



# Martins Creek Quarry Expansion

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## Historical Heritage Assessment

Prepared for Site R&D Pty Ltd

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*Cover photograph:* Martins Creek Quarry, May 2015

## Executive Summary

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This report presents an historical heritage assessment of a proposed expansion of Martins Creek Quarry, located at Martins Creek in the Hunter region of NSW. The quarry was opened by the (then) Railways Department in 1914 and was used to supply ballast for railways from the Hawkesbury River to Narrabri and north to Kempsey. Part of the quarry (Lot 1 DP1006375) and associated railway buildings are now listed as a heritage item on the Dungog Local Environmental Plan (2014).

The proposed quarry expansion will increase the quarry's production limit, by extracting up to 1.5 million tonnes of hard rock material per annum and expanding into new extraction areas, resulting in the clearance of approximately 28.2 hectares (ha) of vegetation. The Project has been classified as a State Significant Development (SSD) under the *Environmental Planning and Assessment Act 1979*.

The following assessment has been prepared in accordance with best practice as outlined by the *NSW Heritage Manual* to satisfy the Secretary's Environmental Assessment Requirements (SEARs) issued for the Project. It aims to assess the potential impact of the proposed development on any historical heritage items and their associated heritage values and will inform an Environmental Impact Statement (EIS) for the Project. The report includes a search of local, state and national heritage registers, a summary site history, a physical survey of the proposed development area, significance and impact assessments, conclusions and recommendations.

The assessment found that the proposed extraction area at Martins Creek Quarry overlaps with the heritage curtilage of the 'Martin Creek railway buildings and quarry', listed as a locally significant heritage item on the Dungog Local Environmental Plan (2014). However, the quarry retains very little of its original fabric, setting or evidence of early workings and was assessed to be of local heritage significance for its historical heritage values only. Furthermore, no modifications to the rail line or quarry infrastructure are proposed within the item's heritage curtilage, including the primary crusher and rail loader. These facilities are fully functioning and essential to the daily operation of the quarry and its future expansion. No further historical heritage assessment of the Project area was therefore recommended prior to the commencement of extraction works.

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## 1. Introduction

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### 1.1 Project initiation

Niche Environment and Heritage Pty Ltd (Niche) was commissioned by Site R&D Pty Ltd, on behalf of Buttai Gravel (trading as Daracon Quarries), to prepare an historical (non-Aboriginal) heritage assessment for the proposed expansion of Martins Creek Quarry, located in the Dungog Local Government Area, NSW. The proposed quarry expansion will increase the quarry's production limit, by extracting up to 1.5 million tonnes of hard rock material per annum and expanding into new extraction areas, resulting in the clearance of approximately 28.2 ha of vegetation. Assessment of the Project area's historical heritage values is required to inform an Environmental Impact Statement (EIS) for the Project.

### 1.2 Project background and aims

The Martins Creek Quarry Extension Project (or 'Project') is classified as a State Significant Development (SSD6612) under the *Environmental Planning and Assessment Act 1979*. Secretary's Environmental Assessment Requirements (SEARs) have been issued for the Project. This report satisfies the SEARS that relate to historical (non-Aboriginal) heritage and aims to assess the potential impact of the development on any identified historical heritage. The report includes an assessment of the likelihood of historical heritage items to be located within the proposed quarry expansion area, assesses the impacts of the development on any identified items, and proposes recommendations for impact mitigation and management. The report has been prepared with regard to the following environmental planning instruments, policies, guidelines and plans:

- *NSW Heritage Act 1977*;
- *The Dungog Local Environmental Plan 2011*;
- *NSW Heritage Manual (OEH)*; and
- *Hunter Regional Environmental Plan 1989 (Heritage)*.

Further, the assessment has been conducted in accordance with the requirements of the NSW Heritage Division, Office of Environment and Heritage (OEH) in regards to historical cultural heritage. These requirements were supplied to the Proponent via email on 3 February 2015 and are reproduced below:

1. The heritage significance of the site and any impacts the development may have upon this significance should be assessed. This assessment should include natural areas and places of Aboriginal, historic or archaeological significance. It should also include a consideration of wider heritage impacts in the area surrounding the site;
2. The Heritage Council maintains the State Heritage Inventory which lists some items protected under the *Heritage Act 1977* and other statutory instruments. This register can be accessed through the Heritage Division, Office of Environment and Heritage home page on the internet (<http://www.heritage.nsw.gov.au>);
3. In addition, you should consult lists maintained by the National Trust, any heritage listed under the Australian Government's *Environment Protection and Conservation Act 1999* and the local council in order to identify any identified items of heritage significance in the area affected by the proposal. Please be aware, however, that these lists are constantly evolving and that items with potential heritage significance may not yet be listed;



4. Non-Aboriginal heritage items within the area affected by the proposal should be identified by field survey. This should include any buildings, works, relics (including relics underwater), gardens, landscapes, views, trees or places of non-Aboriginal heritage significance. A statement of significance and an assessment of the impact of the proposal on the heritage significance of these items should be undertaken. Any policies/measures to conserve their heritage significance should be identified. This assessment should be undertaken in accordance with the guidelines in the *NSW Heritage Manual*. The field survey and assessment should be undertaken by a qualified practitioner/consultant with historic sites experience; and
5. The proposal should have regard to any impacts on places, items or relics of significance to Aboriginal people. Where it is likely that the project will impact on Aboriginal heritage, adequate community consultation should take place regarding the assessment of significance, likely impacts and management/mitigation measures.

Please note: the potential impact of the Project on Aboriginal heritage has been addressed in a separate Aboriginal Cultural Heritage Assessment (ACHA) report prepared by Niche.

### 1.3 Site Location

Martins Creek Quarry currently covers an area of approximately 124 ha, is accessed via Station Street and is bound by the North Coast rail line to the north and the township of Martins Creek to the south (Figure 1). The Quarry has been in continuous operation since its establishment in 1914 and features a number of different areas relating to its operation (Figure 2). These areas include:

- The existing processing area (Lot 1 DP1006375 and Lot 1 DP204377);
- The area for blasting, material extraction and ancillary processing (Lots 5 and 6 DP242210);
- Undisturbed areas (Lot 2 DP242210 and Lot 21 DP773220); and
- Disturbed areas (Lot 42 DP815628)

The proposed quarry expansion area is located to the north of the existing quarry site and is hereafter referred to as the 'Project area' or 'proposed development area'. Daracon Quarries wish to expand the quarry operations into Lot 42 DP815628 and Lot 21 DP773220 (Figure 3). The viable resource is located on the northern section of Lot 42 and spans approximately 2.5 ha. Approximately 10 ha of land will require clearing on this allotment. Once initial site preparation works are completed, the overburden would be removed and secured and the resource extracted in a similar manner to existing operations at the quarry.

### 1.4 Methodology and Report Outline

The assessment was prepared by following the process outlined below:

- **Review of Heritage Listings**  
A search of relevant statutory and non-statutory, local, state and national heritage registers (e.g. NSW State Heritage Register, the Register of the National Estate and Local Environmental Plans) to identify any items of heritage value in the study area was undertaken and is presented in Section 2, alongside a summary of relevant legislation.
- **Preparation of Site History**  
Lydia Sivaraman (Archaeologist, Niche) undertook targeted historical research (desktop and archival) for the purpose of preparing a site history, focused on past land use activities in Martins Creek and surrounds. Historical aerial photos and maps were sourced during this stage. The

resultant historical background presented in Section 3 was used to predict the potential for historical heritage items to be found within the Project area.

- **Field Assessment**

A field survey of the Project area was undertaken on Thursday 21 May 2015. Historical and Aboriginal surveys were conducted concurrently. Field survey methods and results are outlined in Section 4.

- **Significance Assessment**

The significance of heritage items identified within, or in close proximity, to the Project area was then assessed using the NSW Heritage Criteria established by the *NSW Heritage Manual*. This assessment is presented in Section 5.

- **Impact Assessment**

Following the identification of any historical heritage items the potential impact of the Project on historical heritage was assessed. The results of this assessment are included in Section 6.

- **Discussion and Recommendations**

Following the review of heritage listings and field assessment, management recommendations, in relation to the impact of the proposed quarry expansion on items of historical heritage, were devised and are presented in Section 7.

## **1.5 Authorship and Acknowledgements**

This report has been prepared by Aleisha Buckler, Lydia Sivaraman (Archaeologists, Niche) and Fiona Leslie (Principal Archaeologist, Niche) and has been reviewed by Jamie Reeves (Director, Niche).

We would like to acknowledge the assistance of Stuart Murray (Site R&D Pty Ltd) and the following Aboriginal representatives who took part in the Aboriginal heritage field survey, which was undertaken concurrently with the field survey for this assessment: Adam McSweeney (Tocomwall Pty Ltd), Allen Paget (Ungaroo Aboriginal Corporation), Adam Sampson (Cacutua Cultural Consultants), James Sinclear (Todd Heard), Jenny Lee Chambers (JLC Cultural Services), Shane Heard (Mindaribba Local Aboriginal Land Council), Stephen Talbot (Gomerioi-Namoi) and Tom Miller (Lower Hunter Wonnarua Council Inc).





