Albion Park Rail Bypass Project

Non-Aboriginal Heritage Assessment and Statement of Heritage Impact

Report to HCJV

October 2015
EXECUTIVE SUMMARY

Artefact Heritage has been engaged by Hyder Cardno Joint Venture (HCJV) on behalf of Roads and Maritime Services (Roads and Maritime) to prepare a Non-Aboriginal Heritage Assessment and Statement of Heritage Impact (SoHI) for the Albion Park Rail Bypass Project. The Albion Park Rail Bypass Project would provide a 9.8 kilometre extension of the M1 Princes Motorway between Yallah and Oak Flats and bypass Albion Park Rail. The project would allow for a high standard road between Sydney and Bomaderry and would provide easy access to Dapto, Albion Park and Oak Flats.

The study area is located to the west of the M1 Princes Highway (Figure 1) and is situated within the Local Government Areas of Shellharbour and Wollongong.

The proposed development is being assessed as State Significant Infrastructure (SSI). The aim of the study is to meet the Secretary’s Environmental Assessment Requirements (SEARs) by undertaking the following:

- Identify and assess the significance of listed and unlisted heritage items within the project area.
- Identify and assess the significance of areas of non-Aboriginal archaeological potential within the project area.
- Identify and assess impacts to State and local heritage items (including conservation areas, built heritage, landscapes and archaeology).
- Undertake a preliminary survey of the site to confirm the potential for impacts on heritage items.
- Identify the potential impacts on heritage items as a result of the works (vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscape and vistas) and recommend measures to minimise or mitigate potential impacts on the items.
- Identify the potential impacts on areas of non-Aboriginal archaeological potential and recommend measures to minimise, avoid or mitigate potential impacts to these items.
  - proposed archaeological investigations will be assessed under the assumption that an appropriate archaeological assessment methodology, including research design, in consultation with the Department and the Heritage Council of New South Wales, will be developed to guide physical archaeological test excavations prior to works commencing. An excavation report will be provided to the appropriate parties where appropriate.
- Provide a statement of heritage impact for all heritage items (including significance assessment), including detailed mapping of all heritage items and how they are affected by the proposal.
- Identify cumulative impacts to defining heritage characteristics of the study area as a result of the proposed works.
- Identify the following:
  - heritage constraints relevant to the proposed upgrades.
  - the requirement for notification in accordance with the Heritage Act 1977.
Overview of findings

- The proposed development is being assessed as State Significant Infrastructure (SSI) by the NSW Department of Planning and Environment (DPE) and as such, approval is not required from the NSW Heritage Division to impact historic archaeological remains or State Heritage Register (SHR) listed items, providing the requirements of the Secretary Environmental Assessment Requirements (SEARs) are met.

- There are four items listed on the Shellharbour Local Environment Plan (LEP) (2013) and two items listed on the Roads and Maritime Section 170 (s170) register located within the study area. In addition, there are six items listed on the Shellharbour LEP (2013), and one item listed on the Wollongong LEP (2009) located within 300 metres of its boundary. Items located within a 300 meter buffer from the study area have been included in order to assess visual impacts from the item towards the proposal area.

- There are three items of archaeological potential located within the study area. These include the potential remains of the Terry's Estate Homestead (pre-1860), the remains of the Tongarra Road Homestead (late 19th century) and the potential remains of the former Yallah Platform.

- The proposal would have some visual impact on a number of heritage listed items within, and in close proximity to, the study area, as a result of impacts to views and vistas associated with rural and undeveloped properties.

- The proposal would directly impact the Shellharbour LEP (2013) listed Boles Meadows residence and associated outbuildings. This would have a major impact on the heritage significance of the item as it would remove key elements of heritage significance and impact an area of archaeological potential associated with Terry’s Meadows Estate.

- The proposal would directly impact the north and western portions of the Shellharbour LEP (2013) listed Swansea Dairy site. This would have a moderate impact on the heritage significance of the item as it would impact the original property boundary and views and vistas but would not directly impact structures.

- The proposal would directly impact a small section of the northern portion of the Shellharbour LEP (2013) listed Swansea Farm House site. This would have a minor impact on the heritage significance of the item as it would impact the original property boundary and have a minor impact on views and vistas but would not directly impact structures.

- The proposal would directly impact an area of low to moderate archaeological potential associated with the former Yallah Railway Platform. The former Yallah Railway Platform was relocated to the Illawarra Light Railway Museum in the 1990s and therefore archaeological remains associated with it are unlikely to reach the threshold of local significance.

- The proposal would directly impact an area of archaeological potential associated with a former Tongarra Road farm house. Potential archaeological remains associated with the homestead are considered to have heritage significance at a local level.
Cumulative impacts of the proposed works relate primarily to alterations to characteristic elements of the rural landscape associated with historical land use in Albion Park and are considered to be minor in nature.

Mitigation and management measures

- The feasibility of planting additional trees to screen views from two heritage listed items would be investigated (Ravensthorpe grounds and workers’ cottages- 52-56 Tongarra Road [LEP no. I006] and House-Princes Highway, Yallah [LEP no. 6437]). These additional trees would be planted along property boundaries along the line of views and vistas likely to be impacted by the proposal. Discussions would be held with the owners of the properties and with the appropriate Council to determine the approximate location of any tree planting and the responsibility for planting and maintenance.
- It is recommended that a program of archival recording of the existing Boles Meadows homestead, vegetation and outbuildings structures is undertaken prior to works commencing. This recording would include a photographic record of the homestead, significant outbuildings, their original context, layout, building materials and methods used during their construction. The recording would be undertaken in accordance with the NSW Heritage Office (1998) guidelines How to Prepare Archival Records of Heritage Items.
- Test excavations are recommended for the former site of Terry’s Meadows Estate. If substantial remains are found, salvage excavations may be required prior to impacts occurring.
- If remains associated with the former Yallah platform or rail corridor are uncovered during the proposed works the Roads and Maritime Unexpected Finds Procedure (2015) would be implemented. The NSW Heritage Division would be notified of the discovery of a relic in accordance with Section 146 of the NSW Heritage Act. Consideration would be given to donating these remains to the Illawarra Light Railway Museum. Consultation with the museum may be required.
- Limited archaeological test excavations are recommended in an area of archaeological potential associated with the Tongarra Road homestead which is proposed to be impacted.
- Proposed archaeological investigations associated with Terry’s Meadows Estate and the Tongarra Road homestead would be assessed under the assumption that an appropriate archaeological assessment methodology, including research design (prepared in consultation with the Department and the Heritage Council) will be developed to guide archaeological test excavations prior to works commencing. An excavation report would be prepared to outline the results of the investigation and outline the effectiveness of the mitigation.
- If unexpected archaeological finds are discovered during the proposed works, the Roads and Maritime Unexpected Finds Procedure (2015) would be followed. The NSW Heritage Division would be notified of the discovery of a relic in accordance with Section 146 of the NSW Heritage Act.
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1.0 INTRODUCTION

1.1 Background

Artefact Heritage has been engaged by the Hyder Cardo Joint Venture (HCJV) on behalf of the Roads and Maritime Services (Roads and Maritime) to prepare a Non-Aboriginal Heritage Assessment and Statement of Heritage Impact (SoHI) for the Albion Park Rail Bypass Project. The Albion Park Rail Bypass Project would provide a 9.8 kilometre extension of the M1 Princes Motorway between Yallah and Oak Flats and bypass Albion Park Rail. The project would allow for a high standard road between Sydney and Bomaderry and would provide easy access to Dapto, Albion Park and Oak Flats.

The proposed development is being assessed as State Significant Infrastructure (SSI).

As per general requirements outlined by the Secretary’s Environmental Assessment Requirements (SEARs), the aim of the report is to assess the following:

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<td>Identify and assess the significance of areas of Non-Aboriginal archaeological potential within the project area.</td>
<td>4.0, 5.0 and 6.0</td>
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<td>Undertake a preliminary survey of the site to confirm the potential for impacts on heritage items.</td>
<td>4.0 and 5.0</td>
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SEARS requirement | Addressed in
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Provide a statement of heritage impact for all heritage items (including significance assessment), including detailed mapping of all heritage items and how they are affected by the proposal | 7.0

Identify cumulative impacts to defining heritage characteristics of the study area as a result of the proposed works | 7.2

Identify the following:
- heritage constraints relevant to the proposed upgrades.
- the requirement for notification in accordance with the Heritage Act 1977 and/or State Environmental Planning Policy (Infrastructure) 2007 | 2.0 and 4.0

1.2 The study area

The study area is located to the west of the M1 Princes Highway (Figure 1) and is situated within the Local Government Areas (LGAs) of Shellharbour and Wollongong.

For the purpose of this assessment, the study area is defined as the area within the Site Boundary. Listed heritage items within 300 metres of the study area have also been assessed. The 300 metre buffer allows assessment of items that may not be within the study area but have the potential to be affected by visual impacts.
Figure 1. The study area.
### 1.3 The proposal

Roads and Maritime are planning for a 9.8 kilometre extension of the Princes Motorway between Yallah and Oak Flats to Bypass Albion Park Rail (Albion Park Rail Bypass Project) (Figure 2). The purpose of the project is to complete the missing link for a high standard road between Sydney and Bomaderry. The project aims to address short and long term transport needs. Key project objectives are discussed in Table 1. A detailed discussion of the proposal can be found in Section 7.1.

#### Table 1. Albion Park Rail Bypass Project Key Project Objectives.

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<td>Provide a motorway standard Bypass of Albion Park Rail.</td>
<td>Motorway standard refers to a dual carriageway and a design speed of at least 100 km/h.</td>
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<td>Provide a minimum of one in 20 year flood immunity.</td>
<td>The project is to ensure that the highway can remain open in a flood event with an average recurrence level of at least one in 20 years.</td>
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<td>Provide access for A-double vehicles.</td>
<td>A-double vehicles incorporate two trailers that can each carry a full-length shipping container. While these vehicles are not currently used, it is intended that the project be designed to accommodate such vehicles to provide maximum flexibility into the future.</td>
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<td>Provide east-west connectivity for current and future land use.</td>
<td>It is important that efficient motor vehicle, cycle and pedestrian movements are catered for across the project.</td>
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Figure 2. Proposed plan for Albion Park Rail Bypass Project. Source. HCJV.
1.4 Previous reports


Archaeological Heritage Management Solutions Pty Ltd prepared an Aboriginal and Historical Heritage Assessment and Impact Assessment for Martin Morris and Jones on behalf of Parsons Funeral Directors in 2008. The aim of the assessment was to identify heritage constraints associated with a proposed development on Tongarra Road, Albion Park (Lot 11 DP 883605). The report identified a number of areas of archaeological potential associated with an 1860s survey of Terry’s Meadows Estate and a 1949 aerial photograph of the property.


Artefact Heritage prepared a preliminary Non-Indigenous Archaeological Gap Analysis for the Albion Park Rail Bypass Project in September, 2014. The report identified listed and unlisted Non-Aboriginal heritage items and areas of archaeological potential within the study area.


AECOM prepared a Non-Indigenous Heritage Impact Assessment and Impact Management for Sydney Water (2006) in order to assess and identify listed and unlisted items of heritage significance and archaeological potential for the West Dapto Release Area and Adjacent Growth Areas (located to the north of the study area). Their report identified a number of unlisted heritage items in the area, however these items would not be impacted by the proposed works on which this report is based.


The Shellharbour Heritage Inventory was prepared as a supporting document for the Shellharbour Local Environment Plan, finalised in 2013. The inventory provides a detailed description and location of items of significance and archaeological potential within the study area.

Humphreys and London prepared a thematic history of Shellharbour City (2011) in order to outline historical themes associated with Shellharbour and past and present European settlement.


M G Planning prepared a Local Environment Study for the Wollongong City Council (2006) in order to assess and identify listed and unlisted items of heritage significance and archaeological potential for the West Dapto Release Area (located to the north of the study area). Their report identified a number of unlisted heritage items in the area, however these items would not be impacted by the proposed works on which this report is based.


Tamara Hynd prepared a historic and archaeological map of the Shellharbour City for the Tongarra Heritage Society in 2004. Her report identified a number of historic and archaeological items located within the study area. This report provided valuable information regarding the location of previously unrecorded potential archaeological sites, as well as the location and history of items considered to have heritage significance.

1.5 Report authorship

This report was prepared by Heritage Consultant Adele Zubrzycka with management input from Senior Heritage Consultant Jenny Winnett and Principal, Dr Sandra Wallace.

Adele Zubrzycka is an Archaeologist with Artefact Heritage. Adele has two years’ experience as an archaeologist and heritage consultant in Australia. Adele has authored numerous heritage and archaeological impact assessments, monitoring reports, archival recordings and research documents.

Jenny Winnett is a Senior Archaeologist with Artefact Heritage. Jenny has over nine years’ experience as an archaeologist and heritage consultant in Australia and the UK. She has worked in project manager, supervisor and planning roles, for Banksia Heritage (2007-2008), Casey & Lowe (2008-2013) and Artefact (2013 – present). Jenny has authored numerous heritage and archaeological impact assessments, excavation, testing and monitoring reports, research documents and specialist artefact reports.
Dr Sandra Wallace is currently the Director of Artefact Heritage and has over 13 years’ experience in cultural heritage management and archaeology. Sandra has provided Aboriginal and non-Aboriginal heritage advice for a variety of development projects such as large scale residential subdivisions, targeted urban development, and infrastructure projects.

1.6 Methodology

Previously identified heritage items associated with the study area were located through a search of heritage registers, including:

- National Heritage List.
- Commonwealth Heritage List.
- State Heritage Register.
- State Heritage Inventory.
- Section 170 registers.
- Wollongong LEP 2009
- Shellharbour LEP 2013.
- National Trust Register.
- Register of the National Estate.

The site inspection was undertaken by Adele Zubrzycka and Bethany Sproal (Artefact) on Thursday 8 and Friday 9 January, 2015. The survey was necessary to ground truth the desktop assessment, to investigate any heritage items or visible archaeological remains in the study area and assess potential impacts to these items as a result of the proposed works. A photographic record was kept, with photographs taken of all heritage items and potential heritage or archaeological sites. The results of the survey have been incorporated throughout the body of the report rather than being presented in a separate section. The heritage significance of each site has been assessed in accordance with the ‘Assessing Heritage Significance’ (2001) guidelines from the NSW Heritage Manual.

