

Appendix A **Site descriptions and significance assessments**

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Appendix A.1

Item 1: Stockyard and sheds, south of Corindi River, Corindi Beach

The information provided below is sourced from Kuskie and Carter (2007).

This site includes a farm complex located around 600 m west of the Pacific Highway and 150 m south of the Corindi River. The site is contained within Portion 121 (Parish of Corindi) which was originally selected by William Taylor in the late 19th century.

The site contains a single storey timber-framed dwelling, sheds and stockyards. This dwelling remains in use and has been modified and maintained in recent years. It is clad in fibrous cement sheeting and has been re-roofed with corrugated steel sheets. None of the existing building or structure appears to have been associated with an early period of settlement of this property. It is unlikely that this building is over 50 years of age.

A timber shed and yards are also associated with the complex. The shed is constructed from hardwood with 200-250 millimetre diameter round posts, 100 x 50 millimetre plates, rails and rafters. The roof has been recently replaced. While some components of the shed are new (maintenance/renovation), the core of the shed and the adjoining yards are over 50 years of age.

A set of stockyards is located around 100 m south of the house. This complex of yards has a number of original posts and rails, but has been modified and/or repaired over time.

The integrity of the items is fair, but some timber components are weathered and deteriorating. The archaeological potential of the item is assessed as low due to the levels of disturbance.

Curtilage information

The curtilage of the site has not been documented in detail and at this stage is recorded as the entire property (Lot 51 DP 851056). A rough sketch of the site is provided by Kuskie and Cater (2007:28) (Figure 7-1).

Significance assessment

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.

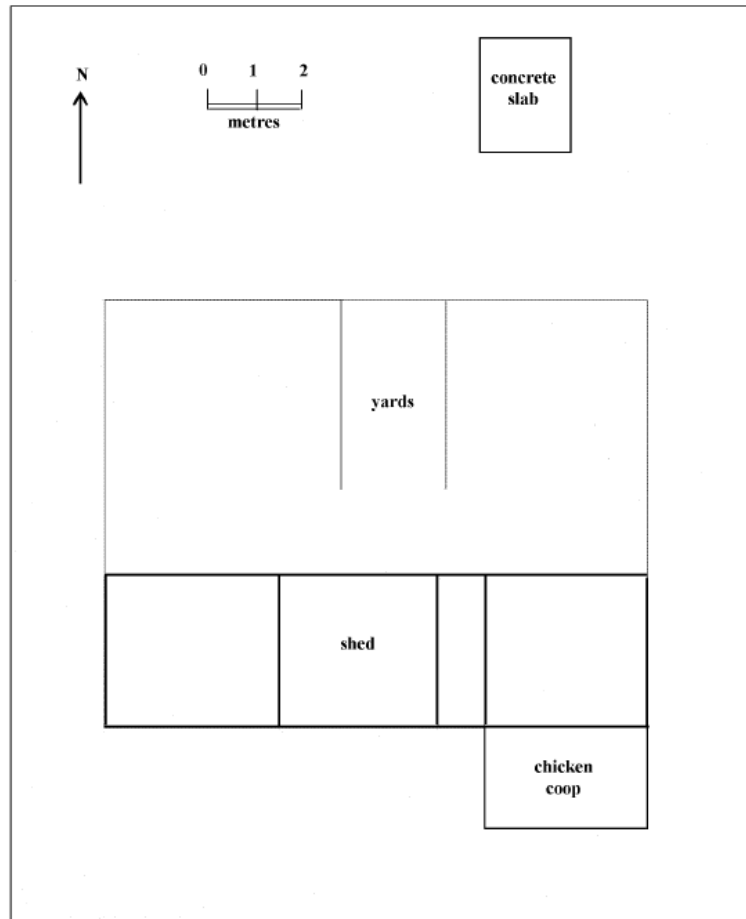


Figure 7-1: Sketch of stockyards and shed south of Corindi River (Kuskie and Carter 2007).

Statement of significance

Item does not fulfil any criteria for local or state listing. The item is adversely affected by modifications.

Appendix A.2

Item 2: House, sheds and stockyards, Milleara

The information provided below is partially sourced from Kuskie and Carter (2007) and partially based on observations made during a site survey undertaken on 28 October 2011. It should be noted that the interior of the structures described below were not inspected as they are currently being used by the property owners.

This site consists of a house, two outhouses, three sheds, stockyards, other movable heritage items and a modern four bay garage (Figure 7-2). The site is located adjacent to the Pacific Highway, on the eastern side of the road, in the locality of Milleara. An early parish map (Parish of Red Rock, 1943, 5th ed) indicates that this site is located in a portion selected by Gotthelf Rediger. Rediger had originally selected a number of adjoining portions in the Parishes of Dundoo and Red Rock, with Halfway Creek running along the northern boundary. The first portions were selected in 1866. Mr Peter Devereaux has lived in the house since 1949 and is the current occupant; the house was built by his grandfather who was involved in the timber industry (Kuskie and Carter 2007:29).

The house is a timber-framed cottage built on both brick and timber stumps. It has a verandah across the front with white metal railings. The gable roof is covered with corrugated iron sheets. The exterior walls are made of vertical timber boards with 50 millimetre cover strips where the boards abut. A steel clad firebox houses a fireplace on the eastern wall. Modern additions include the installation of solar water heating panels.

The largest of the three sheds, Shed 1, is of timber construction with brick stumps, timber clad walls and a corrugated iron roof. Shed 1 is located to the east of the house and is in good condition. The shed has glass louvers on the northern and southern walls and two concrete steps and a metal handrail leading up to a timber doorway on the northern end of the western wall. Modern additions include PVC plumbing connections to a corrugated iron water tank located along the eastern wall of the shed.

Shed 2 and Shed 3 are of timber and corrugated iron construction and are of a similar size. Shed 2 has a timber door on the northern side and Shed 3 has a doorway with no door on the eastern side. Shed 2 is located east-north-east of the house and is in fair condition. Shed 3 is located north of the house and is in poor condition. Kuskie and Carter (2007) recorded a fourth shed which is now missing; the remains of the old shed appear to be in one of the refuse piles on the property.

The two outhouses are part of a single timber structure with walls made of vertical timber boards and a sloped corrugated iron roof situated to the east of the house and Shed 1.

An orchard of small fruit trees is situated in the south-east corner of the yard, east of the house. A large vegetable garden is located south-west of the house inside an enclosed fence.

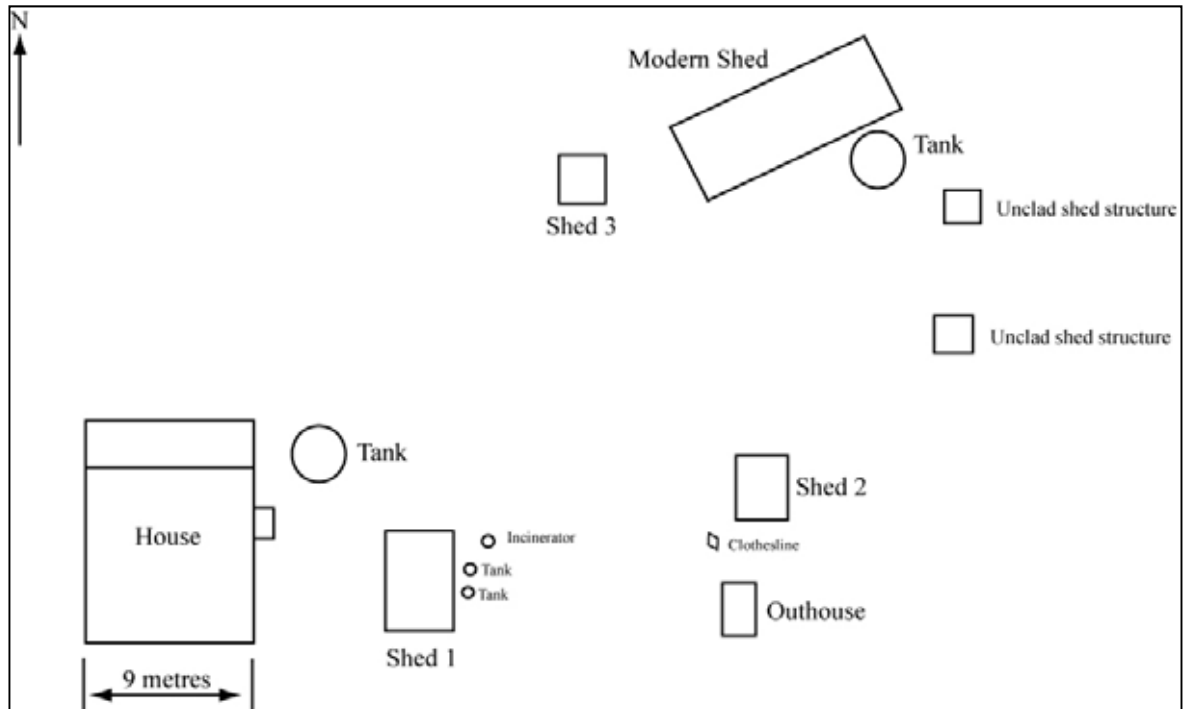


Figure 7-2: Map (not to scale) showing schematic layout of property (Kuskie and Carter 2007:31 updated based on 2011 site visit).

The stockyards are situated north-east of the house and are around 6 m x 12 m in size. They comprise a small rectangular yard with a timber ramp and crush of timber post-and-rail construction.

Many movable heritage items are also located within the curtilage of this property including:

- An old tractor chassis.
- An old tractor and slasher both of which are rusted but in usable condition.
- A 'Sunshine' branded tilling and seeding disc plough.
- A 'Crown 12' branded incinerator.
- Blacksmith equipment (Kuskie and Carter 2007).
- Old timber planks and sleepers.
- Glass soft drink bottles.
- Old metal gates.
- Piles of broken bricks and concrete.

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- Refuse piles with various historical items including old tanks and what appears to be the remains of an old shed which was recorded by Kuskie and Carter (2007) but which no longer exist on the property.

There was no evidence of subsurface historical archaeological deposits identified on the property.



Figure 7-3: Stockyards, facing north, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-4: 'Sunshine' branded tilling and seeding disc plough, facing east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-5: Rubbish pile to north-east of house complex, facing south-west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-6: An old tractor chassis, facing west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-7: Pile of old bricks and concrete, facing north-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-8: House complex, facing south-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-9: House, facing south-south-west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-10: House complex, facing east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-11: Back of house/garden, facing east-north-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-12: Side of house, facing west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-13: Orchard, facing north-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-14: Orchard, facing north, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-15: Shed 1, facing north-west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-16: Incinerator, facing west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-17: Shed 1, facing south, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-18: The outhouses, facing east-north-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-19: Shed 2, facing south-south-west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-20: Tractor, facing west-north-west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-21: Shed 3, facing west-south-west, photo taken by Rachael Loizou on 28 October 2011.

Curtilage information

The house, shed and stockyards are situated at Pacific Highway, Milleara on Lot 9, DP707325. The curtilage of the site was defined as a result of the aforementioned survey. The curtilage of the site is defined in Figure 7-22.

Figure 7-22 Curtilage of heritage item number 2, House, Sheds and Stockyards, Milleara



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

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Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The place is of local historical significance as it was the site of early settlement in this area (1866).
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 place is of archaeological significance and has potential to yield evidence of industrial and domestic activities.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The site is of local historical and scientific significance and has the potential to yield information relating to the early settlement of the Milleara region and may provide evidence of the social, industrial and domestic activities of that early settlement, including a family involved in the timber industry.

Appendix A.3

Item 3: Tree stumps, Milleara/Halfway Creek

The information provided below is sourced from Kuskie and Carter (2007).

Logging was an important industry in this region and evidence can be found throughout the landscape in a variety of forms. Two tree stumps with holes cut for spring-boards were located within the study area, these form part of an environmental landscape associated with the timber industry. Other aspects of this industry for which there may be evidence within the landscape include 'snigging' tracks and roads.

The cut holes are located between 1-2 m above ground-level. Loggers felled the tree by making a cut a certain distance from the ground based on the 'butt swell'. Generally large trees have a greater diameter at ground level and narrow some distance above the ground, where their sides become more parallel. Depending on the point at which the log sides straighten, holes were cut (morticed) into the trunk to take a spring board (or chopping board). This board was up to 2 m long and would provide the logger with a platform upon which to stand and cut the tree. It was sometimes necessary to cut a number of holes in the trunk to provide 'steps' for the logger to climb to the desired height.



Figure 7-23: Tree stump with logging cut for spring board (Kuskie and Carter 2007).

