



24295

15 October 2024

Mid Coast Council
PO Box 482
Taree NSW 2430

Attention: Mid Coast Council
council@midcoast.nsw.gov.au

Dear to whom this may concern,

CRAVEN HERITAGE ADVICE

We submit the following details in support of including Craven within the schedule 5 of local heritage items in the LEP 2010.

Pearson March 2012

Particularly P17, P26, P25 and P32 where the conclusion is that the village has local significance and pages A5 and A6 which is an analyses against criteria and a statement of significance (copies attached).

Area/items Nominated

The area/items to be included as representative of the village are cottages on lots 25-31 and the former church on lot 1 (photographs attached).

Further background information/ history of Craven is found in:

- Craven A History 1903-2007 compiled by Gerald McCalden which is a good history of the village
- Yancoal 'Historic Heritage Assessment' Appendix J and 'Non-Aboriginal Heritage Assessment' by NICHE 27 June 2024. Concentrates on the proposed mining area with limited comment on Craven.
- The Craven Forest Railway by Ian McNeil.
- Article in Light Railways 217 February 2011 on Craven.

We can provide copies of these if desired.

We believe that this is sufficient for the nomination to be formally considered and seek immediate listing on the LEP so this part of local heritage can be conserved for future generations.

Yours faithfully

Eric Martin, AM
Director

Registered Architect
ACT376 VIC5150 NSW5991
WA1663 QLD3391

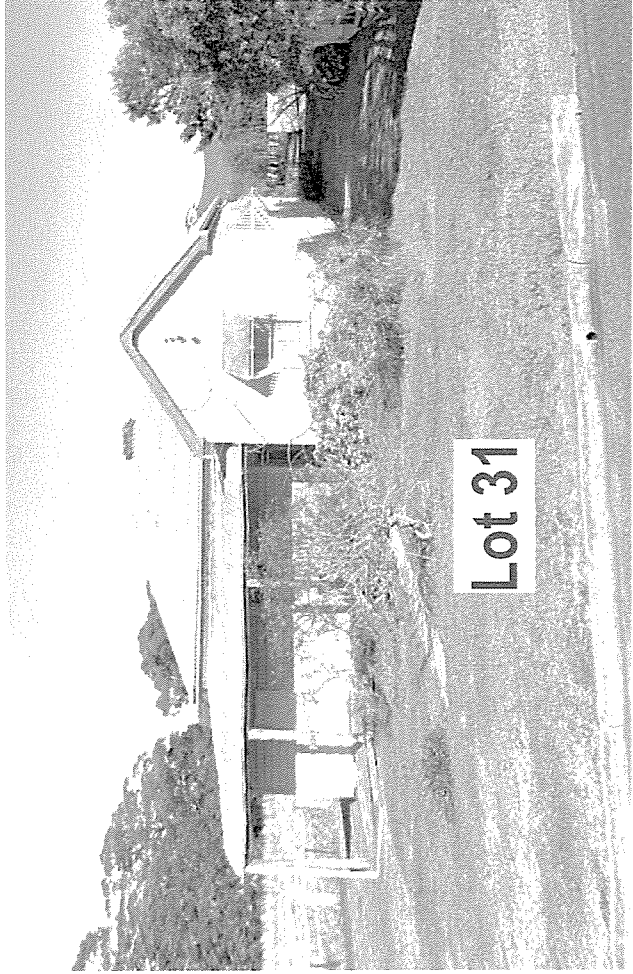
Encl Extracts of Pearson Report
Photographs of Nominated Places

W:\PROJECTS 27 2024\24295 Craven Heritage Advice\B_Initial_Report\20241015 Ltr to MCC.docx