Cumulative impacts were assessed in order to identify long term impacts of the proposed works within the LGAs of Shellharbour and Wollongong. This was evaluated via a desktop assessment of the project and its impacts on all heritage listed items and items of archaeological potential within the study area. Cumulative impacts were considered based on the proportion of known heritage items and items of archaeological potential within the study area to be impacted by the proposal. These included:

- Historically significant landscapes (agricultural and pastoral)
- Historically significant landscapes (towns and villages)
- Transport (bridges, rail and roads)
- Cultural elements (dairying)
Primary and secondary source research was conducted using Trove, parish maps, information provided by the Shellharbour City Council and previous research undertaken by Tamara Hynd for the Tongarra Heritage Society. Additional primary source archival research was conducted at the State Library of New South Wales. This research involved the analysis of the original Terry’s Meadows Estate subdivision map prepared during the sale of the estate in 1860.
2.0 LEGISLATIVE CONTEXT

There are several items of legislation that are relevant to the current study. Each of these items of legislation either has an associated heritage register on which items within the study area are listed, and/or provides a legal framework to manage items within the study area that are listed on heritage registers.

2.1 The Heritage Act 1977

The NSW Heritage Act 1977 (the Heritage Act) is the primary item of state legislation affording protection to items of environmental heritage (natural and cultural) in NSW. Under the Heritage Act, ‘items of environmental heritage’ include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. State significant items are listed on the NSW State Heritage Register (SHR) and are given automatic protection under the Heritage Act against any activities that may damage an item or affect its heritage significance.

The Heritage Act also protects ‘relics’, which can include archaeological material, features and deposits. Section 4(1) of the Heritage Act (as amended 2009) defines ‘relic’ as follows:

A ‘relic’ means any deposit, artefact, object or material evidence that:

(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and

(b) is of State or local heritage significance.

Section 139(1) of the Heritage Act states that:

“A person must not disturb or excavate any land knowingly or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.”

The Heritage Act also requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government agencies must establish and keep a register which includes all items of environmental heritage listed on the SHR, an environmental planning instrument, or which may be subject to an interim heritage order that are owned, occupied or managed by that government body.

Under Section 170A of the Heritage Act all government agencies must also ensure that items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management
Principles approved by the NSW Minister for Planning & Environment on advice of the NSW Heritage Council.

As the proposed development has been assessed as SSI, approval from NSW Heritage Council is not required.

2.2 The Environmental Planning and Assessment Act 1979

The *Environmental Planning and Assessment Act 1979* (the EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The EP&A Act requires that environmental impacts are considered before land development; this includes impacts on cultural heritage items and places as well as archaeological sites and deposits. The EP&A Act also requires that local governments prepare planning instruments (such as Local Environmental Plans and Development Control Plans) in accordance with the EP&A Act to provide guidance on the level of environmental assessment required.

The current study area falls within the boundaries of both the Shellharbour and Wollongong LGAs and is subject to the Shellharbour Local Environmental Plan (LEP) 2013, and the Wollongong LEP 2009.

The proposal is being assessed under Part 5.1 of the EP&A Act, which establishes an assessment and approval regime for SSI. Section 115ZG of the EP&A Act specifies that approvals or permits under Part 4 or Section 139 of the Heritage Act are not required for approved SSI. However, approval is required from the Minister for Planning under the EP&A Act. The EIS must address the impact of the proposal on heritage items, through the framework of existing heritage legislation including the Heritage Act, and the local LEPs and DCPs as required by the SEARs outlined for the proposal (see Section 1.1).

2.3 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides a legislative framework for the protection and management of matters of national environmental significance, that is, flora, fauna, ecological communities and heritage places of national and international importance. Heritage items are protected through their inscription on the World Heritage List, Commonwealth Heritage List or the National Heritage List.

The EPBC Act stipulates that a person who has proposed an action that will, or is likely to, have a significant impact on a World, National or Commonwealth Heritage site must refer the action to the Minister for Sustainability, Environment, Water, Population and Communities (hereafter Minister). The Minister will then determine if the action requires approval under the EPBC Act. If approval is required, an environmental assessment would need to be prepared. The Minister would approve or decline the action based on this assessment.
2.4 Heritage listings

Statutory registers provide legal protection for heritage items. In NSW, the Heritage Act and the EP&A Act give legal protection. The State Heritage Register, the s170 registers, and heritage schedules of LEPs are statutory listings.

Places on the National Heritage List, Commonwealth Heritage List and World Heritage List are protected under the EPBC Act. The Register of the National Estate is a non-statutory register.

A comprehensive search of the relevant heritage registers was undertaken for this assessment. This resulted in the identification of seven heritage listed items within the study area, and thirteen located within 300 metres of the boundary of the study area.

2.4.1 Commonwealth Heritage List

The Commonwealth Heritage List (CHL) has been established to list heritage places that are either entirely within a Commonwealth area, or outside the Australian jurisdiction and owned or leased by the Commonwealth or a Commonwealth Authority. The CHL includes natural, Indigenous and historic heritage places which the Minister for the Environment is satisfied have one or more Commonwealth Heritage values.

No items in or near the study area are listed on the CHL.

2.4.2 The World Heritage List

The World Heritage List is maintained by the United Nations Educational, Scientific and Cultural Organisation (UNESCO) and includes items of international heritage significance.

There are no items within the study area listed on the World Heritage List.

2.4.3 Register of the National Estate

The Register of the National Estate is a list of natural, Indigenous and historic heritage places throughout Australia. It was originally established under the Australian Heritage Commission Act 1975. Under that Act, the Australian Heritage Commission entered more than 13,000 places in the register. Following amendments to the Australian Heritage Council Act 2003, the Register of the National Estate was frozen on 19 February 2007, which means that no new places can be added, or removed. The Register continued as a statutory register until February 2012.
On 1 January 2004, a new national heritage system was established under the *EPBC Act*. This led to the introduction of the National Heritage List, which was designed to recognise and protect places of outstanding heritage value to the nation.

There are no items within the study area listed on the Register of the National Estate.

### 2.4.4 National Heritage List

On 1 January 2004, a new national heritage system was established under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). This led to the introduction of the National Heritage List, which was designed to recognise and protect places of outstanding heritage value to the nation. It includes natural, historic and Indigenous places that are of outstanding national heritage value to the Australian nation.

There are no items within the study area or within 300 meters of its boundary listed on the National Heritage List.

### 2.4.5 The State Heritage Register

The State Heritage Register was established under Section 22 of the Heritage Act and is a list of places and objects of particular importance to the people of NSW, including archaeological sites. The State Heritage Register is administered by the Heritage Division of the Office of Environment and Heritage (OEH) and includes a diverse range of over 1500 items, in both private and public ownership. To be listed, an item must be deemed to be of heritage significance for the whole of NSW.

There are no items within the study area or within 300 meters of its boundary listed on the State Heritage Register.

### 2.4.6 Section 170 Registers

The Heritage Act requires all government agencies to identify and manage heritage assets in their ownership and control. Under Section 170 of the Heritage Act, government instrumentalities must establish and keep a register which includes all items of environmental heritage listed on the State Heritage Register, an environmental planning instrument or which may be subject to an interim heritage order that are owned, occupied or managed by that government body. All government agencies must also ensure that all items entered on its register are maintained with due diligence in accordance with State Owned Heritage Management Principles approved by the Minister on advice of the NSW Heritage Council. These principles serve to protect and conserve the heritage significance of identified sites, items and objects and are based on relevant NSW heritage legislation and statutory guidelines. The s170 register is a record of the heritage assets owned or managed by a NSW government agency.
There are two items listed on the Roads and Maritime S170 register located within, or partially within the study area:

- Stapletons Bridge (Database no. 4309612)
- Duck Creek Bridge (Database no. 4309595)

2.4.7 Shellharbour LEP 2013

The Shellharbour LEP includes a schedule of items/sites of heritage significance within the LGA. These items are included within Schedule 5 of the LEP and mapped.

There are four items listed on the Shellharbour LEP (2013) located within, or partially within, the study area:

- Swansea Dairy site, fig tree and silo-149 Croome Road (LEP no. I182)
- Swansea Farm House- 152 Croome Road (LEP no. I198)
- Boles Meadows- 2105 Illawarra Highway (LEP no. I138)
- Albion Park Showground- Tongarra Road (LEP no. I301)

In addition, there are six items listed on the Shellharbour LEP 2013 located within 300 metres of the study area boundary:

- Albion Park Rail Cemetery-61 Croome Road (LEP no. I017)
- Ravensthorpe grounds and workers’ cottages- 52-56 Tongarra Road (LEP no. I006)
- Albion Park Court and Police Complex-94-96 Tongarra Road (LEP no. I007)
- Illawarra Regional Airport-Airport Road, off Princes Highway (LEP no. I338)
- Hazelton Bungalow-102 Tongarra Road, Albion Park (LEP no. I187)
- Georgian style cottage-111 Tongarra Road, Albion Park (LEP no. I013)

2.4.8 Wollongong LEP 2009

The Wollongong LEP includes a schedule of items/sites of heritage significance within the LGA. These items are included within Schedule 5 of the LEP and mapped. The following 2009 LEP listed item is located within 300 meters of the study area.

- House-Princes Highway, Yallah (LEP no. 6437)

The location of identified items of heritage significance is illustrated in Figure 3 and Figure 4.
Figure 3. Heritage listed items in and within the vicinity of the northern portion of the study area.
Figure 4. Heritage listed items in and within the vicinity of the southern portion of the study
3.0 HISTORICAL CONTEXT

3.1 Historical themes

The NSW significance assessment guidelines highlight the importance of the relationship between a site and its historical context (NSW Heritage Office 2001). The NSW Heritage Council has developed a series of historical themes to connect local histories with NSW's broader past. These themes also provide a context in which the significance assessment criteria can be applied. Table 1 identifies the themes relevant to the study area.

Table 2. Historical themes relevant to the study area

<table>
<thead>
<tr>
<th>Australian theme</th>
<th>NSW theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developing local, regional and national economies</td>
<td>Exploration</td>
</tr>
<tr>
<td>Developing local, regional and national economies</td>
<td>Transport</td>
</tr>
<tr>
<td>Developing local, regional and national economies</td>
<td>Technology</td>
</tr>
<tr>
<td>Building settlements, towns and cities</td>
<td>Towns, suburbs and villages</td>
</tr>
<tr>
<td>Developing Australia’s cultural life</td>
<td>Leisure</td>
</tr>
</tbody>
</table>

3.2 Historical context

3.2.1 Early exploration and settlement of the Illawarra region

The earliest European observations of the Illawarra region were made during Captains Cook’s voyage around the east coast of Australia in 1770. In 1796, during their voyage along the coast south of Sydney, Bass and Flinders again made their way across the Illawarra coastline in a small boat named ‘The Tom Thumb’. During their voyage the men, and a small boy who accompanied them throughout their journey, landed on a beach near what is now known as Tom Thumb Lagoon, north-east of the study area. Here they were approached by a group of Aboriginal people who directed them towards a nearby river containing fresh water, fish and wind ducks. It is likely these events took place near the entrance to the as yet undiscovered Lake Illawarra.¹

¹ Lindsay, B. 1994. Early Land Settlement in Illawarra 1804-1861, Illawarra Historical Publications.
European settlement of the Illawarra began in the early 19th century as a result of a growing need for appropriate grazing land away from the Sydney Cove settlement. Prior to this time, much of the region was associated with cedar cutting and cattle grazing (the latter often taking place during drought times).\(^2\)

In 1812, surveyor and explorer George William Evans travelled overland north from Jervis Bay via Wollongong through the Illawarra with this in mind. Evans spent two weeks surveying the area on foot, deeming the region worthy of settlement.\(^3\)

Charles Throsby was one of the first settlers to move his cattle into the south-west area of Sydney. He passed into the Wollongong area in 1815\(^4\) and by 1819 had established a property in the vicinity of the Wingecarribee River in the Southern Highlands.

### 3.2.2 1816-1860-Early Land Grants

Soon after Evan’s and Throsby’s exploration of the Wollongong and Illawarra region, Governor Macquarie began to utilise this new grazing land for the purpose of distributing land grants to free settlers\(^5\) The Surveyor General of the Colony organised the first five land grants in the region in November 1816. These were allotted to Robert Jenkins (1000 acres called ‘Berkely’), David Allan

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\(^2\) Lindsay, B. 1994. Early Land Settlement in Illawarra 1804-1861, Illawarra Historical Publications.


(2200 acres called ‘Illawarra’), George Johnston (1500 acres called ‘Macquarie’s Gift’), Richard Brooks (1300 acres called ‘Exmouth’) and Andrew Allan (700 acres called ‘Waterloo’). Allen’s 700 acre ‘Waterloo’ grant, located south of Macquarie’s Rivulet, is land which now partly constitutes the southern portion of the study area. The northern part of the study area runs east of what was Johnston’s 1500 acre grant ‘Macquarie’s Gift’.

In 1821, Governor Macquarie issued further grants on the region to Thomas Davey (2000 acres at the entrance to Lake Illawarra), D’Arcy Wentworth (1650 acres and 1500 acres at Shellharbour), John Horsley (1200 acres on the south shore of Lake Illawarra), James Mileham (700 acres on the south shore of Lake Illawarra), William Wentworth (1000 acres fronting Koona Bay on Lake Illawarra) and Samuel Terry (2000 acres on the south bank of the Macquarie Rivulet) - Figure 6. Samuel Terry’s 2000 acre grant adjoined the western and southern boundaries of Allen’s Waterloo grant and the western boundary of William Wentworth’s 1000 acre grant.

Figure 6. 1895 parish of Calderwood map showing original land grants associated with the study area. The dark blue overlay represents Samuel Terry’s ‘Terry’s Meadows Estate’. Source. SixMaps Historical Viewer, 2014.

7 Lindsay, B. 1994. Early Land Settlement in Illawarra 1804-1861, Illawarra Historical Publications.
Terry’s Meadows Estate

In 1823, Samuel Terry purchased the Waterloo grant for £230, after its five year period of occupancy expired. Later, he also incorporated William Wentworth’s adjacent 100 acre grant. The conglomeration of these properties formed the Terry’s Meadows Estate (Figure 6), which included Mount Terry (Figure 7). Terry built his homestead to the north of the original Waterloo grant, on the site of the current Boles Meadows homestead on either side of today’s Illawarra Highway (discussed in Section 4.3.3). Terry’s Meadows Estate was used as a cattle breeding and dairying estate in the 1840s after being sold to John Hughes, Terry’s nephew, in 1838. Hugh’s renamed the estate ‘Albion Park’, as it and the surrounding area, is known today.

