

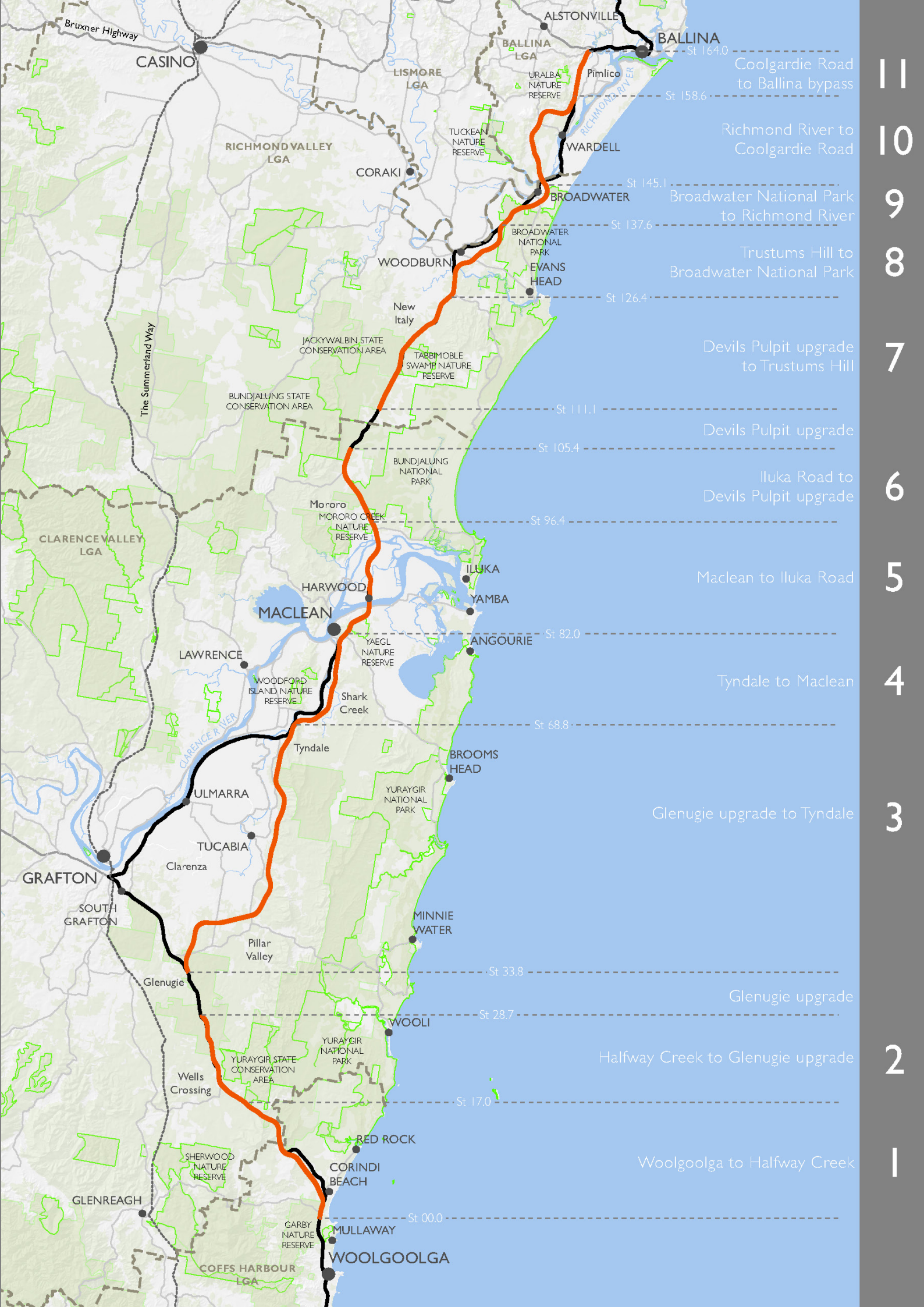
NSW Roads and Maritime Services

WOOLGOOLGA TO BALLINA | PACIFIC HIGHWAY UPGRADE SUBMISSIONS / PREFERRED INFRASTRUCTURE REPORT

Appendix E Historic heritage

Statements of Heritage Impact and site descriptions

November 2013



Appendix E. Historic heritage - Statements of Heritage Impact and site descriptions

E.1 Introduction

Further investigations undertaken to assess potential ancillary facilities and design refinements (refer to Chapters 3 and 4 of the Submissions / Preferred Infrastructure Report identified a number of potential heritage sites. The sites identified are detailed through site descriptions and significance assessments (section F.2). Those sites identified as heritage sites (from the significance assessment) that are impacted by the project have had a Statement of Heritage Impact (SOHI) prepared.

Due to the design refinement at New Italy (Swan Bay New Italy Road), the SOHI for the previously identified Item 23 New Italy Settlement Landscape has been updated.

E.2 Site descriptions and significance assessments

E.2.1 Item 39: Post Office Lane Stockyards, Corindi Beach

The information below is based on historical research including Torrens title plans, parish maps, the NSW Births, Deaths and Marriages Historical Indexes and historical newspapers, and observations made during field survey undertaken on 26 September 2012.

Item 39 is situated at 3450-3550 Pacific Highway, Corindi Beach on Lot 11 DP1110135. The site comprises a set of timber stockyards. The site is located outside the boundary of project section 1, ancillary site 2, immediately adjacent to the north-east boundary.

The land on which the stockyards are situated was originally part of Portion 11 selected by William Henry Light. The property was then obtained by James McLaughlin in 1902. McLaughlin ran cattle on his property and lived there with his wife Alice Jane (nee Gosper) following their marriage in 1914 (SMH 21 February 1935). The McLaughlins, including James' father Richard, were well known early settlers in the Corindi district. James died in 1965 and the property passed to his son Richard in 1967.

The stockyards are constructed of undressed timber, except for a gate which appears to have been machine sawn. A second gate in the yards is galvanised metal and wire. The yards are circular with the remains of a ramp present. They are constructed with post-and-rail with one post being an in situ tree stump. Given the history of the property and the apparent hand constructed nature of the yards, they likely date from the early 20th Century, with continued use into the late 20th Century.

Curtilage information

The curtilage of the stockyards has not been mapped in detail, however includes the stockyards and a buffer of two metres surrounding the yards.

Statement of significance

The site is of local significance through its association with a long-standing Corindi family. The intact nature of the stockyards provide a good example of the use of local materials and construction methods for farm infrastructure. The stockyards have the potential to provide information on the design and construction of stock enclosures in the north coast region of NSW.

Significance assessment

Table E-1: Significance assessment for item 39: Post Office Lane Stockyards, Corindi Beach

Criterion	Local level
A – Important in the pattern of NSW's history	Does not meet this criterion.
B – Strong or special associations	The stockyards are associated with the McLaughlin family, who were early settlers in the Corindi district and held the property for most of the 20th Century.

Criterion	Local level
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	The site has the potential to provide information about the construction and use of local materials of previously common stock enclosures.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	The stockyards are a good example of early construction using local materials. Only minor modifications appear to have been made. The yards are in good condition.



Figure E-1: Stockyards, facing north.



Figure E-2: Stockyards, facing north-west.



Figure E-3: Stockyards, with tree stump post at left, facing east.



Figure E-4: Close up of metal hinge on gate.