Curtilage information

The curtilage of these two sites has been recorded as coordinates of each of the trees (512681/6686093 and 509594/6688052) (Figure 7-24).

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The items are of historical significance as they demonstrates the technical aspects and processes of timber harvesting in the region.
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 items have the potential to yield information about the processes of timber harvesting. The archaeological potential of the item is negligible.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The tree stumps with logging marks are considered to have local historical significance with the potential to yield information about timber harvesting methods in the North Coast. The integrity of these stumps is fair. The stumps are slowly decaying through natural processes. The archaeological potential of these items is negligible.

Upgrading the Pacific Highway - Woolgoolga to Ballina Upgrade

Figure 7-24 Location of heritage item number 3, Tree Stumps, Milleara / Halfway Creek



-  The project
-  Non Aboriginal heritage item
-  M-class design detail
-  A-class design detail

Appendix A.4

Item 4: Schoolhouse, Halfway Creek

The information provided below is sourced from Kuskie and Carter (2007).

A former schoolhouse is located around 100 metres west of the Pacific Highway. It is situated in the locality of Halfway Creek, around 3.5 kilometres south-east of Halfway Creek Service Station Complex (Kuskie and Carter 2007).

The site contains a timber-framed, weatherboard clad building that is currently used as a dwelling. It appears typical of those buildings used by the NSW Education Department for single room rural schools. The item has been significantly modified through the addition of a room and a carport. The archaeological potential is assessed as low (Kuskie and Carter 2007).

Curtilage information

The curtilage of the site has not been documented in detail and at this stage is recorded as the entire property (Lot 15 DP 879175).

Significance assessment

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	The site is representative of NSW Education Department rural school construction.

Statement of Significance

The item is considered to have insufficient significance to fulfil the criteria for State or local listing (Kuskie and Carter 2007:45). The archaeological potential is low.

Appendix A.5

Item 5: Stockyards, north-west of Lemon Tree Road, Halfway Creek

The information provided below is sourced from Kuskie and Carter (2007).

Stockyards are located adjacent to the northern margin of the Pacific Highway, one kilometre north-west of Lemon Tree Road, Halfway Creek. The item consists of a complex of sawn post and rail yards. Some components of the yards are older than 50 years but the complex has been modified and repaired over time.



Figure 7-25: Stockyards north-west of Lemon Tree Road (Kuskie and Carter 2007).

Curtilage information

The curtilage of the site has not been documented in detail and at this stage is recorded in the road reserve of the existing Pacific Highway.

Significance assessment

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

The item is considered to have insufficient significance to fulfil criteria for state or local listing as modifications to the structures over time have reduced its potential to provide information. The integrity of the site is fair, but the archaeological potential is low (Kuskie and Carter 2007:45).

Appendix A.6

Item 6: Bridge remains and culvert, Halfway Creek

The information provided below is sourced from Kuskie and Carter (2007).

The remains of a timber culvert and a few posts of the original road bridge over Halfway Creek are located immediately to the west of the existing Pacific Highway bridge, around 200 m north of the Halfway Creek service station.



Figure 7-26: Remains of bridge uprights in Halfway Creek (Kuskie and Carter 2007).

Curtilage information

The curtilage of the site has not been documented in detail and at this stage is recorded in the road reserve of the existing Pacific Highway.

Significance assessment

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

The item is considered to have insufficient significance to fulfil the criteria for state or local listing as decay and degradation of the structure over time have reduced its potential to provide information (Kuskie and Carter 2007). The remains are in poor condition and the archaeological potential is assessed as negligible.

Appendix A.7

Item 7: Service Station Complex, Halfway Creek

The information provided below is sourced from Kuskie and Carter (2007), from a visual inspection from outside the property boundary undertaken on 28 October 2011 and additional historical research.

The modern service station at Halfway Creek has a number of associated buildings of heritage significance.

The Halfway Creek Wine Bar/Restaurant (no longer functioning as such) is situated immediately to the north of the service station and consists of a weatherboard building with a fibro-clad, timber-framed cottage to the rear. These buildings are located on a portion of land that was selected by Arthur Tuckey in 1888 (Kuskie and Carter 2007:34). Tuckey selected two portions of 250 acres on the south bank of Halfway Creek, with the main north road running along the eastern boundary. The current alignment of the Pacific Highway is to the east of the original road and construction may have removed any such evidence (Kuskie and Carter 2007). Tuckey ran an accommodation house aimed at diggers en route to the Corindi Goldfield from at least 1896, also providing meals for travellers, and stables, paddocks and fodder for their animals (CRE, 26 September 1896:1). Tuckey's at Halfway Creek was also the stopping place for the regular mail and passenger coaches between Grafton and Bellingen at this time (CRE, 5 January 1897:5; 27 April 1897:2). In 1988, during the Australian bicentenary celebrations, Halfway Creek was visited during a Cobb and Co route re-enactment, because of its history as a coaching waystation (Kuskie and Carter 2007).

The current owner of the land (2007), Mr Pat Benefield, purchased the property in 1985. The wine bar has been licensed continuously since 1923 but had been in operation prior to that date. It held a unique license known as an 'Australian Wine License', which precluded the premises from selling anything but Australian wine (ie no beer or spirits or foreign wine). The license is non-transferable and remains in force. According to the NSW Liquor Licensing Court, the current liquor license is known as an 'On/Off Wine License' (no 672265). Wine can be purchased for consumption either on the premises or taken away. This type of license is no longer issued. The first license on record is dated 1 January 1923 (NSW Liquor Licensing). According to Mr Benefield, the restaurant was possibly built in the 1940s.

The restaurant consists of a timber framed building clad with weatherboard, with a concrete tiled roof. The building has been modified by removing internal walls to open the interior. Mr Benefield indicated in 2007 that it was built to replace the original building that burnt down and that it was built directly over the previous building.

The cottage to the rear of the restaurant (Figure 7-27) has been modified over time but was originally used for accommodation for travellers. It is timber-framed and clad with fibrous sheeting with a corrugated steel roof. The restaurant and cottage are linked with a modern patio and concrete-block toilets are located between them.

The original stables were still standing in 1985 in an adjoining paddock but by 2007 had fallen down. Visual inspection of the adjacent paddock from the roadway in 2011 did not reveal any obvious remnants of the stables above the ground surface, however sub-surface evidence of the stables may still exist. Cultivation around the buildings has also revealed numerous bottles and other artefacts.

The original line of the north road runs past the front of the restaurant (now beneath a car park) and the remains of a timber culvert and a few posts of the original bridge over Halfway Creek are

located immediately to the west of the modern Pacific Highway bridge, around 200 m north of the service station.

Curtilage information

The visible elements of the site have been mapped (Figure 7-28). Additional archaeological material is likely elsewhere at the site. Because of the potential archaeological features elsewhere on the property, the curtilage of the site is recorded as the entire property Lot 411 DP 883976 north-west of the south-east wall of the modern service station building and extending eastwards to include the carpark area in front of the complex situated on road reserve (Figure 7-29).



Figure 7-27: Accommodation building at rear of service station complex (Kuskie and Carter 2007).

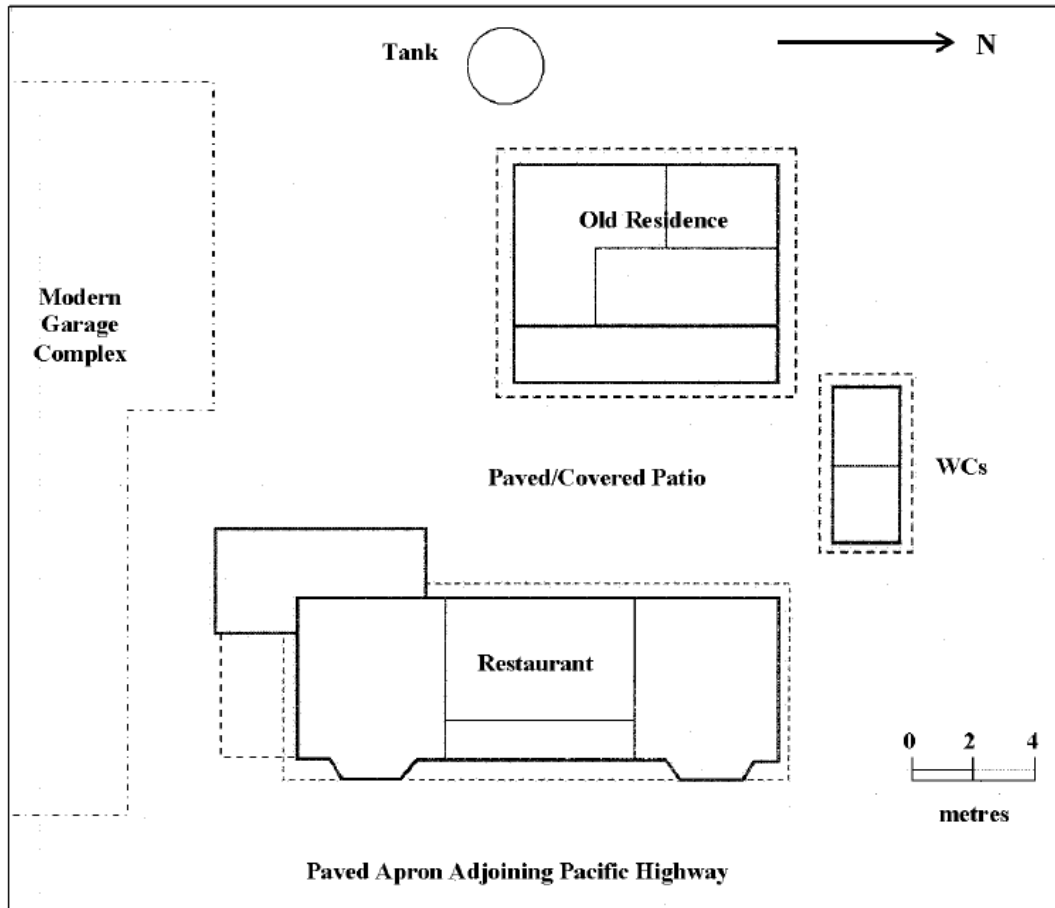


Figure 7-28: Location plan of buildings at Halfway Creek Service Station Complex (Kuskie and Carter 2007:37).

Figure 7-29 Curtilage of heritage item number 7, Service Station Complex, Halfway Creek



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The site has historical significance as a coach waystation and accommodation house.
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	The site has high community significance as it represents the earliest (and only) licensed premises in the immediate area. The site was until relatively recently an important social hub for both locals and those travelling through the area.
E – Potential to yield information	The site has high potential for archaeological research, including the remains of a coach waystation, accommodation house and former stables as well as bottle and refuse dumps.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The site has local historical and scientific significance and provides scope for further research into the history of the region. The integrity of the remains ranges from fair to good. The archaeological potential is assessed as high, and according to oral sources the remains of the original coach waystation are located beneath the standing restaurant. The footprint of the stables may also exist in the adjoining paddock. Refuse dumps are also likely to occur in the vicinity. This site may provide significant evidence of the early transportation links in this area (Kuskie and Carter 2007:34-37).

Appendix A.8

Item 8: Survey mark, Halfway Creek

The information provided below is sourced from Kuskie and Carter (2007).

A tree stump with a survey mark is located immediately north of Halfway Creek and west of the Pacific Highway. The tree stump bears the mark '223'. Research of Parish maps indicates that it is unlikely to be an early survey marker and it may have been related to the construction of the Pacific Highway.



Figure 7-30: Survey mark on tree at Halfway Creek (Kuskie and Carter 2007).

Curtilage information

The curtilage of the site is recorded as the location of the marked tree (506550/6690560). The tree is located within Lot 7300 DP 1144709.

Significance assessment

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

Item does not fulfil criteria for local or state listing. Demonstrates a method commonly employed by surveyors in rural areas. The integrity of the item is fair but the timber is decaying. The archaeological potential of the item is negligible (Kuskie and Carter 2007:38).

Appendix A.9

Item 9: Bridge under Pacific Highway, Wells Crossing

The information provided below is sourced from Kuskie and Carter (2007). The road bridge over Wells Crossing is located on the Pacific Highway. The bridge was built from concrete slabs in 1940. The bridge is in good condition and is presently in use. The archaeological potential is assessed as negligible.

Curtilage information

The curtilage of the site is recorded as the extent of the bridge under the Pacific Highway including footings and abutments located at chainage 22440 of the current Pacific Highway (coordinates are 506292 / 6692112).

Significance assessment

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

Item does not fulfil criteria for local or state listing. Bridges of this method of construction are relatively commonplace. The archaeological potential of the item is negligible (Kuskie and Carter 2007:44).