In 1843, the estate became part of a system of clearing leases designed to allow immigrant settlers free rent for six years on the condition they cleared vegetation in the area. Immigrant settlers were also permitted to erect huts and occupy the land. Terry’s Meadow Estate remained in the Terry family until 1860 when the land was sold off and subdivided into 48 farms (discussed in Section 3.2.4).

Figure 7. View from Mount Terry, looking towards Illawarra Lake, New South Wales by Robert Marsh. Westmacott. Source. National Library of Australia.

Yallah

In 1823, William ‘Merchant’ Browne was given a 3000 acre and an 800 acre grant to the west of Lake Illawarra. The 3000 acre grant was named ‘Athanlin’ but was later named ‘Yallah’. The south west portion of the study area is associated with Terry’s Meadows Estate and John Horsley’s 1200 acres. The northernmost portion of the study area constitutes Browne’s 3000 acre grant ‘Yallah’.

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8 Illawarra Mercury, Friday 20 March 1925.
3.2.3 Land use and early industry

Industries such as dairy farming, cattle grazing and cedar collecting had become well established in the years following these first grants. Dairy farming in particular was closely linked with the establishment of better transport networks to Sydney’s Markets and better refrigeration techniques\(^\text{10}\). The majority of rural properties within the study area are associated with the dairy industry.

Other industries in the area at the time included those which were directly related to supporting the dairy industry, but also farming in general. These included wooden cask manufacturers, tin smiths, flour milling and coach building\(^\text{11}\).

The first coal mine in the Illawarra was opened in 1849 at Mount Keira and the ‘Pioneer Kerosene Works’ in 1865 at Mount Kembla to the north of the study area was the first oil extraction works in Australia (Figure 8)\(^\text{12}\). The Mount Kembla Coalmine beginning in 1882 was a significant contributor to the local economy.

\textbf{Figure 8. Pioneer Kerosene Works, American Creek, Mount Kembla. Source. University of Wollongong.}


\(^{12}\) Kass 2010. Pp. 34.
3.2.4 1860-1900-Early Subdivisions

1860-Terry’s Meadows Estate

Upon the death of Terry’s widow, the Terry’s Meadows Estate was subdivided into forty-eight farms and advertised for sale in 1860 (Figure 9). Of the forty-eight farms associated with the sale, eleven were located within the study area. These comprised of Lots 2, 3, 10, 11, 12, 13, 14, 26, 27 and 28. Advertisements for the sale of the estate included a description of structures located on each lot. The original Terrys Meadows homestead was located on Lot 3 and was advertised as containing a homestead, dwelling house, dairy, huts, stockyards, barns, stables, and several paddocks (this will be described in further detail in Sections 4.3.3). Lot 10 is described as being occupied by a house owned by Mr Perkins, Lot 11 as being occupied by a house owned by Mrs Wilson, Lot 12 eastern paddocks belonging to Mr Mundy (with a structure included in the plan) and Lot 14 as being occupied by a dwelling house and dairy farm. No further description is given of the structures, however it is noted that the properties have been cleared. The remaining lots (Lots 2, 12, 13, 26, 27 and 28) are described as containing cleared paddocks and/or farms.

Figure 9. Map of the Terry’s Meadows Estate subdivision sale at Albion Park, 1860. Source. Tongarra Museum.

13 Sydney Morning Herald, May 12 1860.
1870-1893

The 1870s saw the first residential subdivision in the area. These subdivisions were primarily instigated by the need to accommodate the local farming community as well as the growing coal industry\textsuperscript{14}. In the 1890s, the establishment of the railway led to a further residential settlement in the area as access to and from Sydney improved.\textsuperscript{15} In addition, the railway and completion of the road through Macquarie Pass to the Southern Highlands led to a growth in the tourist trade.

3.2.5 1893-present-Growth and Development

During the late 19th into the mid-20th century, the population of Albion Park grew. This led to a series of improvements in the town including the establishment of a new cemetery, Court House, Post Office and Showground.

Albion Park Showground

The land associated with the Albion Park Showground was donated to the Albion Park community in 1888. The showground was located on Tates Hill, and took up ten acres of land. The first Albion Park Show was opened in January of the same year by Mr. DL Dymock. The show exhibited horses, dairy cattle, sheep and swine, as well as domestic activities such as needlework, flowers, fruit, jams and butter. The Albion Park Show remains an annual event in the region.

Albion Park Post Office (1895)

The Albion Park postal service began in November of 1861. Initially, the business operated from local resident Robert Popple’s store. Later, in 1874, the post office was transferred to a spare room in the Albion Park Primary School. In 1895 the Government purchased a block of land on Tongarra Road and reserved it for the construction of a building dedicated to the postal service. In 1895, the Albion Park Post office was opened.\textsuperscript{16}

\textsuperscript{14} Kass, 2010: Pp. 36.
\textsuperscript{15} Kass, 2010: Pp. 36.
\textsuperscript{16} Hynd, T. 2004. Historical and Archaeological Map Shellharbour City 1830-1930, pp. 16.
Croome Road Cemetery (1900)

The Albion Park Rail Cemetery, formerly known as the Croome Cemetery, was established in 1900 on the eastern side of Croome Road. Land was resumed for the cemetery in June 1900 and opened for ‘its intended purposes’ in October 1901. The establishment of the cemetery was instigated by the then Mayor, John Fraser. Fraser was a prominent figure in the local community acting as Director and Chairman of the Shellharbour Steam Navigation Company, Chairman on the first Board of Directors of the Illawarra Co-operative Central Dairy Company, Chairman of the Albion Park Show, Chairman of the Agricultural, Horticultural and Industrial Society and an exhibitor at the first Albion Park Show.

The year 1901 was considered a boom period in the district and a number of trustees were appointed for the cemetery. Originally, the cemetery was fenced and surrounded by newly planted pine trees. Unfortunately, Fraser passed away in the same year the cemetery was opened and became the first individual to be interred on the site. A monument was later erected in his honour. The cemetery contains the remains of a number of early pioneers from the area.

It appears as though the cemetery went into disrepair soon after it was opened and complaints about the state of the burial ground can be found in local newspapers as early as 1909. Later, in 1935 a local drew attention to ‘danger caused by straying stock on Croome Road.’ He stated that cattle often walked through the public cemetery, which he declared was in a “disgraceful state”. The article also states that the majority of the cemetery trustees, many appointed over twenty five years earlier, were deceased. Soon after this incident, management of the cemetery was handed over to the Shellharbour City Council, with whom it remains.

17 Sydney Morning Herald, Monday June 11, 1900.
18 Evening News, Saturday 25 February 1901.
21 Illawarra Mercury Friday 19 November 1909.
22 Illawarra Mercury, Friday 18 October 1935.
Albion Park Court House (1908)

The Albion Park Court House was established after local residents began petitioning for a police station, court house and post office. The Albion Park Court House was designed Government Architect Walter Liberty Vernon and completed in 1908. Prior to this, the majority of court cases were heard at 100 Tongarra Road, in the residence of pioneer John Russell. 23

Figure 11. Albion Park Court House, c1910. Source. Wollongong City Library.

1939-onwards

During the Second World War, the Illawarra Regional Airport was constructed to accommodate an RAAF pilot training facility. At the end of the war, Wollongong became a unified Municipality and there was a large increase in further residential subdivisions. There was an influx of people into the area as a result of migration to Australia from war affected countries around the world. 24 Four government areas in Wollongong were merged into one Municipality in 1947.

A number of residential subdivisions took place in the 1970s and 1980s as the population of Albion Park grew. Today, the population of Albion Park is over 11,000 and continues to grow. 25

4.0 HERITAGE LISTED ITEMS

This section will discuss heritage listed items within the study area and within 300 metres from the boundary of the study area.

4.1.1 Methodology

Items located within the study area will be assessed regarding impacts to views and vistas, built fabric and archaeological fabric. Items located up to 300 metres from the study area boundary will be assessed regarding impacts to views and vistas.

As items located within the study area may be subject to direct physical impacts, an in-depth description and significance assessment would be provided in accordance with the criteria outlined in the NSW Heritage Office (2001) significance assessment guidelines.

As heritage items located outside the study area would not be physically impacted by the proposed works and are likely to have minor visual impacts if any, a full assessment of significance of these items has not been conducted. Instead, a summary statement of significance, statement of heritage impacts and recommended mitigation measures are provided in Table 17.

Impacts to the significance of heritage listed items within the study area have been assessed as major, moderate, minor or nil. Table 3 provides a definition of scales of assessed impact referred to within this report.

**Table 3. Assessed scale of impacts**

<table>
<thead>
<tr>
<th>Assessed impact</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Major</strong></td>
<td>The proposed works would directly impact defining elements inherent to the item’s heritage significance such as built fabric, archaeological remains, defining landscape characteristics and/or associated aesthetic elements. This would permanently impact the integrity/intactness of the item and the heritage significance of the item would be lost.</td>
</tr>
<tr>
<td><strong>Moderate</strong></td>
<td>The proposed works would impact defining elements inherent to the item’s heritage significance such as built fabric, archaeological remains, defining landscape characteristics and/or associated aesthetic elements. Although the integrity/intactness of the item would be impacted, some defining elements of the item would be retained. Therefore, there is potential for the heritage significance of the item to be retained.</td>
</tr>
<tr>
<td><strong>Minor</strong></td>
<td>The proposed works would impact defining elements inherent to the item’s heritage significance such as built fabric, archaeological remains, defining landscape characteristics and/or associated aesthetic elements. However, these impacts are not considered to detract from the heritage significance of the item.</td>
</tr>
</tbody>
</table>
Assessed impact | Description
--- | ---
Nil | The proposed works would not impact defining elements inherent to the item’s heritage significance such as built fabric, archaeological remains, defining landscape characteristics and associated aesthetic elements. The works are not considered to detract from the heritage significance of the item.

4.2 Assessing heritage significance

The significance of heritage items listed within the study area has been assessed in accordance with the criteria outlined in the NSW Heritage Office (2001) significance assessment guidelines. These guidelines aim to minimise ambiguity and maintain consistency in the significance assessment process.

The criteria encompass the four values identified in the Australia ICOMOS Burra Charter: historical significance, aesthetic significance, scientific significance and social significance and also consider representativeness and rarity values (Table 4).

The heritage assessment guidelines also include two thresholds (state or local) for assessing the relative level of significance of heritage items.

### Table 4. Significance assessment criteria

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A Historical significance</strong></td>
<td>An item is important in the course, or pattern, of NSW’s cultural or natural history (or the cultural or natural history of the local area)</td>
</tr>
<tr>
<td><strong>B Associative significance</strong></td>
<td>An item has a strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the cultural or natural history of the local area)</td>
</tr>
<tr>
<td><strong>C Aesthetic significance</strong></td>
<td>An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or in the local area)</td>
</tr>
<tr>
<td><strong>D Social significance</strong></td>
<td>An item has a strong or special association with a particular community or cultural group in NSW (or local area) for social, cultural or spiritual reasons</td>
</tr>
<tr>
<td><strong>E Research potential</strong></td>
<td>An item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history.</td>
</tr>
<tr>
<td><strong>F Rarity</strong></td>
<td>An item has the potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or cultural or natural history of the local area)</td>
</tr>
<tr>
<td><strong>G Representativeness</strong></td>
<td>An item possesses uncommon, rare or endangered aspects of NSW’s cultural or natural history (or the cultural or natural history of the local area)</td>
</tr>
</tbody>
</table>
4.3 Heritage listed items within study area boundary

4.3.1 Swansea Dairy site, fig tree and silo (LEP no. 182)

4.3.1.1 History and 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 by 1908 (Figure 12). The silo is 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 (Figure 12 and Figure 13). The 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 used by the caretakers of the Sporting Complex built on the former farming lands.

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.

26 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
Figure 12. View east of Swansea Dairy site buildings. Fig tree and silo can be seen to the left.

Figure 13. View north east of Swansea Dairy site showing dilapidated dairy structures and overgrown vegetation.
Table 5 Significance assessment Swansea Dairy site, fig tree and silo (LEP no. 182)

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| **A Historical significance** | Demonstrates the late Victorian practice of planting figs as shade trees around the homesteads and dairies, while the silo demonstrates a government aid programme to farmers in the 1920s.  
**The item meets the threshold of local significance under this criterion.** |
| **B Associative significance** | Local historic associations with the Norris family and related family farms of 'Mt Wentworth' and 'Swansea', and the government funded silo building programme to assist small farmers in the 1920-30s.  
**The item meets the threshold of local significance under this criterion.** |
| **C Aesthetic significance** | The silo combined with landmark fig tree is an iconic marker of farm complexes and today provides visual aesthetic and landmark qualities remaining prominent on the visual horizon.  
**The item meets the threshold of local significance under this criterion.** |
| **D Social significance** | Social values are demonstrated by the inclusion of the site in recent research and publications by the local community.  
**The item meets the threshold of local significance under this criterion.** |
| **E Research potential** | While many of the wooden or industrial rural structures have since disappeared, the farming legacy is now marked by the concrete silos, as sentinels of former local agricultural prosperity, and of a 'new technology'.  
The new technology could be used easily by small farmers within the vicinity of the silo. The fig yields potential for further historic archaeology. The fig also provides a valuable habitat for indigenous fauna.  
**The item meets the threshold of local significance under this criterion.** |
| **F Rarity** | A large spreading fig tree combined with dairying operations, particularly the concrete silo were once a common sight but now are increasingly scarce.  
**The item meets the threshold of local significance under this criterion.** |
| **G Representativeness** | The fig is an excellent example within a natural habitat of its species. The concrete silo is representative of the 1920s government programme.  
**The item meets the threshold of local significance under this criterion.** |

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

The item has been assessed as having local significance.
4.3.1.3 Description of impacts

The proposed works would take place within the north west portion of the item. Impacts would involve adjustments to Croome Road and the construction of a new service road. This would include a roundabout to the east of the current Croome Road alignment and south of the East West Link. No direct impacts to structures associated with the item’s listing are expected. However, impacts would occur within the LEP curtilage with seven 20th century corrugated iron sheds associated with farming practices on the site directly impacted (Figure 14).