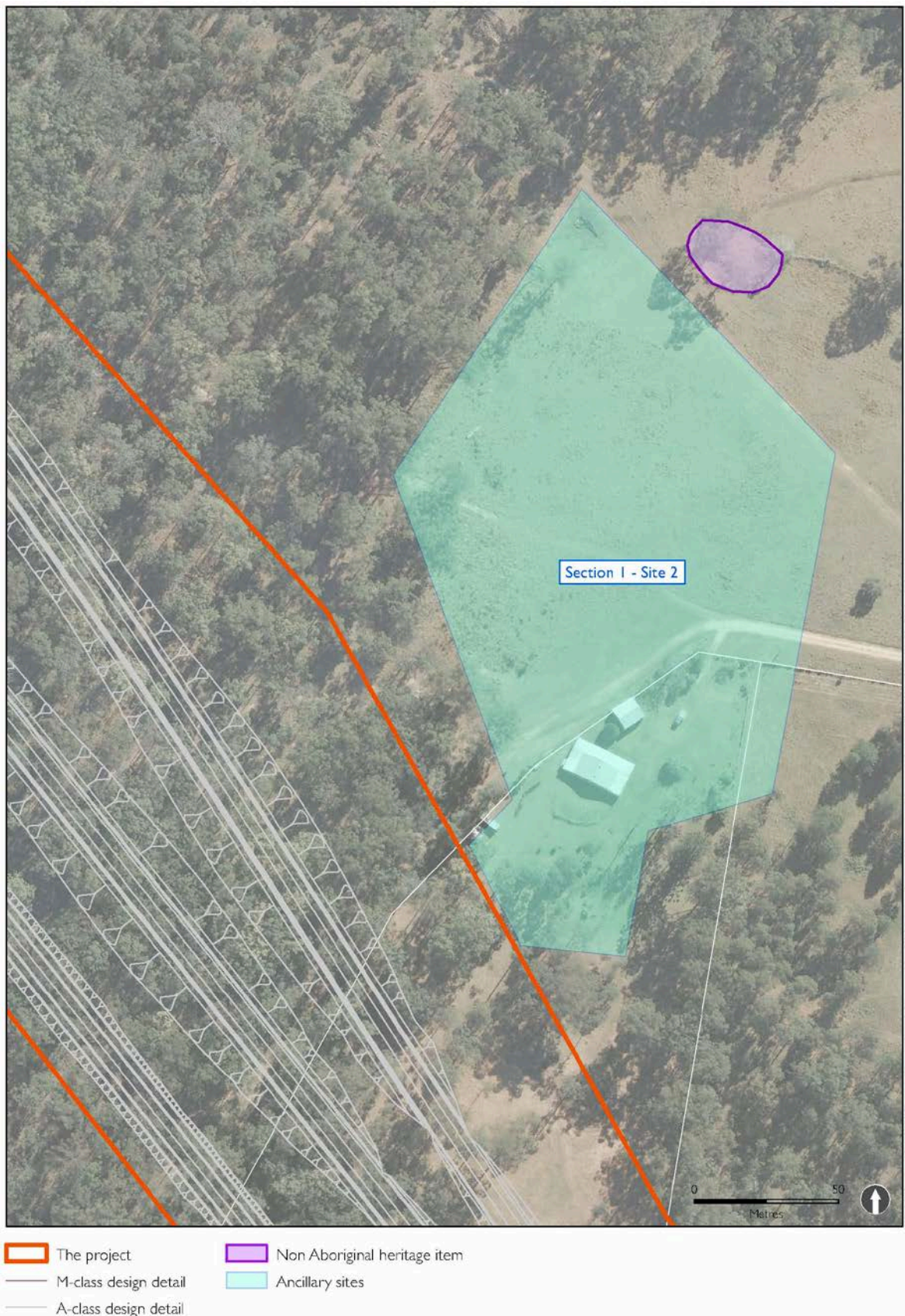


Figure E - 5: Curtilage of heritage item number 39, Post Office Lane Stockyards, Corindi Beach

E.2.2 Item 40: Halfway Creek fire station (former), Halfway Creek

The information below is based on historical research and observations made during field survey undertaken on 21 September 2012.

Item 40 is situated on Lemon Tree Road, Halfway Creek, just off the Pacific Highway on Lot 312 DP877257. The site comprises the former Halfway Creek rural fire brigade station. The site is situated outside but immediately to the west of project section 2, ancillary site 1b.

The former fire station is situated on part of a formerly 200 acre allotment that was initially surveyed in 1886. The allotment was owned by PC Tuckey in the early 20th century, FC Shannon in the 1920s, and CR and VB Wall from the 1930s through the 1950s. Recently celebrating their 50 year anniversary, the Halfway Creek Rural Fire Brigade was established in 1960. The importance of the Brigade to the local community is demonstrated in the recent anniversary celebrations being attended by a representative of the Rural Fire Service Commissioner and the local Member for the Legislative Council (CVDE 24 May 2010).

The former station comprises a Colorbond-style steel shed on a concrete slab, measuring 4.3 metres wide by 7.1 metres long, with a height of 3.8 metres. The shed roof is missing and it has a single roller door on the front (on the north facing wall). A single hinged entry door is situated on the west side of the shed. Sheets of Colorbond-style steel are stored inside the shed. Above the roller door is a painted metal sign with the following 'HALFWAY CREEK / [telephone image] 404-400 THIS STATION!'. The age of the former fire station is unclear but dates between the establishment of the Brigade (1960) and the cessation of 6-digit phone numbers in the mid-1990s.

Curtilage information

The curtilage of the former fire station has not been mapped in detail, however includes the footprint of the former fire station shed.

Significance assessment

Table E-2: Significance assessment for item 40: Halfway Creek fire station (former), Halfway Creek

Criterion	Local level
A – Important in the pattern of NSW's history	Does not meet this criterion.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.



Figure E-6: Former Halfway Creek fire station and surrounds, facing south-east.



Figure E-7: Former Halfway Creek fire station, showing painted sign above roller door, facing south.



Figure E-8: Interior of former Halfway Creek fire station, facing south.



Figure E-9: Interior of former Halfway Creek fire station, facing west.

Statement of significance

While the former fire station is associated with the long-standing Halfway Creek Rural Fire Brigade, the importance of the organisation to the history of the local area is not clear. It is considered to have insufficient significance to fulfil the criteria for State or local listing.

E.2.3 Item 41: Dwelling/hut, Jacky Bulbin Flat

The information below is based on historical research including land titles, Torrens title plans, parish maps and the NSW Births, Deaths and Marriages Historical Indexes, and observations made during field survey undertaken on 3 October 2012.

Item 41 is situated at 6530 Pacific Highway, Jacky Bulbin Flat on Lot 50 DP700711. The property comprises a modern house, a complex of various sized sheds and outbuildings, including a hut apparently formerly used as a residence. The site is located in the boundary of project section 6, ancillary site 3a.

The property appears from parish maps not to have been surveyed as an allotment until 1901, where Albert Addison was named on the 50 acre allotment. The land was purchased by conditional sale in 1906 by William James Stratton for the sum of £50. Stratton (also known as James Stratton) was identified as being a bee farmer in a dispute with a neighbour in the Maclean court in 1909 (CRE 20 July 1909). William James married Catherine L Roder in 1911 in Maclean. William James died in 1950 and the land was transferred to his wife Catherine Lucy Stratton in 1952. Catherine held the property until her death in 1969, when it passed to their children, Cecil James Stratton (an apiarist from Yamba) and Yolanda Merlin Stratton (a shop proprietor in Harwood) as joint tenants. The property transferred to Cecil James solely in 1970. The property remained in the hands of Cecil James Stratton until being purchased by RMS in 2012. Aerial imagery of the property indicates that beekeeping continued to occur at the property with the apparent presence of large numbers of beehives in and around the shed complex.

The sheds and outbuildings were constructed from corrugated galvanised iron and were not recorded in detail. The hut is vernacular in style and was constructed in several phases over a period of time. It has a hardwood timber frame fixed with machine-made nails. It is clad on the exterior with corrugated galvanised iron. Interior walls that had previously formed exterior walls of the structure but subsequently enclosed by later extensions remain clad in corrugated iron. The original structure has a gable roof with later additions having skillion roofs. The structure stands on timber stumps, with a sawn timber floor with no tongue-and-groove form. Where the interior walls were clad, masonite and paper has been used. It appears that the structure has been occupied up until relatively recently with electric lighting having been fitted, and there still being electrical appliances present. A calendar dating to the 1990s was also found in the interior. Given the history of the property and the style of the construction it seems likely it dates from the early to mid-20th Century. Other contents inside the hut include a treadle sewing machine, gas stove, washing machine, enamel bathtub, ceramic plates and cups, bottles and cans. A brick hearth is situated on the verandah of the hut and may have been used for cooking prior to the installation of gas or electricity. Items in the immediate vicinity of the hut include empty glass bottles and metal sheeting

Curtilage information

The curtilage of the hut has not been mapped in detail, however includes the footprint of the hut and the discarded material in the immediate surrounds of the hut.



Figure E-10: Hut and surrounds, facing north-west.



Figure E-11: North elevation of hut, facing south.



Figure E-12: South elevation of hut, facing north-east.



Figure E-13: Verandah and brick hearth, on east side of hut, facing north-west.



Figure E-14: Interior of hut.



Figure E-15: Interior of hut, including sewing machine.



Figure E-16: Interior of hut including stove.



Figure E-17: Glass bottles outside hut.

Significance assessment

Table E-3: Significance assessment for item 41: Dwelling/hut, Jacky Bulbin Flat

Criterion	Local level
A – Important in the pattern of NSW’s history	Does not meet this criterion.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

While the property has been owned by the same family since the early 20th century with an ongoing focus on beekeeping, this industry is not key to the development of the local area and the site has little contribution to understanding local history. The item does not have sufficient heritage significance to fulfil the criteria for local or state listing.

E.2.4 Item 42: Dairy remains, Woodburn

The information below is based on historical research including land titles, Torrens title plans, parish maps, historical newspapers and the NSW Births, Deaths and Marriages Historical Indexes, and observations made during field survey undertaken on 5 October 2012.

Item 42 is situated at 180 Woodburn-Evans Head Road, Woodburn on Lot 1 DP834562. The site includes concrete foundations. The site is situated in the boundary of project section 8, ancillary site 2b.