Regional Project Location  
Martins Creek Quarry ACHA

**FIGURE 1**

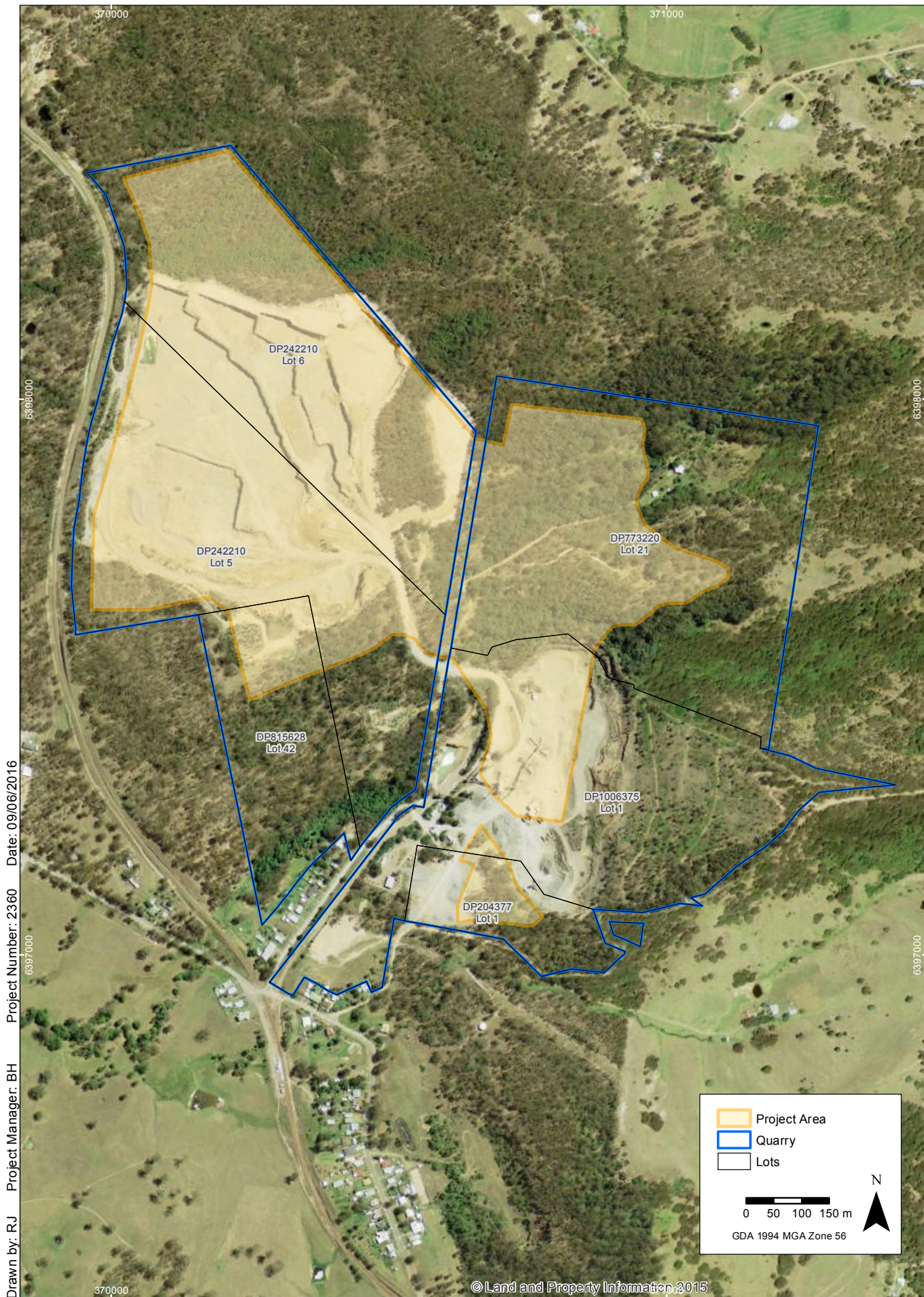




Location and Extent of Martins Creek Quarry  
Martins Creek Historical Heritage Assessment

**FIGURE 2**





Location and Extent of Martins Creek Quarry  
Martins Creek Historical Heritage Assessment

**FIGURE 3**

Imagery (c) LPI 2012-12-04



## 2. Statutory Context

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### 2.1 Preamble

There are two statutory instruments designed to conserve and manage significant historical heritage items in NSW: the *Heritage Act 1977* and the *Environmental Planning and Assessment Act 1979*. The following subsections provide a summary of these Acts as they relate to State Significant Developments (SSDs). The results of heritage register searches for the Project area are also summarised and presented in Section 2.3.

### 2.2 Relevant Legislation

#### 2.2.1 The NSW Environmental Planning & Assessment Act, 1979

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

Under Division 4.1 of the EP&A Act a specific assessment system has been created to consider projects classed as State Significant Development (SSD). A range of development types such as mines and manufacturing plants as well as warehousing, waste, energy, tourist, education and hospital facilities are considered to be SSD if they are over a certain size or located in a sensitive environmental area. The Minister for Planning and Infrastructure is the consent authority for SSDs and, following the submission of a Preliminary Environmental Assessment (PEA), Director General's Requirements (DGR) are normally issued outlining the requirements for detailed environmental assessment in accordance with the relevant State Environmental Planning Policy (see below).

#### 2.2.2 State Environmental Planning Policies

The EP&A Act makes provision for the preparation of State Environmental Planning Policies (SEPP's) that may, in certain circumstances, over-ride the provisions of LEP's. The State and Regional Development SEPP 2011 is relevant to the current Project.

#### State Environmental Planning Policy (State and Regional Development) 2011

The State Environmental Planning Policy (State and Regional Development) 2011 replaced the former Part 3A major projects requirements of the EP&A Act. This SEPP identifies development that would be considered State significant development, State significant infrastructure and critical State significant infrastructure and has created two approval pathways:

- State Significant Development (SSD), e.g. mining, petroleum (oil, and gas), intensive livestock agriculture, chemical, manufacturing and other industries; and
- State Significant Infrastructure (SSI), e.g. port facilities and wharf or boat facilities, road and rail infrastructure, water storage or water treatment facilities.

For SSI and SSD declared projects, an Environmental Impact Statement (EIS) is required.

### 2.1.3 The NSW Heritage Act 1977

The NSW *Heritage Act 1977* (or the 'Heritage Act' or 'Act') is a statutory tool designed to conserve environmental heritage in NSW. It is used to regulate development impacts on the State's historical heritage assets. The Act defines a heritage item as 'a place, building, work, relic, moveable object or precinct'.

To assist management of the State's heritage assets, the Act distinguishes between items of Local and State heritage significance:

*'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; and*

*'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.*

To assist with the assessment of the environmental heritage of NSW under the Act, the NSW Heritage Manual (1996) provides Heritage Council endorsed guidelines which explain the three steps to manage heritage items in the NSW context. These steps are:

- Investigate significance
- Assess significance
- Manage significance

The steps apply to all types of heritage, including built, archaeological and landscape places. They apply to any level of significance assessment and are relevant to all Projects subject to the EP&A Act, including SSDs.

## 2.3 Heritage Register Searches

### 2.3.1 National and Commonwealth Heritage Registers

Under the *Environment Protection and Biodiversity Conservation Act 1999*, two mechanisms have been created for the protection of heritage places of National or Commonwealth significance: the National Heritage List (NHL) and the Commonwealth Heritage List (CHL) (<http://www.environment.gov.au/heritage/places/national/index.html>).

The NHL provides protection to places of cultural significance to the nation of Australia, while the CHL comprises natural, Aboriginal and historic heritage places owned and controlled by the Commonwealth. The Australian Heritage Database (AHD) is maintained by the Department of Sustainability, Environment, Water and Population and Communities (DOSEWPC) and contains information about more than 20,000 natural, historic and Indigenous places including places listed on the world, national and commonwealth heritage list and those under consideration.

- A search of the Australian Heritage Database was undertaken on 6 May 2015. There are no heritage listings relevant to the Project area.

### 2.3.2 NSW State Heritage Register

The State Heritage Register (SHR) lists items that have been assessed as being of State heritage significance to New South Wales. Items appearing on the SHR are granted protection under s.60 of the Heritage Act, 1977.

- A search of the SHR was completed on 6 May 2015. There are no items listed on the SHR within the Project area.

### 2.3.3 State Heritage and Conservation (s.170) Registers

Section 170 of the Heritage Act requires that State Government Agencies establish and maintain a Heritage Conservation Register for heritage items located on land under their control or ownership. Items listed on a s.170 Register are listed on the State Heritage Inventory (SHI) and bound by the regulations of the Heritage Act.

- A search of the SHI was completed on 6 May 2015. The following heritage item is listed on the RailCorp s.170 Register and is relevant to the Project:
  - Martins Creek Railway Station, Station Street, Martins Creek (Database No 4801206). This item is located directly adjacent to Martins Creek Quarry and has a historic relationship with the quarry. Its location is shown in Figure 4 and a copy of the SHI listing is included in Annex 1.