Figure 14. Location of proposed works and impacts, Swansea Dairy site, fig tree and silo. Corrugated iron and timber sheds indicated by arrows. Base map source. Google Earth, 2015.

4.3.1.4 Statement of heritage impact

Visual impacts

The proposed works would have a minor to moderate impact on views and vistas to and from the Swansea Dairy site, fig tree and silo. Views from the present residence and associated structures would be impacted towards the north, north east and west. The proposed works would also impact the historical character of the landscape associated with the property by altering the original farm boundaries as well as incorporating additional vehicle lanes into the property curtilage.

Impacts to built fabric

Impacts to built fabric associated with the item would be moderate to minor. It is not expected that direct impacts to structures associated with the heritage listing of the item (Port Jackson fig tree and
concrete silos) would occur as a result of the proposal. However, the LEP curtilage would be impacted by the proposal as well as seven 20th century corrugated iron sheds associated with farming practices on the site.

Archaeological impacts

It is not expected that archaeological remains associated with early land use at the Swansea Dairy would be impacted by the proposal.

4.3.1.5 Mitigation and management measures

Continued use of the Swansea Dairy site would be made a priority in order to mitigate impacts to the LEP curtilage of the item. This would include consultation with the current landowners regarding appropriate management measures to deal with the reduction in property size and direct impacts to seven corrugated iron sheds located within the works boundary.

If unexpected archaeological finds are discovered during the proposed works, the Roads and Maritime Unexpected Finds Procedure (2015) would be followed. The NSW Heritage Division would be notified of the discovery of a relic in accordance with Section 146 of the NSW Heritage Act.

4.3.1.6 Summary

Table 6 summarises the significance of the item, the potential impact of the proposal, recommendations, and necessary actions.

Table 6. Summary table for Swansea Dairy site, fig tree and silo (LEP no. 182)

<table>
<thead>
<tr>
<th>Significance</th>
<th>Visual Impacts</th>
<th>Impacts to built fabric</th>
<th>Archaeological impacts</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Moderate to minor impact on views and vistas to and from the Swansea Dairy site, fig tree and silo.</td>
<td>Moderate to minor impact associated with the addition of an intersection into the item’s LEP curtilage and removal of corrugated iron sheds.</td>
<td>Nil: Archaeological deposits associated with the item are unlikely to exist within the proposed works boundary.</td>
<td>Consultation with current landowners regarding continued use of property. Roads and Maritime Unexpected Finds Procedure (2015)</td>
</tr>
</tbody>
</table>

4.3.2 Swansea Farm House (LEP no. 198)

4.3.2.1 History and 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 (Figure 15). 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 recently built on the north western portion of the property, negatively impacting the characteristic rural setting of the item. Today the homestead is used by caretakers associated with the sporting complex.

Figure 15. Swansea Farm House, view south west from Croome Road.
Table 7. Significance assessment, Swansea Farm House.

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| A Historical significance | Historically part of the earlier Croom and then the Dunmore Estates, and part of the local dairy industry.  
  The item meets the threshold of local significance under this criterion. |
| B Associative significance | Strong local historic associations with the Youll family who were a well-known dairying family in the district, within the Show Society and in particular Donald after whom the Junior Farmers Pavilion was named in his honour  
  The item meets the threshold of local significance under this criterion. |
| C Aesthetic significance  | Good example of Federation rural farm house in the Albion Park area which readily tells of its historic origins.  
  The item meets the threshold of local significance under this criterion. |
| D Social significance    | Noted by the local community in recent research and documentation.  
  The item meets the threshold of local significance under this criterion. |
| E Research potential     | Local research potential to yield information about dairy farming in the first half of the 20th century and 1920s construction techniques.  
  The item meets the threshold of local significance under this criterion. |
| F Rarity                 | Early 20th century weatherboard cottages are becoming increasingly scarce locally, as are those which retain links to its rural past and setting. Although modern development intrudes the openness of the oval it assists with spatial relationships.  
  The item meets the threshold of local significance under this criterion. |
| G Representativeness     | Representative of its style and local rural history.  
  The item meets the threshold of local significance under this criterion. |

4.3.2.2 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 and the Junior Farmers Pavilion being 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 oval spatial relationship retains a rural setting.

The item has been assessed as having local significance.

4.3.2.3 Description of impacts

The proposed works would involve the relocation of the existing Croom Regional Sporting Complex currently located in an area west of the Swansea Farm House (outlined in Figure 16). Portions of the complex would be relocated into the northern and western portions of the property, to the west and north west of the Swansea Farm House. Works would not directly impact the Swansea Farm House (which would be retained) however the Croom Regional Sporting Complex would be located in closer proximity to the item and intrude further into the item’s LEP curtilage.
4.3.2.4 Statement of heritage impacts

Visual impacts

The proposal, including the relocation of elements of the Croom Regional Sporting Complex would impact views and vistas to and from the item. These impacts have been assessed as being moderate in nature due to earlier major impacts associated with the addition of the Croom Regional Sporting Complex to the northwest of the Farm House. The addition of the Croom Regional Sporting Complex has detracted from the farm’s original rural setting and encroached into the LEP curtilage for the item (as can be seen in Figure 16).

In regards to works associated with upgrades to Croome Road, the house itself is well screened by vegetation where the proposed road widening would take place and views to the north east will not be impacted.

Overall visual impacts as a result of the proposal are expected to be moderate.

Impacts to built fabric

There would be no direct physical impact to the Swansea Farm House or associated structures. Works are proposed within the north and north west section of the LEP curtilage, however the majority of this area has already been impacted by the development of the sports complex.
Archaeological impacts

There is no evidence to suggest that archaeological deposits associated with Swansea Farm House would be impacted by the proposal.

4.3.2.5 Mitigation measures

If unexpected archaeological finds are discovered during the proposed works, the Roads and Maritime Unexpected Finds Procedure (2015) would be followed. The NSW Heritage Division would be notified of the discovery of a relic in accordance with Section 146 of the NSW Heritage Act.

4.3.2.6 Summary

Table 8 summarises the significance of the item, the potential impact of the proposal, recommendations, and necessary actions.

Table 8. Summary table for Swansea Farm House (LEP no. 1198)

<table>
<thead>
<tr>
<th>Significance</th>
<th>Visual impacts</th>
<th>Impacts to built fabric</th>
<th>Archaeological impacts</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Yes: Moderate impacts on views and vistas to and from the Swansea Farm House.</td>
<td>Nil</td>
<td>Nil</td>
<td>Roads and Maritime Unexpected Finds Procedure (2015)</td>
</tr>
</tbody>
</table>

4.3.3 Boles Meadows (LEP no. 138)

4.3.3.1 History and 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

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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.

Boles Meadows consists of a Victorian style weatherboard farmhouse (Figure 17). 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.

A site inspection of the property conducted on 8 January 2015 indicated that there are various extant outbuildings such as a corn shed, hay shed and milk shed associated with the property (Figure 18). The inspection was conducted with permission from the property owners. These date to the late 19th-early 20th century with the exception of a brick dairy built in 1946 (Figure 19). In addition, the site inspection identified an area of land located directly behind the current residence as being the likely site of Samuel Terry’s Homestead. The area is characterised by a well-established fig tree situated on a gentle, heavily grassed rise (Figure 21).

Figure 18. Early 20th century farm sheds associated with Boles Meadows.

Figure 19. 1946 dairy building associated with Boles Meadows.
Figure 20. Wooden sign outside early 20th century farm shed.

Figure 21. View west towards Illawarra Highway of well-established fig tree likely to be associated with Terry’s original homestead. Boles Meadows and associated outbuildings can be seen in background.
Table 9 Significance assessment, Boles Meadows.

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Historical significance</td>
<td>Historically marks the site of the original grant homestead of Samuel Terry in his c1816 land grant. Later owed by John Russell and used by his sister following her marriage to G McDonald. Property is connected to the local important dairy industry, which ensured the survival of the rural community in the Shellharbour area, and with assisting the Albion Park Show Society. The surrounding land is still used for dairy farming to this day. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
<tr>
<td>B Associative significance</td>
<td>Strong local historic association with various pioneering families, including Russell, Wilson, Couch and Boles. The nearby Bridge on the Illawarra Highway marks the location of an early recorded crossing of the Macquarie Rivulet and is named after the Boles family. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
<tr>
<td>C Aesthetic significance</td>
<td>Good local example of a weatherboard clad Victorian era style homestead, and remains within its rural setting with a backdrop of the majestic Illawarra Escarpment, that also provides scale to the natural and cultural landscapes. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
<tr>
<td>D Social significance</td>
<td>Noted in recent research and publications by the local community. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
<tr>
<td>E Research potential</td>
<td>Potential to yield information about 19th century construction techniques and farming methods, plus possible archaeology linked to early history. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
<tr>
<td>F Rarity</td>
<td>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. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
<tr>
<td>G Representativeness</td>
<td>Good representative local example of a Victorian era homestead of lightweight construction, and its setting is historically representative. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
<tr>
<td>Integrity / Intactness</td>
<td>Overall the property has retained a high degree of integrity with no additions or renovations occurring to the homestead or outbuildings. However, the property is in poor condition and is likely to require restoration if continued use is to take place in the future.</td>
</tr>
</tbody>
</table>

4.3.3.2 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.
The item has been assessed as having local heritage significance.

4.3.3.3 Description of impacts

Proposed works associated with Boles Meadows would involve widening of the Illawarra Highway from two lanes to four/five lanes. This would involve direct physical impacts to the Boles Meadows Homestead, outbuildings and associated vegetation as illustrated in Figure 21. Potential archaeological deposits associated with the Terry’s Meadows Estate will be discussed in Section 6.1.3.

**Figure 22. Location of proposed works boundary, Boles Meadows. Location of Boles Meadows structures outlined in white. Base map source. Google Earth, 2015.**

4.3.3.4 Statement of heritage impacts

Visual impacts

The proposed works would have direct 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.

Impacts to built fabric

The proposed works would have a direct 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.
Archaeological impacts

The proposed works would have a direct physical 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. A detailed analysis of archaeological potential and impacts is discussed in Section 6.1.3.

4.3.3.5 Mitigation measures

A program of archival recording of the existing structures would be undertaken prior to works commencing. This recording would include a photographic record of the homestead, significant outbuildings, their original context, layout, building materials and methods used during their construction. The recording would be undertaken in accordance with the NSW Heritage Office (1998) guidelines How to Prepare Archival Records of Heritage Items.

Archaeological excavations associated with the potential remains associated with the occupation of Boles Meadows since 1870 and earlier archaeological deposits associated with the Terry’s Meadows Estate homestead and outbuildings (pre 1860) would be undertaken prior to works commencing. Proposed archaeological investigations will be assessed under the assumption that an appropriate archaeological assessment methodology, including research design, in consultation with the Department and the Heritage Council of New South Wales, will be developed to guide physical archaeological test excavations prior to works commencing. An excavation report would be provided to the appropriate parties where appropriate.

4.3.3.6 Summary

Table 10 summarises the significance of the item, the potential impact of the proposal, recommendations, and necessary actions.

Table 10. Summary table for Boles Meadows (LEP no. 138)

<table>
<thead>
<tr>
<th>Significance</th>
<th>Visual impacts</th>
<th>Impacts to built fabric</th>
<th>Archaeological impacts</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Yes: High impact on views and vistas to and from Boles Meadows.</td>
<td>Yes: High impacts to existing structures associated with Boles Meadows (post 1870s).</td>
<td>Yes: High impacts to archaeological deposits associated with the item and earlier remains of the Terry’s Meadows Estate homestead and outbuildings (pre 1860s).</td>
<td>Archival recording Archaeological excavations</td>
</tr>
</tbody>
</table>
4.3.4  Stapletons Bridge (RMS s170 Heritage Register no. 4309612)\(^{31}\)

4.3.4.1  History and description

Stapleton’s 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.\(^{32}\) 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 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.

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\(^{31}\) The majority of this section has been taken from the Department of Environment and Heritage RMS 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

Figure 23. Stapleton’s Bridge. View north west from Ravensthorpe.

Table 11 Significance assessment, Stapletons Bridge

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A Historical significance</strong></td>
<td>Stapletons Bridge has local historic significance as the current bridge over Frazers Creek, which has been bridged since the 1850s (and possibly earlier) and formed part of the former main route from Sydney to the South Coast and Southern Highlands. The bridge is a component of Tongarra Road which has been and continues to be an important part of the transport infrastructure for the locality, particularly as a coal transport route (Tongarra Road is not a heritage listed item). The bridge’s construction is associated with the program of main road improvement in the State, funded federally and carried out by the Main Roads Board cum Department of Main Roads from the late 1920s. Subsequent modifications are associated with local industrial, commercial and residential expansion in the Greater Wollongong region in the latter part of the twentieth century. <strong>The item meets the threshold of local significance under this criterion.</strong></td>
</tr>
</tbody>
</table>


Criterion | Explanation
--- | ---
B Associative significance | The bridge is significant through its association with James Stapleton, after whom it is named, owner of the adjacent farming property in the latter half of the nineteenth century. The crossing at the site has been known as Stapleton’s Bridge since at least the 1870s. It is peripherally associated with the Fraser family, significant figures in the local farming community, dairy industry and political scene in the nineteenth century, who owned the land before Stapleton, and after whom the creek is named. The site is also associated with George Clark, mail boy, who was drowned crossing the bridge in 1873. Through these associations, together with documentary records, the bridge is able to contribute to an understanding of aspects of the locality’s history, particularly of local land ownership, farming, dairying and industrial activities and the history of the road and crossing, which has formed an important part of the transport connections in the area.  
**The item meets the threshold of local significance under this criterion.**

C Aesthetic significance | The bridge has some aesthetic and technical significance. It employs a reinforced concrete beam cantilever approach span system, which is unusual and gives the bridge a distinctive appearance. The bridge has been widened in a sympathetic fashion.  
**The item meets the threshold of local significance under this criterion.**

G Representativeness | The bridge is a good example of a cantilevered abutment beam bridge built in the 1930s.  
**The item meets the threshold of local significance under this criterion.**

Integrity / Intactness | Moderate

**4.3.4.2 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 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 cum 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.

The item has been assessed as having local significance.
4.3.4.3 Description of impacts

The proposed works would take place to the west of the item. Physical impacts to built fabric associated with the bridge are not anticipated, however the works will impact Tongarra Road, historically associated with the bridge. Tongarra Road is not a heritage listed item. The location of the proposed works is illustrated in Figure 24.