Appendix A.10

Item 10: Tyndale Cane Barracks, Tyndale

The information below is sourced from the SHI listing for this site (site ID 1990385).

This site represents an extremely good example of a cane cutters barracks. The rectangular weatherboard building with its corrugated fibro roofing still contains the original fire box. It has not been painted or modified. The interior is divided into five bedrooms and a kitchen /eating area. Walls are lined with particle board. Water has entered the building through the roof and some internal wall linings are missing. The associated external kitchen has been demolished but the amenities block remains. The building is currently used for storage (State Heritage Inventory 2010).

These buildings tell of the changing attitudes towards cane cutters and the need for better accommodation for rural workers. Prior to the 1950s the cane cutting gangs lived in tents provided by the CSR company but this was to change in the 1950s with the introduction of the *NSW Rural Workers Accommodation Act 1952*. Around 40 were built in the Lower Clarence over a five year period. There were apparently two sizes built the earlier barracks being larger than the later ones.

The seasonal demand for harvest labour in the region placed pressure on the availability of accommodation for cane workers. From the earliest days men coming to work in the cane from afar would camp out or sleep and eat in tents provided by the CSR. Later, changes brought about by the legislation stipulated more permanent style accommodation had to be provided for itinerant workers and the CSR built barracks made of corrugated iron with bunk beds. With the changeover to mechanical harvesting in the late 1960s and early 1970s the barracks were no longer required (Gahan 2004).

Barracks were of a standard plan - rectangular shape, built of weatherboards with corrugated fibro roofing, louvred windows and firebox and chimney attached at one end. Although these barracks were built they were often not used as increased mobility meant that local cane cutters preferred to return to their homes at night rather than stay near the job. Migrant workers tended to be the main occupants of these buildings. During the 1950 migrants were required to work in government organised employment for two years on arrival in Australia.

When the barracks were no longer used cane farmers reused them as farm buildings often for storage. Some were moved to new sites, some were even converted into residences. This building was built for the Maloney/Walsh family, who have had cane farms in the area for several generations.

Curtilage information

The entire lots of Lot 2 DP210874 and Lot 19 DP1007618 are listed on the Clarence Valley LEP (2011). The curtilage of the site is recorded on the SHI as the area immediately adjacent to the former barracks, including the toilet. The heritage items are located on the western end of the property and the remainder of property is under cane cultivation.

Survey of the site in 2010 included the definition of the curtilage of the site, which should also include a small shed and a farm cart (Figure 7-32).



Figure 7-31: Tyndale Cane Barracks, photo taken by Joseph Brooke in November 2010.

Figure 7-32 Curtilage of heritage item number 10, Tyndale Shed and Cane Barracks



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

Criterion	Local Level
A – Important in the pattern of NSW's history	The cane cutters barracks is of historical significance as it represents a significant change in the type of accommodation provided for cane cutters. Previously cane cutters had slept in tents and cooking was undertaken in galvanised iron galleys.
B – Strong or special associations	The barracks is associated with the sugar industry a major industry on the Lower Clarence.
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	Cane barracks are becoming increasingly rare on the Lower Clarence.
G – Principal characteristics of a class	This building is representative of cane barracks built on the Lower Clarence.

Statement of significance

This unmodified cane cutters barracks is of local historical significance as it represents a significant change in the type of accommodation provided for workers, cane cutters, in the sugar industry. Previously cane cutters had slept in tents and cooking was undertaken in galvanised iron galleys. It is a particularly good example of its type (SHI, accessed 22 September 2010).

Appendix A.11

Item 11: Tyndale Residence, 2861 Pacific Highway, Tyndale

The information below is sourced from the SHI listing for this site (site ID 1990072).

The property consists of a large Victorian residence with large hipped steep roof in galvanised iron over rectangular plan with skillion verandah encircling house to three sides. The verandah has a prominent gabled entry pediment projecting from roof of verandah supported on timber posts. Nicely detailed pediment brackets, valance boards and external joinery particularly the entry and sidelights. Since 1989 a large carport has been attached to the side of the house. Tree plantings have also obscured the house from view. The mature bunya pines are still intact.

There has been no evidence of subsurface historical archaeological deposits identified on the property.



Figure 7-33: Tyndale Residence, 2861 Pacific Highway, Tyndale (Gardiner 2006).

Curtilage information

The curtilage of the site is recorded on the SHI as the residence and mature tree plantings at Lot 2 DP586049 (Figure 7-34). The exact location and extent of heritage items including the house and mature trees has not been recorded.

Significance assessment

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	House has moderate architectural significance as a good example of a large Victorian residence.
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

The house, and associated mature bunya trees, is architecturally significant as a good example of a large Victorian residence although a detailed assessment of the property has not been undertaken (Gardiner 2006).

Figure 7-34 Curtilage of heritage item number 11, Tyndale Residence



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Appendix A.12

Item 12: Cane Barge, Former Ashby Ferry and Sugarcane Hoist, Maclean

The information below is partially sourced from the SHI listing for this site (site ID 1990373) and partially based on observations made during a detailed site survey undertaken on 28 October 2011.

In the grounds of Ferry Park at the intersection of Cameron Drive and Pacific Highway, Maclean are two vessels - a cane barge and the former Ashby ferry - and a sugarcane hoist, all of which indicate the importance of water transport in the Maclean district.

The larger of the two vessels, the former Ashby ferry, resides in front of the Ferry Park visitor information centre and is surrounded by metal cyclone fencing. The ferry is of timber construction with metal hull, cabin and workings. The decking, ramp and guard rails are all of timber construction. The ferry is intact but is in very poor condition due to prolonged exposure to the elements which has resulted in rotten timber on the decking and rusted metal. Weeds and long grass are growing around the ends of the ferry.

A ferry was established at Ashby to connect Maclean with Coraki by a route along the northern bank of the Clarence River. The Council started work on the ferry in 1890. The ferry was hand operated and operated over a very wide crossing. The service continued until 1936 when a diesel engine was installed. It quickly became obvious that a larger ferry service was required. The Ashby ferry was replaced by two bridges and in 1981 the ferry stopped services (Swan 198-).

The smaller of the two vessels, a cane barge, resides on a small mound just south of the Ferry Park visitor information centre and is surrounded by metal cyclone fencing. The cane barge is yellow in colour and has steel sides, a timber hull and timber uprights at either end. The barge is in poor condition and is very rusty with lichen on the outside. Cane barges such as this operated on the Clarence River until 1981.

A sugarcane hoist is located between the cane barge and the Ferry Park information centre close to the river edge (Figure 7-38). Sugarcane hoists were historically used to load and unload cane barges. The hoist consists of a wooden pole with metal brackets at the top and bottom which once supported a wooden swinging arm. The wooden pole has timber supports on either side to help stabilise the structure and anchor it to the riverbank. There are offset pins either side of the main pole which are ideally spaced for climbing up the side of the pole. There is also a wire cable hanging down the side of the main pole which is tied to a shorter timber stump located around 3 m from the riverbank.

There has been no evidence of subsurface historical archaeological deposits identified on the property.



Figure 7-35: Cane barge, facing south-west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-36: Cane barge, facing north-north-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-37: Sugarcane hoist, facing south-west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-38: Sugarcane rail with hoist to river barges (NLA 4306162).



Figure 7-39: Ferry, facing south-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-40: Ferry, facing south-west, photo taken by Rachael Loizou on 28 October 2011.

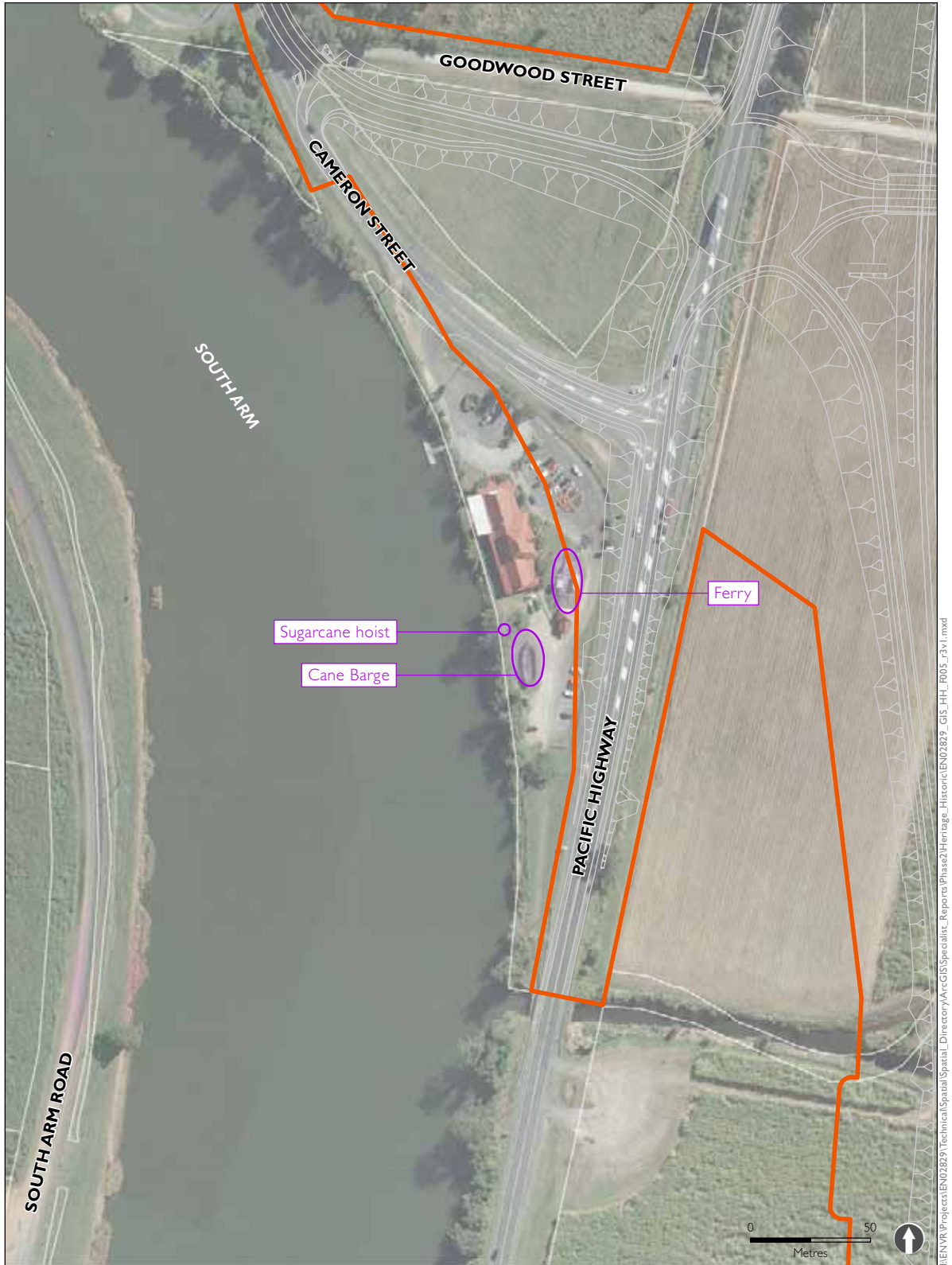


Figure 7-41: Ferry, facing north-north-west, photo taken by Rachael Loizou on 28 October 2011.

Curtilage information

The cane barge, former Ashby ferry and sugarcane hoist are situated alongside the Pacific Highway in Ferry Park, Maclean on Lot 434 DP823599. The curtilage of each was defined as a result of the aforementioned survey. When deciding upon an appropriate curtilage for each, the nature of the cane barge and former Ashby ferry as movable heritage items was considered. The curtilage of the cane barge, former Ashby ferry and sugarcane hoist are defined in Figure 7-42.

Figure 7-42 Curtilage of heritage item number 12, Maclean Punt and former Ashby ferry



-  The project
-  Non Aboriginal heritage item
-  M-class design detail
-  A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The former Ashby ferry, cane barge and sugarcane hoist in Ferry Park are historically significant as they demonstrate the importance of river transport in the Maclean district.
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	Ferries, cane barges and sugarcane hoists are rare so this display has significant educational value.
F – Uncommon or rare	All three items are rare examples of their type.
G – Principal characteristics of a class	All three items are representative of their type.

Statement of significance

The former Ashby ferry, cane barge and sugarcane hoist in Ferry Park are historically significant as they demonstrate the importance of river transport in the Maclean district. Both vessels worked the river in the vicinity of Maclean and the sugarcane hoist helped to load local sugarcane onto cane barges. As such all three heritage items are of local significance. Ferries are now rarely seen on the Clarence River, cane barges are never visible and sugarcane hoists such as the one on display are no longer used. This display, at the entrance to Maclean, therefore has significance for its educational value (SHI listing, accessed 5 October 2010).