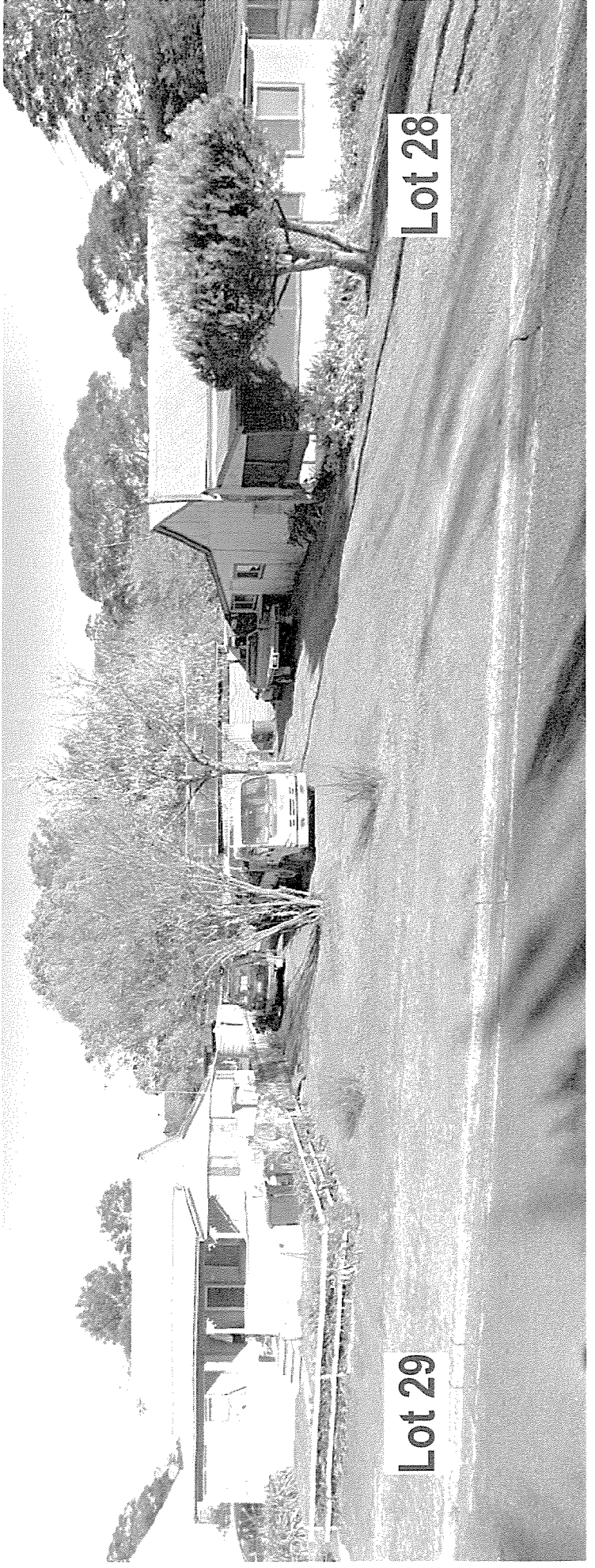
Page 1 of 1



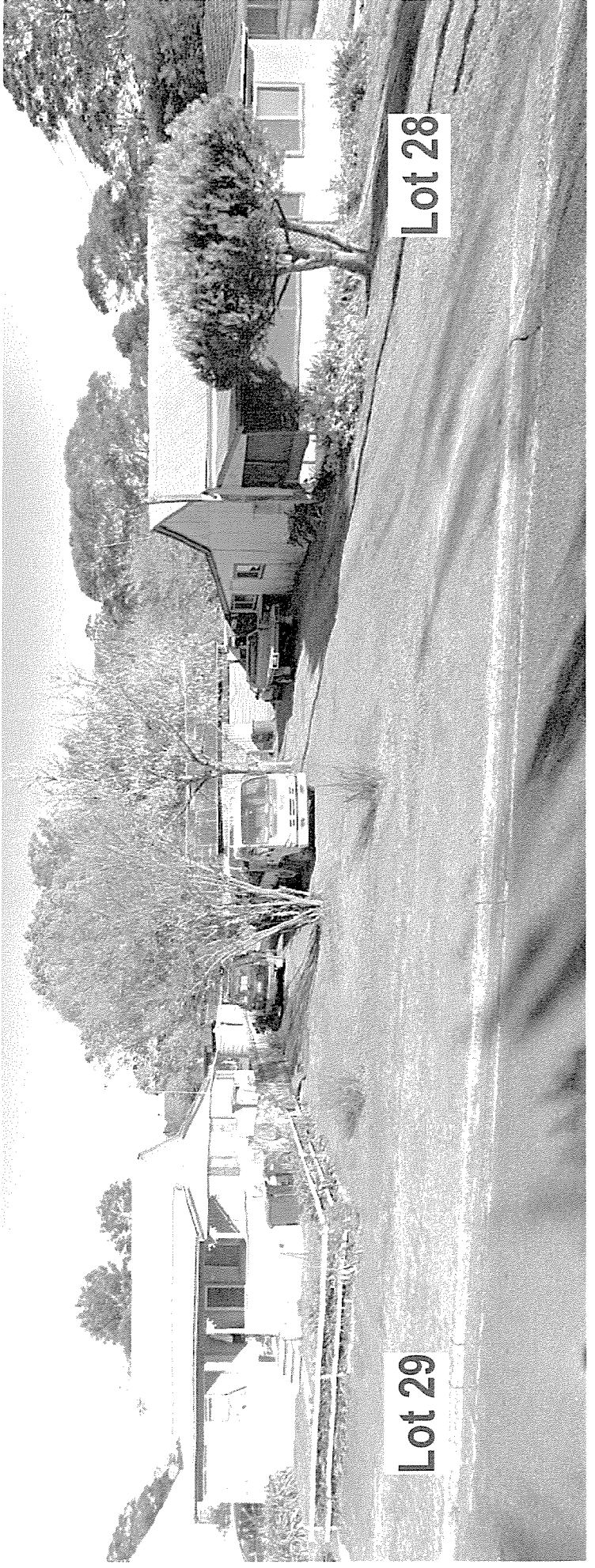
Lot 30



Lot 31



Lot 28