Figure 24. Location of proposed works and impacts, Stapletons Bridge. Base map source. Google Earth, 2015.

4.3.4.4 Statement of heritage impacts

Visual impacts

The proposed works would have a visual impact on views to and from the item as well as Tongarra Road itself. Stapleton’s Bridge is directly associated with the historically significant Tongarra Road, however the road is not a heritage listed item. The contemporary style of the bridge, in addition to its utilitarian purpose and overall setting (along the roadway and Tongarra Road itself) means these impacts would be minor in nature.

Impacts to built fabric

Stapleton’s Bridge would not be physically impacted by the proposed works. The historically associated Tongarra Road would be impacted by the proposed works, however the road is not a heritage listed item and the built fabric of the road is not considered to be significant.
Archaeological impacts

Stapleton’s Bridge would not be physically impacted by the proposed works, therefore it is unlikely that potential archaeological remains associated with the item would be impacted.

4.3.4.5 Mitigation measures

No mitigation measures required.

4.3.4.6 Summary

Table 12 summarises the significance of the item, the potential impact of the proposal, recommendations, and necessary actions.

| Table 12. Summary table for Stapletons Bridge (RMS s170 Heritage Register no. 4309612) |
|---------------------------------|---------------------------------|--------------------------------|--------------------------------|--------------------------------|
| Significance | Visual impacts | Impacts to built fabric | Archaeological impacts | Mitigation |
| Local | Yes: Minor impact to views to and from the item and Tongarra Road | Nil | Nil | No mitigation measures required. |

4.3.5 Duck Creek Bridge (RMS s170 Heritage Register no. 4309595)

4.3.5.1 History and description

Duck Creek Bridge is located on the Princes Highway between Dapto and Albion Park. It crosses Duck Creek, a tributary to Lake Illawarra. The earliest bridge over Duck Creek was built in 1883, as evidenced by an article in the Illawarra Mercury reporting that a bridge was to be erected over Duck Holes by Messrs. Osborne and Quinn. Materials used for the early bridge are likely to have consisted of timber, however details of its construction are not known. The current Duck Creek Bridge was constructed in 1927 following the introduction of Federal aid to NSW major roads. By this stage, many of NSWs 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. The Duck Creek Bridge was rebuilt as a reinforced concrete bridge consisting of three 30 foot spans with simply supported cantilever girders.

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33 The majority of this section has been taken from the Department of Environment and Heritage RMS listing for Duck Creek Bridge. Site accessed on 25/11/2014 at: http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=4309595
34 Illawarra Mercury, 28 August 1883
Figure 25. View north of Duck Creek Bridge.

Table 13. Significance assessment, Duck Creek Bridge

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| A Historical significance | The Duck Creek Bridge, constructed in 1927, is relatively early amongst the class of extant Roads and Maritime-controlled concrete beam bridges, with only a handful of beam bridges constructed by the Main Roads Board (MRB) prior to 1929. The robust form of the bridge has the capacity to demonstrate the changing standards for and expectations of road infrastructure during the interwar period as the use of motor vehicles began to rise significantly. That the Duck Creek Bridge has been effectively superseded in its role of providing a crossing for the Princes Highway, through the construction of twin, three lane concrete bridges in the early 1980s demonstrates the ongoing changes in standards for and expectations of road infrastructure through the twentieth century in response to residential, commercial and industrial expansion in the region.  
The item meets the threshold of local significance under this criterion. |
| C Aesthetic significance | As a bridge constructed soon after the institution of the MRB in 1925, Duck Creek Bridge has aesthetic and technical significance as an early example of the Board's use of this bridge form which was to become ubiquitous in NSW. This includes probably the first use of cantilever extensions to the bridge, creating approach spans on the road ends of the abutment supports, a detail subsequently used on several later bridges. The Duck Creek Bridge is a neatly constructed and pleasant looking structure, with its solid appearance, tapered soffits and simple pier detailing. Although its original railing system has been replaced, the bridge remains substantially intact.  
The item meets the threshold of local significance under this criterion.       |
Criterion | Explanation
--- | ---
**E Research potential** | Along with other bridges in the study constructed early in the history of beam bridge technology, the bridge provides a valuable benchmark for the understanding of this bridge form. **The item meets the threshold of local significance under this criterion.**

**G Representativeness** | The Duck Creek bridge is able to demonstrate the key physical characteristics of the class of beam bridges constructed 1925-1948 in NSW. Its construction as a replacement for a dilapidated timber bridge on a main road is representative of the raison d'etre of this class of structures. **The item meets the threshold of local significance under this criterion.**

**Integrity / Intactness** | Moderate. The bridge was bypassed by the re-routed highway in 1982, with its conversion to single lane presumably occurring at that time.

### 4.3.5.2 Statement of significance

*Duck Creek Bridge has historic, aesthetic and technical and representative significance at a local level. Its construction date (1927) is relatively early amongst the class of extant RTA-controlled concrete beam bridges, with only a handful of beam bridges constructed by the Main Roads Board (MRB) prior to 1929. As a bridge constructed soon after the institution of the MRB, Duck Creek Bridge has aesthetic and technical significance as an early example of the Board's use of this bridge form which was to become ubiquitous in NSW. The Duck Creek Bridge is a neatly constructed and pleasant looking structure, with its solid appearance, tapered soffits and simple pier detailing. The robust form of the bridge has the capacity to articulate the new standards set for bridge design and construction by the MRB. The history of the bridge and its subsequent replacements is associated with the history of the lines of road in the area, particularly the historic Princes Highway and later deviations, which represent responses to commercial, industrial and residential growth in the region.*

The item has been assessed as having local significance.

### 4.3.5.3 Description of impacts

The proposed works would involve direct impacts to Duck Creek Bridge (Figure 26). Under the proposal, the bridge will be removed and replaced with a modern two lane bridge to the west.
4.3.5.4 Statement of heritage impacts

Visual impacts

There would be major visual impacts to the heritage significance of the bridge due to the proposed removal of the item and associated infrastructure.

Impacts to built fabric

There would be major impacts to built fabric associated with the item. The proposed works would involve the removal of the bridge and its associated infrastructure and would have a detrimental impact on the heritage significance of the item.

Impacts to archaeological fabric

Archaeological remains associated with the item are unlikely to have survived within its current context due to modern impacts associated with upgrades to the bridge since 1927.

4.3.5.5 Mitigation measures

Archival recording of the existing structures would be undertaken prior to works commencing. This recording would include a photographic record of bridge, its original context and earlier building materials and methods used during its construction. The recording would be undertaken in accordance with the NSW Heritage Office (1998) guidelines How to Prepare Archival Records of Heritage Items.
If unexpected archaeological finds are discovered during the proposed works, the Roads and Maritime Unexpected Finds Procedure (2015) would be followed. The NSW Heritage Division would be notified of the discovery of a relic in accordance with Section 146 of the NSW Heritage Act.

4.3.5.6 **Summary**

Table 14 summarises the significance of the item, the potential impact of the proposal, recommendations, and necessary actions.

**Table 14. Summary table for Duck Creek Bridge (RMS database no. 4309595)**

<table>
<thead>
<tr>
<th>Significance</th>
<th>Visual impacts</th>
<th>Physical impacts (built)</th>
<th>Physical impacts (archaeology)</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Yes: Major impact to views and vistas to and from the item.</td>
<td>Yes: Major impact to built fabric associated with the item</td>
<td>Nil</td>
<td>Archival recording Roads and Maritime Unexpected Finds Procedure (2015)</td>
</tr>
</tbody>
</table>

4.3.6 **Albion Park Showground (LEP no. 301)**

4.3.6.1 **History and 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 Bar and the Des King Oval.  

---

Figure 27. Albion Park Showground.

Figure 28. Keith Grey Oval, Albion Park Showground, view north east towards area of proposed works.
**Table 15 Assessment of significance, Albion Park Showground.**

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A Historical significance</strong></td>
<td>The Showground structures collectively continue to demonstrate the historic evolution of a rural showground as it has adapted to changing agricultural and societal circumstances.</td>
</tr>
<tr>
<td></td>
<td><em>The item meets the threshold of local significance under this criterion.</em></td>
</tr>
<tr>
<td><strong>B Associative significance</strong></td>
<td>The overall site has strong historic associations with many persons, from pioneer and benefactor John Russell, the importance of the Dairy Industry to many whose names or organisations are now remembered by the naming of individual structures and elements. The site continues to reflect the spirit of Albion Park as a regional hub, initially of a rural dairying community, and the co-operative effort of its members in all aspects of social, commercial and industrial life. The Albion Park Showground continues to this day and is of social importance to the members of the community, and for those families associated with participating and running the ‘Show’ for generations.</td>
</tr>
<tr>
<td></td>
<td><em>The item meets the threshold of local significance under this criterion.</em></td>
</tr>
<tr>
<td><strong>C Aesthetic significance</strong></td>
<td>The wider setting within the backdrop of the Illawarra Escarpment encapsulates the history and essence that is Shellharbour Municipality. The Showground is both a collective of vernacular elements that clearly demonstrate their purposes and evolution over time, and some individually are now scarce at the regional level.</td>
</tr>
<tr>
<td></td>
<td><em>The item meets the threshold of local significance under this criterion.</em></td>
</tr>
<tr>
<td><strong>D Social significance</strong></td>
<td>The Showground continues to have strong associations with the social and cultural groups and with sentiments of the people of Albion Park, Shellharbour Municipality and within the Illawarra region generally.</td>
</tr>
<tr>
<td></td>
<td><em>The item meets the threshold of local significance under this criterion.</em></td>
</tr>
<tr>
<td><strong>E Research potential</strong></td>
<td>Local potential to reveal historic archaeology about the place overall and for individual elements.</td>
</tr>
<tr>
<td></td>
<td><em>The item meets the threshold of local significance under this criterion.</em></td>
</tr>
<tr>
<td><strong>F Rarity</strong></td>
<td>This is the only showground in the Municipality and one of the more important ones in the Illawarra region.</td>
</tr>
<tr>
<td></td>
<td><em>The item meets the threshold of local significance under this criterion.</em></td>
</tr>
<tr>
<td><strong>G Representativeness</strong></td>
<td>Representative of a rural showground and for various individual elements</td>
</tr>
<tr>
<td></td>
<td><em>The item meets the threshold of local significance under this criterion.</em></td>
</tr>
<tr>
<td><strong>Integrity / Intactness</strong></td>
<td>High degree of intactness and integrity for a continuously used and evolving showground</td>
</tr>
</tbody>
</table>

**4.3.6.2 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.

The item has been assessed as having local significance

4.3.6.3 Description of impacts

The proposed works would take place on the eastern and western curtilage boundaries of the item as shown in Figure 29. Local road works would take place to the south of the item. The works are unlikely to have a direct physical impact to the item, however, the proposed works would involve the addition of a new roadway 60 metres to the east of the Albion Park Showground curtilage. Minor adjustments to the Illawarra Highway would also be undertaken directly adjacent to the western boundary of the curtilage.

Figure 29. Location of proposed works and impacts, Albion Park Showground, LEP curtilage overlayed in purple. Base map source. Google Maps, 2015.

4.3.6.4 Statement of heritage impacts

Visual impacts

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. Views to and
from the item are not a recognised element of the heritage significance, therefore visual impacts are assessed to be minor overall.

**Impacts to built fabric**

The item would not be physically impacted by the proposed works.

**Archaeological impacts**

The item would not be physically impacted by the proposed works and therefore would not impact potential archaeological deposits associated with the item.

4.3.6.5  **Mitigation measures**

No mitigation measures required.

4.3.6.6  **Summary**

Table 16 summarises the significance of the item, the potential impact of the proposal, recommendations, and necessary actions.

**Table 16. Summary table for Albion Park Showground (LEP no. 301)**

<table>
<thead>
<tr>
<th>Significance</th>
<th>Visual impacts</th>
<th>Impacts to built fabric</th>
<th>Archaeological impacts</th>
<th>Mitigation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Minor visual impacts to views north of the showground</td>
<td>Nil</td>
<td>Nil</td>
<td>No mitigation measures required.</td>
</tr>
</tbody>
</table>
4.5 Heritage listed items located outside of the study area (300 metre buffer zone)

The following heritage listed items are located up to 300 metres outside the study area boundary. Physical impacts to the items are not anticipated and the proposed works are only considered to have potential minor to moderate visual impacts to views and vistas to and from the items. Therefore, items were not assessed in detail. The location of these items is illustrated in Figure 2 and Figure 3.

Table 17. Summary of heritage significance and impacts to items located outside of the study area (up to 300 m).

