the members of the community, in particular remaining members of the dairying community, whose families have been attending the 'Show' for generations.

Table 9: Description and significance of Boles Meadows

Boles Meadows (Shellharbour LEP no. 198) ¹¹

Image (Source: Artefact 2015)



Significance Local

Description

Boles Meadows' is built on Samuel Terry's original homestead block of his 2000 acre grant at Albion Park occupied in 1816 but issued 9th January 1821 by Governor Macquarie. Terry's original home was situated directly behind the present homestead on a gentle rise. Although Terry is not likely to have lived in the property, his nephew John T. Hughes is thought to have managed the estate. From the mid-19th century the land was owned by pioneer John Russell. John had inherited his father, Ebenezer's, Croome Estate and became the most prosperous man in the district, owning six farms plus Albion Park town lots, he died unmarried in 1915 at age 81. During Russell's ownership reference is made to George and Elizabeth McDonald (nee Russell, sister of owner John) shortly after their marriage in 1871 'living on a farm along the Illawarra Highway identified with the Boles family'. Russell also leased it to Alexander Wilson (1911- 1913) and James Couch (1914-1919). In 1917 William Boles purchased the property of 124 acres, 1 rod, 30 perches being Portion 3, Lot 3 of the Russell Estate subdivision, and is recorded as the occupant from 1920. The Boles family made their land available for the parking of horse floats and trailers at many Albion Park Agricultural Shows.

¹¹ The majority of this section NSW Office of Environment and Heritage, 2015. House, Yallah. Site accessed on 11/03/2015 at: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2700577>

Boles Meadows (Shellharbour LEP no. 198) ¹¹

Boles Meadows consists of a Victorian style weatherboard farmhouse. Features include a hip roof which continues out as an attached verandah, timber posts with decorative timber fret work corner brackets, two hip roofed secondary winds, roofs clad in corrugated iron, painted brick chimney, low timber post and rail fence around homestead.

**Statement of
significance**

'Boles Meadows', including the homestead, outbuildings and setting is the location of Samuel Terry's original homestead block on his Meadows land grant of 1816-21. It has strong local historic association with various pioneering families especially Russell and Boles. The Boles family who are also linked to the Albion Park Agricultural Show. The weatherboard homestead is a good local example of the Victorian era, once characteristic of pastoral holdings but their number is declining and now forms a very small percentage of the overall remaining building stock. It remains within its rural setting with backdrop of the majestic Illawarra Escarpment that also provides scale to the natural and cultural landscapes.

Figure 3: Listed heritage items across the northern half of the project footprint

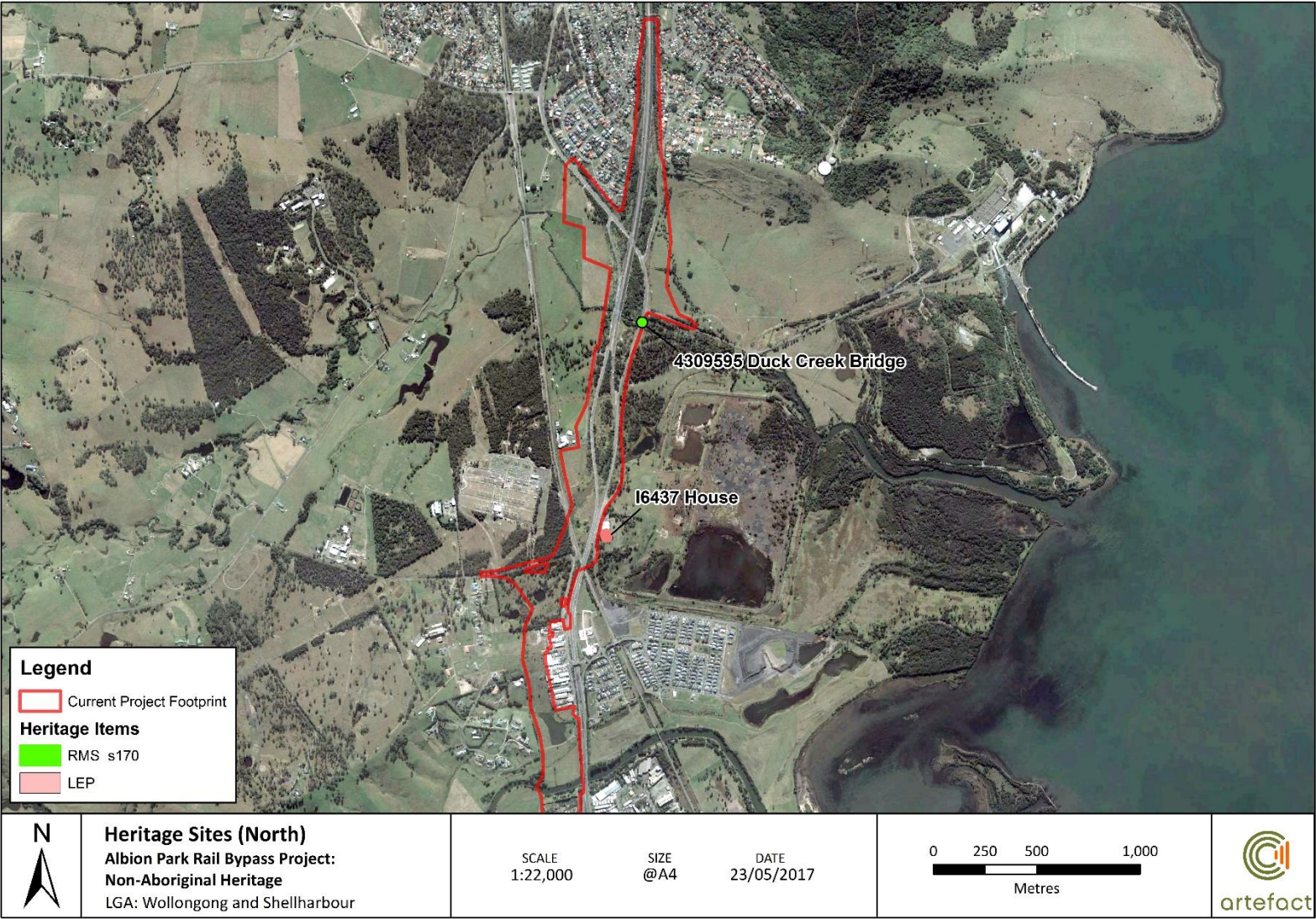
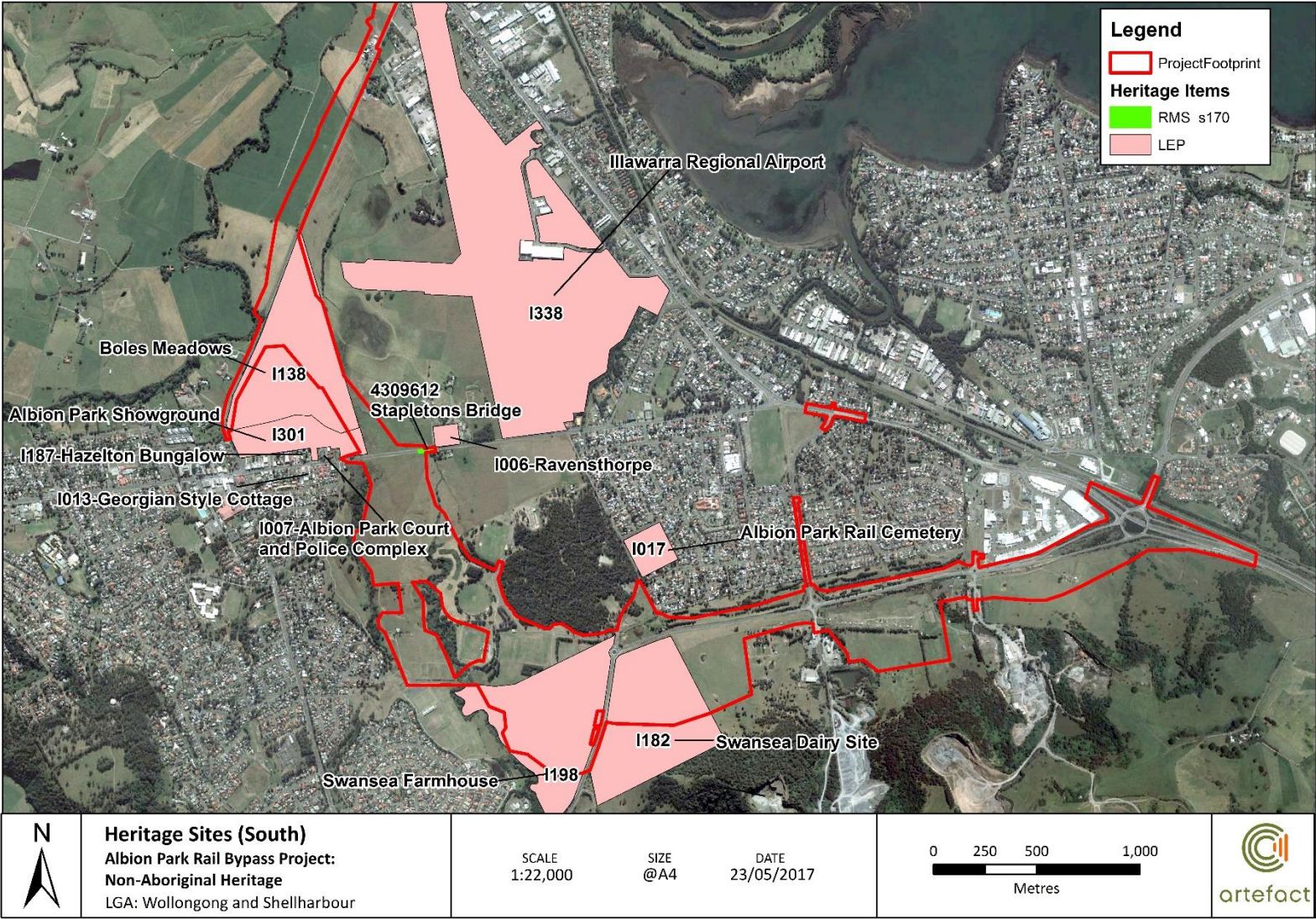