### 2.3.4 Dungog Local Environmental Plan (LEP) 2014

Each Local Government Area (LGA) is required to create and maintain an LEP that identifies and conserves Aboriginal and historical heritage items. These items are protected under the EP&A Act.

- A search of the Dungog LEP (2014) was undertaken on 6 May 2015. The following heritage items are listed in Schedule 5 of the LEP for Martins Creek:
  - Martins Creek railway buildings and quarry, Cory Street, Lot 1 DP1006375 (Item I97). This item includes the southern allotment of Martins Creek Quarry, directly adjacent to the proposed development area. As shown in Figure 4, a small portion of the item's curtilage overlaps with the southern boundary of the proposed exploration area. A copy of the SHI listing is included in Annex 1. A review of the Dungog Heritage Study (Perumal Murphy 1988) found there was no inventory sheet created for the item.
  - St James Church, 95 Cory Street, Lot 1 DP177492 (Item I96). This item is located approximately 2 km south of the proposed development area.

### 2.3.5 Hunter Regional Environmental Plan (REP) 1989 (Heritage)

Regional Environmental Plans (REPs) were prepared under the EP&A Act in certain areas of NSW to assist the conservation of environmental heritage. The aims of the Hunter REP 1989 (Heritage) are as follows:

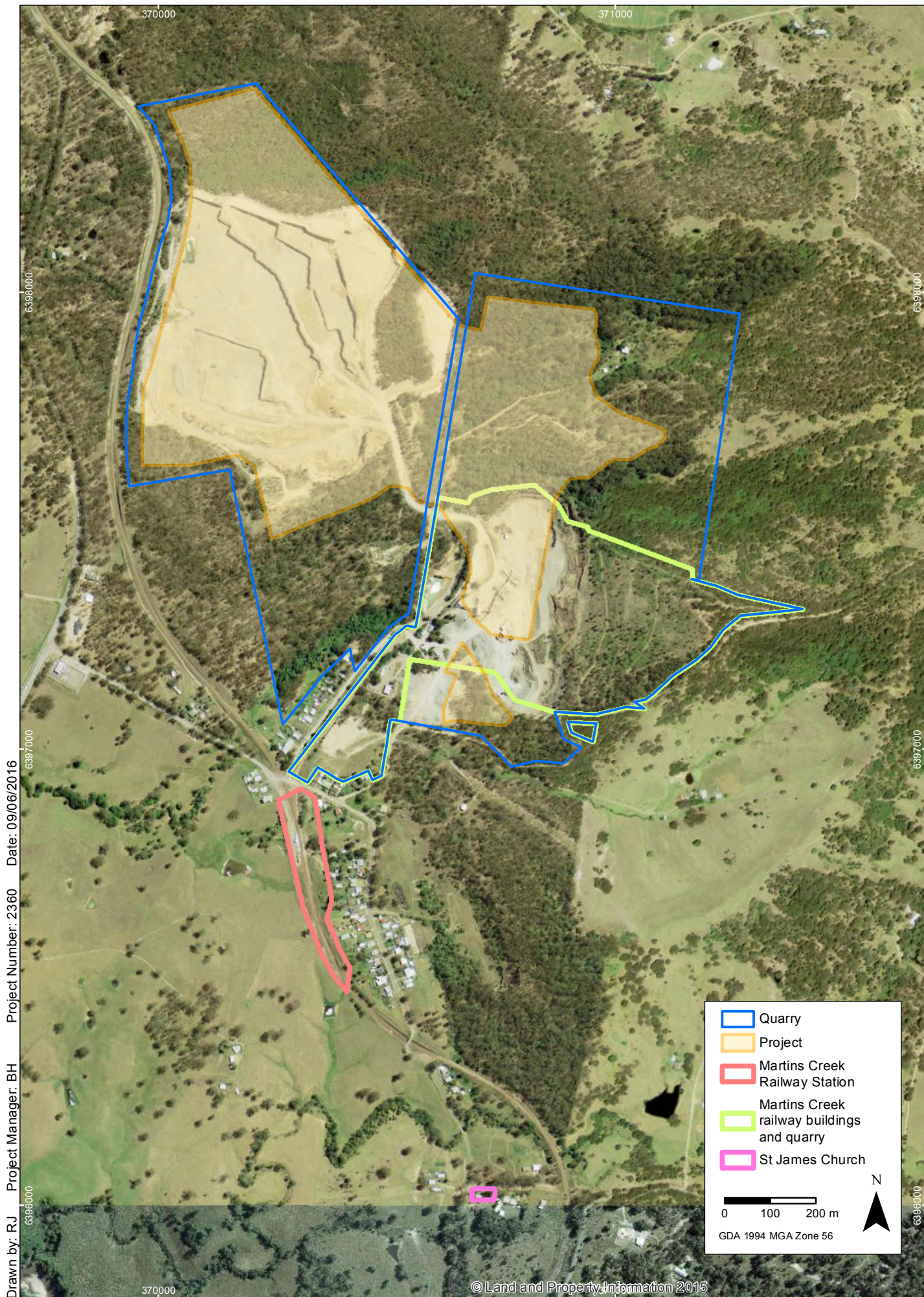
*to conserve the environmental heritage (including the historic, scientific, cultural, social, archaeological, architectural, natural and aesthetic heritage) of the Hunter Region,*

*to promote the appreciation and understanding of the Hunter Region's distinctive variety of cultural heritage items and areas including significant buildings, structures, works, relics, towns, precincts and landscapes, and*

*to encourage the conservation of the Region's historic townscapes which contain one or more buildings or places of heritage significance or which have a character and appearance that is desirable to conserve.*

- A search of the Hunter REP (Heritage) was undertaken on 6 May 2015. No heritage items are listed for Martins Creek in the relevant Schedules.





Heritage Items in the General Area  
Martins Creek Historical Heritage Assessment

**FIGURE 4**

Imagery (c) LPI 2012-12-04



## 3. Historical Background

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### 3.1 Introduction

The following historical background covers the Martins Creek area and surrounds, and the Upper Hunter Valley more generally. It has been prepared using primary and secondary sources, including previous heritage studies, historical newspapers and parish plans.

### 3.2 Exploration

The Hunter Valley was surveyed under Governor King in 1801, and the expedition – led by Lieutenant Colonial William Paterson and Lieutenant Grant – included exploration of the Hunter River to Maitland, and of the Williams River. The Paterson River was also explored by Charles Grimes as part of the expedition. The land along the Paterson River was described as having dense stands of Kurrajong and cedar, good quality grasses and evidence of flooding (Perumal Murphy 1988:17).

Despite the discovery of fertile land and coal deposits in the Hunter Valley, King held the area back from free settlement due to its proximity to the penal settlement in Newcastle, established in 1804. Cedar cutters were allowed entry to the Hunter Valley and prior to official settlement, most of these labourers were convicts (Thorpe 1994:12). From 1812, a few well behaved convicts were allowed plots of land in the Hunter region under the ‘tenants at will’ scheme, whereby the crown still owned the plots of land. By the early 1820s there were clusters of small land plots on Paterson Plains, Wallis Plains (Maitland) and Patricks Plains. These convict settlers established small farms and grew maize, wheat and barley, cultivated for the Sydney market (Perumal Murphy 1988:18).

### 3.3 Colonial Settlement

In 1819, Governor Macquarie opened up the Hunter Valley to free settlement. This was a result of the rapid population increase on the Cumberland Plains, the discovery of coal seams and the relocation of the isolated penal settlement at Newcastle to Port Macquarie in 1822. Early settlement took place along the lower Hunter, beginning as a mixture of free settlers and emancipated convicts who were granted small plots of land as a reward for good behaviour.

Once opened up to free settlement, the earliest land grants in the Paterson Valley included: *Duninald* – granted to William Dun in 1821; *Tocal* – granted to James Webber in 1822; *Orange Grove* – granted to John Powell in 1821; *Bona Vista* – granted to James Phillips in 1822; and *Tillimby* – granted to John Herring Boughton in 1822. In 1823 Edward Gostwyck Cory received a grant for 2,030 acres on the Patterson River, which included Martins Creek (Gent 2009:1).

#### 3.3.1 Gostwyck

Edward Cory was born in England in 1797. He wrote to the Colonial Secretary Lord Bathurst on 16 December 1822 requesting a primary land grant (Gent 2009:10). Primary land grants were designed to attract wealthy people from the United Kingdom, whereby they were encouraged to resettle in the new colony and would be given a grant of land of approximately 2,000 acres, so long as they had a certain amount of wealth. A number of conditions were attached to these grants: for example, grantees were obliged to fully maintain a number of assigned convicts – the number of which depended on the size of their grant.

On April 2 1823, Edward Cory set sail to the new colony with his wife Francis and father John Cory. A few days after their arrival in Sydney, Edward Cory received news that his application for a grant of land had

been approved. He received 2,030 acres, six convicts and stores for six months (Gent 2009:10). He named his land grant *Gostwyck* which was his mother's maiden name.