Lot 29



Lot 26

Lot 25



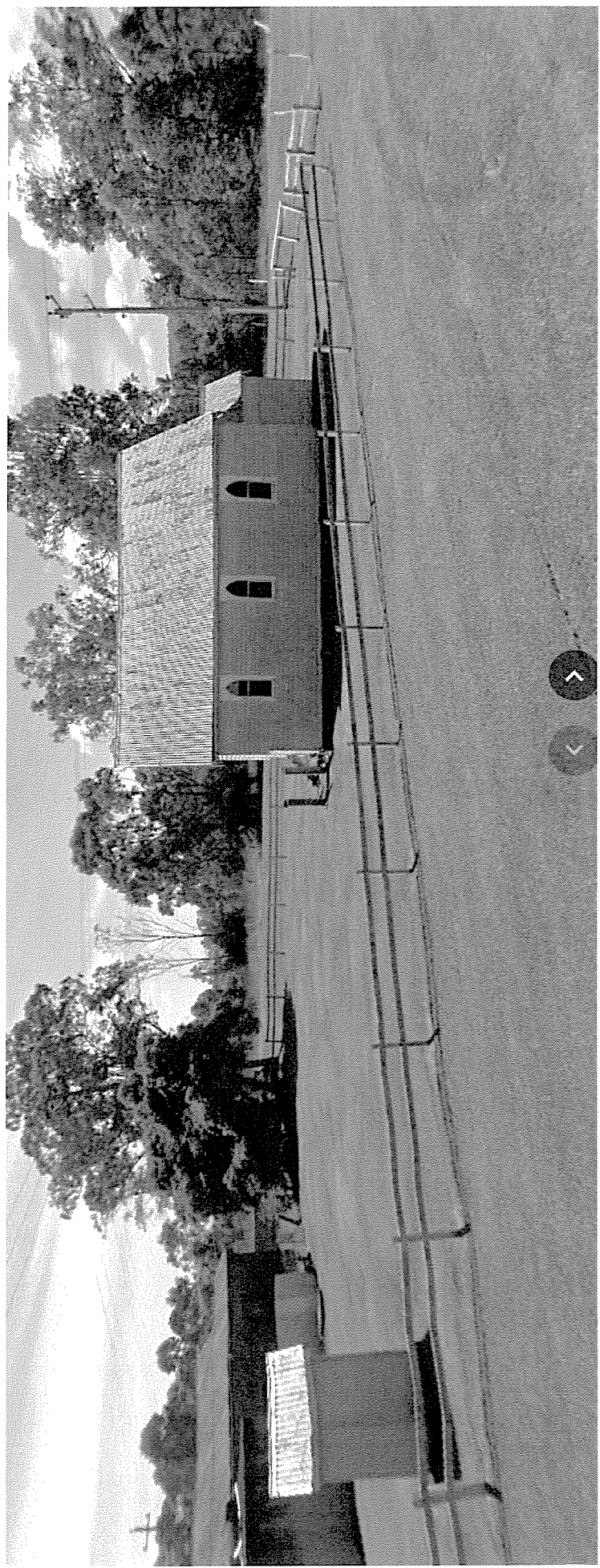
Union Church 1916
Lot 1 DP 1088094
2023 Images