Figure 4: Listed heritage items across the southern half of the project footprint



3.0 HERITAGE IMPACT ASSESSMENT

3.1 Proposed works

Table 10 provides a heritage impact assessment of the proposed design amendments, which are illustrated in Figures 1-7.

Table 10: Updated heritage impact assessment

Heritage Item	Updated Statement of Heritage Impact	Impact assessment - EIS	Impact assessment - SPIR
Swansea Dairy site, fig tree and silo (Shellharbour LEP no. I182)	The amended design would not alter the overall intent of the original proposal as assessed in the 2015 EIS – development would continue to include an adjustment to Croome Road, the construction of a new service road, and development of a roundabout. Amendments to the proposal include the southward extension of the project footprint to include a temporary ancillary site which would result in the demolition of the twentieth century residence on the property. The mid-20th century weatherboard house was constructed following the development of the dairy farm up to the 1920s. The heritage significance of the item is associated with the large figs, concrete silos and residual farm buildings located approximately 100 m to the south of the weatherboard house. As a later residential building it is representative of the ongoing use of the property for dairy farming, however it is considered an element of low significance. As the weatherboard house is an element of low significance, the removal of the building would not result in impacts to significant fabric and would not impact the significance of the item. The removal of the weatherboard house would result in a minor positive visual impact to the listing as the removal would allow the expansion of the view line between the silo and fig tree, and the associated farm house on the western side of Croome Road. Additional impacts associated with the temporary ancillary site include moderate temporary impacts to the views and vistas to and from the Swansea Dairy site, fig tree and silo as the project boundary includes encompasses a	Visual: Minor impacts on views and vistas Impacts on built fabric: Moderate impact on item's curtilage. No impact on structures Archaeological impacts: None	Visual: Moderate temporary impacts on views and vistas. Minor long-term impact. Minor positive impact associated with removal of the residence. Impacts on built fabric: Moderate impact on items curtilage. Negligible impact on structures Archaeological impacts: None

Heritage Item	Updated Statement of Heritage Impact	Impact assessment - EIS	Impact assessment - SPIR
	larger portion of the curtilage closer to the main elements of the listing. Impact to the existing 20th century sheds on the property are consistent with impacts identified in the EIS. Summary The impact of the proposed temporary ancillary facility has been assessed as resulting in a temporary moderate impact to the views and vistas of the Swansea Dairy site. The extension into the curtilage involves the removal of the mid-20th century weatherboard house, resulting in a negligible physical impact to the item. The removal of the residence will result in a minor positive impact the heritage views of the property.. No archaeological impacts have been identified.		