His father, John Cory, received a land grant of 600 acres to the west of Edward's, and George Frankland had a grant between them called *Vineyard*. Frankland died suddenly in 1825 and the property was leased by Samuel Orpen. Orpen too died soon after and Edward took over the property. Edward and Francis Cory were reported living at Vineyard Cottage in an advertisement for the sale of Orpen's stock in 1827 (Gent 2009:11). Edward continued to accumulate land and by 1828 he had 4,800 acres with 300 acres cleared and cultivated at *Gostwyck*.

Thoroughbred horse breeding has been an integral industry in the Hunter Valley from the 1820s. From as early as 1827, there is evidence of Edward Cory being involved in thoroughbred horse breeding when he stood a stallion at Vineyard Cottage for five guineas. The following year the stallion was moved around place to place to breed with the mares (Gent 2009:11). In September 1849, Edward Cory was appointed honorary judge at the Paterson races (Gent 2009:18).

Edward Cory also had vineyards at *Gostwyck*, as was common with many of the early pastoral establishments in the Hunter region, to make their own wine (Gent 2009:12). In 1847 he was a founding member of the Hunter River Vignerons Association which sought to improve the quality of produce and foster the development of the wine industry (Gent 2009:18). That same year, Edward imported a vine dresser and a wine cooper (Gent 2009:18).

Edward Cory continued to acquire land and began to look beyond the limits of the Nineteen Counties for additional land. In c.1830, in partnership with W.H. Warland and William Dangar, he squatted on some 1,300 acres (526 ha) on the Peel River. However, in 1832 they were displaced by an Australian Agricultural Co. grant on the Peel River. Cory and a small party then set out to explore the area further north of the Peel River. On this excursion, Cory discovered a track across the Moonbi Ranges, which later became the route of the Great Northern Road. Eventually the party found suitable grazing country on the tablelands of the Salisbury Waters. Cory, Dangar and Warland occupied large tracts of land and established stations at *Gostwyck*, *Terrible Vale*, and *Salisbury Plains*. Cory sold the station *Gostwyck* to William Dangar in 1834 and the other stations to Robert Ramsay Mackenzie in 1837 (Guilford 1966).

In 1837, Edward Cory returned to his *Gostwyck* Estate on the Paterson River where he bred sheep and thoroughbred horses. In 1831 he had a water mill on his property, located at the confluence of the Paterson River and Martins Creek. In 1834 he had a steam flour mill, one of the first in the northern district of New South Wales (Guilford 1966: Cory, Edward *Gostwyck*). A sketch of *Gostwyck* – drawn between 1834 and 1851 – shows the timber water mill, a sandstone store behind it, a weir on the river, a boat crossing the river and vineyards (Plate 1). An 1836 survey of Cory's 2,000 acre grant and adjoining land shows many of the same details plus some other structures (Figure 5).

While there were a number of buildings constructed in the area relating to *Gostwyck*, no structures were built within the Project area, which is to the north of Martins Creek.



**Plate 1: Lithograph showing Gostwyck sometime between 1834 and 1851. Gostwyck was the estate of Edward Cory (Source: NLA).**



**Figure 5: Rough sketch of the southern portion of E.G. Cory's 2,000 acre grant on the Paterson River (Source: NLA).**

In 1845, it was reported that prospects for copper on the Gostwyck estate were very good, so in the following year, Cory decided to start a mining company on the estate and a shaft was built about one quarter of a mile from the house, however it never eventuated into a significant enterprise (Gent 2009:18).

In 1854, Edward was appointed Warden of the District Council of Paterson – a position he held until his death in March 1873 (Gent 2009:19-20).

On the 17 June 1874, John Ponsford Luke purchased Gostwyck. He had the original house demolished and a new one was built on the same site using the original cellar. Luke occupied the new dwelling by Christmas 1876 (Gent 2009:23-24). On 23 July 1885, Luke sold to Theophilus Cooper (Gent 2009:27). In 1903 the Gostwyck Estate was subdivided into 16 farms ranging in size from 60 to 570 acres (Gent 2009:35). All of the buildings on the property at this time were within Lot 1, including Gostwyck house which was purchased by George Priestley (Gent 2009:35). Lot 1 is not within the project area. The remaining lots were described as being enclosed and divided by first class post and rail fences, ringbarked and permanently watered in all parts (Gent 2009:46).

### 3.3.2 Settlers of Martins Creek

Martins Creek was named after the watercourse which takes its name from the Martin family that lived along it. John Martin was a convict sentenced to live in the new colony in 1818 when he was 24 years old. By 1824, he was assigned to work for his wife Jemima – a farm servant in Paterson. In 1840, Jemima bought 10 acres of land that was part of Portion 129, and in 1854 she brought a portion of Gostwyck Estate. By the time she died in 1872, she owned about 160 acres, which she willed to her sons (Ingle 1992).

Settlement in the area continued at a very slow pace until the introduction of the *Robinson Land Act 1861* in NSW. The Act included free selection and conditional purchase whereby land parcels of between 40 and 320 acres could be conditionally purchased without a survey on the condition that the purchaser agreed to improve the land acquired and intended to occupy it for at least 3 years (NSW State Library 2014). It was under this Act that settlement in the valley prospered, as farmers and pastoralists who otherwise would have been unable to purchase property were able to do so. The more successful settlers would frequently acquire the blocks of their neighbours and build up the size of their holdings. This resulted in the Martins Creek area being made up of many small blocks which passed hands regularly.

Edwin and Charles Martin remained at Martins Creek and continued to purchase small blocks of adjoining land. Each family had a number of children and by 1903 the electoral roll shows 16 adults at Martins Creek with the surname Martin (Ingle 1992).

### 3.3.3 Settlement in the Project area

Portion 116 in the Parish of Barford is land within the Project area. It was part of a Travelling Stock Reserve (TSR) notified on the 22 March 1876 and later cancelled on the 17 January 1891. Once cancelled the land within the TSR became available for selection. Portion 116 was selected as a Conditional Purchase by Charles Thomas Gidlenden and the sale was confirmed on the 18 June 1891. Soon after, the property was owned by Mary Cann (LPI 1890 CP3265-2083). A part of this site was resumed for quarry purposes (see Section 3.3.6).

Portion 8 is also in the Project area and was selected by Charles Thomas Gidlenden. The sale for this land was confirmed on the 28 April 1887. Part of the land was resumed for railway purposes. At the time of the survey, in 1886, the land already had a house worth 26 pounds and the land had been partially cleared and fenced. The total value of improvements to the property was 41 pounds (LPI 1886 CP 2347-2083) (Figure 6). The location of the house falls outside of the Project area.



Portion 56 is located within the Project area and was applied for by G. Osmonds on the 27<sup>th</sup> July 1876 at which time there were no value of improvements. On the 11<sup>th</sup> August 1903 George Osmond was granted a conditional purchase of the land (LPI 1876 CP1007-2083).

There was initially no school in the Martins Creek area, so in 1881 parents began to petition for a school to service the 33 children living within two miles of Tumbledown Creek (Holmes Creek). The application was led by Charles Robinson and Augustus Vogeles – both of Martins Creek – on behalf of the local community (Ingle 1992). The Department of Education Inspector reported on the application, noting it that it is *“impossible to say if the district is likely to be permanently inhabited. I cannot myself see what they can live upon as the land is poor and they have practically no market”* (Ingle 1992). Despite this, government land was granted for the parents to erect a school room, but the land was too steep and the task of building was too difficult. The following year another application was made requesting more suitable land. In July 1883, land and a room were rented to the Department of Education by Martin Gippel, and Mary Kelly was appointed the first teacher (Ingle 1992). The school closed in December 1888 due to a lack of attendance.

*The children are growing up in gross ignorance, as the parents say they can not teach them. The parents promise to send their children as often as the rugged nature of the country will permit. Unless a school is established, nearly all the children will grow up unable to read and write. The parents are prepared to do much more than is required of them in the way of erecting a school building...The people are struggling selectors and the chief work will fall upon three who are particularly anxious for their education – Messrs Vogele, Robinson and Crittenden (Ingle 1992).*

Forty-five pounds was granted for the erection of a school building to be 20 feet long by 14 feet wide, with floorboards, a dirt floor verandah, galvanised iron roof and a fireplace. The building was constructed in 1892. In August of that year the land was officially purchased from Edwin Martin as Crown land for the school (Ingle 1992). The school opened in January 1892 and the first teacher of the school was 21 year old Daniel Carter who boarded with Mrs Burt. School picnics were held annually at the confluence of Martins Creek and the Paterson River. The average pupil attendance at the school in 1899 was 16 (Ingle 1992). A waterhole was located on Martins Creek and the school also organised swimming groups during summer (Ingle 1992).

After the Gostwyck Estate was subdivided in 1903, more people moved to the area and the number of pupils at the school increased to 45. The parents petitioned that a new room be built, and the Department of Education conceded to extend the existing classroom by an additional 11 feet. The extension was carried out by James Oldfield in 1906 (Ingle 1992). By July 1907 the school was in a dilapidated state and under attack by white ants so in 1908 new plans for a school room were drawn up and by mid 1909 the new school room had been constructed adjacent to the previous school room. While the railway was being constructed there were 60 pupils attending the school and the old room as used to teach lower division (Ingle 1992).