Union Church 1916

Lot 1 DP 1088094

2010 Images



STRATFORD EXTENSION PROJECT NON-ABORIGINAL HERITAGE ASSESSMENT

A REPORT FOR STRATFORD COAL PTY LTD

BY
MICHAEL PEARSON
HERITAGE MANAGEMENT CONSULTANTS PTY LTD.

MARCH 2012

Table 1 Places identified during the survey within or adjacent to the Project Area (Continued)

	Description	Locality	Comments/assessment
8	Rural buildings #1, Glen Road	A weatherboard cottage, sheds and dairy located on both sides of Glen Road, 2.5 km south-east of Craven Village, and 400 m south of the proposed Stratford East Open Cut. 32° 9' 59.14" S. 151° 57' 57.70" E.	Vacant cottage and dairy complex, in poor condition. No notable design, history or associations have been identified. Not of heritage significance.
9	Rural buildings #2, Glen Road	An occupied rural house and sheds, located 200 m west of group #1 above, located on the southern side of Glen Road. 400 m south of the proposed Stratford East Open Cut. 32° 9' 56.74" S. 151° 57' 47.31" E.	Not closely inspected, but appears a typical rural smallholding of the mid-20 th century. No notable design, history or associations have been identified. Not of heritage significance.
10	Craven Village	Village of 16 cottages and associated sheds in linear arrangement along Bucketts Way and Woods Road. The Project (Stratford East Open Cut) is 1.2 km to the east and north-east of the village. Centre at 32° 9' 19.76" S. 151° 56' 46.85" E.	Remnant of at least seven 1914 cottages, related structures and the church are of historical interest and make the village. Of local heritage significance.
11	Stratford Village	Village of approximately 52 residences, a store, school, hall, church, fire station and ancillary buildings. The village is located 1 km to the west of the proposed Roseville West Pit Extension. Centre at 32° 7' 03.01" S. 151° 56' 24.92" E.	Less than half the village residences pre-date 1940s, and most are modified to varying degrees. Of historical interest, but not of heritage significance as a whole.
12	Stratford Cemetery	Stratford cemetery is located at the south-western corner of the Stratford Village grid. The cemetery is located approximately 1 km to the west of the proposed Roseville West Pit Extension. Cemetery is centred at 32° 7' 14.79" S. 151° 56' 31.34" E.	Provides evidence of the settlement of the Stratford area in the 20 th century. Of local heritage significance.

9. Rural buildings #2, Glen Road

An occupied rural house and sheds, located 200 m west of group #1 (8 above), located on the southern side of Glen Road. Approximately 400 m south of the proposed Stratford East Open Cut (Figure 4.1).

10. Craven Village

Craven Village comprises 16 cottages and associated sheds, with two more cottages across the railway line to the west, and several nearby rural holdings to the north and east. Seven of the cottages in the village area appear to be part of the original 1914 sawmill village, being wholly in The Bucketts Way section. Some others may have original cores not visible from the road. The 1916 Union Church is also part of the early village. The sawmill site is an empty paddock, and the rail siding to it, and the Glen timber railway running eastwards through the village are visible on Google Earth and in part on the ground. The North Coast Railway line passes the village to the west. The proposed Stratford East Open Cut is approximately 1.2 km to the east and north-east of the village (Figure 4.1).



Figure 4.15

Craven Village. 1914 section on The Bucketts Way in centre of image. The Bucketts Way runs north-south, Woods Road to the west, and Glen Road to the east at the bottom of the image.