Appendix A.13

Item 13: Residence, 'Highfield', 35 James Creek Road, James Creek

The information below is sourced from the SHI listing for this site (site ID 1990062).

This residence is a very substantial and attractive double brick residence, superbly sited and of rare construction in the region. It is a federation-style bungalow erected in a commanding hilltop position south of the Clarence River and is surrounded by mature trees. The house has been in the one family since new and was added to and sympathetically restored in 1978.

The building has a typical federation style plan having a large square-hipped roof with offset projecting gable ended roods. It is constructed of double brick, which was unusual in this area at the time, with diamond shingles and terra cotta ridings. Bricks came from the local Paige brickworks. Joinery and construction is of a high standard. Original elements include front door with panes of flannel flower; lounge room with Wunderlich ceiling, and original joinery around the fireplace.

The house is associated with the Cameron Family who were one of the earlier families to settle in the Maclean area. Allan Cameron came to the Clarence River in 1858. After living for five years near Alamy Creek he settled as a youth on this property. Amongst other activities he ran the post office at Harwood. In 1878 he married Miss Margaret Gillanders. At 'Highfield' the Camerons had a family of eight daughters and two sons (Centenary of Education Harwood Island 1970). The house was built in 1917 at a cost of 1029 pounds. The family was engaged in agricultural and pastoral activities. Cane growing, dairying and even mining has been carried out on the property.

Curtilage information

The curtilage of the site is not provided on the SHI. As a precaution the curtilage should be recorded as the entire property at Lot 31 DP 1136907, however the residence is located on the southernmost part of the property. The curtilage of this site has not been mapped in detail.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	This residence is historically significant as it tells of early land subdivision. It is also linked to the history of the river as water for the government ferries was collected on the property and then fed via gravity feed to the wharf.
B – Strong or special associations	It is associated with the Cameron family who are well known in the shire as an early settler family involved in agricultural and pastoral activities.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	A very substantial and attractive brick residence, superbly sited and of rare construction in this Shire.

Criterion	Local level
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	It is a rare example of a substantial brick residence in the Shire. In this period most of the homes were built of timber.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

'Highfield' is significant for its association with the Cameron family, its links to river transport and Page's brickworks. It is also significant for its association with early land subdivision. Architecturally the building is significant as a rare example of a substantial brick residence in the region.

Appendix A.14

Item 14: James Creek Residence, 580 Yamba Rd, James Creek

The information below is sourced from the SHI listing for this site (site ID 1990238).

The residence is located on the corner of James Creek and Yamba Road with the house fronting Yamba Road. Built in the inter-war period it is a timber framed construction, weatherboard lined with galvanised cross roofing. The roof consists of a large square hipped roof encompassing the verandahs with offset projecting gable ended roofs. Brick base to house and verandah piers topped with short timber posts. Timber verandah balustrade in-filled at side with flat sheet and portion of verandah in-filled with row of solid timber louvres to west.

The house was built for Duncan and Edith Cameron who moved into the house in 1935. Duncan was the son of Allan and Margaret Cameron of 'Highfield', James Creek. The house is still in the hands of the Cameron family

The house is largely original and a well maintained example of a 1930s bungalow built in a prominent location.

Curtilage information

The curtilage of the site is recorded on the SHI as the house and yard of the property at Lot 1811 DP 1079120. This is considered an appropriate curtilage, given that the property size is a small residential block. The curtilage of this site has not been mapped in detail.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	Does not meet this criterion
B – Strong or special associations	It is associated with the Cameron family who are well known in the shire as an early settler family involved in agricultural and pastoral activities.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	The house is significant as a well maintained example of a 1930s bungalow built in a prominent location on the main Yamba Road.
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

The house is significant as a well maintained example of a 1930s bungalow built in a prominent location on the main Yamba Road. The house is significant for its association with the second generation of the pioneering Cameron family.

Appendix A.15

Item 15: Harwood School Residence, 9 Morpeth Street, Harwood

The information below is sourced from the SHI listing for this site (site ID 1990290).

The original single storey residence dates to 1880-81. The residence is located away from the classroom and is a simply detailed single storey building of painted brickwork with a hipped corrugated iron roof and separately roofed verandah to the main frontage. Stylistically the building is typical of the simple Late Victorian Georgian-style domestic buildings erected throughout the late 19th century in urban and rural areas. Originally of four rooms, the rear kitchen was reputedly added in 1890. The front verandah has a timber floor and stop-chamfered posts but otherwise is without decoration. The arrangement of two doors and two 2 x 1 pane double-hung sash windows on the front elevation is informal and not symmetrical. A pair of chimneys with simple neck mouldings lines one side of the residence. Generally the cottage appears to be in quite good condition and has retained much of its early character and fabric. Modifications include the addition of a skillion roofed garage to one side, fitting of fly screens and a modern galvanised mesh fence along the front boundary.

Curtilage information

The SHI listing states that the ‘...curtilage of the site should be recorded as the yards of both the school and school residence’.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The building group provides historical evidence of the development of Harwood Island in the latter half of the 19 th century and is linked to the history of the CSR sugar mill.
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	They are socially significant to the many community members who attended the school.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	The school and residence are relatively rare examples of the regions late Victorian Gothic School house and Victorian Georgian residence.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The Harwood Island Public School residence (together with the schoolhouse) is a particularly substantial and relatively rare remaining example within the region of the late Victorian period design. The residence (in association with the school) provides evidence of the development of Harwood Island in the latter half of the 19th century and particularly the importance of the sugar industry in the southern part of the island. One of the oldest buildings on the site the Victorian Georgian residence is a typical representative example of its period and style. The significance of the residence is enhanced by its grouping together with the schoolhouse and by the degree to which it has retained important early fabric and features.

Appendix A.16

Item 16: Harwood School, 9 Morpeth Street, Harwood

The information below is sourced from the SHI listing for this site (site ID 1990011).

The school and school residence buildings date from 1880-81 and comprise a school classroom block and separate single storey residence.

The school building is a simple rectangular brick structure (reputedly locally made bricks), around 11 m x 6 m with a steeply pitched galvanised iron roof. Small gabled ventilators (with timber louvres) are located on either side of the main roof. Stylistically the building is typical of the Late Victoria Picturesque Gothic schools erected throughout the State in the latter years of the 19th century. A plaque on the gable end fronting the street reads 'Public School 1880'. Three blank window recesses in the wall below may well have originally contained windows. Tall timber-framed sash windows with awning sash fanlights above - arranged in pairs and relatively close proximity - line the unencumbered side wall. The other side of the building is lined by a skillion roofed, brick enclosed corridor-access way which terminates at the end against a gable-roofed wing at right angles to the main block. A tall rendered brick chimney with attractive mouldings and half-round cowl on top marks the intersection of the two wings. Modifications/alterations to the main block include removal of the top of the original finial (on the front elevation) and various alterations to the street facing entrance of the side verandah/access way (including the erection of a covered way across the main entry). The original internal partitioning into two equal rooms has also been replaced by modern partitioning into two unequally sized rooms. The original residence is located away from the classroom and is a simply detailed single storey building of painted brickwork with a hipped corrugated iron roof and separately roofed verandah to the main frontage. Significant tree plants exist in the school yard including four plane trees planted in 1981 as part of a memorial row of 12 trees.

Curtilage information

The SHI listing states that the '...curtilage of the site should be recorded as the yards of both the school and school residence'.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The building group provides historical evidence of the development of Harwood Island in the latter half of the 19 th century and is linked to the history of the CSR sugar mill.
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.

Criterion	Local level
D – Strong or special associations with a particular community or cultural group	They are socially significant to the many community members who attended the school.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	The school and residence are relatively rare examples of the regions late Victorian Gothic schoolhouse and Victorian Georgian residence.
G – Principal characteristics of a class	They are representative examples of their periods and styles.

Statement of significance

The Harwood Island Public School (together with the school residence) is a particularly substantial and relatively rare remaining example within the region of the late Victorian period design. The school provides evidence of the development of Harwood Island in the latter half of the 19th century and particularly the importance of the sugar industry in the southern part of the island. The site has continued as a public school to the present day. Architecturally the oldest buildings on the site - the Victorian Gothic schoolhouse and Victorian Georgian residence - are typical representative examples of their periods and styles. Their significance is enhanced by their grouping together and by the degree to which they have retained important early fabric and features. Later alterations and additions, however, particularly to the schoolhouse/classroom have detracted from the building's aesthetic significance as good representative examples of their particular period and architectural style. The library building located nearby is a significant prefabricated building of circa 1930. (SHI listing, accessed 22 September 2010).

Appendix A.17

Item 17: Harwood Tram Tracks, Harwood

The information below is partially sourced from the SHI listing for this site (site ID 1990391) and partially based on observations made during a detailed site survey undertaken on 28 and 31 October 2011.

The Harwood Tram Tracks comprise two sections of tramline remnants known as the Old Pacific Highway Tram Tracks and the Petticoat Lane Tram Tracks. These tramlines were used in conjunction with drainage works to open up the more remote parts of Harwood Island, particularly those areas without access to deep water. Prior to the use of tramways and until 1930, sugar cane had been primarily moved to the sugar mill via barges. The tram lines ran in three directions from Harwood Mill and crossed most of Harwood Island. The lines were used until the ceasing of manual harvesting of sugar cane on Harwood Island in the mid 1970s; mechanical harvesting and the use of dump trucks is now commonplace in the industry. The Old Pacific Highway Tram Tracks and the Petticoat Lane Tram Tracks and one other set of tram tracks on Mill Street in Harwood are the only remaining examples of this means of transporting cane. Analysis of aerial photography, parish maps and current cadastral boundaries indicates that the Old Pacific Highway Trams Tracks and the Petticoat Lane Tram Tracks were originally part of the same tramline (Figure 7-53).

The Old Pacific Highway Trams Tracks extend west–east across Morpeth Street, Harwood and are visible above ground for 9.1 m. The tracks clearly end above ground at their western extent but continue under the ground surface for at least another 1.6 m at their eastern end. The rails are 450 millimetres in width and are spaced 610 millimetres apart; the tracks are around 700 millimetres in width.

The Petticoat Lane Tram Tracks extend west–east between the Harwood Bridge and Petticoat Lane, Harwood and are visible above ground for 7.85 metres. The tram tracks do not appear to continue under the ground/road surface in either direction. The rails are 450 millimetres in width and are spaced 620 millimetres apart; the tracks are around 710 millimetres in width.

The variation in the width of the tracks is believed to be the result of interference with the tracks including being trimmed, being set in bitumen, natural movement of the ground and traffic. Both sets of tram tracks are in overall good condition with some rust.



Figure 7-43: Old Pacific Highway Tram Tracks, facing west, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-44: Old Pacific Highway Tram Tracks, facing east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-45: Old Pacific Highway Tram Tracks, facing east-south-east, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-46: Old Pacific Highway Tram Tracks, facing north, with remnants of former Pacific Highway alignment extending north, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-47: Old Pacific Highway Tram Tracks, facing north, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-48: Old Pacific Highway Tram Tracks, with tramlines underground surface, facing north, photo taken by Rachael Loizou on 28 October 2011.



Figure 7-49: Petticoat Lane Tram Tracks, facing west, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-50: Petticoat Lane Tram Tracks, facing east, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-51: Petticoat Lane Tram Tracks, facing west, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-52: Petticoat Lane Tram Tracks, facing east, photo taken by Rachael Loizou on 31 October 2011.