Swansea Farm House (Shellharbour LEP no. I198)	The amended design would not alter the overall intent of the original proposal as assessed in the EIS. Development would continue to include an adjustment to Croome Road, the construction of a new service road and development of a Croom Regional Sports Complex. Development would also continue to impact the existing property boundary and views and vistas to and from the item. Amendments to the proposal include further encroachment of the project footprint to the south and west of the Swansea Farm House and nearby outbuildings. The additional work includes the location of ancillary sites as well as the provision of access to Croome Road during construction. It is intended that following temporary use during construction works, that this portion of the site will be remediated and returned to its preconstruction state. The use of the area for temporary construction represents a moderate impact to the curtilage of the item and a moderate reversible impact to the views and vistas of the item. One of the proposed temporary access routes is located in between Swansea Farm House and the associated outbuildings. The area between the two structures is currently comprised of blue metal gravels with a gate indicating the areas intended use as an access route for large vehicles. The use of this area as an access route is therefore consistent with the existing use of the site. The proposed route does not impact the built structures of the item and is temporary in nature. It is considered that these activities will result in a moderate impact to the curtilage of the item and a moderate reversible impact to the views and vistas of the item. Design amendments to the Croom Regional Sports Complex include the westward shift of several new outdoor sports courts. The shift lessens the visual impact to Swansea Farm House. Consistent with the heritage assessment presented in the EIS, no built fabric of the heritage item would be impacted by the proposed works. As the sporting facility is already a dominant feature within the landscape the enlargement of the sporting facility would not result in a substantial additional impact to the views and vistas from the heritage elements of the site. The works would therefore remain as a moderate impact to the heritage views and vista of the item. Impacts to heritage views and vistas would be consistent with those already assessed in the EIS. The proposed works would result in a moderate impact to the views and heritage of the item.	Visual: Moderate impacts on views and vistas Impacts on built fabric: Minor impact on items curtilage. No impact on structures Archaeological impacts: None	Visual: Moderate impacts on views and vistas Impacts on built fabric: Moderate impact on items curtilage. No impact on structures Archaeological impacts: None
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	Proposed changes to the alignment of Croome Road would result in the reduction of the curtilage of this item by approximately 9,400m². While the items curtilage has historical significance in maintaining the regional setting of the Farm house the portion that would be impacted is immediately adjacent to existing road and sporting infrastructure and subsequently consistent with the established views in the area. In addition, as the size of the item's curtilage is approximately 319,000m² in extent, the removal of this portion of the curtilage would only result in a minor impact to the overall curtilage of the item. As no archaeological resources within the heritage item have been identified, there would be nil impacts to archaeological remains. Summary The proposed works would result in a neutral impact to the heritage fabric of the item, a moderate impact to the heritage views and vistas of the item, a minor impact to the curtilage of the item, and nil impacts to archaeological resources.		
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Heritage Item	Updated Statement of Heritage Impact	Impact assessment - EIS	Impact assessment - SPIR
Stapletons Bridge (Roads and Maritime s170 Register, SHI no. 4309612)	The amended design would not alter the overall intent of the original proposal as assessed in the EIS. Development would continue to include localised widening along Tongarra Road, with works terminating just west of Stapletons Bridge. Amendments to the proposal include further encroachment of the project footprint to the east along Tongarra Road, therefore including the entirety of Stapletons Bridge. Works within the vicinity of the bridge are limited to minor vegetation modification. The Tongarra Road alignment has also shifted slightly south from the EIS design however this is unlikely to alter the visual impact to the Bridge identified in the EIS. Subsequently development would continue to have minor visual impacts to views and vistas to and from the item. Impacts to fabric associated with the bridge would not occur. Summary The increase in impacts related to the project footprint are limited to minor vegetative works which would not result in a physical or visual impact to Stapleton's Bridge. The minor adjustment of the Tongarra Road footprint is consistent with the minor visual impact identified in the EIS.	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None
Ravensthorpe, Grounds and Workers Cottages (Shellharbour LEP no. I006)	The amended design would not alter the overall intent of the original proposal as assessed in the EIS. Development would continue to include localised widening along Tongarra Road, with works terminating just west of the Ravensthorpe property boundary. Present amendments to the proposal include further encroachment of the project footprint to the east along Tongarra Road. The updated project footprint would now terminate just west of the Ravensthorpe property boundary, rather than 50 metres to the west. Works within this extension are limited to vegetation removal, which is anticipated to have a negligible additional visual impact to Ravensthorpe subsequently the proposed development would continue to have a minor visual impact to views and vistas to and from the item. No direct impacts to the item are proposed. Summary	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None

Heritage Item	Updated Statement of Heritage Impact	Impact assessment - EIS	Impact assessment - SPIR
	The impacts related to the encroachment of the project footprint towards the Ravensthorpe property boundary would result in minor visual impacts to and from the item consistent with the impact identified in the EIS.		
Illawarra Regional Airport (Shellharbour LEP no. I338)	The amended design would not alter the overall intent of the original proposal as assessed in the EIS development would continue to include localised widening and extension of the Illawarra Highway to the north and east of the item. Present amendments to the proposal include reduction of the project footprint to the east of the Illawarra Regional Airport's LEP boundary and further expansion of the project footprint to include part of the Princes Highway, east of the item boundary No direct impacts to the item are proposed. The amended design is considered to have resulted in a negligible change in visual impact to the item. Subsequently, development would continue to have minor visual impacts to views and vistas to and from the item. Summary The encroachment of the project footprint to include part of the Princes Highway, east of the Illawarra Regional Airport would result in minor visual impacts to views and vistas to and from the item consistent with the impact identified in the EIS.	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None
House (Wollongong LEP no. 6437)	The curtilage of the item for the current assessment is based off the items description provided in the state heritage inventory (SHI) listing. As such the geographic extent of the item is limited to the concrete house. Present amendments to the proposal include further encroachment of the project footprint to the west of the house. No direct impacts to item are proposed. The amended design would continue to have moderate visual impacts to views and vistas to and from the item. Summary	Visual: Moderate impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None	Visual: Moderate impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None

Heritage Item	Updated Statement of Heritage Impact	Impact assessment - EIS	Impact assessment - SPIR
	The encroachment of the project footprint the west of the house would result in moderate visual impacts to views and vistas to and from the item consistent with the EIS.		
Albion Park Showground (Shellharbour LEP no. 301)	The proposed works would have a minor visual impact to and from the item. Views from the Showground and associated structures would be impacted towards the east, west and north. Some portions of the Showground are screened by established trees, minimising visual impacts associated with the works. However, the northern boundary of the showground is not well screened by trees or vegetation which may result in minor visual impacts to north facing views from the item. However, views to and from the item are not a recognised element of the heritage significance, therefore visual impacts are assessed to be minor overall. The item would not be physically impacted by the proposed works and therefore would not impact potential archaeological deposits associated with the item. The proposed works would extend into the heritage curtilage of the Albion Park Showground by approximately 1,550m². The existing curtilage of the item is approximately 92,350m² in size. As such, the proposal would result in a minor impact to the item's overall heritage curtilage. Summary The proposed works would result in a neutral impact to the built fabric of the item, a minor impact to heritage views and vistas, nil impacts to archaeological resources and a minor impact to the heritage curtilage of the item.	Visual: Minor visual impacts on views north of the showground Impacts on built fabric: None Archaeological impacts: None	Visual: Minor impacts on views and vistas Impacts on built fabric: Minor impact on items curtilage. No impact on structures Archaeological impacts: None
Boles Meadows (Shellharbour LEP no. 138)	Refined project design for the APRB shows that the project area has been reduced in the north of the item with a slight enlargement of the project area in the south. These changes would result in a net 2,315m ² reduction in the area impacted. This reduction in project area occurs in areas where there is no archaeological potential and away from significant fabric and heritage view lines. As such, this would result in no change to the impact assessment from the EIS.	Visual: Major impact on heritage significance views and vistas within the property Physical: major impact on heritage significant fabric Archaeological: the proposed works would have a direct impact	Visual: Major impact on heritage significance views and vistas within the property Physical: major impact on heritage significant fabric

Heritage Item	Updated Statement of Heritage Impact	Impact assessment - EIS	Impact assessment - SPIR
	The proposed works would have major visual impacts to views to and from the Boles Meadows property. The works would remove defining elements of the heritage listed item including the homestead, outbuildings and elements characteristic of the item's rural setting. The proposed works would have a major physical impact on the item as it would result in the removal of the extant Boles Meadows homestead and its associated outbuildings. Although the homestead and its associated outbuildings are in poor condition, they are considered to have retained a high degree of integrity. Victorian era weatherboard homesteads were once characteristic of the pastoral era, but their number is declining and now form a very small percentage of the overall building stock. The proposed works would have a direct impact on archaeological deposits associated with the occupation of Boles Meadows since 1870 and earlier archaeological deposits associated with the Terry's Meadows Estate homestead and outbuildings. Summary The proposed works would result in major physical and visual heritage impacts to the item. The proposed works would result in direct impacts to archaeological resources relating to the item. Identified impacts are consistent with those identified in the EIS	on archaeological resources relating to the Boles Homestead and Meadows	Archaeological: the proposed works would have a direct impact on archaeological resources relating to the Boles Homestead and Meadows