<table>
<thead>
<tr>
<th>Item and address</th>
<th>Listing and significance</th>
<th>Distance from proposed works</th>
<th>Statement of significance</th>
<th>Assessed Heritage Impacts</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>017-Albion Park Rail Cemetery, 61 Croome Road</td>
<td>Shellharbour LEP 2013 Local</td>
<td>47 metres</td>
<td>Albion Park General Cemetery contains some monuments that are a reminder of the skill of local stonemasons and a reminder of early 20th century religious ideologies. It contains graves from the turn of the century, and those of notable families of the area. The cemetery contains some good examples of 20th century religious ideology.</td>
<td>Nil</td>
<td>N/A</td>
</tr>
<tr>
<td>006- Ravensthorpe grounds and workers' cottages, 52–56 Tongarra Road</td>
<td>Shellharbour LEP 2013 Local</td>
<td>130 metres</td>
<td>Impressive and locally rare late 19th century house set on prominent rise and a local landmark. 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. 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.</td>
<td>Visual (minor)</td>
<td>The feasibility of planting additional trees to screen views west from Ravensthorpe would be investigated. Discussions would be held with the owners of Ravensthorpe and with Shellharbour City Council to determine the approximate location of any tree planting and the responsibility for planting and maintenance.</td>
</tr>
<tr>
<td>Item and address</td>
<td>Listing and significance</td>
<td>Distance from proposed works</td>
<td>Statement of significance</td>
<td>Assessed Heritage Impacts</td>
<td>Mitigation Measures</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------</td>
<td>------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>007-Albion Park Court and Police Complex, 94–96 Tongarra Road</td>
<td>Shellharbour LEP 2013 Local</td>
<td>300 metres</td>
<td>Albion Park Court Complex is a cohesive group of related buildings that includes the Court House, Magistrate’s House and Police Station, and is a member of the Albion Park Civic Group. The complex has local significance as the principle law and administrative venue for the township since 1908. Its ongoing role in law and order continuously provided on this site, and as good and locally rare example of a simplified Federation Arts &amp; Crafts design. The Police Station is typical of a small regional facility of the early 20th century, the Court House is typical of a small regional court houses of the early 20th century: The Magistrate’s House is a good and locally rare example of a transitional residence displaying elements of both the Arts &amp; Crafts Movement and bungalow style, that became prevalent during the first decades of the 20th century. Historical associations with Walter Liberty Vernon.</td>
<td>Visual (minor). Views east towards Tongarra Road would be impacted from the exterior of the item. Views from within the item would not be impacted due to its location away from the road.</td>
<td>N/A</td>
</tr>
<tr>
<td>338-Illawarra Regional Airport, Airport Road, off Princes Highway</td>
<td>Shellharbour LEP 2013 Local</td>
<td>280 metres</td>
<td>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 ecological flora communities, ‘Endangered Ecological Community - Illawarra lowland grassy woodland’ assigned with a very high conservation priority, 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.</td>
<td>Visual (minor). Views south, west and north towards the proposed works would be impacted, changing the existing rural landscape currently visible from the item. These would not impact the heritage significance of the item.</td>
<td>N/A</td>
</tr>
<tr>
<td>Item and address</td>
<td>Listing and significance</td>
<td>Distance from proposed works</td>
<td>Statement of significance</td>
<td>Assessed Heritage Impacts</td>
<td>Mitigation Measures</td>
</tr>
<tr>
<td>------------------</td>
<td>--------------------------</td>
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<td>--------------------------</td>
<td>--------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>6437-House, Princes Highway, Yallah</td>
<td>Wollongong Local LEP 2009</td>
<td>31 metres</td>
<td>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.</td>
<td>Visual (moderate)</td>
<td>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.</td>
</tr>
<tr>
<td>187-Hazelton Bungalow, 102 Tongarra Road, Albion Park</td>
<td>Shellharbour Local LEP 2013</td>
<td>300 metres</td>
<td>Good example of an early Inter-war era weatherboard bungalow, which retains its elements, garden setting including era appropriate front fence, all of which are contributory within the streetscape. It has historic associations with the Hazelton family who ran a general store in Albion Park.</td>
<td>Visual (minor)</td>
<td>Works would take place to west of the item. Views and vistas would not be impacted due to screening associated with residential structures and vegetation.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item and address</th>
<th>Listing and significance</th>
<th>Distance from proposed works</th>
<th>Statement of significance</th>
<th>Assessed Heritage Impacts</th>
<th>Mitigation Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>013-Georgian style cottage, 111 Tongarra Road, Albion Park</td>
<td>Shellharbour Local LEP 2013</td>
<td>300 metres</td>
<td>The Georgian style cottage is an excellent example of Victorian-era architecture. It is representative of the 1880s town housing uncommon in rural locations and built in masonry, both of which are rare locally. It is highly contributory to the Tongarra Road history, streetscape and part of the Albion Park Civic Group. Its history is linked to the early development of Albion Park and as a historic reminder of the late 19th century boom period leading to Albion Park becoming the commercial and administrative hub following the arrival of the railway and relocation of the seat of local government. Historic associations especially with the historic core of Albion Park village and links with Gabriel Timbs Snr, Albion Park pioneer who was responsible for many buildings including this, and with the King, Sawtell and Crow families who lived here.</td>
<td>Visual (minor) Works would take place to west of the item. Views and vistas would not be impacted due to screening associated with residential structures and vegetation.</td>
<td>N/A</td>
</tr>
</tbody>
</table>
5.0 ARCHAEOLOGICAL POTENTIAL

Archaeological potential is defined as the potential of a site to contain archaeological relics, as classified under the Heritage Act. Archaeological potential is assessed by identifying former land uses and associated features through historical research, and evaluating whether subsequent actions (either natural or human) may have impacted on evidence for these former land uses.

This document acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes. In addition, it is important to note that the significance of an archaeological deposit cannot necessarily be assessed from desktop analysis alone.

5.1 Typical remains likely to exist within the study area

The study area has been associated with continuous agricultural land use and residential development for over 200 years. The following is a list of the typical types of archaeological remains that have been found in similar contexts:

- **Structural remains associated with earlier buildings may include;**
  - Footings
  - The remains of basements or underfloor storage areas
  - Early floor surfacing formed through sandstone slabs, packed earth or wooden planking
  - Deposits containing evidence of occupation including underfloor deposits and yard scatters
  - Early service lines

- Other types of structures, typically found in the rear yards of early houses and generally not included on early plans (and therefore difficult to locate within certainty), may include:
  - Wells
  - Cesspits
  - Rubbish pits
  - Reservoirs
  - Cisterns
  - Sheds
  - Rubbish dumps

- Archaeological remains of agricultural activity, typically found but generally not included in early maps (and therefore difficult to locate within certainty), may include:
  - Ephemeral remains such as fence lines and postholes which may assist with clarification of lot boundaries and indicate the internal use of lots
  - Evidence for gardens, layout and use of the yard areas
  - Pollen and other soil evidence contained within soil deposits
  - Evidence of land clearing or modification

37 NSW Heritage Branch 2009, *Assessing Significance for Historical Archaeological Sites and ‘Relics’.*
5.2 Methodology for assessment of archaeological significance

Determining the significance of archaeological items is undertaken by utilising a system of assessment centred on the *Burra Charter* of Australia ICOMOS. The principles of the charter are relevant to the assessment, conservation and management of sites and relics. The assessment of significance is outlined through legislation in the Heritage Act and implemented through the NSW Heritage Manual and the Archaeological Assessment Guidelines (NSW Heritage Office 1996: 25-27). If an item meets one of the seven heritage criteria, and retains the integrity of its key attributes, it can be considered to have significance.

A site can be of high archaeological potential (meaning that remains are likely to be present) and yet still not reach the threshold for local or state significance if those remains so not meet the required criteria.

The significance of an item or potential archaeological site can then be assessed as being of local or state significance, based on a series of criteria that have been developed for assessing significance relating to archaeological sites and their associated ‘relics’. The criteria identify a series of questions that could be asked in relation to the item to assist in the identification of the appropriate level of significance to be applied.

- ‘State heritage significance’, in relation to a place, building, work, relic, moveable object or precinct, means significance to the state in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.
- ‘Local heritage significance’, in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.  

The overall aim of assessing archaeological significance is to identify whether an archaeological resource, deposit, site or feature is of cultural value. The assessment would result in a statement of heritage significance that summarises the values of the place, site, resource, deposit or feature.

5.3 Assessment of archaeological significance

In 1984, Bickford and Sullivan examined the concept and assessment of archaeological research potential; that is, the extent to which archaeological resources can address research questions. They developed three questions which can be used to assess the research potential of an archaeological site:

- Can the site contribute knowledge that no other resource can?
- Can the site contribute knowledge that no other site can?
- Is this knowledge relevant to:

---

38 This section is an extract based on the Heritage Office Assessing Significance for Historical Archaeological Sites and Relics 2009:6.
- General questions about human history?
- Other substantive questions relating to Australian history?
- Other major research questions?

In its guidelines for Assessing Significance for Historical Archaeological Sites and ‘Relics’, the NSW Heritage Division (2009) has since provided a broader approach to assessing the archaeological significance of sites, which includes consideration of a site’s intactness, rarity, representativeness and whether many similar sites have already been recorded, as well as other factors. This document also acknowledges the difficulty of assessing the significance of potential subsurface remains, because the assessment must rely on predicted rather than known attributes. 39

5.4 **Known impacts in the study area**

In order to assess archaeological potential and significance the extent of previous subsurface disturbance which may have impacted archaeological deposits must be understood.

The majority of the area proposed to be impacted consists of established road and rail corridors, residential and rural properties. Road and rail corridors are likely to have undergone substantial modification during their establishment. In turn, areas associated with 20th century residential development are also likely to have undergone some landform modification. The potential for such modification to have impacted archaeological deposits varies in regards to the date of the development. Land associated with rural properties is likely to have been impacted via agricultural activities such as land clearance, grazing and cultivation. These impacts have the potential to influence the retention of archaeological remains.

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6.0 ARCHAEOLOGICAL ITEMS

6.1 Introduction

There are three areas of archaeological potential located within the study area. These are:

- Potential remains of the former Yallah Platform
- Potential remains of a Tongarra Road Homestead
- Potential remains of the Terry’s Meadows Estate homestead and associated outbuildings.

The locations of these items are shown in Figure 30 and Figure 31. These items have been identified through statutory and non-statutory heritage register searches, archival research, reviews of previous reports and the site inspection.

A description, assessment of archaeological potential, an assessment of archaeological significance and a statement of significance would be provided for each item, along with a preliminary recommendation for mitigation measures that may be required if impacts were to occur.

The archaeological remains associated with Terry’s Meadows Estate are within the LEP listed heritage curtilage for Boles Meadows. Archaeological assessment has been provided separately in this report to accommodate assessment requirements. The findings and recommendations related to archaeological potential are included in the summary of impacts in Table 10.
Figure 30. Archaeological potential map, northern portion of the study area
Figure 31. Archaeological potential map, southern portion of the study area.
6.1.1 Evidence of the former Yallah Platform and railway corridor

6.1.1.1 Description

The Yallah Railway platform was completed in 1887 under the name ‘Albion Park’. The platform was associated with the Kiama railway extensions and renamed ‘Yallah’ in 1888. The location for the platform-east of Yallah Road and west of the Princes Highway- was chosen due to its close proximity to the level crossing of the road leading to the Albion Park Township (Figure 32). The Yallah Platform was in service for 84 years and closed in 1974. In 1976, the timber station building was purchased by the Illawarra Light Railway Museum Society for $20 from the NSW Public Transport Commission and relocated from its original site to the Illawarra Light Railway Museum site. The land once occupied by the 1887 platform has remained undeveloped although some rail infrastructure exists within the area (Figure 33).

Figure 32. Location of Yallah Station Platforms in c1890. Study area outlined in green. Source. NLA.
Figure 33. Location of former Yallah Station Platforms (pink overlay) in relation to the study area (outlined in red). Base map source. Google Earth, 2015.

6.1.1.2 Assessment of archaeological potential
As the Yallah Station Building has been relocated to the Illawarra Light Railway Museum, tangible remains associated with the structure are unlikely to exist within the area of proposed works. However, ephemeral remains such as post holes may be present. There is potential for archaeological remains associated with the former rail corridor to exist within the area of proposed works. These remains may include timber sleepers, remains of tracks and associated infrastructure.

There is low to moderate potential for remains of the Yallah Platform to exist within the area of proposed works.

6.1.1.3 Assessment of significance Yallah Platform.

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Historical significance</td>
<td>The original Yallah Station Building was relocated to the Albion Park Museum where it is accessible to the public. There is no evidence to suggest that the archaeological remains of the former Yallah Platform would have historical significance. The item does not meet the threshold for local or state significance under this criterion.</td>
</tr>
<tr>
<td>Criterion</td>
<td>Explanation</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>B Associative significance</td>
<td>The former Yallah Platform is associated with the Kiama railway extensions which took place in the late 19th century. There is no evidence to suggest the platform was associated with a person or persons of local or state significance. <strong>The item does not meet the threshold for local or state significance under this criterion.</strong></td>
</tr>
<tr>
<td>C Aesthetic significance</td>
<td>There is no evidence to suggest that archaeological remains associated with the former Yallah Platform would demonstrate a high degree of technical achievement or demonstrate unique aesthetic characteristics. <strong>The item does not meet the threshold for local or state significance under this criterion.</strong></td>
</tr>
<tr>
<td>D Social significance</td>
<td>The original Yallah Station Building was relocated to the Albion Park Museum where it is accessible to the public. However, there is no evidence to suggest that the archaeological remains of the former Yallah Platform would have a strong or special association with the Albion Park or Yallah community due to the site’s inaccessibility and absence of visible remains. <strong>The item does not meet the threshold for local or state significance under this criterion.</strong></td>
</tr>
<tr>
<td>E Research potential</td>
<td>There is no evidence to suggest that the archaeological remains of the former Yallah Platform has the potential to yield information not already available from the relocated Yallah Platform, archival resources and other similar surviving items. <strong>The item does not meet the threshold for local or state significance under this criterion.</strong></td>
</tr>
<tr>
<td>F Rarity</td>
<td>The archaeological remains of the former Yallah Platform are likely to be representative of similar forms of railway platform construction common in NSW during this period. <strong>The item does not meet the threshold for local or state significance under this criterion.</strong></td>
</tr>
<tr>
<td>G Representativeness</td>
<td>The archaeological remains of the former Yallah Platform are not considered to be representative of late 19th century rail transport in rural NSW. The original Yallah Station Building (considered to meet this criterion) was relocated to the Albion Park Museum where it is accessible to the public. <strong>The item does not meet the threshold for local or state significance under this criterion.</strong></td>
</tr>
</tbody>
</table>

**Statement of significance**

The remains of the former Yallah Platform and associated deposits such as rails and sleepers are not considered to have local or state significance as they are classified as works under the Heritage Act. The former Yallah Platform has been relocated to the Illawarra Light Railway Museum and is
accessible to the public and researchers. Therefore archaeological remains associated with the platform are unlikely to provide information not already available from the platform itself. Rails and sleepers associated with the platform are defined as ‘works’ and not ‘relics’ under the NSW Heritage Act and are therefore not considered to have heritage significance at a local or state level.

6.1.1.4 Mitigation measures

The site of the former Yallah Platform has been assessed as having low to moderate potential to contain archaeological remains such as rails and sleepers. These potential remains are not considered to have local or state significance as they are classified as works. However, if unexpected archaeological relics are discovered during the proposed works, the Roads and Maritime Unexpected Finds Procedure (2015) would be followed.

If remains associated with the former platform or rail corridor are uncovered during the proposed works, consideration would be given to donating these remains to the Illawarra Light Railway Museum. Consultation with the museum may be required.

6.1.2 Remains of Tongarra Road Homestead

6.1.2.1 Description

The remains of the Tongarra Road Homestead were identified by property owner Ray Johnston and inspected during the site visit. The area is contained within the property boundary originally located within Samuel Terry’s 2000 acre grant. In 1860, Terrys Meadows Estate was subdivided into 48 farms and put up for sale. The remains of the homestead are located within Lot 27, a 60 acre property intersected by Frazer’s Creek. Advertisements for the estate describe Lot 27 as being “Well watered by Frazer’s Creek. Large frontage to Wollongong and Kiama Road (now Illawarra Highway). Extensive frontage to Shell Harbour Road (now Tongarra Road). About 22 acres cleared and in paddocks.”