Curtilage information

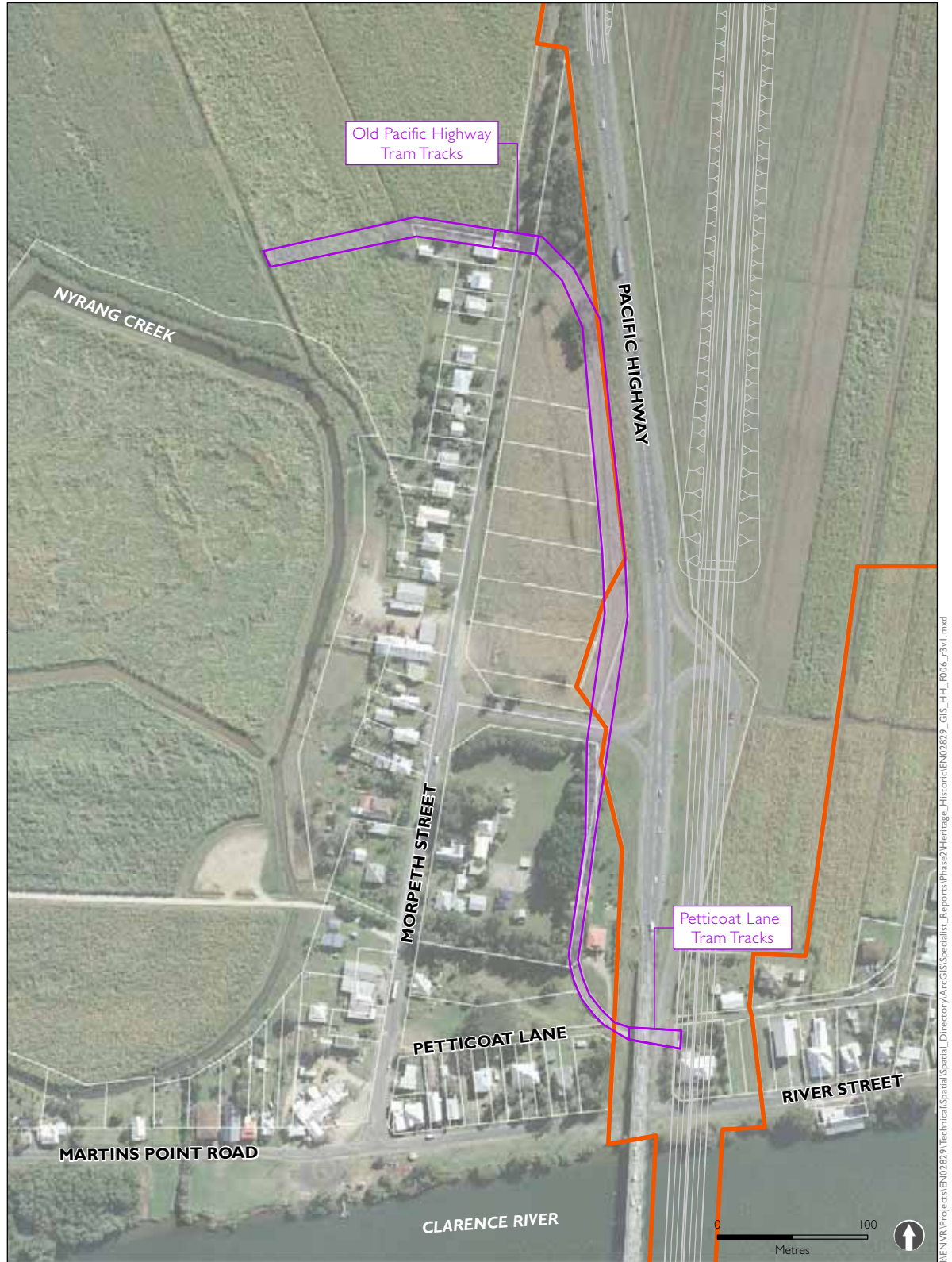
The curtilage for the Harwood Tram Tracks includes the known curtilage of the Old Pacific Highway Tram Tracks and the Petticoat Lane Tram Tracks and the likely route of the tramway between the two known sections based upon aerial imagery, parish maps and cadastral information. The curtilage of the Harwood Tram Tracks is defined in Figure 7-53.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	These sections of tramline are historically significant as they illustrate the changing nature of the sugar cane industry. An industry which was initially labour intensive but which now see most tasks undertaken by mechanical harvester.
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	These tracks are becoming increasingly rare; these are two of only three known examples on Harwood Island.
G – Principal characteristics of a class	Does not meet this criterion.

Upgrading the Pacific Highway - Woolgoolga to Ballina Upgrade

Figure 7-53 Curtilage of heritage item number 17, Harwood Tram Tracks



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Statement of significance

These sections of tramline are historically significant as they illustrate the changing nature of the sugar cane industry, an industry which was initially labour intensive but which now sees most tasks undertaken by mechanical harvester. These small sections of tramline are representative of the tramlines once used throughout the region. It is rare to find them in situ and only three examples are known to exist on Harwood Island.

Appendix A.18

Item 18: Harwood Water Brigade Hall, River Street, Harwood

The information below is sourced from the SHI listing for this site (site ID 1990066).

The Harwood Water Brigade Hall (1906) was built specifically to house the boats belonging to the Water Brigade, an organisation whose aim was to save life and property at times of flood. Being a small community with no public reading room in Harwood, an upper room was to be used as the village reading room.

Curtilage information

The curtilage of the site has been recorded on the SHI as the property boundary and that part of the river which is covered by the hall. The property includes three different lots, Lot 168 and 169 of DP 751373 and Lot 7303 DP 1141811.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW’s history	The Water Brigade Hall has historical significance as an example of the need save life and property in an area surrounded by water. The hall tells of the early importance of water transport to the Clarence valley communities. The fact that the building contained a reading room illustrates the need for multipurpose buildings in small communities.
B – Strong or special associations	The Hall, like many facilities in Harwood, is associated with the sugar mill. It is also associated with the famous rower Henry Searle and the Searle family.
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	The hall is socially significant to the Harwood community who use it in various ways both as a boat shed and meeting place.
E – Potential to yield information	Does not meet this criterion.
F – Uncommon or rare	Water brigade halls are rare and this appears to be the only one still standing on the Clarence River.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The Water Brigade Hall has historical significance as a rare example of the need to provide emergency services to those affected by flooding. The hall tells of the early importance of water transport to the Clarence valley communities. The fact that the building contained a reading room illustrates the need for multipurpose buildings in small communities. Halls constructed with the sole purpose to house the water brigade are rare and this appears to be the only one still standing on the Clarence River, giving it regional significance. The hall is socially significant to the Harwood community who now use it for boat storage and as meeting place. It is also associated with the famous rower Henry Searle and his family, who lived on nearby on Esk Island.

Appendix A.19

Item 19: Harwood War Memorial, River Street, Harwood

The information below is sourced from the SHI listing for this site (site ID 1990288).

Located on the river bank this is one of the more elaborate war memorial on the Clarence River. The memorial takes the form of an obelisk which is principally made of dark, grey trachyte. It is set on a substantial concrete foundation with a free stone basement consisting of three tiers of steps. This basement is 2.1 metres by 2.1 metres and 458 millimetres high. On top of this is the first polished trachyte square which bears the names of those who served in World War I. This is then capped and a smaller trachyte square forms the base for the obelisk. The whole memorial is 5.7 metres high. It is surrounded by a fence built of cement pillions and two metal rails. A flag pole is also located within the fence line. Mature camphor trees grow adjacent to the site.

This monument was erected after several public meetings to choose a design and locate a suitable site. Like other World War I memorials on the Clarence, a site was chosen on the river bank near the Hall. It was opened in 1921 two years after the Lower Southgate memorial was erected. This memorial has been listed under the Monuments and Memorials project conducted by the Royal Australian Historical Society in 1988.

Curtilage information

The curtilage of the site has been recorded on the SHI as the riverbank and associated mature tree plantings.

Significance Assessment

Criterion	Local level
A – Important in the pattern of NSW’s history	The Harwood War Memorial has historical significance linking a local community to world events.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	This is an elegant War Memorial which displays a commanding presence on the riverbank.
D – Strong or special associations with a particular community or cultural group	The War Memorial has social significance for the residents of Harwood particularly those whose families were involved in the War.
E – Potential to yield information	It has research potential because it records the names of those who served in WWI.
F – Uncommon or rare	Does not meet this criterion.

Criterion	Local level
G – Principal characteristics of a class	Its form, in the style of an obelisk, is representative of other War Memorials on the Clarence River.

Statement of significance

The Harwood War Memorial is an elegant memorial located on the riverbank. It is significant to Harwood families who had relatives serving in World War I and links Harwood to world events. Its form, in the style of an obelisk, is representative of other War memorials on the Clarence River.

Appendix A.20

Item 20: Harwood Bridge, Harwood

The information below is partially sourced from RTA 2011 and partially based on observations made during a detailed site survey undertaken on 28 October 2011.

The route of State Highway No 10, declared in August 1928, followed the Clarence River and passed through the town of Maclean. Five kilometres north of Maclean, the highway crossed the South Arm of the Clarence River via a punt located just upstream of the current Harwood Bridge. The Harwood Punt (or Ferry) serviced the Pacific Highway for many years but was a major bottleneck, especially in peak holiday times, and traffic would often line up for more than one kilometre on either side of the river.

In the mid 1960s construction began on the Harwood Bridge, a steel-truss bridge with a vertical lift span. The Harwood Bridge was the last ever steel truss bridge constructed by the Department of Main Roads. The Harwood Bridge and Maclean Bypass were opened in August 1966 and directly replaced the Harwood Punt, the last ferry on the NSW State Highway system.

The Harwood Bridge has a total length of 888 metres and consists of seven steel truss spans of 43.1 metres and 27 steel girder approach spans; one of the steel truss spans is a vertical lift span which allows ships to pass under the bridge (a rarity these days). The bridge has two lanes for traffic and a footpath (RTA 2006a).



Figure 7-54: Harwood Bridge, facing east, photo taken for upgrade project aerial survey.



Figure 7-55: Harwood Bridge, facing south-east, photo taken by Rachael Loizou on 28 October 2011.

Curtilage information

The curtilage of the site has been recorded as the entire extent of the bridge over the Clarence River at Harwood, including footings and abutments and is defined in Figure 7-56.

Figure 7-56 Curtilage of heritage item number 20, Harwood Bridge



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The bridge has historical significance as a solution to a major transport issue in the mid 20th century.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	The bridge has architectural significance as it represents a functional example of the last steel truss bridge to be constructed in NSW as a result of the new concrete span technology. The bridge is aesthetically distinctive and representative of the town of Harwood, demonstrated in its use in the logo for the Harwood Public School.
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	The bridge is significant because it is a functional and well maintained example of a steel truss bridge which is no longer made.

Statement of significance

The Harwood Bridge is of local historical significance as it represents the solution to a major transport issue in the mid-20th century. The bridge is of architectural significance as it is a functional and well maintained example of the last 20th century steel truss bridge built in northern NSW. The bridge is aesthetically distinctive and representative of the town of Harwood, demonstrated in its use in the logo for the Harwood Public School. The bridge demonstrates the principal characteristics of steel truss bridges, a technology that is no longer used in NSW.

Appendix A.21

Item 21: Convent, 12 River Street, Harwood

The building situated at 12 River Street, Harwood was identified in the *Maclean Shire Community Based Heritage Study* (Gardiner 2006) as being part of the Harwood Conservation Area, noted in the study as a Convent. The site was recommended for inclusion on the Shire's heritage schedule but has not been included on the Clarence Valley LEP to date. The site was noted by Navin Officer (2009b) as a 19th century private residence following the site's previous identification in 2006 as part of the *Preferred Route Report* (RTA 2006b). Subsequent historical research and visual assessment of the federation/interwar Queenslander architectural style of the building (Queensland Museum 2011) indicate that the building dates to the early 20th century rather than the late 19th century. The following information is based on additional historical research and a site visit from outside the property boundary in October 2011.

Historical land titles indicate the land on which the Convent building is situated was originally selected in 1874 by Thomas Malone as the 80 acre Portion 91. In 1907 the property was held by John Cameron who owned all of Portion 91 excluding the smaller allotments that had been transferred to the Minister for Public Instruction, King Edward the VII and WW Hardie. The land on which the current building sits was transferred from Cameron to Dr Henry Sinclair Fordyce and Helen Cameron in 1924.

The land came into the hands of the Roman Catholic Church in 1927. The larger allotment was subdivided into smaller lots with lots 19 to 25 on Plan 5075 being transferred jointly to the Right Reverend John Carroll (Bishop of Lismore), Right Reverend Terence Bernard McGuire, Venerable Archdeacon Michael Quinn and Joseph Bede Kelly (retired licensed surveyor) in 1927. Lots 19 to 22 form the current lot (1 DP230181) on which the Convent building sits, while lots 23 to 25 are the location of the St Dominic's Catholic Church. The first St Dominic's Church was constructed in 1908 on land donated to the diocese (which may explain the discrepancy in dates with the title records). Destroyed by cyclone in early 1914 the church was rebuilt within the year through strong community contribution (CRE 18 February 1915).

The Convent of Mercy was opened on the site adjacent to the church in October 1928, the cost of building and furnishings totalling £1582 (BC 31 October 1928). These lots were transferred to the Trustees of the Roman Catholic Church for the Diocese of Lismore in 1942. The Sisters of Mercy operated the Convent school until 1957 (CVDE 23 March 2011). The Convent property was sold to the Colonial Sugar Refining Company in 1959 before being transferred to the NSW Sugar Milling Co-operative in 1980. The property was purchased by the RTA in June 2011 (P diBella, pers comm, 31 October 2011). The adjacent St Dominic's Catholic Church building was constructed in 1966 and closed to worshippers in March 2011 (CVDE 23 March 2011).