After the railway had been built, new homes were constructed adjacent to the Station. The Department of Education had purchased land closer to the Station for ease of access for more students. In 1923 a new school and teacher's residence was built closer to Martins Creek Station. The school was built to accommodate 96 pupils.

### **3.3.5 Railway**

During the 1850s, development of rail infrastructure in NSW began and this was part of a plan for a great rail network in NSW which would service the pastoral and mining communities within the colony. The first railway track to be built was between Sydney and Parramatta – a distance of 22 km. Work began in 1849 under the private Sydney Railway Company and was finished in 1855. The next railway track to be built was from Newcastle to Maitland. This railway was much needed as the coal being mined in the Hunter Valley had to find its way to the Port of Newcastle either by a poor track that linked the two towns or via rough tracks to Morpeth and then by sailing vessel down the Hunter River (Cottee 2004:18).

On the 30 March 1857, the railway line was officially opened. However, the railway line was not servicing the community to its full potential and the inadequacy of the terminus not reaching West Maitland was soon realised. An extension to the railway line began in 1857 and tenders for its construction were awarded to Mark Faviell, with a secondary contract approved for E.W. Bolton. The extension was two miles and 67 chains and comprised of three new stations: East Maitland, High Street and West Maitland. The official opening of the line was on the 27 July 1858 (Cottee 2004:20).

The railway was extended to Singleton in 1863 and to Tamworth by 1882 and by this time was the Great North Railway, which where possible, followed a similar route to the Great North Road. By 1888 the railway had reached the Queensland border (Preston 1982:55). In 1894, a 62 mile section of railway line was opened between Lismore and Murwillumbah, leading to the extension of the line southward to Maitland in 1903. The line was built between 1905 and 1932, and when completed, bypassed the Main North line, providing quicker route up the north coast (OEH Heritage Sites Martins Creek Railway Station).

The OEH listing for the station (OEH Heritage Sites Martins Creek Railway Station) provides the following account:

*The single line from Maitland to Dungog opened on 14 August 1911. The construction contract for the Maitland to Dungog section was awarded to Carson, Cary & Simpson on 28 April 1908.*

*The station precinct originally consisted of a 76 m long platform on the Down side, with a timber waiting shed, out-of room and a toilet at ground level, along with a water column connected to a 90 kL tank.*

*In 1914, Martins Creek Quarry siding opened for the Department of Railways for the quarrying of ballast for the North Coast line. The quarry is located approximately 1.5 km northeast of the Martins Creek railway station.*

Many of the residents of Martins Creek logged the sleepers required for this section of the railway track. The logs were carted by bullock drays (Ingle 1992).

In 2009 the station building was demolished. The weatherboard signal box and the signalling levers remain adjacent to the track, to the west of the station (OEH Heritage Sites Martins Creek Railway Station).

### 3.3.6 Quarries

Jack Gillespie purchased 533 acres of the Gostwyck Estate subdivision in 1903. Part of Gillespie's land was used by rail contractors as a quarry for ballast in 1910. The location of this quarry is directly south of the Project area. An article in the *Maitland Mercury* (5 March 1910:4) reported on the opening of the quarry:

*A new quarry has been opened up about half a mile beyond Martins Creek Station, and a second stone crusher, staging, etc., having been erected, so that no delay may be experienced when work at the quarry at Mt Harris is discontinued. The quarry is conveniently situated, being alongside the line, and all that is required is a siding to reach it. The crusher from Mount Harris will be removed to the new quarry when operations once commence. The stone at Martins Creek is harder and better for ballasting purposes than at Mount Harris, and will be used to finish off the ballasting of the lines from Maitland out, which requires about half as much metal again before it can be said to be finished.*

The quarry site was taken over by BHP and was known as BHP Quarry. The stone found at the site 'Barokee Hill' was hornblende andesite – claimed to be the hardest type of rock in the world. It was part of a reef running from Dungog but its greatest extent had developed from Martins Creek. This bluestone continued to be used after it was no longer needed for the railway ballast. BHP moved their operations to 'Per Way' in 1913 but the quarry continued through private contractors (Ingle 1992). A railway goods siding was set up on 1 April 1922. The quarry was leased out by Jack Gillespie in 1924 and was worked by Martins Creek Quarries Pty Ltd. The lease was taken over by BHP in October 1926 and it closed in 1930 (Ingle 1992).

During the operation of the quarry, workers were able to board at an accommodation house for single men operated by Bill Harris across the rail line from the quarry. Other workers camped in tents near the quarry dam and near the station where previously the railway workers had camped. There was a store run by Mr Thomas in the paddock next to the accommodation house and other men working at the quarry camped in the paddock near the store. After the quarry closed, Gillespie moved two houses from his property to Grace Street, one of which was used by the Station Master (Ingle 1992).

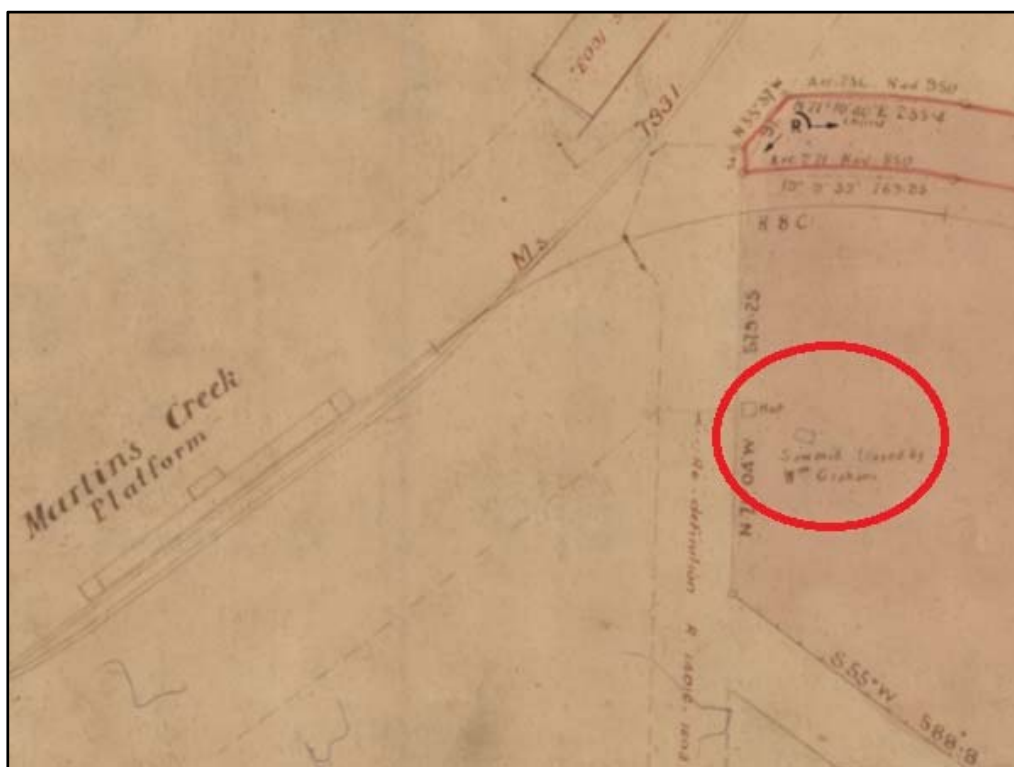
In 1910, Mr Wilson opened a small quarry to the north eastern side of Cory Street, outside the Project area, which was taken over by the State Government in 1912. It was eventually sold and owned by the City of



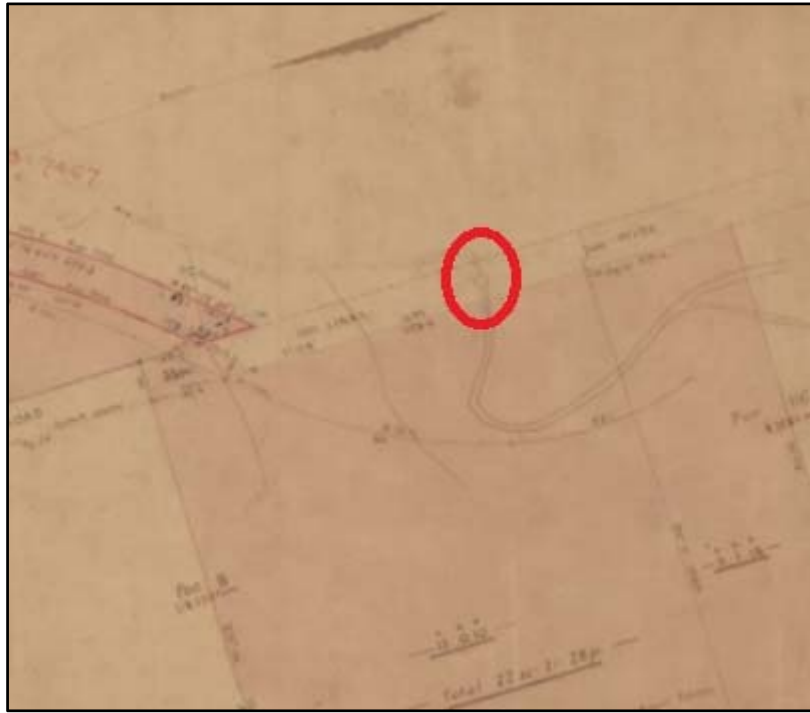
Greater Newcastle and the quarry was known as the Newcastle City Council (NCC) Quarry. By 1961, the City of Greater Newcastle owned 93 acres at Martins Creek (Ingle 1992). Many of the roads in the region including the New England Highway were constructed using the blue metal from the City of Greater Newcastle's quarries at Martins Creek. The quarry brought new families to Martins Creek – in 1939 the NCC quarry employed 25 men. The Council built nine cottages along Cory Street and rented them to the workers. The quarry closed in 1943 (Ingle 1992).