The land on which the remains are situated was originally part of a 37 acre selection held by John Lang, a steamboat proprietor. The property was sold to Matthew, Nicholas and Prospero Covacevich in 1906. This lot was split and reconfigured to include the section south of the Woodburn-Evans Head Road and purchased by Barry Taylor, a farmer from South Woodburn in 1910. The property remained in the Taylor family until the early 1980s. Barry Taylor ran cattle across a number of properties in the Woodburn area in the early 20th Century (NS 18 May 1907, CRE 18 February 1911). Identified during Aboriginal heritage field surveys, the Aboriginal representatives present indicated that the remains were part of an old dairy dating from the 1950s until being demolished in the 1970s. Aerial imagery indicates that the dairy building was present on the site until at least 2004.

Dairying began in the region in the late 1880s, with the area becoming the prime focus of NSW dairying in 1910. By the 1930s dairying was the main activity along with sugar cane in the region. Towards the late 1930s and into the early 1940s the industry was supporting many inefficient dairy producers due to the centralised price supports put in place during the Great Depression. The family farming model was still in place for dairying in the region long after it had become uneconomic in other rural industries. Too many farms were producing for a static and declining market. Farmers began leaving the industry in increasing numbers following World War II (Kass 1989:28). While specific details of the dairy at the site are not known, it appears they would be more likely to be associated with the growth of the industry in the early 20th century, than later when the industry was in decline. Whether the remains are associated with the early or mid 20th century they would be associated with the Taylor family.

The remains comprise a concrete slab floor with low concrete walls topped with timber, measuring about 10 metres by six metres. The low walls indicate a series of rooms or enclosures. The walls and roof would most likely have been corrugated galvanised iron on a timber frame. The remaining nails present appear to be machine made. The remains are surrounded by a timber post and single paling fence.

Curtilage information

The curtilage of the dairy remains has not been mapped in detail, however includes the footprint of the foundations and immediate surrounds.



Figure E-18: Remains of dairy, facing south.



Figure E-19: Close up of south-west corner of concrete slab, low walls and timber top.

Significance assessment

Table E-4: Significance assessment for item 42: Dairy remains, Woodburn

Criterion	Local level
A – Important in the pattern of NSW’s history	Does not meet this criterion.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

While the site is associated with the important historical industry of dairying, the remains have the potential to provide very limited information about the industry. The site is potentially associated with a family with ties to the local area through much of the 20th Century, however the item is considered to have insufficient significance to fulfil the criteria for State or local listing.

E.2.5 Item 43: Drainage channels, Coolgardie

The information below is based on historical research including parish maps, aerial imagery, and observations made during field survey undertaken on 25 September 2012.

Item 43 is situated off Meridian Drive, Coolgardie on Lot 51 DP1120710. The site comprises a drainage channel. The site is situated within the project boundary and within an ancillary facility (Section 10, ancillary site 4).

Extensive flooding on the north coast of NSW in the second half of the 19th Century resulted in large agricultural losses and increasing community expectation for the draining of private freehold land on coastal floodplains. The Drainage Promotion Act 1865 was enacted to provide for better drainage and for the establishment of drainage unions. The legislation empowered local groups of farmers to drain floodplains cooperatively. Drainage unions were generally financed through rates from local beneficiaries of drainage. The NSW Public Works Department also facilitated drainage by undertaking investigations and surveys and designed swamp drainage schemes from the early 1900s under the provisions of the Water and Drainage Act 1902. Following major flooding in 1949 and the early 1950s, county councils were formed on the Richmond, Clarence and Macleay rivers and a number of large flood mitigation and drainage schemes commenced, which often extended and augmented the early drainage networks (Tulau 2001; White et al. 1999).

Information from the land owner of the nearby 'Stonehenge' property (Item 29) indicates that the drainage network in the area is related to the establishment of drainage unions in the early 20th century (SKM 2012).

The channel comprises two arms; one running in a north-easterly direction from the forested area at the western boundary of the ancillary area; the second commencing at the southern boundary of the ancillary area and running northwards for about 105 metres, and continuing in a north-east direction for about 75 metres to the northern boundary of the ancillary area. Outside the ancillary area the drainage channel appear to join a natural gully or watercourse. Aerial imagery indicates the likely connection of these sections of channel to the section identified on the 'Stonehenge' property (Item 29).

Curtilage information

The curtilage of the channel has not been mapped in detail, however includes the alignment of the two branches of the channel and a two metre buffer zone either side of the channel edges.

Significance assessment

Table E-5: Significance assessment for item 43: Drainage channels, Coolgardie

Criterion	Local level
A – Important in the pattern of NSW's history	The drainage channels in the Coolgardie and Wardell district are examples of the extensive water infrastructure systems that were established throughout the region through co-operative drainage unions to safeguard important agricultural crops. Such drainage channels are a feature of the northern coastal lowlands of NSW.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	The drainage channels have the potential to provide information about the early construction techniques used in water

Criterion	Local level
	management.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The overall drainage network in the Coolgardie and Wardell district has local significance as it demonstrates the techniques used in the management of water in the region, including the organisation of co-operative unions, to enable the continuing productive use of such land for agricultural purposes. The requirement for the management of water in the region is a feature of the geography of the landscape as coastal lowlands. The single component of the drainage channel situated within the ancillary site can be graded as moderate as it makes some contribution to the overall local significance of the drainage network.

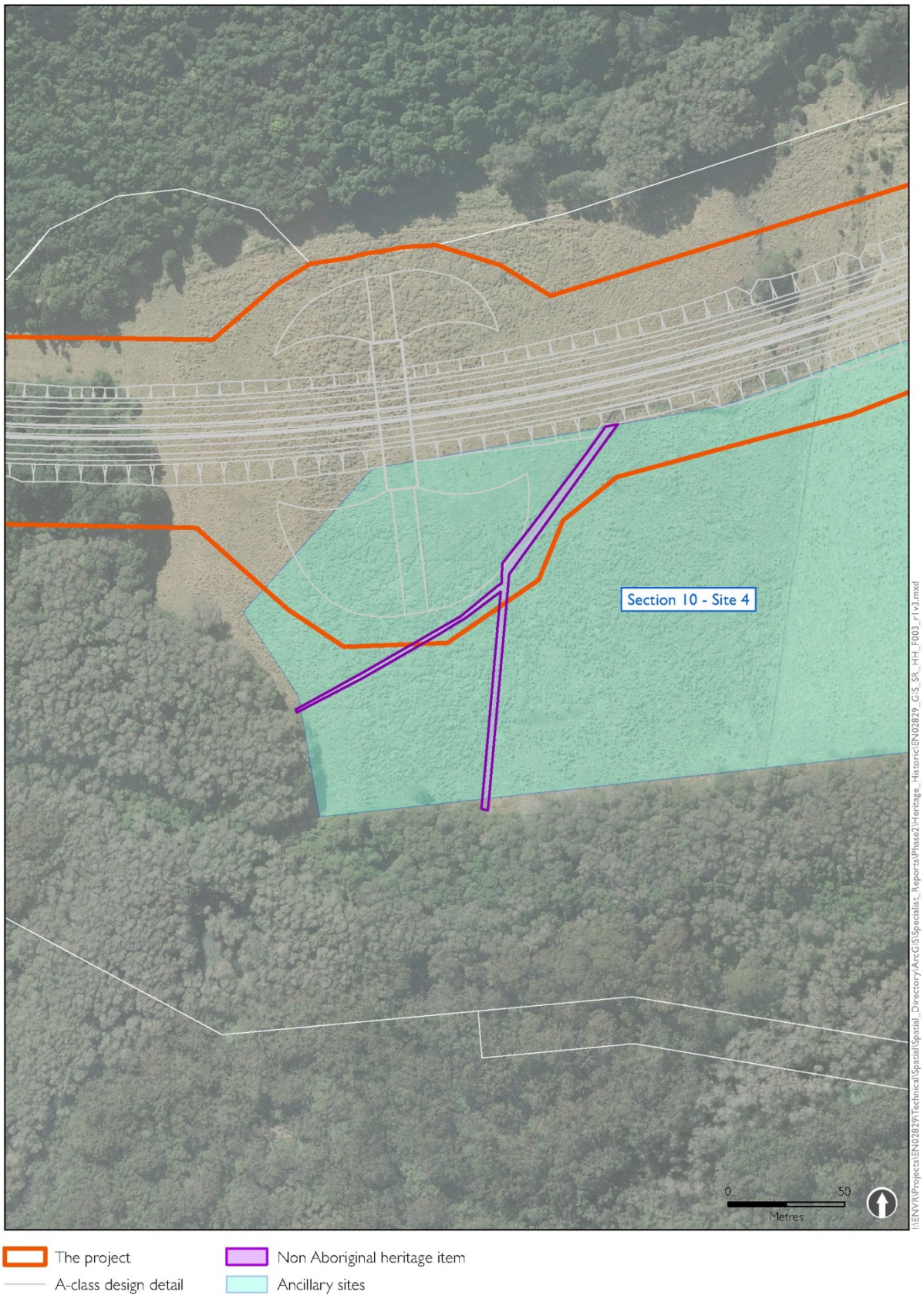


Figure E- 20: Curtilage of heritage item number 43, Drainage channels, Coolgardie

E.2.6 Item 44: Dairy/farming remains, Pimlico

The information below is based on historical research including land titles, Torrens title plans, parish maps and historical newspapers, and observations made during field survey undertaken on 25 September 2012.