The Convent building is currently divided into two flats with its original size indicating a building larger than a standard residence of the time (Figure 7-57 to Figure 7-60). It is constructed of horizontal weatherboard with a corrugated iron Dutch gable roof. It has a partly enclosed verandah along the front as well as a gabled bay window on the eastern end of the frontage. There also appears to be an enclosed side verandah on the eastern end of the building. There is an open side verandah on the western end of the building. At the rear of the building the external walls are constructed with vertical boards on the eastern end of the wall perhaps indicating a later addition or enclosure to the original building. The building stands on brick stumps with a set of concrete and decorative better block steps at the front entrance. There are also concrete steps on both the east and west side of the building. The entire property is surrounded by a square-mesh metal fence with a dividing fence between the yards of the separate flats at the front and rear. Each flat has an associated single car garage at the front of the property. The garages are constructed of stamped

concrete with corrugated iron roof and locked roller door. These structure likely date to the late 20th century. The windows of the building appear to be a variety of traditional timber sash and modern sliding aluminium windows.

The interior of the building was not inspected, however based upon an assessment of the exterior and the obvious modifications of the original building into two separate dwellings, the original form and layout of the 1928 Convent building is likely to be much changed.

There has been no evidence of subsurface historical archaeological deposits identified on the property.



Figure 7-57: Front of convent building, facing north-east, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-58: Front of convent building, facing north, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-59: West side of convent building, facing east, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-60: Rear of convent building, facing south, photo taken by Rachael Loizou on 31 October 2011.

Curtilage information

The curtilage of the site should be recorded as the entire property at Lot 1 DP230181 (Figure 7-61).

Figure 7-61 Curtilage of heritage item number 21, Convent, Harwood



-  The project
-  Non Aboriginal heritage item
-  M-class design detail
-  A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The building demonstrates the growth and development of the town of Harwood and its associated requirements for education and religion.
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

The Convent is of local significance as it demonstrates the growth, development and decline of the town of Harwood and its associated requirements for education and religion. It is also located within the Harwood Conservation Area (Clarence Valley LEP 2011), which incorporates sites associated with the Harwood Sugar Mill, including structures in the village itself whose growth and demise are linked to the history of the Mill.

Appendix A.22

Item 22: Former House Site, Goodwood Street, Maclean (Property 315 - Lot 376 DP 751388)

This site was identified during historical heritage field survey in 2010. The site consists of a concrete-lined brick well (Figure 7-62) and concrete slab foundation for a former house. Slab has remnants of bathroom tiles. The house and well are estimated to date to the 1940s to 1950s.



Figure 7-62: Concrete-lined brick well at property 315, photo taken by Vanessa Edmonds in August 2010.

Curtilage information

The curtilage of the site has not been recorded in detail, so is defined as all of Lot 376 DP751388.

Significance assessment

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

This property has does not have sufficient heritage significance to fulfil criteria for local or state listing. The site and surrounds are highly disturbed and the remnants are fragmentary.

Appendix A.23

Item 23: New Italy Settlement sites, New Italy

Descriptions of each of the listed sites and components of the historical New Italy settlement are presented separately below.

New Italy Settlement (SHR 1648), New Italy Museum Complex (LEP I-166)

The information below is sourced from the SHR site card (ID 1628).

The New Italy Museum and Park of Peace site is located at the junction of the Pacific Highway and the Swan Bay-New Italy Road (Figure 7-63 to Figure 7-66). A parking area is parallel to the highway. The site contains a pavilion next to the Swan Bay-New Italy Road housing a display on 200 years of Italian immigrants in Australia. Directly opposite is a mud brick display hall which houses a collection of artefacts relating to the New Italy families and a cafeteria. Grape vines grow on the outside of the building. A restaurant and bar is situated to the north-west of the Pavilion. These three buildings form a courtyard which contains several copies of well known statuary as well as the 'Pioneer and his Dog' monument. Another hall can be found behind the restaurant. In the north-west corner of the site is the new Park of Peace containing trees planted by various dignitaries commemorating significant events and celebrations. The SHR also includes the site of the New Italy school situated at the junction of New Italy–Swan Bay Road and Moonem Road. Physical condition is fair to good. Archaeological potential of the school site together with the surrounding New Italy landscape is high. Further details on the individual items within the Settlement are available on the SHR site card.

Memorial and Stone-lined Well (LEP I-167)

The information below is sourced from the SHR site card (ID 1628), Gardiner and Cotter (2002) and site survey undertaken in October 2011.

The 1961 Memorial (also known as the Monument to the Pioneers) was designed by Lismore architects Messrs DG Board and Sons. The monument is a concrete obelisk with white Italian marble plaques attached to each of the four sides of the obelisk (Figure 7-67 to Figure 7-70). The story of New Italy is inscribed in English and Italian on the plaques along with the names of the original settlers. The design of the obelisk also incorporates moulded decoration of a boat and ocean waves representing the story of the immigrants' arrival. Adjacent to the west of the memorial is a metal flagpole with two metal hand-painted flags attached to the top – the Italian flag to the south side and the Australian flag to the north. The flagpole was installed at some time after the memorial. Oral history indicates that this area is the site of a former mud brick house belonging to the original settlement. There was no evidence of subsurface historical archaeological deposits identified on the property.

A stone-lined well (2.35 metres interior diameter) is situated south-west of the memorial and is considered to be an original in situ well (Figure 7-71 to Figure 7-74). During a site visit in October 2011 the water level in the well was at around 500 millimetres below the ground surface. Rough undressed stones are present in the deepest visible part of the well. Three courses of stones have been added above ground level and are topped by concrete which has been rendered and painted. This part of the well extends to a height of 910 millimetres above the ground surface. The opening of the well is covered with square metal mesh. The roofing over the well comprises metal square uprights with metal roof frame, and corrugated iron sheeting covered with a layer of tree bark. A wooden pulley hangs from the centre of the roof above the well. It is unclear from a visual inspection the exact depth of the well, how early the construction is or how much of the

construction is original due to the well being full of water. Despite the more modern modifications to the well, based on the substantial construction of the well apparent below ground surface and its similarity to other wells in the New Italy Settlement it appears likely that the well is an original construction associated with the early settlement of the site.

This lot also contains a timber post-and-rail fence along the lot boundary with the museum complex constructed from fencing timbers used in the original settlement. Five mature pine trees are planted along this boundary as well as two stumps from mature pine trees having been cut down. A gravel path runs from the south of the lot to the well. A paved stone path around the monument leads west to the museum complex.

The land on which the memorial and well are situated was donated by Mr Alex Roder to the Richmond Valley Council for the memorial in 1960.



Figure 7-63: New Italy Museum Complex, art gallery, facing west-north-west, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-64: New Italy Museum Complex, art gallery at left, cafe/museum at centre, facing west, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-65: New Italy Museum Complex, cafe/museum at left, pavilion at centre, facing north-west, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-66: New Italy Museum Complex, pavilion at left, facing west. Memorial, flagpole and well in foreground are outside SHR boundary. Photo taken by Rachael Loizou on 26 October 2011.



Figure 7-67: New Italy Memorial, facing north-east, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-68: New Italy Memorial, facing north-west, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-69: New Italy Memorial, facing south-west, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-70: New Italy Memorial, facing south-east, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-71: Stone-lined well, flagpole and memorial, east of Museum Complex, facing north-east, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-72: Stone-lined well with Museum Complex in background, facing west, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-73: Interior to stone-lined well with metal mesh cover and rendered and painted concrete capping, facing north-north-west, photo taken by Rachael Loizou on 26 October 2011.



Figure 7-74: Wooden pulley above stone-lined well, hanging from roof, facing north-north-west, photo taken by Rachael Loizou on 26 October 2011.

Cypress Road Stone-lined Well (LEP I-165)

The information below is sourced from Gardiner and Cotter (2002) and site survey undertaken by Karen Murphy and Rachael Loizou in October 2011.

The circular stone-lined well is situated in the Double Duke State Forest on Cypress Road, New Italy. The well is stone-lined down to 2.5 metres below ground surface and contained rubbish (including a washing machine) and had a timber log lying across the top (2002). Adjacent to the well was an artefact scatter containing glass and ceramic fragments and a raised rectangular mound, which is either spoil from the excavation of the pit, or the remains of a house site. The well and domestic remains are likely associated with Mary Spinaze (nee Capelin).

A pedestrian survey undertaken in October 2011 of Lot 25 DP755610 on which the well is situated focused on the areas within the project corridor close to the existing Pacific Highway. (The well is situated some 300 metres west of the current roadway.) The surveyed area comprises open woodland, tall grasses and extensive leaf litter. No evidence of historical remains were identified during the survey.

Roder's Stone-lined Well and Orchard (LEP I-169)

The information below is sourced from Gardiner and Cotter (2002) and site inspection undertaken in October 2011.

The well is round (around 2.5 metres diameter) and lined with irregular sandstone cobbles to a depth of at least 2.4 metres (2001) (Figure 7-75 to Figure 7-80). The actual depth of the well was unclear due to being partially filled with rubbish. The well was not capped but did contain logs which may have previously been used for capping or for a support for water haulage from the well. Adjacent to the north-east of the well is a low sandstone cobble wall, L-shaped and standing four cobblestones high, and is indicative of the remains of the corner of a building. An orchard of old mango trees is located to the north of the well along the easterly perimeter fence of the property. This general description (apart from the contents of the well) was confirmed during a site inspection undertaken from outside the property perimeter in October 2011.

To the north-west of the well is a modern colourbond shed which oral history obtained by Gardiner and Cotter (2002) indicates is the general location of the former house site of Giovanni Roder, one of the survivors of the original expedition of Italian immigrants who selected 40 acres of land in New Italy in 1883, and a further 40 acres in 1885. His property became a significant dairy farm in the New Italy area.



Figure 7-75: Roder's stone-lined well at left and stone wall at right, facing north-west, photo taken by Rachael Loizou on 26 October 2010.



Figure 7-76: Roder's stone-lined well, facing north-west, photo taken by Rachael Loizou on 26 October 2010.



Figure 7-77: Stone wall, adjacent to Roder's stone-lined well, facing north-west, photo taken by Rachael Loizou on 26 October 2010.



Figure 7-78: Roder's mango orchard, facing north-west, photo taken by Rachael Loizou on 26 October 2010.



Figure 7-79: Roder's stone-lined well, photo courtesy of Richmond Valley Council, taken 2005.



Figure 7-80: Stone wall adjacent to Roder's stone-lined well, photo courtesy of Richmond Valley Council, taken 2005.

Historic New Italy Village Area (LEP Section 5.10A)

The Historic New Italy Village Area as designated in the Richmond Valley LEP 2012 is based upon the approximate original settlement boundary from the 1880s (Figure 7-83). The boundary includes the individual sites listed in the LEP (except I-165 Cypress Road well) and the SHR listed properties as well as the rest of the New Italy cultural landscape. The identified individual sites within the boundary provide a representative sample of the types of archaeological remains known to exist, rather than a comprehensive inventory of all historical heritage in the area.

Curtilage information

The curtilage of the various site components is listed in Table 7-1. Figure 7-81 details the location and extent of the SHR curtilage for this site, while Figure 7-82 details the curtilage for the individual sites (I145 to I150, A5, A7) included as part of the Richmond Valley LEP 2012. The curtilage of the Historic New Italy Village Area from the Richmond Valley LEP is shown in Figure 7-83.

Table 7-1: Locations and curtilage information for New Italy sites.

Site ID	Site name	Address	Lot	Significance level
SHR 1648	New Italy Settlement	2 New Italy Road, New Italy via Woodburn.	Lot 2 DP616005, Part Lot 72 and Part Lot 73 DP755609	State
LEP I-164	Bazzo's Well	Forest Road, New Italy	Lot 59 DP755609	Local
LEP I-165	Cypress Road Stone-lined Well	Cypress Road, New Italy	Lot 25 DP755610	Local
LEP I-166	New Italy Museum Complex	2 New Italy – Swan Bay Road, New Italy	Lot 2 DP616005	State
LEP I-167	Memorial and Stone-lined Well	Cnr Swan Bay – New Italy Road and Pacific Highway, New Italy	Lot 1 DP207390	Local
LEP I-169	Roder's Stone-lined Well and Orchard	Pacific Highway, New Italy	Lot 97 DP755609	Local
LEP A-005	St Peter's Church, former, and Wells	40 Forest Road, New Italy	Lot 37 DP755609	Local
LEP A-006	Pezzuti's Wine Shop, former	Moonim-New Italy Road (corner Swan Bay – New Italy Road), New Italy	Lot 30 DP755609	Local
LEP, section 5.10A	Historic New Italy Village Area	New Italy	Figure 7-83	Local



Figure 7-81: Extent of SHR curtilage for the New Italy Settlement (SHR 2010).