A third quarry was opened at Martins Creek in 1914 by the Railways Department and was used to supply ballast for the railways from the Hawkesbury River to Narrabri and north to Kempsey. This quarry was located directly south of the Project area in the area of the existing quarry. 100 tons a day was quarried from a tunnel brought out by horse and cart and dumped straight in trucks to be transported to the line. The quarry not only serviced the railways but also supplied orders for roads, tramways and for the construction of sites such as the Williamstown air base (Ingle 1992).

A plot of land – located within Portion 8 of the quarry – was acquired by the Railway Commission. The land was acquired as part of the quarry land and the Crown Plan shows a hut and sawmill leased by William Graham located near the railway. A culvert is also shown located on the road where a stream runs through (LPI 1913 CP1897-3070) (Figure 7 and Figure 8). The location of the saw mill and hut is roughly 1 km south of the Project area boundary.



**Figure 7: Crown Plan showing location of sawmill and hut within Portion 8 (LPI 1913 CP1897-3070).**



**Figure 8: Crown Plan showing location of a culvert within Portion 8 (LPI 1913 CP1897-3070).**

### 3.3.7 Township

With the opening of the railway station at Martins Creek in 1911, followed by the operations of three quarries at Martins Creek, a small village began to emerge. During the 1920s when all three quarries were operational, the population of Martins Creek peaked at 450 people, but by 1965 it had declined to 250.

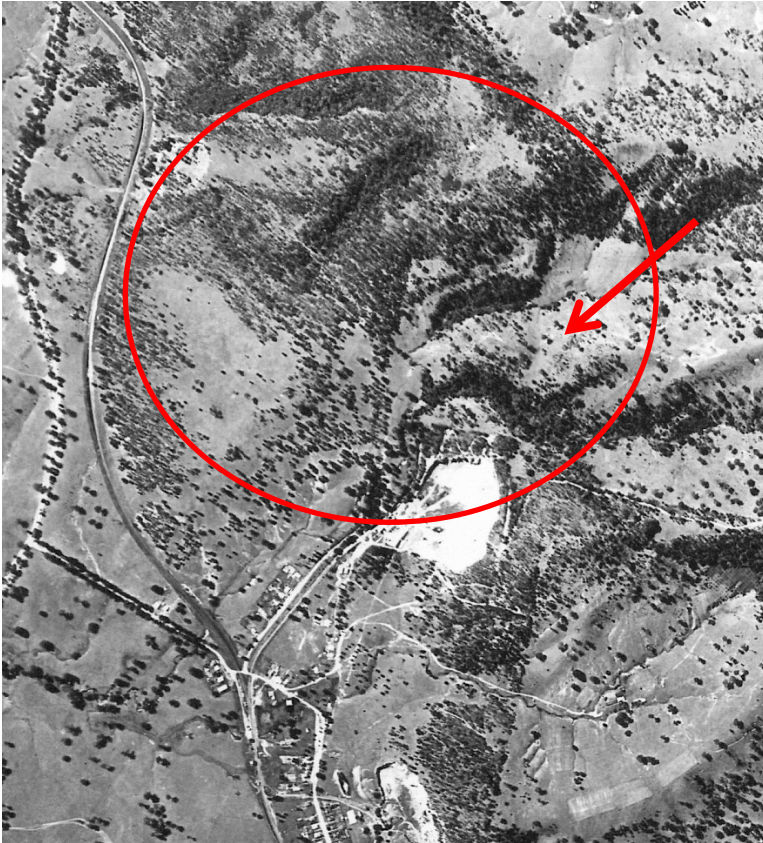
Martins Creek received its first receiving postal service in 1912 when a receiving post office was opened. In 1915 a new receiving post office that contained a small store and refreshment room was built next door to the old post office. In November 1915 a full post office was opened at Martins Creek for both receiving and sending mail (Ingle 1992). In 1928 a new building was constructed and operated as a store with a petrol pump and a post office. In 1978 the post office was closed (Ingle 1992). A hall was opened in 1922 and was called the Memorial School of Arts Hall in honour of those from Martins Creek who fought during WWI.

### 3.3.8 Religion

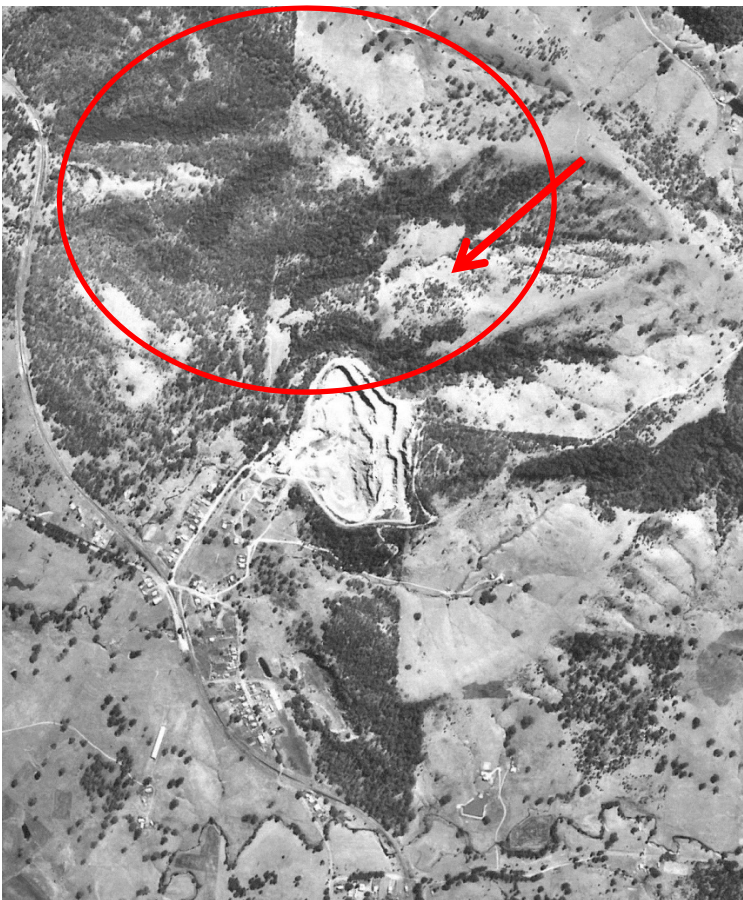
In 1899, work started on the first church at Martins Creek. The St James Church of England was built on land given by Harriett Carroll on the corner of the road which is now Cook Street. The church was constructed of weatherboard and opened by Bishop Stanton (Ingle 1992). The original church was demolished and a new one was constructed at the same site c.1915. The church is located opposite the present school and is constructed of weatherboard and fibro (Perumal Murphy 1988:R33).

## 3.4 Historical Aerial Imagery

Three historical aerial photographs were sourced for the Martins Creek area, dating from 1952, 1974 and 1992. As shown in Figure 9, Figure 10 and Figure 11 the quarry has expanded significantly during the last six decades. One group of buildings is evident directly north of the open quarry pit, within the Project area.



**Figure 9: Extract from the 1952 aerial photograph showing the extent of quarrying at Martins Creek. The general location of the proposed development area is circled RED and buildings shown with a RED arrow (Source: LPI).**



**Figure 10: Extract from the 1974 aerial photograph showing the extent of quarrying at Martins Creek. The general location of the proposed development area is circled RED and buildings shown with a RED arrow (Source: LPI).**





**Figure 11: Extract from the 1993 aerial photograph showing expansion of Martins Creek Quarry. The general location of the proposed development area is circled RED and buildings shown with a RED arrow (Source: LPI).**

### 3.5 Predictive Model

Based on the results of historical research, focusing on land use in the area of Martins Creek and surrounds, and an analysis of historical aerial photographs, the following types of heritage items may be present within the Project area:

- Post and rail fences erected for farming activities prior to subdivision or for the 1903 subdivision of Gostwyck estate;
- Evidence of pastoralism in the area, particularly associated with Gostwyck. Sheep were the most common pastoral stock kept, thus the remains of wool sheds, sheep runs, and stockyards are the most likely pastoral items to be found in the study area. Evidence of small dairy farms may also be identified;
- Wells, windmills, fencing, sheds and other infrastructure associated with pastoral activities;
- Evidence of road construction and culverts on early roads and near the railway;
- Evidence of camp sites associated with the construction of the railway and presence of quarry workers; and
- Disused quarrying equipment and features associated with the earlier quarries.