Item 44 is situated at 69 Sartories Road, Pimlico (adjacent to the Pacific Highway) on Lot 9 DP1126162. The site includes building foundations and metal artefacts. The site is situated within the boundary of project section 10, ancillary site 6.

The property on which the site is situated was first purchased by the Commercial Banking Company of Sydney in 1909 and transferred to Anthony James Brown, a farmer from Pimlico, in 1920. He leased the property in 1922 to William Sydney Simpson, and in 1926 sold the property to Joseph John Simpson. Simpson leased the property to David Alexander Timbs, a farmer from Marion Creek, in 1933, and to William Edward Innes in 1954. In 1963 the property transferred to Alexander James MacDonald, and in 1983 passed to his wife Eva Elsie MacDonald (nee Elliott). The property was leased by Eva MacDonald to James Alexander, Gregory Ian and John Edward MacDonald, and mortgaged to the Westpac Banking Corporation in 1986.

The property has been held by farmers and used for farming purposes throughout its history. No information has been found on its specific use, but given the open, grassed nature and slope of the landscape it appears likely to have been using for grazing.

The site comprises rectangular foundations including a concrete floor and the base of reinforced concrete walls around three metres wide by 15 metres long. It appears that the structure was divided into two sections. Pieces of metal are also present at the site which appear to be part of the reinforcing in the concrete or part of the structure. There were no visible artefacts of a domestic nature found at the site (eg glass, ceramic) which would indicate the likely use of the structure as a farm building or perhaps a dairy. The coarse nature of the concrete also indicates construction dating to the early to mid-20th Century.

Curtilage information

The curtilage of the site has not been mapped in detail but includes the concrete foundations and a two metre buffer surrounding the foundations.



Figure E-21: Concrete foundations, facing west.



Figure E-22: Concrete foundations, facing east.



Figure E-23: Concrete foundations, facing west.



Figure E-24: Concrete foundations, facing south-west.



Figure E-25: Concrete foundations, facing north-east.

Significance assessment

Table E-6: Significance assessment for item 44: Dairy/farming remains, Pimlico

Criterion	Local level
A – Important in the pattern of NSW’s history	Does not meet this criterion.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

While the site is likely associated with the important regional historical industry of farming/dairying, the remains have the potential to provide very limited information about the industry. The site is associated with a range of different people throughout the 20th Century and has no obvious ties to any important local people. The item is considered to have insufficient significance to fulfil the criteria for State or local listing.

E.2.7 Item 45: Historical dump site, Pimlico

The information presented below is based on historical research including NSW land records, survey plans and land titles, historical newspapers on Trove and other general historical resources, and observations made during a field survey on 3 July 2013 and Aboriginal sub-surface testing near the site on 16 July 2013.

The historical dump is located to the north of Coolgardie Rd, between Pimlico Rd and the Pacific Hwy at 39 Laws Rd, Pimlico (Ballina Council), on Lot 4 DP223267. The site consists of a number of scattered historical artefacts including old stove tops, glass bottle and ceramic fragments and part of an old Vegemite jar made from milk glass (Figure E-26 to Figure E-29). The blue Willow-pattern ceramic fragments likely dates to the 19th century whereas the Vegemite jar dates to between 1934 and 1948. No historical artefacts were found during nearby sub-surface testing for Aboriginal heritage. No further historical artefacts are expected to exist within a sub-surface context.

The property, Lot 4 DP223267, was originally selected on 12 June 1924 by John Ernest McMahon and has changed hands a number of times since that time (Table E-7).

Table E-7: Land owners of Lot 4 DP223267

Date of transfer	Owner
12 June 1924	John Ernest McMahon
2 June 1961	Dorothy Gertrude Ebner
22 October 1970	Alan Richmond Barlow
9 December 1981	Leslie James Mahony and Jean Hope Mahony
2 May 1983	Warwick Mervyn Shinner and Gwenda Jean Shinner

Curtilage information

The curtilage of this site has been mapped and the centre point for this site is E: 546671 N: 6801656 (GDA94 MGA56). The site is located outside of the current project corridor at chainage 158700 and has been assessed due to changes to the alignment in Section 10.



Figure E-26: Old stove tops (photo scale has 10 cm increments).



Figure E-27: Glass and ceramic fragments.



Figure E-28: Ceramic fragments showing blue Willow-pattern fragment.



Figure E-29: Part of an old Vegemite jar made from milk glass.

Significance assessment

Table E-8: Significance assessment for item 45: Historical dump site, Pimlico

Criterion	Local level
A – Important in the pattern of NSW’s history	Does not meet this criterion.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Does not meet this criterion.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

Neither the McDougalls nor any of the subsequent owners of this property appear to have been prominent figures in the local region and no information could be found about the activities which took place at this site. No historical evidence was found that indicated the presence of a house, settlement or camp at this location. This site is considered to have insufficient significance to fulfil the criteria for State or local listing.

E.3 Statements of Heritage Impact

Statements of Heritage Impact (SOHI) have been prepared for all State or locally significant heritage items impacted. The following two newly identified heritage items (Item 39 and Item 43) would potentially be impacted by ancillary facilities required to construct the project. The SOHIs have been prepared in accordance with the NSW Heritage Office (NSW Heritage Office 1996) Statements of Heritage Impact Guidelines.

The SOHI for two previously identified heritage items (Item 33 and Item 23) have been updated from those presented in the *Historical (non-Aboriginal) Heritage Assessment* (SKM 2012).

E.3.1 Item 39: Post Office Lane Stockyards, Corindi Beach

Site details

Item 39 is located at 3450-3550 Pacific Highway, Corindi Beach on Lot 11 DP1110135, adjacent to project section 1, ancillary site 2. The site was identified during field survey on 26 September 2012. The site is of local significance as it meets **criteria B** (strong or special associations), **criteria E** (potential to yield information) and **criteria G** (principal characteristics).

Proposed works

The area immediately to the south-west of the stockyards would be used as a site for ancillary facilities associated with construction of the project.

Impact assessment

The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:

The ancillary site is situated outside of the curtilage of the heritage item and would avoid direct impact on the stockyards.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- Potential for physical damage to the stockyards if road construction machinery, vehicles or other activities accidentally occur outside the ancillary site, due to the close proximity of the heritage item to the ancillary site. To protect the heritage item a temporary barrier fence would be erected between the stockyards and the ancillary site prior to use of the site commencing. The fence would remain in place until the conclusion of the use of the ancillary site in the vicinity of the item at which time it would be removed.

E.3.2 Item 43: Drainage channels, Coolgardie

Site details

Item 43 is located off Meridian Drive, Coolgardie on Lot 51 DP1120710, within project section 10, ancillary site 4. The site was identified during field survey on 25 September 2012. The overall network of drainage channels, of which Item 43 forms part is of local significance as it meets **criteria A** (pattern of NSW's history) and **criteria E** (potential to yield information).

Proposed works

The heritage item is within the design refinement boundary for the interchange at Wardell and within the boundary of an ancillary facility associated with the construction of the project.

Impact assessment

The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:

The project (due to the design refinement at the Interchange at Wardell) would impact on around 50 per cent of the drainage channels identified on the property. The remainder of the heritage item is located on a property identified for use as an ancillary facility. However, the ancillary facility is flexible enough and large enough to enable avoidance of the heritage curtilage of the heritage drainage channel.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

- Impacts from the project: the project would result in the destruction of around 50 per cent of the drainage channels. This would detrimentally affect the heritage significance of the site. To mitigate impacts and maximise the opportunity for realising research potential, an archival photographic recording would be made of the drainage channels and its surrounds in accordance with the Heritage Branch of the Office of Environment and Heritage prior to its destruction.
- Impacts from the use of the property as an ancillary facility: potential for physical damage to the drainage channel through deliberate infilling, or through accidental collapse due to machinery, vehicles, stockpiling or other activities occurring in close proximity to or on drainage channel. To protect the heritage item a temporary barrier fence would be erected in order to exclude use of the section of the ancillary site with the drainage channel prior to use of the site commencing. The fence would remain in place until the conclusion of the use of the ancillary site in the vicinity of the item at which time it would be removed.