Figure 7-82: Extent of curtilage for the New Italy sites listed on the Richmond Valley LEP 2012.



Figure 7-83: Extent of curtilage for Historic New Italy Village Area, section 6.4, Richmond Valley LEP 2012.

Significance assessment

Criterion	State level
<p>A – Important in the pattern of NSW's history</p>	<p>The sites are physical evidence of an early area of Italian settlement in country NSW and the ongoing Italian presence through the museum site provide a continuity of Italian association with the settlement. The impact of government policies towards immigration, assimilation, education and government support for commercial enterprise are reflected in the manner by which the settlers were initially separated, their later acquisition of land and the varying success of the activities carried out at the settlement.</p> <p>The sites are also evidence of late 19th century colonisation activities by private individuals, in this case the Marquis de Ray expedition.</p> <p>The sites are significant as part of a settlement that was discussed as a model for the establishment of other colonies in NSW.</p>
<p>B – Strong or special associations</p>	<p>The sites are significant for their local association with pioneer settler Giacomo Picolli who reflects some of those tenacious and persistent qualities, particularly evident in his sericulture activities, of those earliest settlers, as well his wider advocacy of the Italian heritage of the area through his establishment of the first Park of Peace.</p> <p>They also have association with Dr Florian Volpato, an agent of the Italian consul on the North Coast and a successful businessman who was able to organise and mobilise people and generate funds to bring to fruition the wider Italian community's vision for a monument to the pioneers of the area.</p> <p>In addition the New Italy Settlement has been associated with the Great Exhibition in Chicago in 1893 (where silk from the new settlement won a Gold Medal), the Paris Exhibition of 1900, and the Brisbane Expo of 1988 reflecting 100 years of involvement in public promotion of elements of Italian-Australian heritage to the world.</p>
<p>C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement</p>	<p>The remaining evidence on the sites together with the broader cultural landscape of New Italy is evocative of the former settlement, particularly its isolation and the sense of hardwood scrub blocks from which these pioneers made an existence.</p>
<p>D – Strong or special associations with a particular community or</p>	<p>The museum and school sites together with other remnants of the New Italy settlement are held in high esteem by the Italian and historical community on the North Coast. Interest beyond the region is evidenced by the regular visits of the Italian Consul-General for activities and events, continuing a tradition of Consular support since the Italians first arrived in 1881, the Governor-General's visit to open the Italian Pavilion, and regular visits by</p>

Criterion	State level
cultural group	other local/national politicians. The building of the museum and monument to the Italian settlers are evidence of the continuing celebration of the movement of an early community of immigrants into the broader regional community, the achievements and successes along the way and the pride with which the descendents maintain their cultural identity while taking on broader roles in the Australian community.
E – Potential to yield information	<p>The school site and documentary evidence has potential for research into early 20th century school design. The school and museum sites as a portion of the larger settlement landscape which includes drainage, wells, church building, tree plantings (incl. fruit, grape, mulberry and native), wine shop and hall, demonstrate the adaptive use of building and agricultural skills and technology in a resource-poor environment as well as the physical form of an established settled environment.</p> <p>The archaeological evidence together with throughout the New Italy site reflects cultural building and horticultural practices transported to Australia from Italy and adapted to Australian climatic and environmental conditions, particularly the lack of a permanent above-ground water resource.</p>
F – Uncommon or rare	This is the only known Italian settlement of this type in NSW.
G – Principal characteristics of a class	The evidence of the school site together with the New Italy settlement as a whole is a physical representation of the tenacity and determination of the Italian pioneers and pioneers in general to create a community in an unfamiliar in and resource poor environment and the physical.

Statement of significance

The New Italy school site as part of the New Italy Settlement Landscape is of state significance as evidence of a settlement built through the tenacity, forbearance and technical skills (esp. horticultural and architectural) of a unique group of Australian settlers. It is also significant to those displaced Italian migrants who were allowed assisted passage to Australia by Sir Henry Parkes after the ill-fated Marquis de Rays expedition of 1881. Linked to this surviving archaeological heritage both by location and trust management by descendants of these early settlers is the current New Italy Museum Complex. This museum complex stands as a vibrant and living monument to the important contributions made by these (and other) Italian migrants to the past and present cultural and social identity of the North Coast region and the whole state of NSW (SHR 2010).

Moreover the Museum complex is a continuing celebration of multicultural Australia and the important links forged between the Italian and wider Australian community. The ongoing patronage of the site by Italian and non-Italian local and state dignitaries is evidence of the esteem in which the heritage of New Italy is held by the broader community. The commitment and co-operation of various groups in maintaining and developing the museum complex and school sites as well as the broader New Italy landscape by numerous community groups and individuals provides a continuity of partnership between the Italian and non-Italian community which began when the Italian settlers first arrived (SHR 2010).

Appendix A.24

Item 24: Vineyard Haven New Italy Settlement

The information below is sourced from the SHR site card (ID 1715).

This property is situated on the corner of Swan Bay-New Italy Road, and Forest Road. A creek bed traversing around the middle of 'Vineyard Haven' in a north-south direction was the original track that the settlers used from Swan Bay to Chatswood Island, part of which was used as the track from Swan Bay to New Italy. The present Forest Road soon became the southbound road. The main route south was then quickly relocated two kilometres east of the settlement and was known as Lawrence Road for many years, and now forms part of the Pacific Highway.'

Much of the area has regrown since the Italian Settlement days and it seems possible that today's view of the landscape and setting at Vineyard Haven is much as the first settlers saw it in 1882.

There were about 50 adult men initially amongst the first settlers and although they undertook much of the hard physical work of clearing the land, ring barking and felling trees, grubbing out roots, axing and adzing the straight timbers for building purposes, the women of the settlement also took part in the hard work of land clearing. The men also walked some 10-15 kilometres to work on the sugar plantations, often staying a whole week and returning home on weekends to continue working on their blocks. Examples of ringbarked, but unfallen trees, remain standing today, over 120 years later. Isolated original posts and well linings in timber slabs also remain as products of the tree felling.

The soil was generally heavy clay and needed hard work. However other soils such as sandstone, ironstone and gravel were also to be found on the property and used to line wells and make roads. Soon after settlement there were many wet years followed by severe dry periods and record droughts from 1900 to 1920. Water reticulation and retention would have been important then, and this site of the original Palis Brothers block (now 'Vineyard Haven') was then described as well trenched. They used these trenches to direct rain water to the Grave Vines, Garden, Holding Tank and the Dam in the creek bed.

Further details on the individual items within the Settlement are available on the SHR site card.

Curtilage information

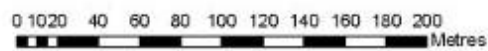
The curtilage of the site is listed on the SHR as Part Lot 2 DP 828347. Figure 7-84 details the location and extent of the curtilage for this site.

Heritage Council of New South Wales



State Heritage Register

Gazettal Date: 10 December 2004



Scale: 1:2,500

Produced by: Jo Lesak

N.B. Horizontal accuracy estimated at 5m

Legend

- SHR Curtilage
- LGAs
- Suburbs
- Stream
- Land Parcels
- Water
- Roads
- Railways
- NSW Reserves

Figure 7-84: Extent of SHR curtilage for Vineyard Haven, New Italy Settlement.

Significance assessment

Criterion	State level
A – Important in the pattern of NSW's history	Vineyard Haven is of state significance as one of the original New Italy properties selected in 1882, still retaining evidence of vineyards and domestic structures supporting settlement, and as a contributory element to the historic landscapes of New Italy.
B – Strong or special associations	Vineyard Haven is significant for its associations with the French Palis Brothers who acted as teachers and interpreters for the New Italy settlers, with the Italian Guarischi family who owned and occupied the land from the late 19th to the early 20th centuries.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	Vineyard Haven is significant for the aesthetic qualities of its old growth and regrowth sclerophyll forest in a gently undulating landscape providing a setting for the homestead area and clearings used for vine cultivation along the routes that have connected New Italy to the outside world at Swan Bay; and for the technical innovation of the Italian settlers in constructing dams and watering systems for their vines that may reflect similar practises in northern Italy.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	Vineyard Haven is of state significance as a reference site, in its archaeological resources, for the cultivation of vineyards by Italian settlers in the late 19th and early 20th centuries and for its potential to yield further information on the development of vine growing in NSW.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Vineyard Haven may be representative in its archaeological resources and historical uses of the principal characteristics of many of the blocks settled at New Italy, although further research on other sites in New Italy is needed to confirm this.

Statement of significance

'Vineyard Haven' occupies the property originally taken up by the French Palis Brothers, and then the Italian Giovanni Guarischi, and contributes to the state significant New Italy Settlement Landscape. The whole landscape is of state significance as evidence of a settlement built through the tenacity, forbearance and technical skills of a unique group of settlers. It contains remnants of the landscape encountered by the settlers and evidence of their domestic and work practices. These relics and archaeological items include a dam site, a timber lined well, a mound, vines, vine contours on the landscape, former water trenches and other archaeological evidence (SHR 2010).

The site's context is also important. The original track from Chatsworth Island to Swan Bay traversed Vineyard Haven according to a line drawn and written comment on the Original Survey Plan of Portion 36 which was surveyed on 14 March 1883. This track is very closely aligned to the walking path that the first settlers took from Swan Bay (the landing place upstream a few kilometres from Woodburn on the Richmond River) to take up this land (SHR 2010).

The gateway to property of Vineyard Haven is opposite the site of the Italian Settlers Saint Peter's Church which was erected in 1907 after an earlier church was destroyed by a fire. This church was demolished in 1945 after being damaged by a Storm. Another important aspect of the context is the bushland setting, much of which has regrown on Vineyard Haven and which is reminiscent of the setting and circumstances that would have faced the first Italian and French settlers when they arrived in 1882 (SHR 2010).

Appendix A.25

Item 25: Woodburn Slaughterhouse, 204 Tuckombil Road, Trustrums Hill¹

The information provided is based on the SHI site card (ID 4311595), Heritage Concepts (2007) report and on observations made during a detailed site survey undertaken on 25 October 2011.

The main structure of the Woodburn slaughterhouse complex is a rectangular building comprised of large timber uprights supporting a timber truss roof structure covered with corrugated iron roof sheets. The timber uprights are covered with flat zinc sheeting (the manufacturer's mark 'Lysaght' is visible), supposedly to protect the timber and facilitate the washing down of the structure. John Lysaght set up the Victoria Galvanized Iron & Wire Company in Melbourne in 1880, with branches in other colonies. Flat zinc sheeting is known to have been used for lining slaughterhouses and meat safes (Heritage Concepts 2007).

The main structure has three bays, two of which (the southern and middle bays) originally had gates on both the eastern and western sides. The third (northern) bay originally had a gate on the western side and a wall with fixed horizontal timber beams to waist height and corrugated iron sheeting together with timber sheeting on the eastern side. Of the five large timber gates (each gate is comprised of two doors) only the southern and middle gates on the western side of the structure are still intact, attached and standing upright as one of the doors belonging to the middle gate on the eastern side (the other door is missing). The northern gate on the western side of the structure is completely missing and the southern gate on the eastern side has either fallen or been removed and now lies on the interior concrete floor of the structure. Each of the doors are covered internally with flat zinc sheeting as described above; presumably to protect the timber and promote some level of sanitation during the slaughter process. All gate fittings are hand forged from iron. The walls of the northern bay are made up of fixed horizontal timber beams to head height which are spaced apart and have corrugated iron sheeting attached. The southern end wall of this structure is made up of corrugated sheeting and recycled service station signage (zinc sheeting). Hand forged iron hooks photographed and recorded by Heritage Concepts (2007) have since been removed. Electricity has been connected to the main structure at a later date with spotlights on the northern and western sides of the roof edge. A large Telstra box and an electricity box are also located on the exterior surface of the northern wall.

From the 1880s/1890s, slaughterhouses throughout New South Wales and Australia (especially in the warmer parts of the country) typically had concrete or mortar floors to facilitate washing down. Prior to the use of concrete, brick paving was utilised. As this was more labour intensive and costly to construct, concrete and mortar rapidly became the flooring of choice. It is highly probable that the original floor surface of the slaughterhouse was concrete and has over its lifetime been renewed and/or repaired. It is possible that the concrete has been laid over an earlier brick paved surface (Heritage Concepts 2007).