Figure 5: Location of proposed works boundary in relation to Swansea Dairy Site

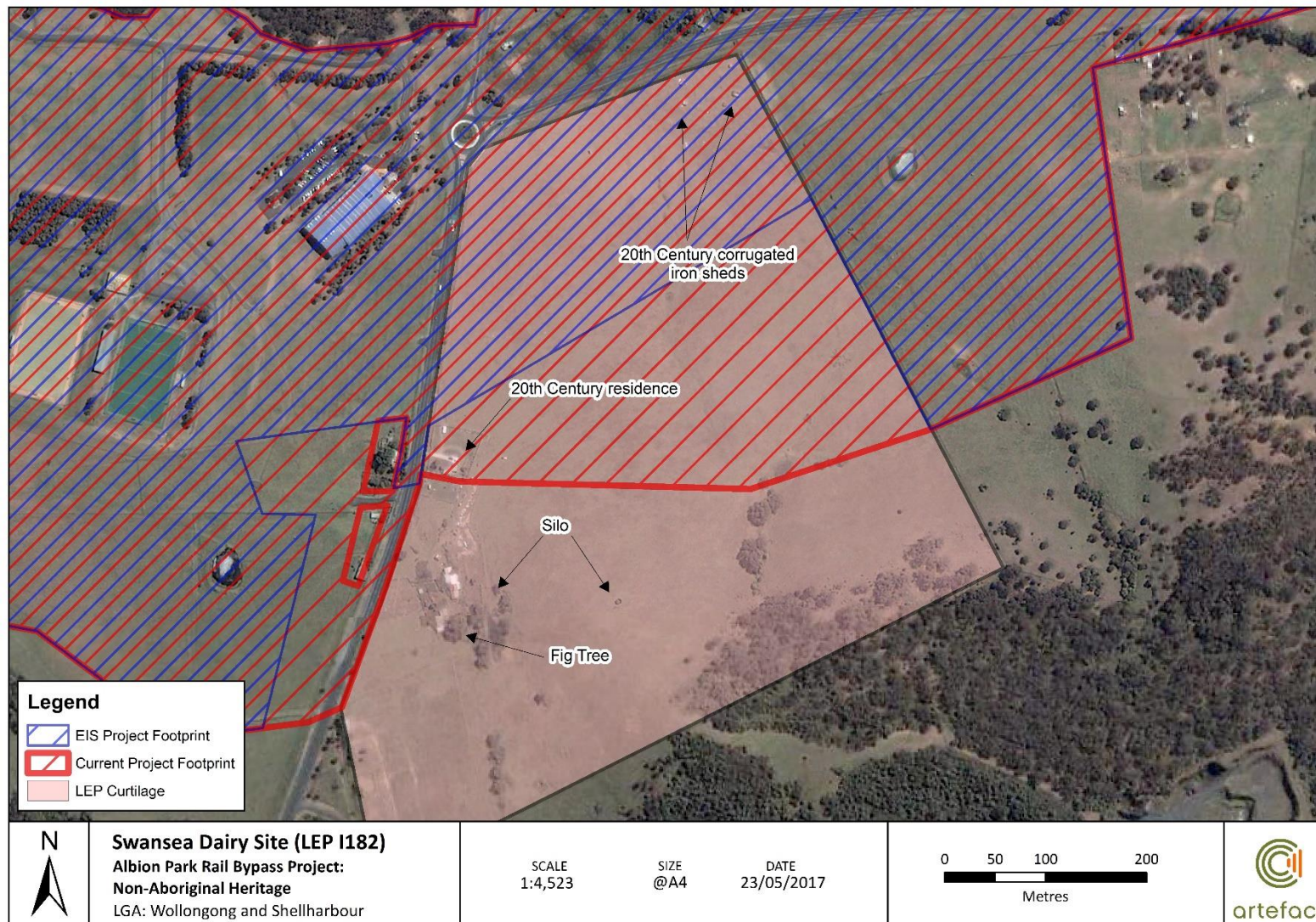


Figure 6: Location of proposed works boundary in relation to Swansea Farm House

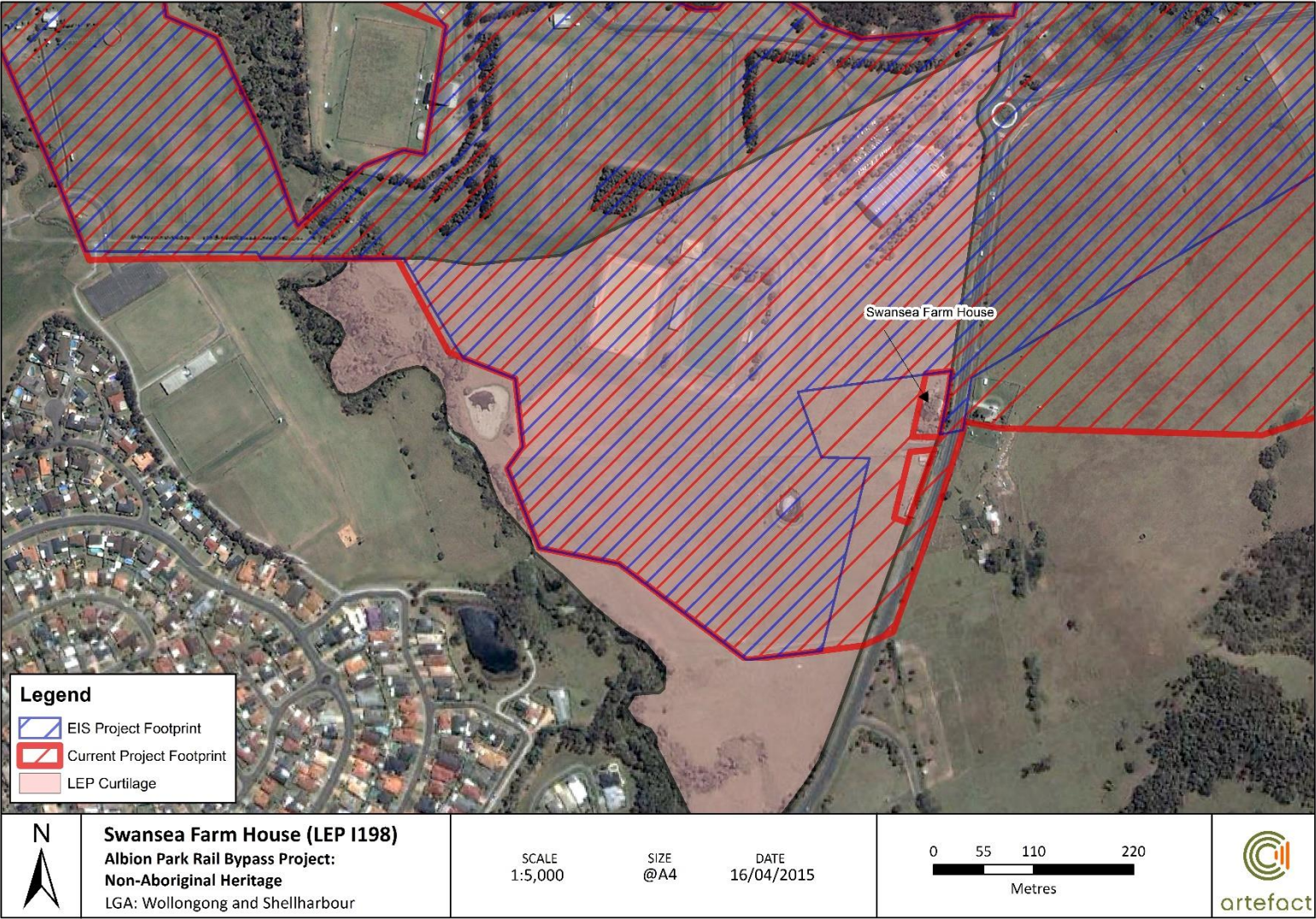


Figure 7: Location of proposed works boundary in relation to Stapleton’s Bridge

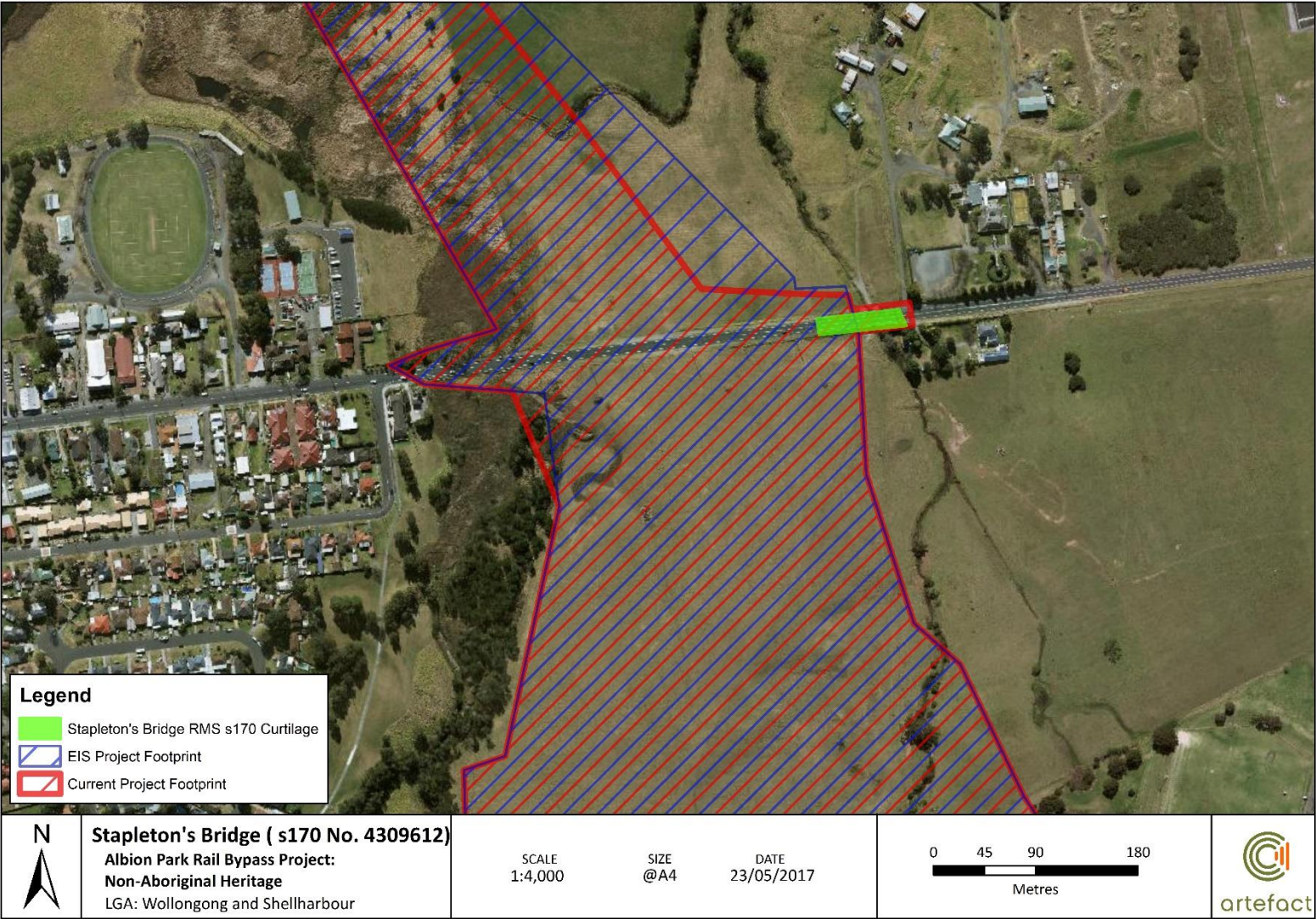


Figure 8: Location of proposed works boundary in relation to Ravensthorpe, Grounds and Workers Cottages