E.3.3 Item 23: New Italy Settlement Landscape, New Italy

Site details

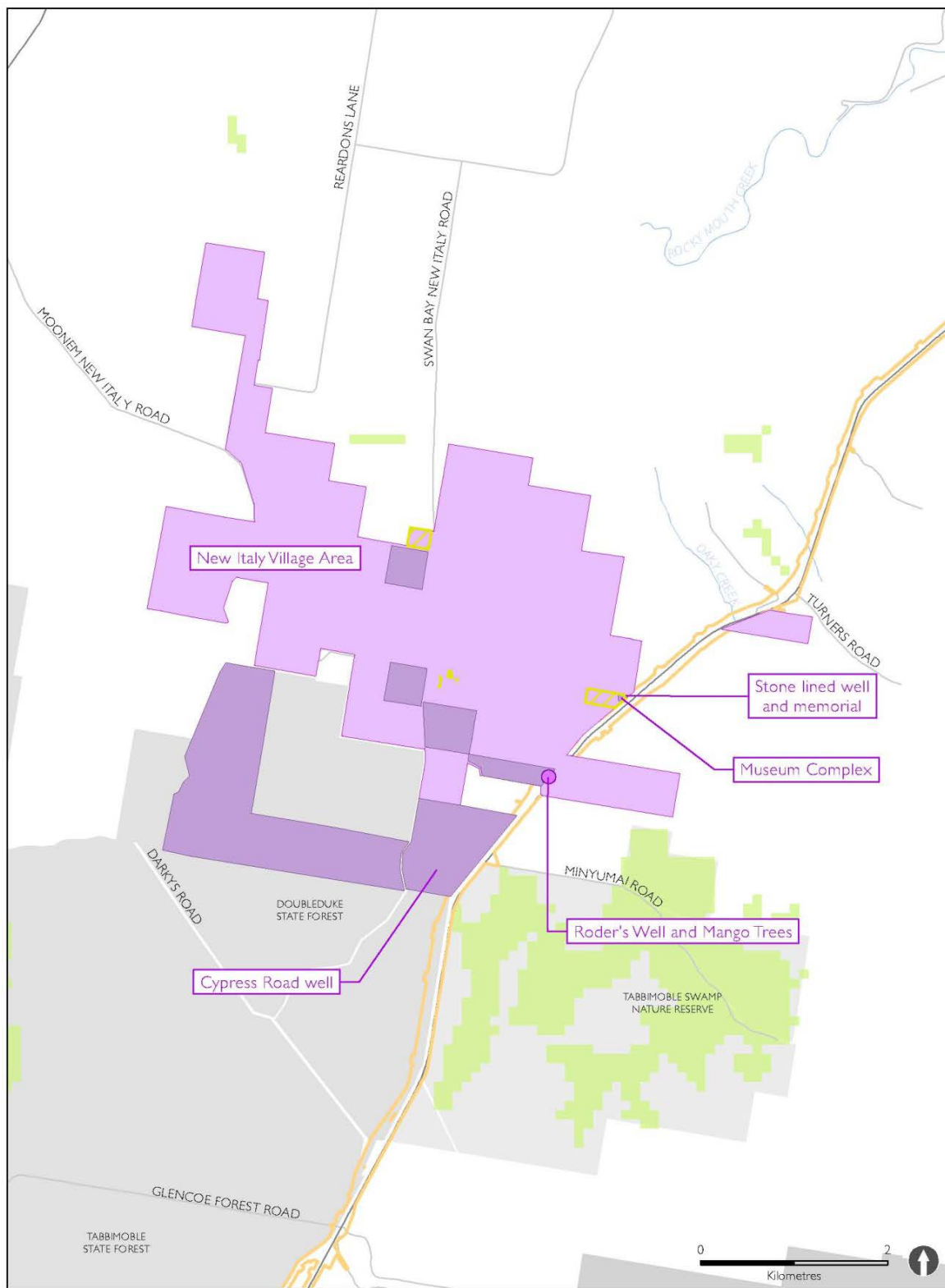
Item 23 (New Italy Settlement Landscape) is situated at New Italy in Section 7. The New Italy Settlement Landscape is a complex comprising a number of components and sites which are listed on a combination of the State Heritage Register for their state significance and the Richmond Valley Local Environmental Plan (2012) for their local significance (Table E-9 and Figure E-30).

The State Heritage Register-listed New Italy Settlement is identified as part of the broader cultural landscape of New Italy and is significant at the state level for its historical (criterion A), associative (criterion B), aesthetic (criterion C), and social significance (criterion D) and its research potential (criterion E), rarity (criterion F) and representativeness (criterion G). It is also noted as being significant for the intactness and integrity of the physical (archaeological) remains. The State Heritage Register listing recommends¹ that the state-listed part of the site should be considered as part of the broader New Italy landscape¹ which contains archaeological evidence of wells, cellars, domestic buildings and artefacts, a church and plantings of fruit and pine trees.

¹ The broader New Italy landscape referred to in the State Heritage Register listing is to the same as the area identified as the Historic New Italy Village Area listed in the Richmond Valley Local Environmental Plan.

Table E-9: Summary of components of New Italy Settlement Landscape.

Site ID	Site Name	Address	Lot	Significance Level	Impact
State Heritage Register 1648	New Italy Settlement	2 New Italy Road, New Italy via Woodburn	Lot 2 DP616005, Part Lot 72 and Part Lot 73 DP755609	State	Indirect impact (Lot 2) No impact (Lots 72 and 73)
Local Environmental Plan I147	Bazzo's Well	Forest Road, New Italy	Lot 59 DP755609	Local	No impact
Local Environmental Plan I145	Cypress Road Stone-lined Well	Cypress Road, New Italy	Lot 25 DP755610	Local	Direct impact to lot: 25 DP755610 No impact to site
Local Environmental Plan I148	New Italy Settlement (incl Museum Complex and former school site)	2 New Italy – Swan Bay Road, New Italy	Lot 2 DP616005 Lot 72 DP755609	State	Indirect impact
Local Environmental Plan I150	Memorial and Stone-lined Well	Cnr Swan Bay – New Italy Road and Pacific Highway, New Italy	Lot 1 DP207390	Local	Indirect impact
Local Environmental Plan I149	Roder's Stone-lined Well and Orchard	Pacific Highway, New Italy	Lot 97 DP755609	Local	Direct impact
Local Environmental Plan A5	St Peter's Church, former, and Wells	40 Forest Road, New Italy	Lot 37 DP755609	Local	No impact
Local Environmental Plan A7	Pezzuti's Wine Shop, former	Moonem-New Italy Road (corner Swan Bay – New Italy Road), New Italy	Lot 30 DP755609	Local	No impact
Local Environmental Plan, section 6.4	Historic New Italy Village Area	New Italy	Refer to Figure 7-83 (Working Paper – Historical (non-Aboriginal) heritage, Appendix A)	Local	16 DP755610 115 DP755609 66 DP755609 1 DP828347 3 DP616005 39 DP755614 5 DP755614 6 DP755614 6 DP262921 57 DP658014



- EIS project boundary
- Non Aboriginal heritage item
- Historic New Italy Village Area (LEP)
- Listed on LEP
- Listed on SHR
- ITEM No: 33 - State Heritage Register High Conservation Value Old Growth Forest

Figure E-30: Curtilage of heritage item number 23, New Italy Settlement Landscape

Proposed works

The project at New Italy includes an upgrading to class A initially, with an ultimate upgrade to class M in the future which runs through the entire New Italy area.

In the immediate vicinity of the New Italy Museum Complex the class A upgrade proposes retaining and upgrading the current southerly access point from the highway, upgrading the current northerly access point, and redesigning the current carpark facilities at the front of the museum complex including around 51 standard car parking spaces, and a six metre wide shoulder parking area for trailers and large non-commercial vehicles.

In the upgrade to motorway standard, the access to and from the northbound carriageway will remain via an auxiliary merge lane would be required to access the northbound carriageway. Access from the southbound carriageway would be removed. Access to the New Italy Museum and Swan Bay New Italy Road for southbound traffic would be via the interchanges at Trustums Hill Road, Woodburn and along the service road to the overpass at New Italy Swan Bay Road.

An access road between Cypress Road and Whites Road would then connect through the car park area. However, this has been designed to tie into the car park with no loss of car parking.

Impact summary

There would be no direct impacts on the State Heritage Register or local environmental plan curtilage at the Museum Complex. Indirect impacts would likely occur from the project (both class A and class M upgrades) adjacent to but outside the State Heritage Register boundary, particularly during construction of the access upgrade and carpark facilities. These may include physical damage to the buildings and structures if road construction materials blow or spill onto the items, or if road construction machinery enters or ground surface disturbance occurs within State Heritage Register boundary, due to close proximity of the project.