A map compiled for the sale does not show any structures occupying the area. This suggests that the Tongarra Road Homestead was constructed after 1860.

Ray Johnston indicated that the homestead was extant on the property up until the 1980s, and was originally owned by the Stapleton family, after whom Stapleton’s Bridge (RMS s170 no. 4309612) is named. It is likely that the Stapleton’s purchased Lot 27 during the Terry’s Meadows Estate subdivision sale or soon after. It is likely to have been associated with dairying activities in the area. Further correspondence with Bob Hazelton indicated that Lot 27 had once been occupied by two weatherboard cottages, owned by the Stapleton’s and leased to workers on the property. One cottage was located directly to the east of Frazer’s Creek, near a pepper tree. The second cottage was located further west (outside of the study area) and was associated with a two storey wooden barn.

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43 The Sydney Morning Herald, May 12, 1860 p 1.
Structural remains identified during the site visit included 20th century concrete and brick footings and/or structural remains, as well as bluestone and sandstone footings (Figure 35 and Figure 36). Stone footings may be indicative of an earlier, pre-20th century-structure. A small pepper tree is located in close proximity to the footings and is likely to be associated with the homestead as per Bob Hazelton’s description. Fragments of ceramics and glass were located at the foot of the tree, however their origin is unknown and may have been deposited during a recent flood in the area.

Figure 34. Location of Tongarra Road Ruins. Base map source. Google Earth, 2015.
Figure 35. Evidence of brick and stone footings likely to be associated with the Tongarra Road homestead.

Figure 36. Locations of brick, stone and cement footings and structural remains associated with Tongarra Road homestead. View north east towards Tongarra Road.
Figure 37. Pepper tree likely to be associated with Tongarra Road homestead. View north west, Kemps Creek is located to the right.

Figure 38. Ceramic fragments observed at foot of Tongarra Road homestead tree.
6.1.2.2 Assessment of archaeological potential.

Archaeological remains associated with the Tongarra Road homestead are likely to consist of timber, brick or stone footings, stone or brick foundations, wells, cesspits, rubbish dumps, cisterns and relics associated with domestic and/or dairying activities. In addition, ephemeral remains such as fencelines and postholes may exist in the area.

The presence of brick, concrete, stone and cement footings and structural remains indicate that there is a high likelihood that additional subsurface archaeological remains may exist within the area. The land associated with the remains has been continuously used for pastoral purposes and no residential development has taken place in the area.

There is high potential for archaeological remains associated with the Tongarra Road homestead to exist within the area.

6.1.2.3 Assessment of significance

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
</table>
| **A Historical significance** | The potential archaeological remains of the Tongarra Road Homestead are likely to represent late 19th century residential and rural land use and occupation. At present, there is no evidence to suggest that the homestead played an important role in Albion Park however it is representative of early settlement in the area and rural workers housing.  
**The potential archaeological remains may meet the threshold for local significance under the criterion.** |
| **B Associative significance** | The potential archaeological remains of the Tongarra Road Homestead are associated with land originally granted to Samuel Terry and later sold to James Stapleton, who Stapleton’s Bridge is named after. There is no evidence to suggest the homestead was occupied by Stapleton or his family, and is likely to have been occupied by workers associated with the property.  
**The potential archaeological remains are unlikely to meet the threshold for local or state significance under this criterion.** |
| **C Aesthetic significance** | There is no evidence to suggest that the potential archaeological remains of the Tongarra Road would demonstrate aesthetic characteristics and/or a high degree of creative or technical achievement. However, there is potential for archaeological remains to display these characteristics upon further archaeological or archival investigations.  
**The potential archaeological remains are unlikely to meet the threshold for local or state significance under this criterion.** |
| **D Social significance** | There is no evidence to suggest that the potential archaeological remains of the Tongarra Road have social significance amongst the local community. However, there is potential for archaeological remains to be assessed as |
Criterion | Explanation
---|---
containing social significance upon further archival investigations.
The potential archaeological remains are unlikely to meet the threshold for local or state significance under this criterion.

E Research potential | The potential archaeological remains of the Tongarra Road Homestead are associated with late 19th century residential and rural land use and occupation and would provide information on early settlement of the area.
The potential archaeological remains may meet the threshold for local significance under this criterion.

F Rarity | The potential archaeological remains of the Tongarra Road Homestead are likely to be typical of late 19th century residential and rural land use and occupation. Similar examples are extant within the Albion Park area and therefore not considered to be rare.
The potential archaeological remains are unlikely to meet the threshold for local or state significance under this criterion.

G Representativeness | The potential archaeological remains of the Tongarra Road Homestead are likely to represent late 19th century rural settlement, specifically pastoral workers dwellings.
The potential archaeological remains may meet the threshold for local significance under this criterion.

Statement of significance
Although this form of residential settlement is common in the area, the item is likely to have historical and research significance at a local level as it represents late 19th and early 20th century working class residential settlement that may be significant to the course of Albion Park’s thematic history.

6.1.2.4 Mitigation measures.
Limited archaeological test excavations would be undertaken in the area to be impacted by the proposed works to better understand the context of the site. An appropriate archaeological assessment methodology, including research design (in consultation with the Department and the Heritage Council) would be developed to guide physical archaeological test excavations prior to works commencing. An excavation report will be provided to outline the results of the excavation.

6.1.3 Remains of the Terry’s Meadows Estate Homestead (now Boles Meadows)

6.1.3.1 Description
Residential occupation of Boles Meadows has taken place in two phases. Phase One is associated with the pre-1860s Terry’s Meadows Estate homestead and associated outbuildings, likely to have been demolished in 1870. Phase Two is associated with the present structures occupying the
property including the 1870s residence and various outbuildings and farm sheds. The majority of Phase Two structures are located in the same area as those associated with Phase One. However, a larger rectangular shaped structure (likely to be Samuel Terry’s homestead), shown in the 1860 subdivision map for the Terrys Meadows Estate, was located to the west of the present 1870s residence and outbuildings (Figure 39 and Figure 40). In addition, a barn, stables and three smaller buildings were located to the west of the Illawarra Highway, adjacent to the homestead (Figure 39 and Figure 40).

**Phase One**

The Terrys Meadows Estate is associated with the original 2000 acre Terrys Meadows grant occupied by Samuel Terry in 1816 and formally issued by Governor Macquarie in 1821. Samuel Terry’s original homestead was located on a gentle rise directly behind the current Boles Meadows homestead. Samuel Terry had arrived in the colony as a convict, transported for stealing 400 pairs of stockings. Over time, Terry worked his way up in the newly established colonial society. Terry worked alongside Samuel Marsden in Parramatta and slowly acquired property and cattle in Illawarra, Pitt Street and land today occupied by Martin Place and the General Post Office. In 1838, Terry passed away leaving his wife Rosetta to manage the estate until her death in 1858.

In 1860 the Terrys Meadows Estate was subdivided into 48 farms and put up for sale. Advertisements for the estate describe the Terry Meadows Homestead (located on Lot 3) as “all cleared, comprises of a dwelling house, dairy, huts, stockyards, barn, stable, and several paddocks” The main road (today’s Illawarra Highway) is noted to run through the property which had frontages to Tongarra and Shell Harbour Road. A plan, drawn up during the 1860 subdivisions, shows seven structures to the east of the Illawarra Highway (within the study area), labelled as ‘homestead’, as well as three small, and two larger structures (marked as ‘stables’ and ‘barn’), to the west of the highway (Figure 39). The latter are located outside of the study area.

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Phase Two

In 1860, the Lot 3 was sold to pioneer John Russell during the sale of the estate. It is likely that Russell built a new dwelling on the site during this period, slightly to the west of the Terry’s Meadows Estate homestead shown in 1860 subdivision plans. During the period between 1860 and 1915, the property was occupied by Russell, his sister Elizabeth McDonald and her husband George. The homestead and farm were then leased to Alexander Wilson (1911-1913) and James Crouch (1914-1919). 49

In 1917 William Boles (whose descendants continue to own and occupy the property) purchased the land, now consisting of 124 acres, 1 rod and 30 perches, and renamed it ‘Boles Meadows’. Today the homestead and estate consists of an 1870s weatherboard residence and various outbuildings including a shed, stable, timber slab barn and 1946 dairy (Figure 40). 50

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The site visit indicated that these structures remain extant on the property. In addition, an inspection of the area considered to contain the archaeological remains of the Terry's Estate Homestead (based on an 1860s subdivision map of the estate) identified a well-established fig tree located to the west of the current building. The tree occupies an area associated with a thickly grassed, gentle rise. The gentle rise is easily differentiated from the remaining landscape. Large trees such as this are often associated with residential dwellings on rural properties suggesting the fig tree may have been planted in conjunction with the construction of the homestead or an outbuilding.

**Figure 40.** Location of Boles Meadows residence and predicted location of earlier structures present in 1860 Terrys Meadows Estate sale map (overlayed in purple). Study area outlined in red. Base map source. Google Earth 2015.
6.1.3.2 Assessment of archaeological potential

Archaeological remains associated with the pre 1860 Terry’s Meadows Estate homestead or outbuildings are likely to consist of timber, brick or stone footings, stone or brick foundations, wells, cesspits, rubbish dumps, cisterns and relics associated with domestic and/or farming activities. In addition, ephemeral remains such as fencelines and postholes may exist in the area. The property has undergone little to no development since the 1870s, with the property continuing to exist within a typical rural setting.

In addition, six smaller buildings (to the east of the fig tree) identified on the 1860s subdivision map suggest the remains of earlier structures may exist in close proximity to the current 1870s residence and outbuildings. However, the level of disturbance in this particular portion of the property is unknown.

There is high potential for the archaeological remains of a structure located to the west of the 1870s Boles Meadows residence and outbuildings, shown in an 1860s subdivision map, to exist within this location.

There is moderate potential for the archaeological remains of six smaller buildings, shown in an 1860s subdivision map, to exist within this location.
### 6.1.3.3 Assessment of significance

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A Historical significance</strong></td>
<td>The potential archaeological remains of the Terry's Meadows Estate Homestead and associated structures are representative of one of the earliest land grants and residential occupations in Albion Park. Archaeological remains of these structures are directly associated with the Terry family, a prominent family in the area at the time. The potential archaeological remains may meet the threshold for local significance under the criterion.</td>
</tr>
<tr>
<td><strong>B Associative significance</strong></td>
<td>The potential archaeological remains of the Terry's Meadows Estate Homestead and associated structures are associated with Samuel Terry and his family. The Terry family are likely to have occupied the homestead up until the 1860s when the land was subdivided and sold off. Terry's Meadows Estate was associated with one of the first land grants given in the region, and is indicative of Terry's accumulation of wealth and property during his lifetime. The subdivision of the estate resulted in the establishment of a number of heritage listed homesteads in the Albion Park area such as the Norris Homestead and Boles Meadows. The potential archaeological remains may meet the threshold for local significance under the criterion.</td>
</tr>
<tr>
<td><strong>C Aesthetic significance</strong></td>
<td>There is no evidence to suggest that the potential archaeological remains of the Terry’s Meadows Estate Homestead and associated structures would demonstrate aesthetic characteristics and/or a high degree of creative or technical achievement. However, there is potential for archaeological remains to display these characteristics upon further archaeological or archival investigations as they represent early domestic and farming structures in the region. The potential archaeological remains may meet the threshold for local significance under the criterion.</td>
</tr>
<tr>
<td><strong>D Social significance</strong></td>
<td>Samuel Terry and his descendants continue to have a special association with the Albion Park community as evidenced by the presence of streets and recreational sites in Albion Park named after the family. These include Terry Street, Mount Terry and Terry Reserve. The potential archaeological remains may meet the threshold for local significance under the criterion.</td>
</tr>
<tr>
<td>Criterion</td>
<td>Explanation</td>
</tr>
<tr>
<td>-----------</td>
<td>-------------</td>
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<tr>
<td>E Research potential</td>
<td>The potential archaeological remains of the Terry’s Meadows Estate Homestead and associated structures have the potential to yield information that would contribute to an understanding of early to mid-19th century rural settlement in the Albion Park region associated with a prominent family. <strong>The potential archaeological remains may meet the threshold for local significance under the criterion.</strong></td>
</tr>
<tr>
<td>F Rarity</td>
<td>The potential archaeological remains of the Terry’s Meadows Estate Homestead and associated structures are considered to represent a rare example of early to mid-19th century rural settlement in the Albion Park region. Remaining examples of similar sites are not common and archival evidence associated with the homestead and associated buildings is not present in the available resources. <strong>The potential archaeological remains may meet the threshold for local significance under the criterion.</strong></td>
</tr>
<tr>
<td>G Representativeness</td>
<td>The potential archaeological remains of the Terry’s Meadows Estate Homestead and associated structures are representative of one of the earliest grants given in the Albion Park area and the various residential and farming structures associated with it. In addition, remains of the estate are representative of rural activities and principle characteristics of Albion Park’s cultural landscape. <strong>The potential archaeological remains may meet the threshold for local significance under the criterion.</strong></td>
</tr>
</tbody>
</table>

**Statement of significance**

The potential archaeological remains of the Terry’s Meadows Estate Homestead and associated structures are considered to have historical, aesthetic, associative and social significance at a local level. In addition, the remains are likely to represent a rare example of early rural settlement in the Albion Park area. Remains of the homestead and associated outbuildings have the potential to yield information not presently available within documentary resources or surviving examples of similar sites.

**6.1.3.4 Mitigation measures**

Archaeological test excavations within an area likely to contain the remains of five structures illustrated on an 1860 subdivision map for Terry’s Meadows Estate would be required. If substantial remains are found salvage excavations may be required prior to impacts occurring. An appropriate archaeological assessment methodology, including research design (in consultation with the Department and the Heritage Council) would be developed to guide physical archaeological test excavations prior to works commencing. An excavation report will be prepared to outline the results of the excavation.
7.0 HERITAGE IMPACT ASSESSMENT

The purpose of this heritage impact assessment is to outline the proposal, provide justification for impacts of the proposal to heritage listed items and potential archaeological deposits, and outline impacts to each item identified within the report. Table 18 provides a summary of the proposed works and their assessed impacts on the heritage significance of items within study area.