Source: Google Earth 2011 (2002 image)



Figure 4.16

Craven Village. Modified 1914 cottages each side of a more modern house on The Bucketts Way.

Source: Michael Pearson 2011

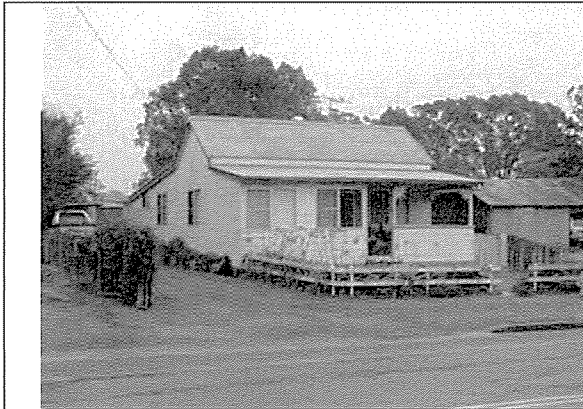


Figure 4.17

Craven Village. Modified 1914 cottage, with new cladding and infilled verandah on The Bucketts Way.

Source: Michael Pearson 2011

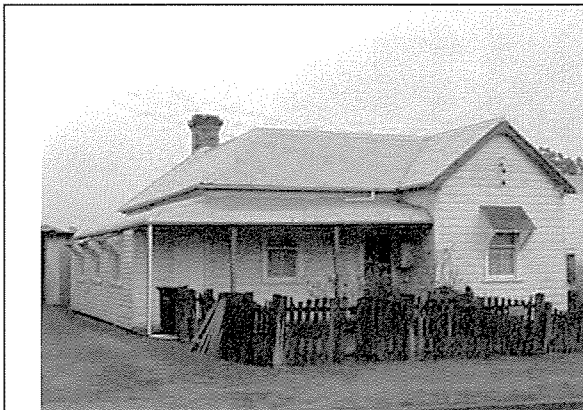


Figure 4.18

Craven Village. 1914 mill manager's house on The Bucketts Way.

Source: Michael Pearson 2011

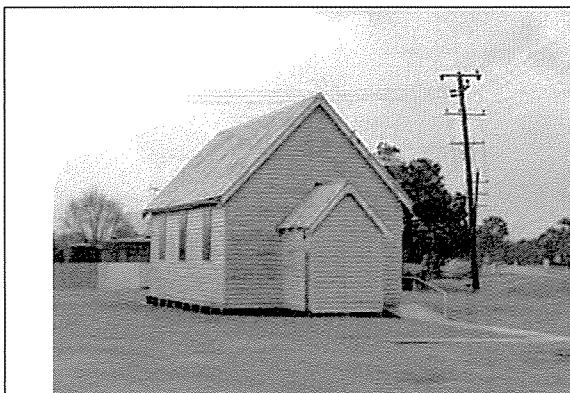


Figure 4.19

Craven Village. 1916 Union church, vacant and in poor condition. At junction of Woods Road and The Bucketts Way.

Source: Michael Pearson 2011



Figure 5.3

Glen timber railway, showing alignment from Craven Village, along the Glen Road easement before diverting to the north, where the first clear earthworks are located.

Source: Google Earth 2011 (2002 image)

The Glen, Craven Logging Tramline, Glen Road, lots 284 and 311-314, DP 979573, Craven, are identified on the Gloucester Shire LEP as being of local heritage significance (Item I 13). These lots are located between 7 and 12 km east of the nearest part of the Project (the Stratford East Open Cut).

8. Rural buildings #1, Glen Road

The cottage is typical of the many such small rural residences to be seen in the Gloucester valley, and many other small settlement areas of the early 20th century, and is in poor condition. The dairy, also, is typical of the many small-holder dairies in the region dating from the early-mid 20th century. There are no notable design, historical or other important associations that have been identified. The place is assessed as having no heritage significance at the local or higher level.

9. Rural buildings #2, Glen Road

While not closely inspected, the complex is typical of small holdings of the mid-20th century to be seen in the Gloucester valley. There are no notable design, historical or other important associations that have been identified. The place is assessed as having no heritage significance at the local or higher level.