## 4. Survey Results

### 4.1 Preamble

An archaeological field survey of the future extraction and exploration areas was undertaken on Thursday 21 May 2015 by Aleisha Buckler (Niche, Archaeologist) and Balazs Hansel (Niche, Senior Archaeologist). The field survey was carried out concurrently with the Aboriginal field assessment.

### 4.2 Results

The Project area was generally characterised by sloping crests and in many cases, steep, rocky terrain. Many areas were covered with dense scrub and lantana, resulting in limited ground visibility (Plate 2). Transects were traversed where possible; however the uneven terrain and dense scrub often prohibited access and the survey proceeded along any available dirt track (Plate 3). Similarly, creek lines and gullies were followed, where possible, however many were too steep to access and adjacent tracks were followed.



**Plate 2: Dense scrub and lantana in the study area**



**Plate 3: Example of steep, rocky terrain and track in the study area**

The Project area was surveyed for potential items of historical heritage, specifically associated with fencing, culverts and other infrastructure relating to pastoral and railway development in the region. No historical heritage items, or areas of archaeological potential, were identified during the field inspection. Only recent quarry activities were observed, as well as one modern timber house which likely replaced the buildings seen in the historical aerial images provided in Section 3.4 (Plate 4).

The only area of historical archaeological potential identified by the survey was land immediately adjacent to the location of the former sawmill and hut shown in historical plans, located roughly 1 km south of the Project area. The land had been cleared and was recently mowed, with no evidence of above ground remains (Plate 5). Whilst subsurface deposits may be present in this area they lie well outside the Project area boundary.

In summary, no items of historical heritage, or any areas with potential for historical relics, were identified within the proposed future extraction and exploration areas at Martins Creek Quarry.





**Plate 4: Modern timber dwelling located within the Project area. This building is shown in historical aerial photographs.**



**Plate 5: Project area closest to the former hut and sawmill site (approximately 1 km away).**

## 5. Significance Assessment

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### 5.1 Preamble

The following subsections outline the criteria used to assess the heritage significance of heritage items in NSW and present a significance assessment of 'Martins Creek quarry' located within, and directly south of, the Project area.

### 5.2 Significance Assessment Criteria

The NSW *Heritage Manual* prepared by the former NSW Heritage Office and Department of Urban Affairs and Planning, provides the framework for the following assessment and statement of significance. These guidelines incorporate the five aspects of cultural heritage value identified in the Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999 (Burra Charter) into a framework currently accepted by the NSW Heritage Council.

- a) *An item is important in the course, or pattern, or NSW's cultural or natural history (or the cultural or natural history of the local area);*
- b) *An item has strong or special associations with the life or works of a person, or group of persons, of importance in the cultural or natural history of NSW (or the cultural and natural history of the local area);*
- c) *An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievements in NSW (or the local area);*
- d) *An item has a strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;*
- e) *An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);*
- f) *An item possess uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);*
- 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;*  
*(or a class of the local area's)*
  - *Cultural or natural places; or*
  - *Cultural or natural environments.*

The following significance assessment addresses each of the above criterion. It should be noted that Aboriginal cultural heritage values have been assessed in a separate Aboriginal Cultural Heritage Assessment (ACHA) report prepared by Niche in June 2015.



### 5.3 Significance Assessment

- a) An item is important in the course, or pattern, or NSW's cultural or natural history (or the cultural or natural history of the local area);*

Martins Creek Quarry was established in 1914 by the former Railway Department and was used to supply ballast for the North Coast Railway, roads, tramways and specific developments, including the Williamstown air base. More than 100 tonnes of hard rock was quarried from a tunnel and transported by horse and cart to the nearby rail siding at Martins Creek. Very little physical evidence of the original quarry now survives at the site, with expansion of the quarry and construction of new equipment and offices resulting in the loss of original fabric and evidence of original workings. Despite the absence of physical evidence however, the quarry is recognised for its important role in the construction of major infrastructure in the local area, including the North Coast Railway. By supplying good quality materials for such developments, the quarry ensured the growth and development of local industry and transport infrastructure. Martins Creek Quarry is considered to be significant at a local level for its historical heritage value.

- b) An item has strong or special associations with the life or works of a person, or group of persons, of importance in the cultural or natural history of NSW (or the cultural and natural history of the local area);*

Martins Creek Quarry has no strong or special associations with a person, or group of persons, important to the local community or to NSW. The quarry is not significant in terms of this criterion.

- c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievements in NSW (or the local area);*

Martins Creek Quarry has lost its aesthetic and technical links to its early history. It is unlikely that any of the original plant, or machinery, remains at the quarry. The quarry is not significant in terms of this criterion.

- d) An item has a strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;*

Martins Creek Quarry likely had a strong association with the former mining community who lived in, and around, Martins Creek. Further consultation with the local community, however, would be required to understand its level of significance under this criterion. The quarry is likely to be significant at a local level for its associations with the local community.

- e) An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (or the cultural or natural history of the local area);*

Martins Creek Quarry is unlikely to have potential to yield information that would contribute to an understanding of the local area's history. Physical evidence of its original workings and early buildings has been removed as the quarry has expanded and technology has improved. The quarry is not significant for its research potential.

- f) An item possess uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area);*

Martins Creek Quarry is not uncommon, rare or endangered. A number of historic quarries are present in the Hunter region and many are significant for their historical heritage values. The item is not considered to be significant under this 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;*  
*(or a class of the local area's)*
- *Cultural or natural places; or*
- *Cultural or natural environments.*

The original extent, setting and early buildings at Martins Creek Quarry have largely been lost following continuous operation and expansion of the quarry during the mid-to-late twentieth century. The quarry has therefore lost its ability to demonstrate the principal characteristics of its type. The item is not significant under this criterion.

## 5.4 Statement of Significance

Martins Creek Quarry is significant at a local level for its historical heritage values. The quarry was established in 1914 by the former Railway Department and was used to supply ballast for the North Coast Railway, roads, tramways and specific developments, including the Williamstown air base. While very little physical evidence of the original quarry now survives at the site, the quarry is recognised for its important role in the construction of major infrastructure in the local area during the early twentieth century. By supplying good quality materials for such developments, the quarry ensured the growth and development of local industry and transport infrastructure. It is likely that the quarry has a strong association with the former mining community who lived in, and around, Martins Creek. Further consultation with the local community, however, would be necessary to understand its social heritage value.

## 6. Impact Assessment

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### 6.1 The Proposal

The proposed expansion of Martins Creek Quarry will involve the extraction of up to 1.5 million tonnes of hard rock material per annum from new extraction areas. This will result in the clearance of approximately 28.2 ha of vegetation.

The initial site preparation works will involve clearing of the resource areas. Once the overburden has been removed and secured, extraction of the resource would commence in a similar manner to the existing operations (Monteath and Powys 2014: 11).

The existing fixed plant has been designed to manage the processing of sufficient material to service current demand. No additional fixed plant would be required as part of the Project. Some mobile plant, however, would be used during maintenance periods and when specific material were in high demand (Monteath and Powys 2014: 11).

### 6.2 Potential Impacts

The current curtilage of the heritage listed 'Martins Creek railway buildings and quarry', in relation to the proposed extraction works, is shown in Figure 4. A portion of the future extraction area will overlap with the northern boundary of the item's heritage curtilage. However, historical research has confirmed that the railway buildings and extent of the original quarry were restricted to the southern portion of this allotment and very little physical evidence of the original quarry survives on site. The original extent and historical setting of the quarry has largely been lost through continuous use and expansion of the site

Furthermore, no modifications to the rail line or quarry infrastructure are proposed within the item's heritage curtilage, including the primary crusher and rail loader. These facilities are fully functioning and essential to the daily operation of the quarry and its future expansion. Given that the significance of the quarry is restricted to its historical heritage values and no modifications are proposed to existing infrastructure, there would be no impact to the item's heritage significance.

## 7. Conclusions and Recommendation

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### 7.1 Conclusions

The southern portion of Martins Creek Quarry (Lot 1 DP1006375) is listed as a heritage item on the Dungog LEP 2014. The item is referred to as 'Martins Creek railway buildings and quarry'. Historical research indicates that the original railway buildings and quarry works were located in the southern portion of this allotment and very little evidence of the original quarry remains. However, the entire allotment is listed and a portion of the future extraction area will overlap with the northern boundary of the item's heritage curtilage.

Archaeological survey found no historical heritage items, or areas of archaeological potential, within the Project area. The former site of a sawmill and hut was confirmed to be located 1km south of the proposed development area and would not be affected by the Project.