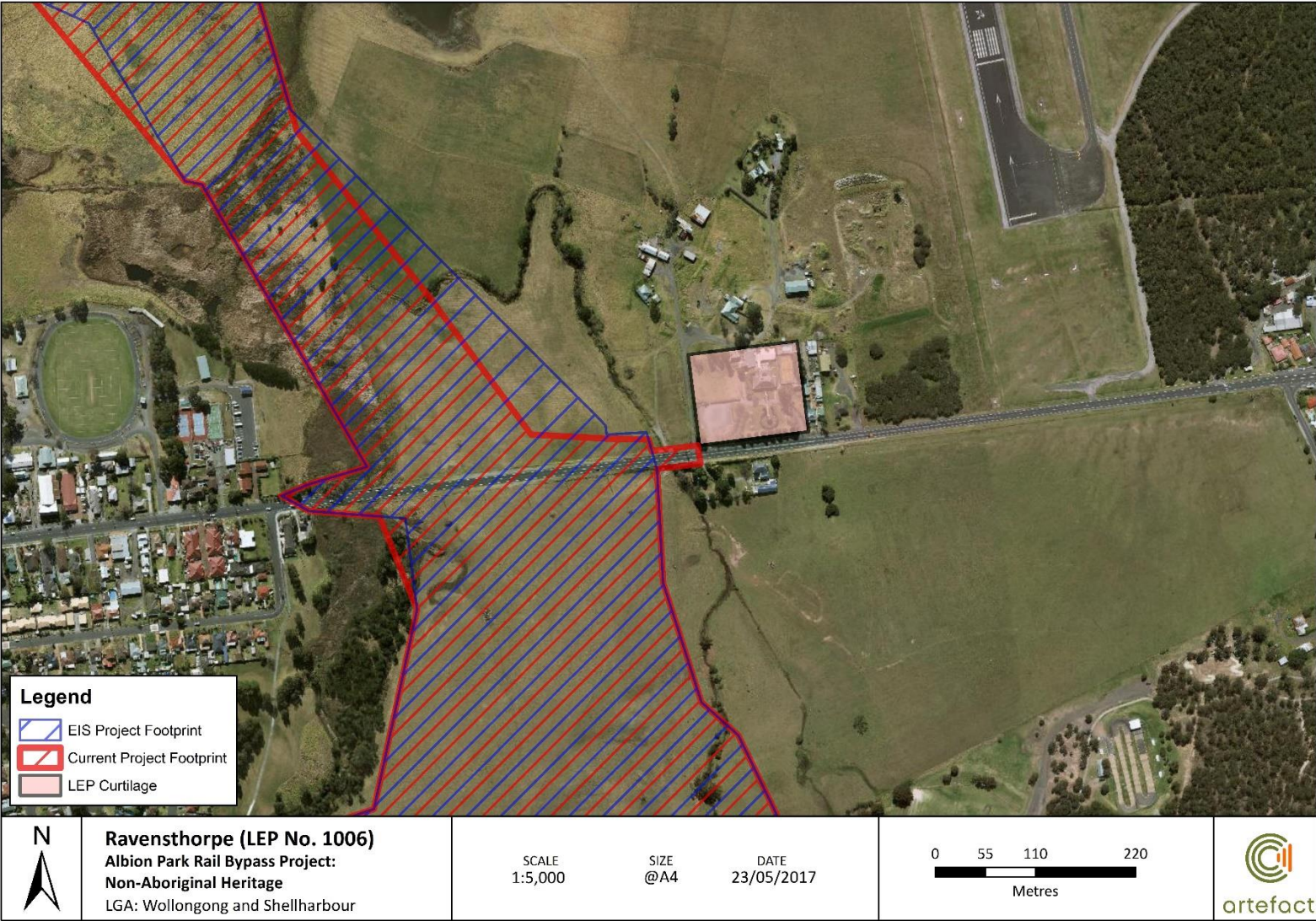


Figure 9: Location of proposed works boundary in relation to Illawarra Regional Airport