10. Craven Village

The Craven Village was created to service the Craven sawmill in 1914, as was the Glen railway four years later. Seven cottages and the church relate to the early development of the village, and the mill site survives as an as-yet undisturbed archaeological site. While more than half of the buildings now making up the village are not original, the surviving layout, built form, scale and the surviving buildings make the origins of the village easily understood, and the village is assessed as having local significance as a relatively intact industrial settlement of the early 20th century. Its significance is enhanced by the survival of sections of the associated Glen timber railway (7 above).

7.6 Statement of significance

The Glen railway remnants demonstrate the pattern of small timber tramways used during the 19th and 20th centuries to transport logs from forest areas to timber mills. The surviving sections of the railway remnant landforms are important at a local level as evidence of that phase in the course and pattern of NSW's history. The potential exists to expand the local understanding through research of the railway remains and its history.

The Glen railway as an example of a long-lived timber railway is uncommon in the region and is locally significant as a result.

The Glen, Craven Logging Tramline, Glen Road, lots 284 and 311-314, DP 979573, Craven, are identified on the Gloucester Shire LEP as being of local heritage significance (Item I 13). These lots are located between 7 and 12 km east of the nearest part of the Project area (the Stratford East Open Cut), and do not include the items recorded in this survey.

SITE 10. CRAVEN VILLAGE

10.1 History

The Craven Village was created to service the Craven sawmill in 1914, as was the Glen railway four years later (see Section 2.2 of the report for a fuller history). Seven cottages and the church relate to the early development of the village, and the mill site survives as an as-yet undisturbed archaeological site. While more than half of the buildings now making up the village are not original, the surviving layout, built form, scale and the surviving buildings make the origins of the village easily understood.

10.2 Physical description

Craven Village comprises 16 cottages and associated sheds, with two more cottages across the railway line to the west, and several nearby rural holdings to the north and east. Seven of the cottages in the village area appear to be part of the original 1914 sawmill village, being wholly in the Bucketts Way section. Some others may have original cores not visible from the road. The 1916 Union Church is also part of the early village. The sawmill site is an empty paddock, and the rail siding to it, and the Glen timber railway running eastwards through the village are visible on aerial images and in part on the ground. The North Coast Railway line passes the village to the west. The Project Stratford East Open Cut is 1.2 km to the east and north-east of the village.

10.3 Location

Village of 16 cottages and associated sheds in linear arrangement along Bucketts Way and Woods Road. The Project Stratford East Open Cut is 1.2 km to the east and north-east of the village. Centre of the village is at 32° 9' 19.76" S. 151° 56' 46.85" E.

10.4 Physical condition

The cottages are in fair to good condition. The church is in poor condition. The timber mill site and associated rail sidings are as yet undeveloped.

10.5 Heritage Assessment Criteria

Criterion A: an item is important in the course, or pattern, of NSW's cultural or natural history;

The Craven Village and associated timber mill demonstrate the opening up of the Gloucester Valley to more intensive exploitation through forestry and dairying with the coming of the State railway in 1913. The intact form of the industrial village layout and its remaining cottages illustrate the course and pattern of local development in the Gloucester valley.

Criterion B: an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history;

The village is closely associated with the Sheddon family, one of the pioneer families of the local area.

Criterion D: an item has strong or special associations with a particular community or cultural group in NSW for social, cultural or spiritual reasons;

The Village of Craven and the associated Glen Forest are valued for their strong associations with a number of the early settler families, descendants of whom still reside in the area.

Criterion G: an item is important in demonstrating the principal characteristics of a class of NSW's

- cultural or natural places; or
- cultural or natural environments.

The Village of Craven is of note in the local area as reflecting its 'company town' form, with cottages of similar design along the main road.

10.6 Statement of significance

The Craven Village and associated timber mill demonstrate the opening up of the Gloucester Valley to more intensive exploitation through forestry and dairying with the coming of the State railway in 1913. The intact form of the industrial village layout and its remaining cottages illustrate the course and pattern of local development in the Gloucester valley. The village's significance is enhanced by the survival of sections of the associated Glen timber railway. The Village of Craven is of note in the local area as reflecting its 'company town' form, with cottages of similar design along the main road.