Despite the overlap with the heritage curtilage of 'Martins Creek railway buildings and quarry' there would be no impact on its heritage significance. The heritage significance of the quarry is restricted to its historical heritage values. The original layout, fabric and setting of the historic quarry has largely been lost through continuous quarrying and expansion and no modification to the surviving rail line or quarry infrastructure is proposed.

### 7.2 Recommendations

The following recommendations are based on the results of desktop and field assessment of the Project area:

- The proposed extraction works at Martins Creek Quarry overlaps with the heritage curtilage of the locally significant 'Martins Creek railway buildings and quarry'. However, no modification to the rail line or quarry infrastructure is proposed and there would be no impact on the item's heritage significance. No further heritage assessment of the item is therefore required prior to the commencement of extraction works.
- In the unlikely event that historical archaeological relics were to be discovered during ground disturbance, work in the immediate area would need to cease and a suitably qualified archaeologist be engaged to assess the condition, extent and likely significance of the remains. If the relics were identified to be of Local or State heritage significance, OEH would need to be notified in accordance with s.146 of the Heritage Act and further discussions with OEH and DP&E held regarding future management of the item.

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### NLA

- Rowe, George, 1796-1864 1834, Gostwyck, New South Wales, estate of E.G. Cory Esq, between 1834-1851 / lithograph by George Rowe, Cheltenham, England.
- White, B 1836, B. White's rough sketch of the southern portion of E.G. Cory's 2000 acre grant on the River Paterson.
- The Maitland Daily Mercury*, Saturday 5 March 1910, 4.

### LPI

- 1890 Plan of Portions 107, 116, 117, 118, 121, 123, 124, 125 being subdivision of part of Travelling Stock Reserve No 70. Crown Plan 3265-2083
- 1886 Plan of Portion 8 Parish of Durham County of Barford. Crown Plan 2347-2083
- 1876 Plan of Portion 1 no 56 Parish of Durham County of Barford. Crown Plan 1007-2083
- 1913 NSW North Coast Line Quarry at Martin Creek. Crown Plan 1897-3070

## Annex 1 – Relevant SHI Listings

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[Home](#) > [Heritage sites](#) > [Searches and directories](#) > NSW heritage search

## Railway Building and Quarry

### Item details

**Name of item:** Railway Building and Quarry

**Primary address:** , Martins Creek, NSW 2420

**Local govt. area:** Dungog

#### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
	Martins Creek	Dungog			Primary Address

### Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Martins Creek Railway Buildings and Quarry		01 Jun 14	301	
Heritage study					

### References, internet links & images

None

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

### Data source

The information for this entry comes from the following source:

**Name:** Local Government

**Database number:** 1540233

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## Martins Creek Railway Station

### Item details

**Name of item:** Martins Creek Railway Station  
**Type of item:** Built  
**Group/Collection:** Transport - Rail  
**Category:** Railway Platform/ Station  
**Primary address:** Station Street, Martins Creek, NSW 2421  
**Local govt. area:** Dungog

### Boundary:

RailCorp property boundaries as shown on vesting plan, R29748. Q RailCorp property boundaries. It should be noted that the original area of the station has been reduced, and that there is an historical and visual relationship between the station and the surrounding area not necessarily apparent from the current property boundaries. Such any proposed development within the vicinity of the railway station should consider the historic relationship between the station site and its surrounding area. The station site has a historic relationship to the adjacent quarry site; Lot 1, D1

### All addresses

Street Address	Suburb/town	LGA	Parish	County	Type
Station Street	Martins Creek	Dungog			Primary Address

### Owner/s

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

### Statement of significance:

Martins Creek railway station has historical significance at a local level for its connection with the Martins Creek quarry site and for its important association with the construction of the North Coast line during the steam era. The quarry site (no longer railway owned) is located on a siding branching off from the Martins Creek railway station, where ballast was quarried for the construction of the North Coast line. The signal box is representative of typical early 20th Century railway buildings found throughout regional NSW.

**Date significance updated:** 24 Sep 13

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

### Description

**Physical description:** MAJOR STRUCTURES - Managed by RailCorp  
 Signal box; - Type F  
 Platform, concrete face

**SIGNAL BOX**

The signal box is a weatherboard construction with a skillion roof clad in corrugated, galvanised iron. The building includes timber doors and windows. The signalling levers remains adjacent to the track (to the west of the station).

**PLATFORM**

Concrete face

**BALLAST QUARRY SITE (1914)**

To the northeast of the Martins Creek railway station is the site of the ballast quarry site.

Early evidence of quarrying activity has largely been eroded with expansion of quarrying across the site and construction of new equipment and offices. A number of earlier (likely mid 20th century) corrugated iron structures are located on site, with some remains of machinery located across the site.

**Physical condition and/or Archaeological potential:**

Moderate.

**Date condition updated:** 16 Oct 09

**Modifications and dates:** nd - Ramp access provided  
2009 - Station building demolished  
2013: Quarry sold

**Further information:** The Martins Creek station building (1911) demolished in 2009. A type 7, timber frame, weatherboard construction with a skillion roof clad in corrugated, galvanised iron sloping towards the platform. The skillion roof projects over the platform forming an awning supported by timber braces. The windows and doors are timber. The building is elevated on timber stumps as piers.

The quarry was sold in 2013 and is no longer in railway ownership. A 2010 inspection reported the following: to the northeast of the Martins Creek railway station is the site of the ballast quarry site (1914). Early evidence of quarrying activity has largely been eroded with expansion of quarrying across the site and construction of new equipment and offices. A number of earlier (likely mid 20th century) corrugated iron structures are located on site, with some remains of machinery located across the site.

**Current use:** Railway Station and Quarry

**Former use:** Nil

## History

**Historical notes:** Martins Creek railway station is located on the North Coast line, the major trunk line from NSW to Queensland. Although originally constructed as an isolated line from Lismore to Murwillumbah in 1894, the importance of connecting the North Coast to the general railway system led to the extension of the line southward to Maitland in 1903.

Railways in the far north coast region had been proposed as early as the 1870s. The main aim was to divert rural products in the region to a safe shipping port on the coast, using rail transport. The early farming settlements of the North Coast region of NSW began in the late 1830s with the expanding pastoral industry forming the basis for several towns such as Casino and Kempsey along the north coast. It was not until 1894 that the 62 mile section of railway line was opened between Lismore and Murwillumbah, leading to the extension of the line southward to Maitland in 1903.

The single line from Maitland to Dungog opened on 14 August 1911, with the station opening for service on the same day. The construction contract for the Maitland to Dungog section was awarded to Carson, Cary & Simpson on 28 April 1908.

The station precinct originally consisted of a 76m long platform on the Down side, with a timber waiting shed, out-of room and a toilet at ground level, along with a water column connected to a 90kL tank.

In 1914, Martins Creek Quarry siding opened for the Department of Railways for the quarrying of ballast for the North Coast line. The quarry is located approximately 1.5kms northeast of the Martin's Creek railway station.

Modern photographs indicate that the signal box survives.

## Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Communication-Activities relating to the creation and conveyance of information	Signalling and safe working-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Building the railway network -
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Maintaining the railway network -

## Assessment of significance

### SHR Criteria a)

[Historical significance]

The Martins Creek railway precinct is significant for its historical values as a tangible link to the development of the North Coast line as well as the development of the NSW railways. The North Coast line was significant in linking the logging, agricultural and pastoral industries of the north coast to markets in both Sydney and Brisbane leading to significant economic and social impacts for individual townships as well as for NSW generally. The place is significant for its associations with the Martins Creek quarry site that has historical significance as a part of the steam era of the NSW railways.

### SHR Criteria c)

[Aesthetic significance]

The Martins Creek railway precinct has aesthetic values as a rural railway precinct. The design of the extant signal box demonstrates vernacular rural building materials (timber and corrugated, galvanised iron) ncluding features such as skillion roofs, presents a design and construction aesthetic typical of small rural railway precincts during the early 20th Century.

### SHR Criteria d)

[Social significance]


The site is of social significance to the local community on account of its lengthy association for providing an important source of employment, trade and social interaction for the local area. The site is significant for its ability to contribute to the local community's sense of place, is a distinctive feature of the daily life of many community members, and provides a connection to the local community's past.

### SHR Criteria g)

[Representativeness]

The signal box represents widespread 19th and early 20th Century railway customs, activities and design in NSW, and is representative of similar items that are found in other railway sites across the state.

**Integrity/Intactness:** The signal box has a moderate level of integrity.

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

## Listings

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

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
State Rail Authority Heritage Register Study	1999	SRA206	State Rail Authority		No
S170 Heritage & Conservation Register Update	2009		ORH		Yes

## References, internet links & images

Type	Author	Year	Title	Internet Links
Written	Cottee, J.M.	2004	Stations on the track: selected New South Wales country railway stations: an historical overview	
Written	John H Forsyth	2009	NSW Railway Stations - An Alphabetical Arrangement of Railway Station and Place Names	
Written	McKillop, R	2009	NSW Railways (RailCorp) Thematic History	
Map	RailCorp		RailCorp Historic Plans, various	

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## Data source

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**Name:** State Government  
**Database number:** 4801206

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