The local environmental plan listed Memorial and Stone-lined Well adjacent to the west of the Museum Complex would be subject to indirect impacts only. Indirect impacts would likely occur from the project (both class A and class M upgrades) at the site, particularly during construction of the access upgrade and carpark facilities. As for the museum complex, these may include physical damage to the buildings and structures if road construction materials blow or spill onto the items, or if road construction machinery enters or ground surface disturbance occurs within the local environmental plan boundary, due to close proximity of the project. An additional minor indirect impact would occur from the class M upgrade through the removal of direct access from the highway southbound carriageway to museum complex, leading to a reduction in accessibility for some visitors.

The local environmental plan listed Roder's stone-lined well and orchard would be subject to direct and indirect impacts from the project. The class A upgrade would result in destruction of the stone-lined well, and possibly physical damage to the mango orchard if road construction machinery enters or ground surface disturbance occurs close to the orchard, or if road construction materials blow or spill onto the orchard. The class M upgrade would require removal of the mango orchard for construction of the service road adjacent to the highway.

For the local environmental plan listed Cypress Road stone-lined well and the local environmental plan listed Historic New Italy Village Area, the project boundary would cross both curtilages, however there would be no impact on any known heritage features or items within these curtilages.

This SOHI has been prepared by Karen Murphy (Archaeologist, SKM). The following assessment has been undertaken only for those listed lots where the works are proposed. Listed sites which would not be impacted by the project are not considered below.

Impact assessment – New Italy Settlement (Museum Complex) (State Heritage Register 1648, Local Environmental Plan I148) (Figure E- 31)

The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:

There would be no direct impacts within the State Heritage Register or Local environmental plan curtilage as a result of the project.

- Maintenance and upgrade of direct access from the highway and the upgrade of carpark facilities (class A upgrade). This would respect and enhance the social significance of the site. The continued maintenance of the site as a museum and memorial complex would enable the social significance of the site to be respected and enhanced through the continuing celebration of the early community of immigrants by the broader regional and visitor community. The continuation of the current use of the site as a museum and memorial complex open to and easily accessible by visitors would also support the conservation of both its fabric and its other heritage values through the ongoing care and custodianship of the New Italy community.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

Indirect impacts would likely occur from the project (both class A and class M upgrades) adjacent to but outside the State Heritage Register boundary, particularly during construction of the access upgrade and carpark facilities. The following indirect impacts are considered likely:

- Physical damage to the exterior surfaces of heritage items if road construction materials blow or spill onto the items. To protect the museum complex and reduce its exposure to road construction materials, particularly dust, the mitigation measures for maintaining air quality and dust control (refer to management measure AQ1) as detailed in the proposed construction air quality management plan would be implemented. Dust would be controlled firstly at the source and the plan would address procedures for activities such as spoil and stockpile handling and machinery operation in proximity to heritage items. Dust would be monitored in the locality and should dust be an issue at the sites, additional at-receiver measures would be considered. Sediment control would also be put in place in between the road and the museum complex prior to road construction works commencing and would remain in place until the conclusion of the works in the vicinity of museum complex, at which time it would be removed.
- Physical damage to exterior and structural integrity of heritage items if road construction machinery enters or ground surface disturbance occurs within State Heritage Register boundary, due to close proximity of the project. In order to protect the heritage items within the State Heritage Register boundary protective barrier fencing would be constructed in between the construction area and the heritage items prior to construction works commencing in the vicinity of the item and would remain in place until the conclusion of those road works at which time they would be removed.
- While vibration caused during construction is unlikely to damage the structural integrity of the heritage items, a photographic dilapidation survey would be undertaken of the current condition and damage to the heritage items prior to construction commencing in the vicinity. In the unlikely event of damage caused during construction this would be repaired once construction is complete.

By implementing these mitigation measures the potential impacts on the heritage items within and close to the State Heritage Register boundary would be avoided.

Additional indirect impacts would occur due to the proposed class M upgrade:

- The removal of direct access from the southbound carriageway for the class M highway to the museum complex, could impact on the current use of the site potentially including reduced visitor numbers, amenity and accessibility. This may create implications for the social significance of the New Italy Museum Complex and the continued celebration of the early community of immigrants by the regional and visitor community. Reducing visitor accessibility could affect the long term management and the heritage value of the site, however as access to and from the northbound carriageway would remain as part of the motorway upgrade, this would be minimised. The design also includes formalised car parking which should allow a greater number of vehicles to park in the area than currently. Further consultation with the museum complex is proposed during detailed design to manage potential accessibility impacts (refer to Figure E- 32).

Conspicuous signage (which conforms to relevant road standards) relating to the New Italy museum complex would be installed at both the interchange at Woodburn and interchange at Iluka Road to divert visitors onto the service road in order to access the museum complex.

By implementing this mitigation measure the impact of the project on the significance of the museum complex would be minimised.

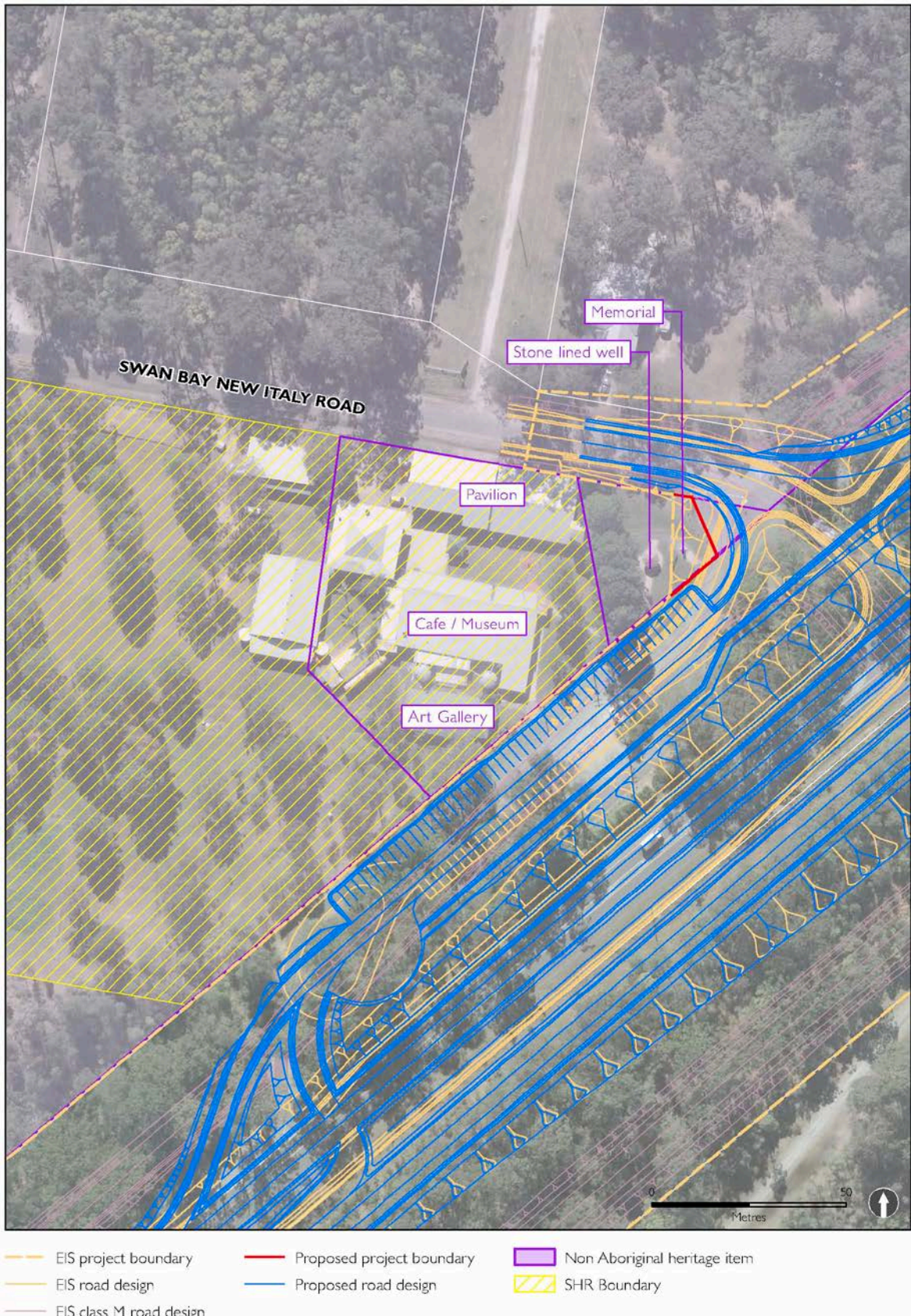


Figure E- 31: Curtilage of heritage item number 23, New Italy Settlement and Museum Complex component