7.1 The proposal

Roads and Maritime is planning for a 9.8 kilometre extension of the Princes Motorway between Yallah and Oak Flats to Bypass Albion Park Rail (Figure 2).

The purpose of the project is to complete the missing link for a high standard road between Sydney and Bomaderry. The project aims to address short and long term transport needs.

The key features of the project include:

- **Alignment** – the motorway would have two lanes in each direction (with capacity for additional lanes) and the alignment would be as follows:
  - The northern end of the motorway would connect to the existing Princes Highway at Yallah; traversing south and crossing the Macquarie Rivulet west of the existing Princes Highway. South of the Macquarie Rivulet the alignment would generally follow the existing Illawarra Highway alignment, running to the west of the Illawarra Regional Airport. The alignment would then continue south between Albion Park and Albion Park Rail, crossing Tongarra Road.
  - In the south, the alignment would skirt the southern side of the Croom Reserve passing through the north eastern section of the Croom Regional Sporting Complex. The alignment would then head east following the existing East West Link alignment before connecting into the existing Princes Highway at the Oak Flats interchange.
  - **Interchanges** - three grade-separated interchanges, connecting the local road network with the motorway at Yallah, Albion Park and Oak Flats
  - **A new southbound motorway entry ramp from Tongarra Road and a northbound exit ramp at the Illawarra Highway. These ramps may not be needed until a later stage**
  - **Bridges** - number of bridges would be required to cross physical constraints, including:
    - Water courses at Macquarie Rivulet, Duck Creek and Frazers Creek
    - A bridge across the Tongarra Road and the existing Princes Highway
    - A bridge across the South Coast Railway Line
  - **Floodways**
    - The project would also result in the existing bridge across the Macquarie Rivulet becoming redundant, and includes the demolition and removal of this structure
  - **Local road changes or upgrades** - a number of changes or upgrades to the local road network would be undertaken. These changes include realignments, increasing the capacity of key intersections, creation of cul-de-sacs and/or alterations to parking arrangements.
• Pedestrian and cycle access across motorway - 3 metre shared user path
• Drainage – this would comprise:
  – Network of gutters, channels, pipes and pits to collect and convey stormwater by gravity to the point of discharge into receiving waters.
  – For of the new road, scuppers and carrier pipes would be utilised to convey stormwater from bridged sections to the bridge supports
  – Detention basins, vegetated swales, GPTs, sediment traps, oil interceptors, etc.
• Emergency access and management facilities
• Flood storage adjustments – includes ancillary facilities required to ensure an appropriate level of flood storage such as installation of detention basins
• Noise barriers – the need for, extent, and location of noise barriers would be informed by detailed noise modelling, and would be designed to meet relevant noise criteria defined in the current Roads and Maritime and NSW legislation
• Lighting - would be provided as required for safety reasons. Typically this would be limited to busy entry and exit ramps and intersections between ramps and the local road network
• Earthworks - the project would involve extensive earthworks which would be designed to provide a road which is suitably elevated to provide an appropriate level of flood immunity
• Pavements and line marking – the pavement along the motorway would be designed to meet the standard. Clear line marking would be provided to provide positive guidance to road users along all roads, and through all intersections
• Landscape and urban design – appropriate landscape and urban design treatments would be developed to integrate the project with its surrounding environment.
• Reconfiguration of the Croom Regional Sporting Complex:
  – Replacement of directly impacted sporting facilities, including sporting fields and associated buildings and amenities, at the Croom Regional Sporting Complex with similar facilities
• Changes to the southern access of the sporting complex, as well as provision of new and reconfigured internal roads, pedestrian/cycle paths and parking

7.1.1 Justification for proposed impacts to the study area

The project would reduce travel times for through and local traffic, improve the reliability of journeys through greater flood immunity and provide more consistent driving conditions. It would also divert a substantial proportion of through traffic onto the motorway, reducing traffic volumes on the Princes Highway through Albion Park Rail. This would improve local amenity and access, and reduce other traffic related impacts such as noise for nearby residents.

In addition, the proposal has undergone a number of design changes in regards to the curtilage of the proposed works. These changes have taken a number of factors into consideration, including heritage and archaeological impacts outlined in a preliminary Non-Aboriginal Archaeological Gap Analysis and Draft Non-Aboriginal SoHI prepared by Artefact Heritage in 2014 and 2015.
7.2 Cumulative impacts

Cumulative impacts of the proposed works are related to alterations to characteristic elements of the rural landscape associated with historical land use in Albion Park and the City of Shellharbour LGA. These impacts are considered to be minor in nature. A desktop analysis of potential cumulative impacts has concluded the following:

- There are 166 heritage items and two heritage conservation areas listed on the Shellharbour LEP (2013). Four of these items are located within the study area boundary, and six of these items are listed within 300 meters of the study area. Therefore, around two per cent of heritage listed items would be impacted by the proposed works, with only one item subject to major impacts. No heritage conservation areas would be impacted.
- No items on the Wollongong LEP (2009) would be directly impacted by the proposal therefore cumulative impacts on listed items are not considered for the Wollongong LGA.
- The proposed works would impact some areas of undeveloped, rural land characteristic of the region’s pastoral and agricultural history. A number of heritage listed items within the study area such as Boles Meadows (LEP no. I138), Swansea Farm House (LEP no. I198) and Swansea Dairy Site, fig tree and silo (LEP no. I182) are associated with rural land use. The overall scale of works proposed to take place within areas of undeveloped, rural land is small compared to larger areas of rural land to the north west, south west and south east of Albion Park. These areas include Mount Marshall, Tullimbah, North Macquarie and Curramore.
- The proposed works will directly impact the heritage listed Boles Meadows homestead and associated outbuildings (LEP no. I138). Boles Meadows is a Victorian Style weatherboard farmhouse constructed in the 1870s and contains later additions. A number of similar examples exist within, and close to, the study area. For example, the Shellharbour LGA contains a number of heritage listed c1870 Victorian weatherboard, masonry and/or brick homesteads. These include: Toongla c1873-1887 (LEP no. I054), Tongarra Mine Cottage c1870-1880 (LEP no. I153), the Hill Farm Complex c1865 (LEP no. I022) and the Norris Homestead c1876 (LEP no. I280). Therefore, examples of similar items will be retained in the broader Shellharbour area.
## 7.3 Statement of heritage impact

<table>
<thead>
<tr>
<th>Development</th>
<th>Discussion</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>What aspects of the proposal respect or enhance the heritage significance of the study area?</strong></td>
<td>The proposed design has taken into account the recommendations of the Preliminary Non-Aboriginal Archaeological Gap Analysis, Albion Park Railway Bypass Project (Artefact, 2014) where possible. For example, direct physical impacts to the Wollongong LEP listed House, Yallah (LEP no. 6437) and the Shellharbour LEP listed Swansea Farm House (LEP no. 1198) have been avoided in updated designs. An area likely to contain the potential archaeological remains of Marks Villa, has been removed from the proposed works boundary. In addition, the proposed works boundary has been reduced to lessen impacts to the historic rural landscape associated with Albion Park.</td>
</tr>
<tr>
<td><strong>What aspects of the proposal could have a detrimental impact on the heritage significance of the study area?</strong></td>
<td>The proposal would have a major impact to the heritage significance of Boles Meadows (LEP no. 1138) due to the proposed removal of the current homestead, associated outbuildings and vegetation as well as impacts to the associated archaeological site of Terry’s Meadow Estate. In addition, the proposal would have a major impact on the heritage significance of Duck Creek Bridge (RMS s170 Heritage Register no. 4309595) due to the proposed removal of the item. The proposal would have a moderate impact on the Swansea Dairy site as a result of an incursion into the LEP listed curtilage and impacts to views and vistas. Moderate impacts to the LEP curtilage and minor impacts to views and vistas associated with the Swansea Farm House site would occur as a result of the proposal. The proposal would result in direct impacts to areas of archaeological potential associated with a Tongarra Road Homestead. This item is considered to have local historical and research significance within the Albion Park area.</td>
</tr>
</tbody>
</table>
In regards to the potential retention of the heritage listed Boles Meadows, a number of more sympathetic options have been considered and discounted. Retention of the item is not considered practical or safe due to its location along the existing roadway and close proximity to Stapleton’s Bridge. Traffic modelling obtained by Hyder indicates that four to five lanes are needed to accommodate traffic volumes and turning movements along portions of the Illawarra Highway associated with Boles Meadows. The option to move the proposed works to the west of the item are impracticable as this area is occupied by the Macquarie Rivulet. The option to retain the property is not considered safe or practical as the close proximity of the proposed bypass would deem the property unsafe to access and impractical and unpleasant to occupy.

More sympathetic options associated with the relocation of the Croom Regional Sporting Facility further into the LEP curtilage of the Swansea Farm House have been considered and discounted due to the present location of the facility and elements of the surrounding landscape. At present, the facility is partially located within the LEP curtilage for Swansea Farm House, and has therefore impacted elements of the item’s original landscape. Areas of land adjacent to the facility are not considered suitable for relocation as they include a heavily vegetated area to the north and remnant creek bed to the west.

More sympathetic options associated with the addition of new service road and adjustments to Croome Road (addition of a new roundabout east of existing Croome Road alignment and south of the East West link) have been considered and discounted due to elements of the surrounding landscape. Like the Swansea Farm House, areas adjacent the present Croome Road alignment are not considered suitable for road adjustments as they include a heavily vegetated area to the north west, and residential development to the north.
7.4 **Summary of heritage impacts**

Table 18 provides a summary of the proposed works and their assessed impacts on the heritage significance of items within study area.

**Table 18. Summary of heritage impacts**

<table>
<thead>
<tr>
<th>Item</th>
<th>Listing</th>
<th>Visual impact</th>
<th>Impacts to built fabric</th>
<th>Archaeological impacts</th>
<th>Mitigation measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swansea Farm House (LEP no. I198)</td>
<td>Shellharbour LEP 2013</td>
<td>Moderate impact on views and vistas to and from the Swansea Dairy site, fig tree and silo.</td>
<td>Minor impacts to items curtilage. No impacts to structures</td>
<td>No</td>
<td>Roads and Maritime Unexpected Finds Procedure (2015)</td>
</tr>
<tr>
<td>Boles Meadows (LEP no. I138)</td>
<td>Shellharbour LEP 2013</td>
<td>Major impact on views and vistas to and from Boles Meadows.</td>
<td>Major direct impacts to existing structures associated with Boles Meadows (post 1870s).</td>
<td>Major direct impact to areas of archaeological potential.</td>
<td>Archival recording Archaeological test excavation</td>
</tr>
<tr>
<td>Stapletons Bridge (Database no. 4309612)</td>
<td>RMS S170</td>
<td>Minor impact to views to and from the item</td>
<td>No</td>
<td>No</td>
<td>No mitigation measures required.</td>
</tr>
<tr>
<td>Duck Creek Bridge (Database no. 4309595)</td>
<td>RMS S170</td>
<td>Minor impact to views to and from the item</td>
<td>Yes</td>
<td>No</td>
<td>Archival recording Roads and Maritime Unexpected Finds Procedure (2015)</td>
</tr>
<tr>
<td>Albion Park Showground (LEP no. I301)</td>
<td>Shellharbour LEP 2013</td>
<td>Minor visual impacts</td>
<td>No</td>
<td>No</td>
<td>No mitigation measures required.</td>
</tr>
<tr>
<td>Item</td>
<td>Listing</td>
<td>Visual impact</td>
<td>Impacts to built fabric</td>
<td>Archaeological impacts</td>
<td>Mitigation measures</td>
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</tr>
<tr>
<td>Albion Park Rail Cemetery (LEP no. I017)</td>
<td>Shellharbour LEP 2013</td>
<td>Minor visual impacts</td>
<td>No</td>
<td>No.</td>
<td>No mitigation measures required</td>
</tr>
<tr>
<td>Ravensthorpe grounds and workers’ cottages (LEP no. I006)</td>
<td>Shellharbour LEP 2013</td>
<td>Moderate visual impacts</td>
<td>No</td>
<td>No</td>
<td>Planting of additional trees is recommended to screen views west from Ravensthorpe. Consultation with property owners and Shellharbour Council would be conducted to ensure appropriate tree species and landscape designs are incorporated into the item.</td>
</tr>
<tr>
<td>Albion Park Court and Police Complex (LEP no. I007)</td>
<td>Shellharbour LEP 2013</td>
<td>Minor visual impacts</td>
<td>No</td>
<td>No</td>
<td>No mitigation measures required</td>
</tr>
<tr>
<td>Illawarra Regional Airport (LEP no. I338)</td>
<td>Shellharbour LEP 2013</td>
<td>Minor visual impacts</td>
<td>No</td>
<td>No</td>
<td>No mitigation measures required</td>
</tr>
<tr>
<td>Hazelton Bungalow (LEP no. I187)</td>
<td>Shellharbour LEP 2013</td>
<td>Minor visual impacts</td>
<td>No</td>
<td>No</td>
<td>No mitigation measures required</td>
</tr>
<tr>
<td>Georgian style cottage (LEP no. I013)</td>
<td>Shellharbour LEP 2013</td>
<td>Minor visual impacts</td>
<td>No</td>
<td>No</td>
<td>No mitigation measures required</td>
</tr>
<tr>
<td>House- (LEP no. 6437)</td>
<td>Wollongong LEP 2009</td>
<td>Moderate visual impacts</td>
<td>No</td>
<td>No</td>
<td>Planting of additional trees is recommended to screen views west from the house. Consultation with property owners and Shellharbour Council would be conducted to ensure appropriate tree species and landscape designs are incorporated into the item.</td>
</tr>
<tr>
<td>Item</td>
<td>Listing</td>
<td>Visual impact</td>
<td>Impacts to built fabric</td>
<td>Archaeological impacts</td>
<td>Mitigation measures</td>
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<td>-------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Potential remains of the former Yallah Platform</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Roads and Maritime Unexpected Finds Procedure (2015). Consultation with Illawarra Light Railway Museum regarding potential donation of work associated with Yallah Platform and associated sleepers and rails.</td>
</tr>
<tr>
<td>Potential remains of a Tongarra Road Homestead</td>
<td>None</td>
<td>No</td>
<td>No</td>
<td>Direct impacts</td>
<td>Limited archaeological testing</td>
</tr>
</tbody>
</table>
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