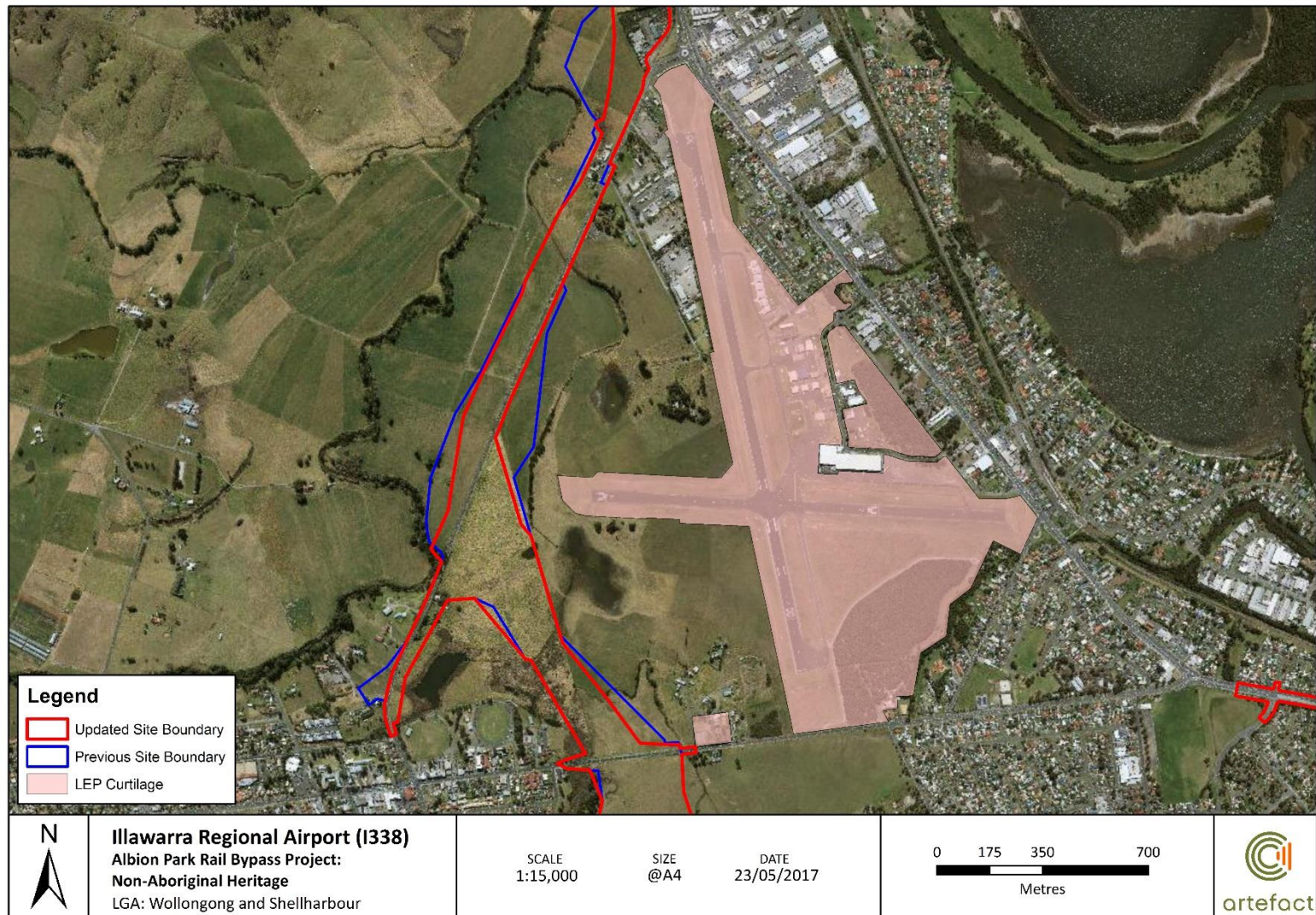


Figure 10: Location of proposed works boundary in relation to House

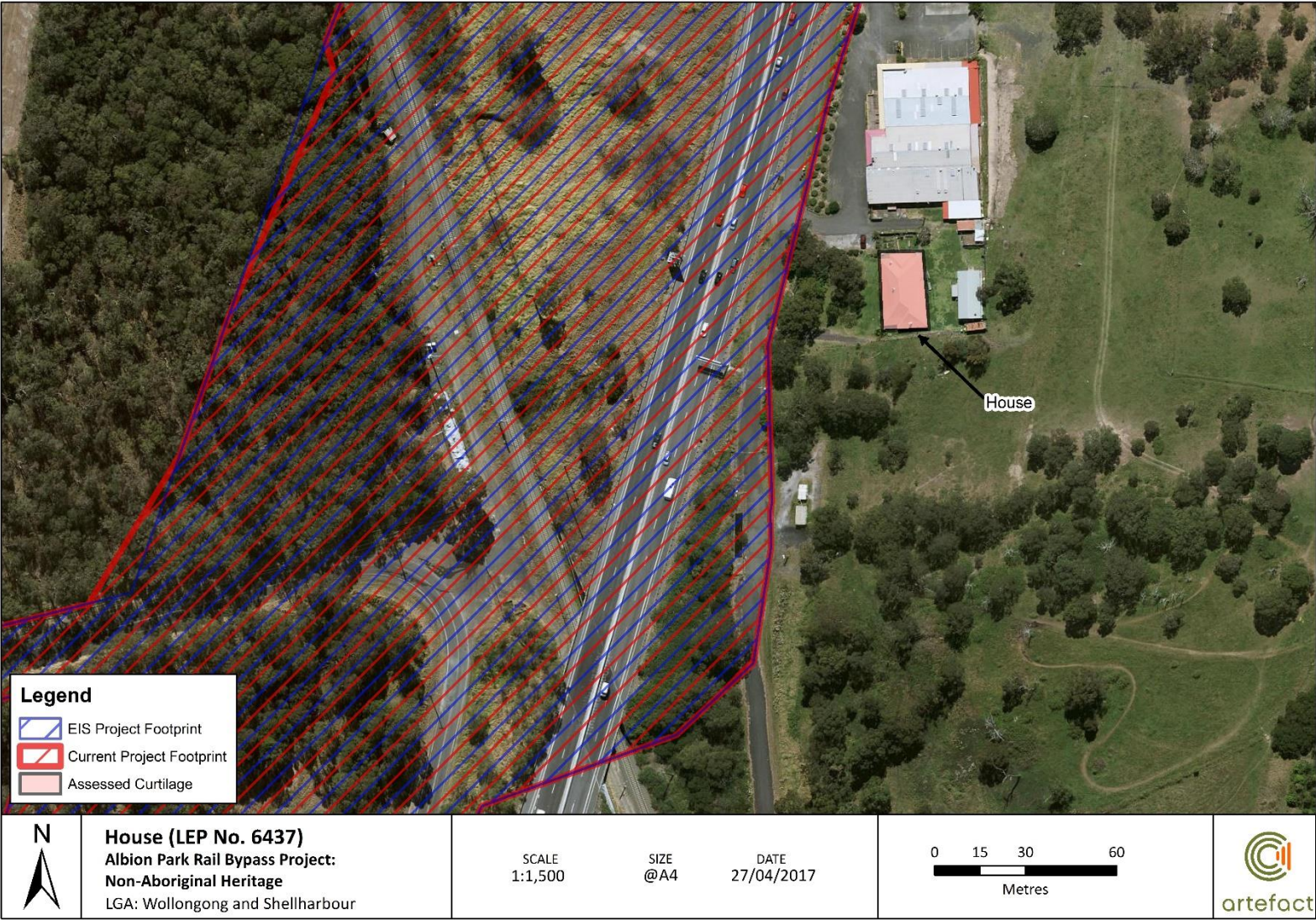
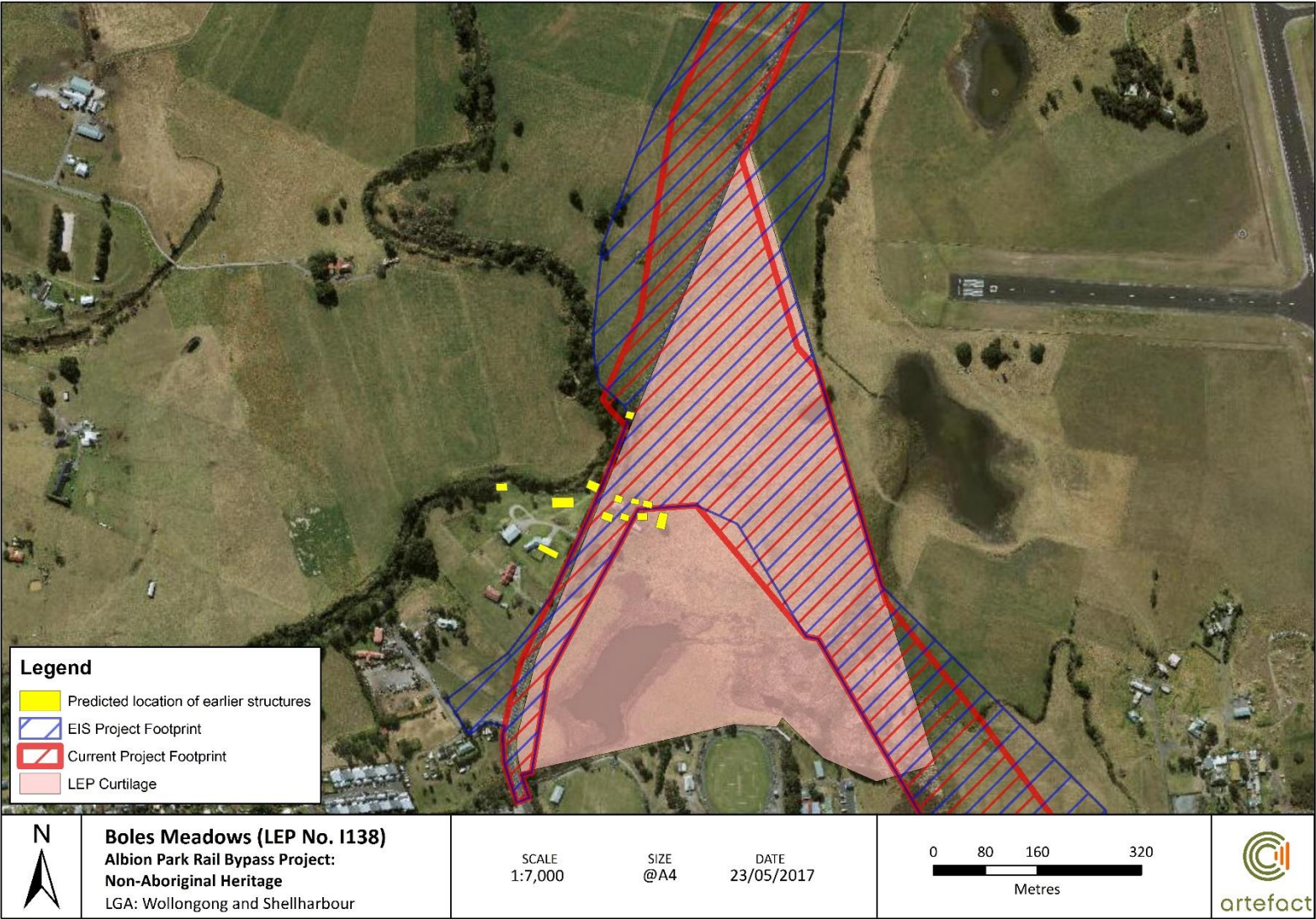


Figure 11: Location of proposed works boundary in relation to Boles Meadow (Shellharbour LEP 2013 I198)



4.0 CONCLUSIONS

Design amendments for the Albion Park Rail Bypass include extensions of the project footprint to include additional portions of Tongarra Road, the Illawarra Highway and land surrounding the Swansea Farm House and Swansea Dairy site, fig tree and silo.

The amended design and expanded project footprint includes encroachment of work within the curtilage of Stapletons Bridge. Works within this area are limited to vegetation modification, which would result in minor visual impacts to Stapletons Bridge. No direct physical impacts to the item would occur as part of these works.