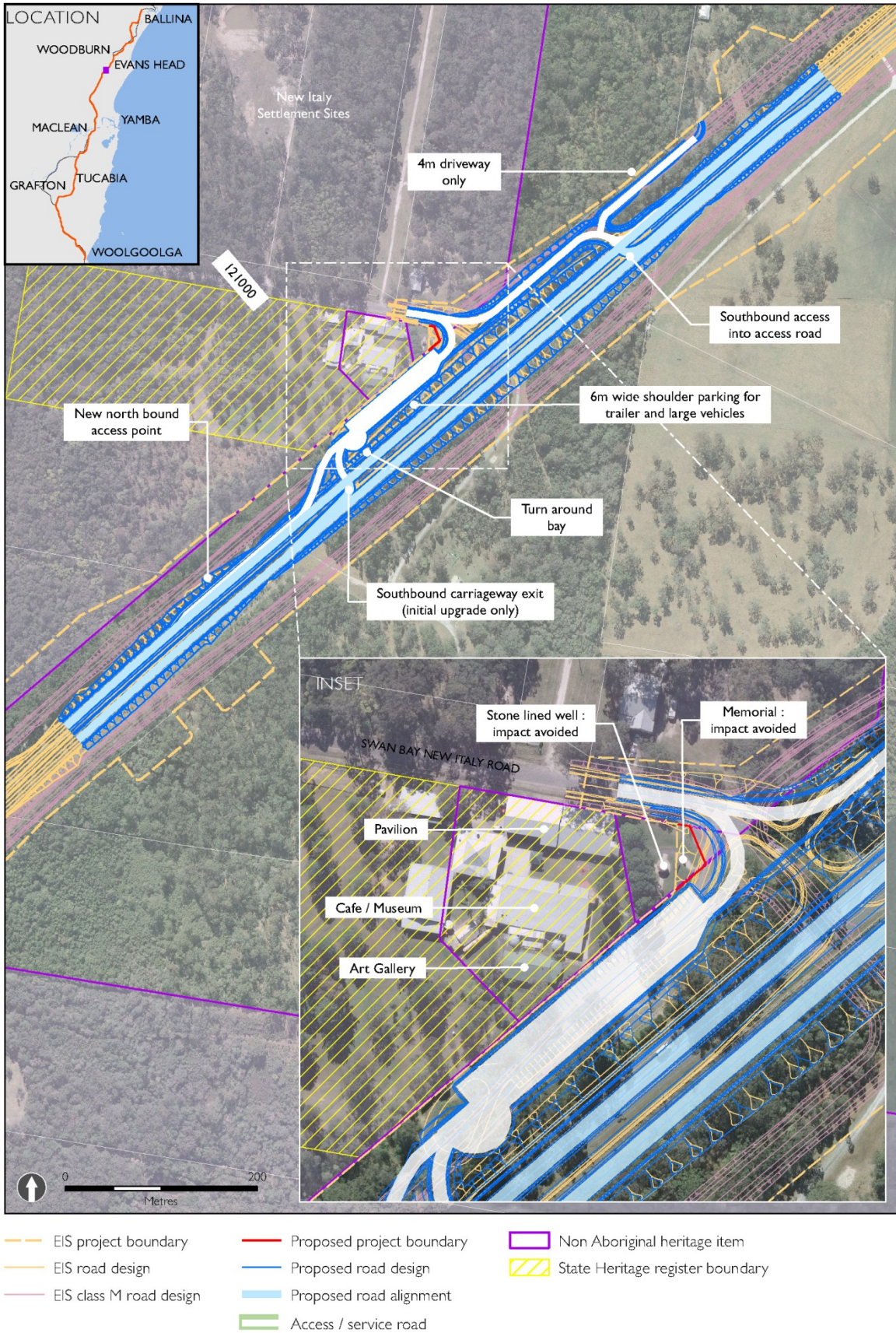


Figure E- 32: Access for the New Italy Museum Complex

Impact assessment – Memorial and Stone-Lined Well (Local Environmental Plan I150) (Figure E- 31)

The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:

- Maintenance and upgrade of direct access from the highway and the upgrade of carpark facilities (class A upgrade). This would respect and enhance the social significance of the site. The continued maintenance of the site as an associated part of the museum and memorial complex would enable the social significance of the site to be respected and enhanced through the continuing celebration of the early community of immigrants by the broader regional and visitor community. The continuation of the current use of the adjacent site as a museum and memorial complex open and easily accessible by visitors would also support the conservation of both its fabric and its other heritage values through the ongoing care and custodianship of the New Italy community.
- The memorial, stone-lined well and flagpole would not be directly impacted by the project.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

Indirect impacts would likely occur from the project (both class A and class M upgrades) at the site, particularly during construction of the access upgrade and carpark facilities. The following indirect impacts are considered likely:

- Physical damage to the exterior surfaces of the stone-lined well, memorial and flagpole and the interior of the stone-lined well if road construction materials blow or spill onto/into the heritage items. To protect the memorial and stone-lined well and reduce their exposure to road construction materials, particularly dust, the mitigation measures for maintaining air quality and dust control (refer to management measure AQ1) as detailed in the proposed construction air quality management plan would be implemented. Dust would be controlled firstly at the source and the plan would address procedures for activities such as spoil and stockpile handling and machinery operation in proximity to heritage items. Dust would be monitored in the locality and should dust be an issue at the sites, additional at-receiver measures would be considered. Sediment control would also be put in place in between the road and the stone-lined well, memorial and flagpole prior to road construction works commencing and would remain in place until the conclusion of the works in the vicinity of the stone-lined well, memorial and flagpole, at which time it would be removed.
- Physical damage to exterior and structural integrity of heritage items if road construction machinery enters or ground surface disturbance occurs close to the heritage items, due to close proximity of the project. In order to protect the heritage items protective barrier fencing would be constructed in between the construction area and the heritage items, leaving a buffer of at least five metres around the heritage items, prior to road construction works commencing in the vicinity of the items and would remain in place until the conclusion of the road works at which time it would be removed.
- While vibration caused during construction is unlikely to damage the structural integrity of the heritage items, a photographic dilapidation survey would be undertaken of the current condition and damage to the stone-lined well and the relocated memorial and flagpole prior to construction commencing in the vicinity. In the unlikely event of damage caused during construction this would be repaired once construction is complete.
- There is unlikely to be subsurface archaeological deposits and therefore no further archaeological investigations are proposed.

By implementing these mitigation measures these potential impacts on the stone-lined well, memorial and flagpole would be avoided.

Additional indirect impacts would occur due to the proposed class M road design upgrade:

- The removal of direct access from the southbound carriageway for the class M highway to the museum complex, could impact on the current use of the site potentially reducing visitor numbers, amenity and accessibility. This, in turn, could impact on the social significance of the site in relation to the continuing celebration of the early community of immigrants by the broader regional and visitor community. Reducing visitor accessibility could affect the long term management and the heritage value of the site, however as access to and from the northbound carriageway would remain as part of the motorway upgrade, this would be minimised. The design also includes formalised car parking which should allow a greater number of vehicles to park in the area than currently. Conspicuous signage relating to the New Italy museum complex would be installed at both the interchange at Woodburn and interchange at Iluka Road to divert visitors onto the service road in order to access the museum complex.

By implementing this mitigation measure the impact of the project on the significance of the heritage item would be minimised.

Impact assessment – Cypress Road Stone-lined Well (Local Environmental Plan I145)

The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:

The project boundary, while crossing within the boundary of Lot 25 DP755610, is around 300 metres from the Cypress Road Stone-Lined Well and as such the project would not impact on the well itself, thereby maintaining its heritage significance.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The project would physically impact on the lot on which the stone-lined well is situated, however there would be no impact on the well. The impact area was subject to pedestrian survey with no historical heritage features identified. While the presence of historical heritage features may still occur in the impact zone, the likelihood of such archaeological remains is assessed as being low and therefore no further archaeological investigations are proposed.