The project footprint would further extend the curtilage of both the Swansea Dairy site, fig, tree and silo and Swansea farm House from the works boundaries assessed in the EIS (2015). Works within these expanded areas would consist of temporary ancillary sites and access works and would result in a moderate visual impact to the items. The removal of the twentieth century residence will result in a negligible impact to the built fabric of the listing. The removal will have a minor positive impact on the heritage views to and from the item.

The amended design in close proximity to Ravensthorpe grounds and workers' cottages, Illawarra Regional Airport and House (LEP no. 6437) would have negligible additional visual impacts to views and vistas to and from the items. No direct impacts to the items or their heritage listed property boundaries would occur.

The amended design has a new project footprint within the curtilage of Boles Meadow (Shellharbour LEP 2013 I 198). This would result in a slight reduction in the area impacted. However, the location of the amended project areas would not alter the major physical and visual heritage impacts to the item from the proposed works. Impacts to archaeological resources associated with the item would also not be reduced with the amended design.

A summary of the amended design impacts and recommended mitigation measures is provided in Table 11.

Based on the current assessment, mitigation measures proposed in the EIS are still considered relevant and are identified in Table 12. These mitigation measures supersede those presented in the EIS appendices and should form part of the project approval.

Table 11: Original heritage impacts (from EIS) compared with amended heritage impacts (from design refinements, underlined), mitigation measures provided

Heritage item	Original EIS impacts to heritage	Design Refinement impact to heritage	Mitigation Measures
Swansea Dairy site, figtree and silo (Shellharbour LEP no. I182)	Visual: Minor impacts on views and vistas Impacts to built fabric: Moderate impact on items curtilage. No impact on structures Archaeological impacts: None	<i>Visual: Moderate temporary impacts on views and vistas. Minor long term impact</i> <i>Impacts on built fabric: Moderate impact on items curtilage. Negligible impact on structures</i> <i>Archaeological impacts: None</i>	Impacts to land within the temporary works area should result in as little impact to the existing nature of the landscape as possible. This would allow the land to be returned to its original use once development has concluded. Completion of a construction noise and vibration management plan Roads and Maritime Unexpected Finds Procedure (2015)
Swansea Farm House (Shellharbour LEP no. I198)	Visual: Moderate impacts on views and vistas Impacts on built fabric: Minor impact on items curtilage. No impact on structures Archaeological impacts: None	<i>Visual: Moderate impacts on views and vistas</i> <i>Impacts on built fabric: Moderate impact on items curtilage. No impact on structures</i> <i>Archaeological impacts: None</i>	Impacts to land within the temporary works area should result in as little impact to the existing nature of the landscape as possible. This would allow the land to be returned to its original use once development has concluded. Completion of a construction noise and vibration management plan Roads and Maritime Unexpected Finds Procedure (2015)
Stapletons Bridge (Roads and Maritime s170 Register, SHI no. 4309612)	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None	Overall level of impact unchanged <i>Visual: Minor impacts on views and vistas</i> <i>Impacts on built fabric: None</i> <i>Archaeological impacts: None</i>	No mitigation measures required
Ravensthorpe, Grounds and Workers Cottages (Shellharbour LEP no. I006)	Visual: Minor impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None	Overall level of impact unchanged <i>Visual: Minor impacts on views and vistas</i> <i>Impacts on built fabric: None</i> <i>Archaeological impacts: None</i>	Additional tree planting to screen views from Ravensthorpe as recommended in the EIS has already been undertaken. No further mitigation measures are required.
Illawarra Regional Airport (Shellharbour LEP no. I338)	Visual: Minor impacts to views and vistas Impacts on built fabric: None Archaeological impacts: None	Overall level of impact unchanged <i>Visual: Minor impacts on views and vistas</i> <i>Impacts on built fabric: None</i> <i>Archaeological impacts: None</i>	No mitigation measures required.

Heritage item	Original EIS impacts to heritage	Design Refinement impact to heritage	Mitigation Measures
House (Wollongong LEP no. 6437)	Visual: Moderate impacts on views and vistas Impacts on built fabric: None Archaeological impacts: None	Overall level of impact unchanged <i>Visual: Moderate impacts on views and vistas</i> <i>Impacts on built fabric: None</i> <i>Archaeological impacts: None</i>	The feasibility of planting of additional trees to screen views to the west of the property would be investigated. Discussions would be held with Wollongong City Council to determine most appropriate location of any tree planting and the responsibility for planting and maintenance
Albion Park Showground (Shellharbour LEP no. 301)	Visual: Minor visual impacts on views north of the showground Impacts on built fabric: None Archaeological impacts: None	<i>Visual: Minor impacts on views and vistas</i> <i>Impacts on built fabric: Minor impact to curtilage. No impact to structures</i> <i>Archaeological impacts: None</i>	Roads and Maritime Unexpected Finds Procedure (2015)
Boles Meadow (Shellharbour LEP no. 198)	Visual: Major impact on heritage significance views and vistas within the property Physical: major impact on heritage significant fabric Archaeological impacts: Yes	Overall level of impact unchanged <i>Visual: Major impact on heritage significance views and vistas within the property</i> <i>Physical: major impact on heritage significant fabric</i> <i>Archaeological impacts: Yes</i>	Archaeological test excavation Archival recording of structures and property

Table 12: Proposed final mitigation measures for the project

Issue	ID No.	Mitigation Measure	Responsibility	Timing
Visual impacts	HH01	The landscape plan will be developed to minimise visual impacts on heritage items, including the Ravensthorpe Grounds and Workers Cottages, and the House on the Princes Highway, Yallah. The landscape plan may include the opportunity for planting on private land in consultation with the property owners, to screen the visual impact of the motorway on these items.	Roads and Maritime	Construction
Archival recording	HH02	Archival recording of the existing Boles Meadows homestead, vegetation and outbuildings will be undertaken prior to construction. This recording will include a photographic record of the homestead, significant outbuildings, their original context, layout, building materials and methods used during their construction. The recording will be undertaken in accordance with the guidelines in How to Prepare Archival Records of Heritage Items (NSW Heritage Office, 1998).	Roads and Maritime	Construction
Investigation of heritage items	HH03	An archaeological investigation will be undertaken for the heritage listed sites at: - Terry's Meadows (Boles Meadows) - Tongarra Road homestead An excavation and salvage methodology will be prepared in consultation with the Department of Planning and Environment and the Heritage Council prior to commencement. A report will be prepared to outline the results of the investigation.	Roads and Maritime	Construction
Protection of heritage items	HH04	The location of the former Yallah platform and rail corridor will be identified in the sensitive areas mapping, and communicated to construction personnel during their induction. In the event remains associated with this heritage site are uncovered during the proposed works, the Unexpected Finds Procedure will be followed (Roads and Maritime, 2015a). Consultation with the Illawarra Light Railway Museum will be undertaken.	Roads and Maritime / Contractor	Construction
	HH05	If unexpected archaeological finds are discovered during construction, the Unexpected Finds Procedure will be followed (Roads and Maritime, 2015a). The NSW Heritage Division will be notified of the discovery of a relic in accordance with Section 146 of the <i>Heritage Act 1977</i> . Construction personnel will be inducted in their responsibilities under the <i>Heritage Act 1977</i> and trained in the Procedure.	Roads and Maritime	Construction

4.1 References

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