Impact assessment – Roder's Stone-lined Well and Orchard (Local Environmental Plan I149) (Figure E-33)

The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:

- While the project (both class A and class M upgrades) would have a direct impact on the physical remains of the stone-lined well and the mango orchard, the opportunity for undertaking a detailed salvage archaeological investigation of the site prior to its destruction may enhance its significance through the realisation of its research potential. Undertaking archaeological investigation of the site under a well-structured research design by an appropriately qualified historical archaeologist would reveal information and answer questions particularly in relation to the cultural, building and horticultural practices brought from Italy and adapted to Australian environmental conditions. The archaeological investigation may particularly reveal information about well-construction techniques, the adaptation to the lack of a permanent above-ground water source for the

settlement, and assist in the conservation of other examples of stone-lined wells elsewhere in New Italy.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The class A upgrade would have an impact on the stone-lined well and the class M upgrade would have a direct impact on the mango trees. Both the class A and class M upgrades would have the following detrimental impacts on the site's heritage significance through the physical destruction of the stone-lined well and mango orchard:

- Historical significance. The project would impact on the site's historical significance by destroying one of the key examples of physical evidence of an early and possibly the first Italian settlement in NSW.
- Aesthetic significance. The project would impact on the site's aesthetic significance by destroying physical evidence of water management activities, building and plantings which are evocative in the landscape of the former settlement and its isolation, and the sense of the scrub blocks from which the pioneers carved an existence. Given the low level of obtrusiveness of the physical remains of the New Italy Settlement the destruction of any of these elements would have a high detrimental impact on the overall aesthetic values of the site.
- Rarity. The project would have an impact on rare physical evidence of the only known Italian settlement of its type in NSW. There are only three other existing stone-lined wells known within the New Italy Settlement area. This is a low number considering the number of houses historically known to have existed within the settlement. As such, the destruction would have a high detrimental impact on the rarity value of the overall site and the individual example of the well. The combination of the well, associated structural remains and plantings as a complex are also rare within the New Italy Settlement Landscape.
- Intactness/integrity. The current high level of archaeological integrity and intactness of the well and associated structural remains would be detrimentally impacted by the project.
- Research Potential. While the project provide an opportunity for the archaeological investigation of the well and structural remains, the destruction of the site through either the project or through undertaking archaeological excavation, reduces the future research potential of this area of the site to nothing.

The opportunity for the realisation of the site's research potential does not outweigh the other detrimental impacts on the historical and aesthetic significance, the site's rarity or its archaeological intactness and integrity. Realignment of the project further east was considered, however, would impact on an Aboriginal heritage item and would result in large native vegetation disturbance. The project alignment maximises the use of the existing project boundary to minimise these impacts.

The following impacts are considered for the class A upgrade:

- Destruction of the stone-lined well. Impacts would be mitigated to some extent through the opportunity to undertake archaeological investigation of the site. Archaeological investigations at the site would be undertaken as follows:
 - Salvage excavation to be undertaken in an area including the well and the adjacent wall.
 - Salvage excavation to be undertaken in accordance with the Heritage Branch of the Office of Environment and Heritage guidelines including an appropriate research design and methodology in order to best realise the research potential of this area of the site.
 - Salvage excavation undertaken under the supervision of an appropriately qualified and experienced historical archaeologist in accordance with the Heritage Branch criteria.

- Physical damage to the physical integrity and health of the mango orchard if road construction machinery enters or ground surface disturbance occurs close to the heritage items, due to close proximity of the project. In order to protect the mango orchard protective barrier fencing would be constructed in between the construction area and the heritage items, leaving a buffer of at least five metres around the heritage items, prior to road construction works commencing in the vicinity of the items and would remain in place until the conclusion of those road works at which time it would be removed.
- Physical damage to the mango orchard if road construction materials blow or spill onto/into the heritage items. To protect the orchard and reduce its exposure to road construction materials, particularly dust, the mitigation measures for maintaining air quality and dust control (refer to management measure AQ1) as detailed in the proposed construction air quality management plan would be implemented. Dust would be controlled firstly at the source and the plan would address procedures for activities such as spoil and stockpile handling and machinery operation in proximity to heritage items. Dust would be monitored in the locality and should dust be an issue at the sites, additional at-receiver measures would be considered. Sediment control would also be put in place in between the road and the mango orchard prior to road construction works commencing and would remain in place until the conclusion of the works in the vicinity of the orchard, at which time it would be removed.
- While vibration caused during construction is unlikely to damage the mango orchard, the location and condition of each of the trees in the orchard would be recorded by an arborist.

By implementing these mitigation measures the potential impacts on the mango orchard would be avoided. Implementing the mitigation measure for the stone-lined well would realise the research potential of the heritage item (criterion E) and contribute information towards understanding its overall heritage significance.

The following impacts are considered likely for the class M upgrade:

- Demolition of the mango orchard through the construction of service road adjacent to highway. An archival photographic recording would be made of the mango orchard and its surrounds in accordance with the Heritage Branch of the Office of Environment and Heritage guidelines prior to its demolition.

Implementing the mitigation measure would reduce the impact on the significance of the orchard as much as is possible given the other constraints in this area of the project.

Impact assessment – Historic New Italy Village Area (Local Environmental Plan Section 6.4)

The following assessment excludes those areas within the boundary of the Historic New Italy Village Area (Local Environmental Plan Section 6.4) already assessed above.

The following aspects of the proposal respect or enhance the heritage significance of the item for the following reasons:

The project boundary, while crossing several lots within the boundary of the Historic New Italy Village Area, minimises impacts on the heritage significance of the site by avoiding any known historical heritage features or sites.

The following aspects of the proposal could detrimentally impact on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:

The project would have a physical impact on lots within the Historic New Italy Village Area, however there are no known physical remains related to the New Italy Settlement in the impact area. While the presence of previously unknown historical heritage features may still occur in the impact zone, the likelihood of such archaeological remains is assessed as being low. If any historical heritage remains are discovered during construction, the management measures detailed in section 6.1.1 – Discovery of historical heritage materials, features or deposits, must be applied.

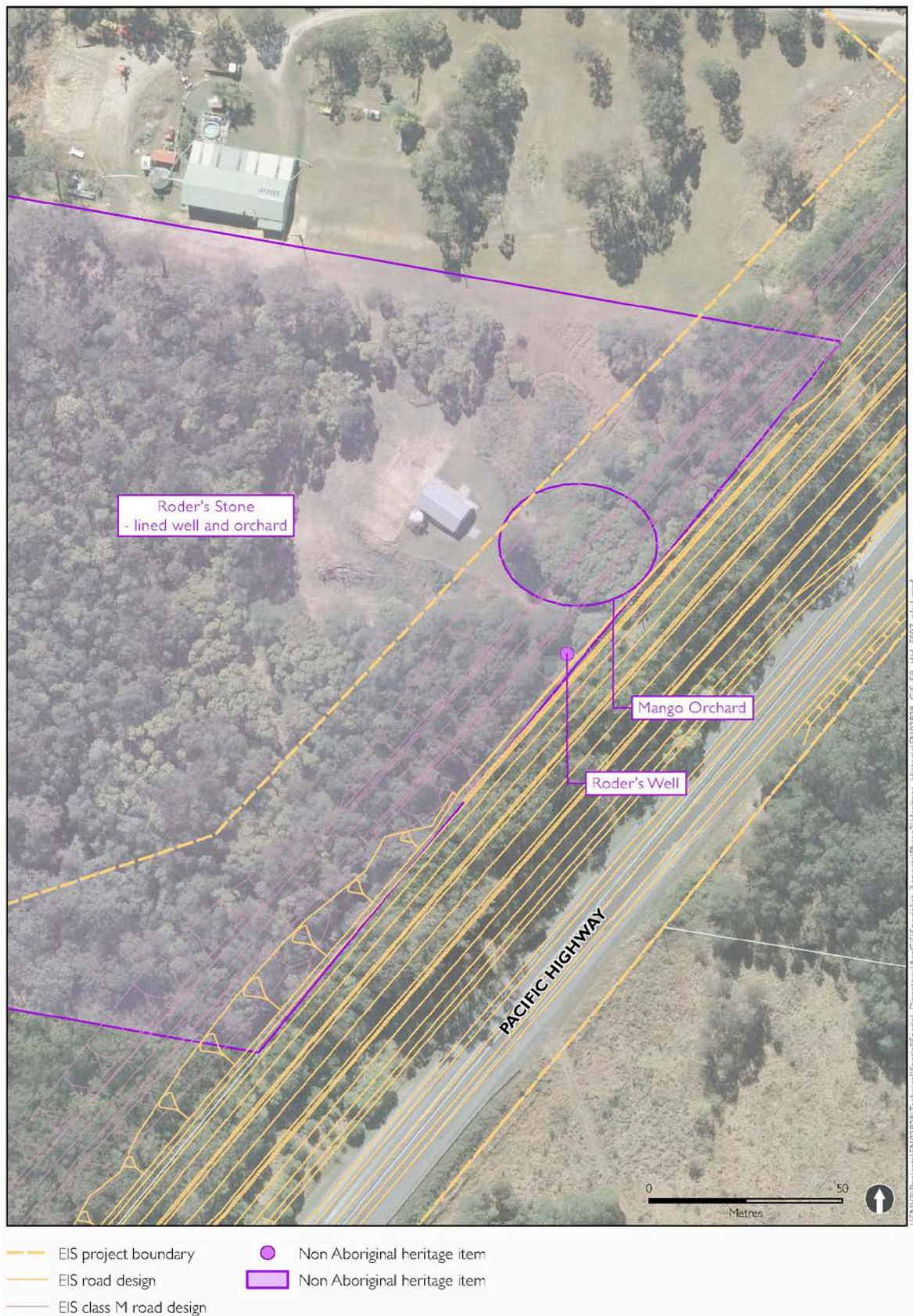


Figure E-33: Curtilage of heritage item number 23, Roder's Well and Mango Orchard component