A number of depressions have been moulded into the concrete floor of the main structure which align with a series of drainage channels around the perimeter of the building including:

¹ The address is also recorded as 8980 Pacific Highway, Woodburn.

- A shallow concrete drainage channel along the western side of the main structure which connects to another shallow concrete drainage channel running perpendicular to the western side of the main structure which is visible above ground for around 5 metres and may continue below the ground surface due to a high level of siltation.
- Evidence, in the form of depressions in the grass, of similar drainage channels to the east of the main structure which run 100 metres north where they appear to terminate in a natural gully.
- A shallow concrete drainage channel which runs north-south for around 10 metres and is located north of the rectangular concrete pond described below.

There is the possibility that more of these drainage channels exist on the property but are currently not visible due to the level of siltation and vegetation.

Adjoining to the north of the main structure is a circular yard with post and rail fence using square timber lengths which have been bolted together and iron gates. An associated crush and ramp for unloading cattle is located immediately west of the yard. The ramp is constructed using timber, earth and stone.

Immediately south of the main structure is a round iron copper which has an open air section and a half gabled roof overhead. The copper is set in a brick and rendered concrete box with a rectangular trough on the northern side, a brick chimney at the south-east corner and a fire box which is accessible on the western side under the copper. The copper was used to render animal fat for the production of by products such as soap.

The copper abuts a third structure with a corrugated iron gabled roof. The eastern side of the building has also been intentionally left open with all other sides being enclosed. The western and southern walls are covered with modern zinc aluminium with square corrugations whereas the northern wall is covered with old corrugated iron. This structure may have been utilised for hanging animal carcasses. Immediately south of this structure is a chopping block consisting of a tree stump and post which may have been utilised during the slaughter process ie cattle may have been secured to the post before being killed by having their necks slit or by decapitation.

Around 30 metres north of the main structure is a rectangular concrete pond with a concrete apron which is the possible remains of either a detention basin or foundation for a tallow works, historically common in the area (Heritage Concepts 2007).



Figure 7-85: Woodburn slaughterhouse and adjacent structures, facing east, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-86: Woodburn slaughterhouse and potential discharge drain, facing south, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-87: Discharge drain termination, facing east, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-88: Natural low depression, facing north-east, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-89: Possible remains of detention basin or foundation for tallow works, facing north, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-90: Discharge drain located north of rectangular concrete pond, facing south (Heritage Concepts 2007).



Figure 7-91: Discharge drain to west of main structure, facing east, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-92: Western exterior side of main structure, facing east, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-93: Woodburn slaughterhouse, facing west north-west, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-94: Hand forged iron hooks which have been removed, facing south-west (Heritage Concepts 2007).



Figure 7-95: Copper, fuel box, chimney and trough, facing east, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-96: Structure to south of main structure, facing north-east, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-97: Tree stump and post, facing north, photo taken by Rachael Loizou on 25 October 2011.



Figure 7-98: Cattle ramp, facing north, photo taken by Rachael Loizou on 25 October 2011.

Curtilage information

The slaughterhouse complex is located on Lot 15 DP 864108. The entire lot is listed on the Richmond Valley LEP (2012). The curtilage of the site was defined as a result of a detailed site survey undertaken on 25 October 2011. The structures, yards, ramp, concrete pond, tree stump and post and all drainage channels are included within the curtilage. The curtilage of this site is defined in Figure 7-99.

Significance assessment

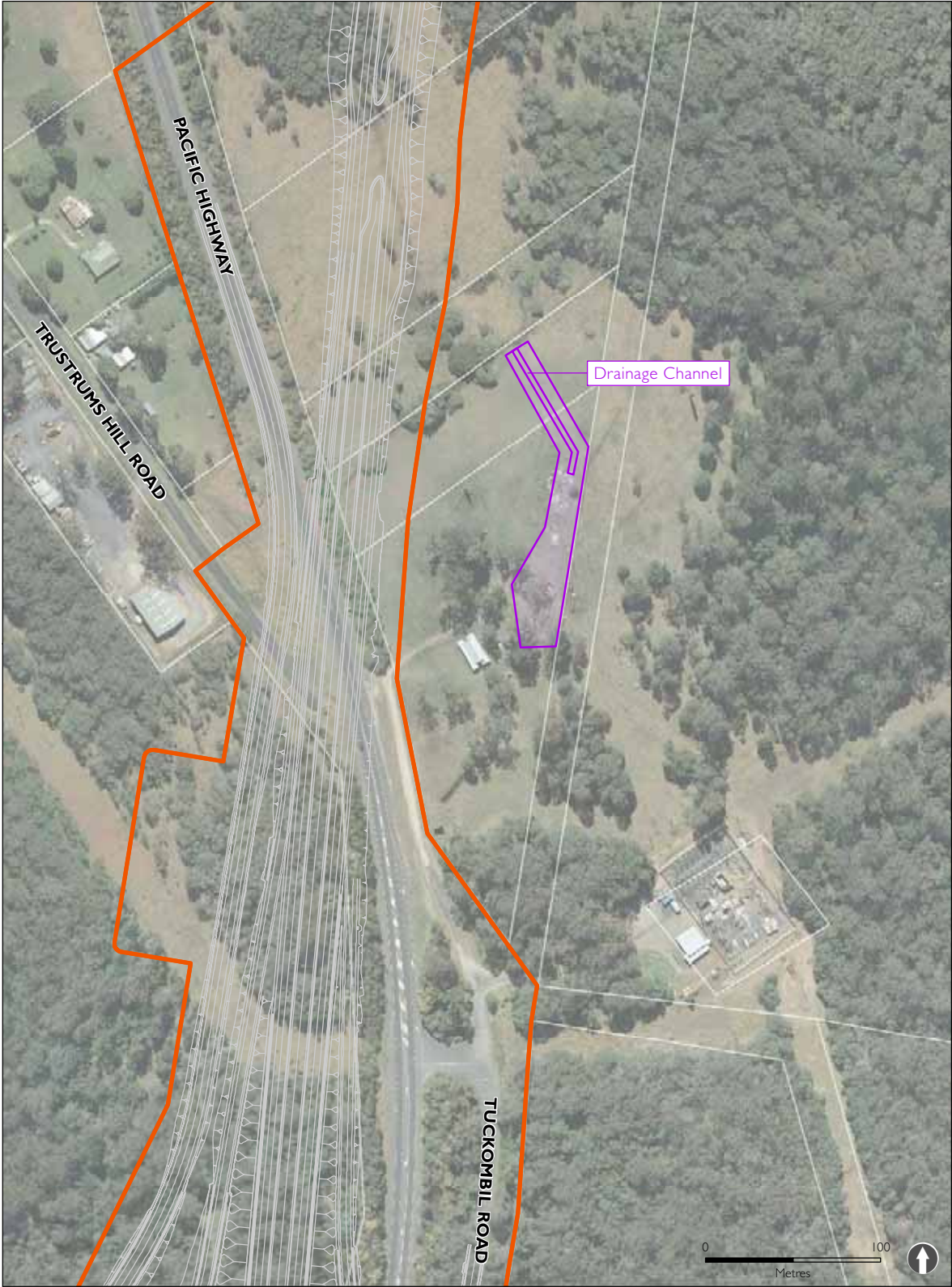
Criterion	Local level
A – Important in the pattern of NSW’s history	The site is of moderate historical significance as it demonstrates the importance of local food production and distribution in the Woodburn-Evans Head region.
B – Strong or special associations	The site is associated with several local butchers.
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	It is has research potential revealing the workings of small slaughter houses most of which have now been demolished in the Richmond Valley.
F – Uncommon or rare	This is a rare example of a small slaughterhouse on the North Coast of NSW.

Criterion	Local level
G – Principal characteristics of a class	It is representative of the many small slaughterhouses associated with villages through the Richmond Valley.

Statement of significance

The Woodburn slaughterhouse has moderate local historical significance as it demonstrates the importance of local food production and distribution in the Woodburn-Evans Head region. It is representative of its type, having both slaughtering and condensing facilities. As meat processing regulations became more stringent in the 1960s and cattle were sent to large abattoirs, slaughterhouses were closed throughout the Richmond Valley and most have been demolished. This is the only known slaughterhouse extant in the Richmond Valley (Gardiner 2007).

Figure 7-99 Curtilage of heritage item number 25, Woodburn Slaughterhouse



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

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Appendix A.26

Item 26: Maloney Property (Buttery/Creamery and Dairy), Broadwater (Property 680)

The information below is based on historical research and observations made during a detailed site survey undertaken on 25 October 2011.

The site was identified during a field survey of the upgrade project in August 2010. The Maloney property dates to the 1870s when James Maloney Sr took up a block of heath land to build a home. The property was considered to have inferior soils and was purchased for 10 pounds an acre but was gradually transformed into a profitable dairy farm over the course of many years. The land was 'cleared with a mattock, then ploughed and drained' before being planted with rough grasses which were eventually ploughed out and replaced with other grasses more suitable for feeding (Sydney Morning Herald, 23 October 1933). Today the property consists of a residence, buttery/creamery, dairy with an open bay with an adjoining large open bay shed and timber stockyards. The Maloney family still own and occupy the property which continues to be utilised as a farm.

The residence is of timber and brick construction with a pitched corrugated iron roof. The timber stockyards consist of a ramp and yard located east of the residence alongside the driveway. A detailed survey of the house and stockyards was not undertaken as neither will be impacted by the proposed development.

The buttery/creamery was likely constructed post 1930s and was used to store butter and cream from the dairy. The buttery/creamery is of concrete block construction with a concrete floor and a timber gable and corrugated iron roof. Concrete block (or breeze block as it is sometimes known) was produced by Patrick Sheehy and his family at Tyndale from the mid 1930s. It has a distinctive mould pattern and is well known in the Clarence Valley. The blocks were commonly used for practical purposes to build dairy bails, fences and provide footings for small cottages (Gardiner 2006). The north-western gabled end of the roof has a small rectangular opening which has been covered over with timber and meat safe mesh; this opening was probably used to allow hot air to escape from the roof cavity allowing the structure to stay cool inside. The buttery/creamery has a timber door on the north-west face and plaster/painted render on the interior and exterior walls. The gables and the door have been painted recently in a pinkish-brown colour. There is a knee-high timber bench along the southern (back) wall and square windows on the south-west and north-east faces of the structure which have been covered with chicken wire and corrugated iron sheeting.

The dairy consists of an open timber barn which was used as a milking shed and an adjoining enclosed timber barn which was used to house milk vats. The dairy is of timber board construction with a concrete floor and a timber gable, corrugated iron and fibre cement sheeting roof over both the open barn and the enclosed barn. The enclosed barn has timber ventilation louvers at each gabled end. The exterior of the structure has recently been painted in a pinkish-brown colour. At the back of the open barn are the remains of six milking bays with the remains of a milk pipeline running overhead into the enclosed barn. Both sections of the dairy are currently used as storage by the Maloney family.

An open bay adjoins the open barn section of the dairy to the south and consists of a flat sloping corrugated iron and timber beam roof and a corrugated iron rear (western) wall. The open bay adjoins a much larger open bay shed with four bays. The open bay shed consists of square timber uprights supporting a flat sloping corrugated iron and timber beam roof. The open bay shed has corrugated iron rear (western) and side (northern and southern) walls. Both the open bay adjacent to the dairy and the open bay shed are open at the front (eastern side). The timber uprights and some of the timber roof beams have recently been painted in a pinkish-brown colour.

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

An historical local cemetery is thought to be located north of the buttery/creamery and dairy in the bushland, although pedestrian survey has failed to reveal its location.

There was no evidence of subsurface historical archaeological deposits identified on the property within the project corridor.



Figure 7-100: Dairy with open timber barn at right and enclosed timber barn section at left, facing south, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-101: Interior of open barn section of dairy, facing south, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-102: Interior of enclosed barn section of dairy, facing east, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-103: Interior of enclosed barn section of dairy, facing south-east, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-104: Interior of enclosed barn section of dairy showing milk pipeline, facing south, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-105: Dairy and open bay shed, facing west-south-west, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-106: Concrete block, facing west, taken by Rachael Loizou on 31 October 2011.



Figure 7-107: Back of dairy, facing north-west, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-108: Open bay adjacent to dairy, facing west, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-109: Open bay shed, facing south-west, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-110: Buttery/creamery, facing south-west, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-111: Buttery/creamery, facing east, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-112: Buttery/creamery, facing south–south-east, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-113: Buttery/creamery, facing south, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-114: Interior of buttery/creamery, facing south, photo taken by Rachael Loizou on 31 October 2011.



Figure 7-115: Window of buttery/creamery (interior wall), facing east, photo taken by Rachael Loizou on 31 October 2011.

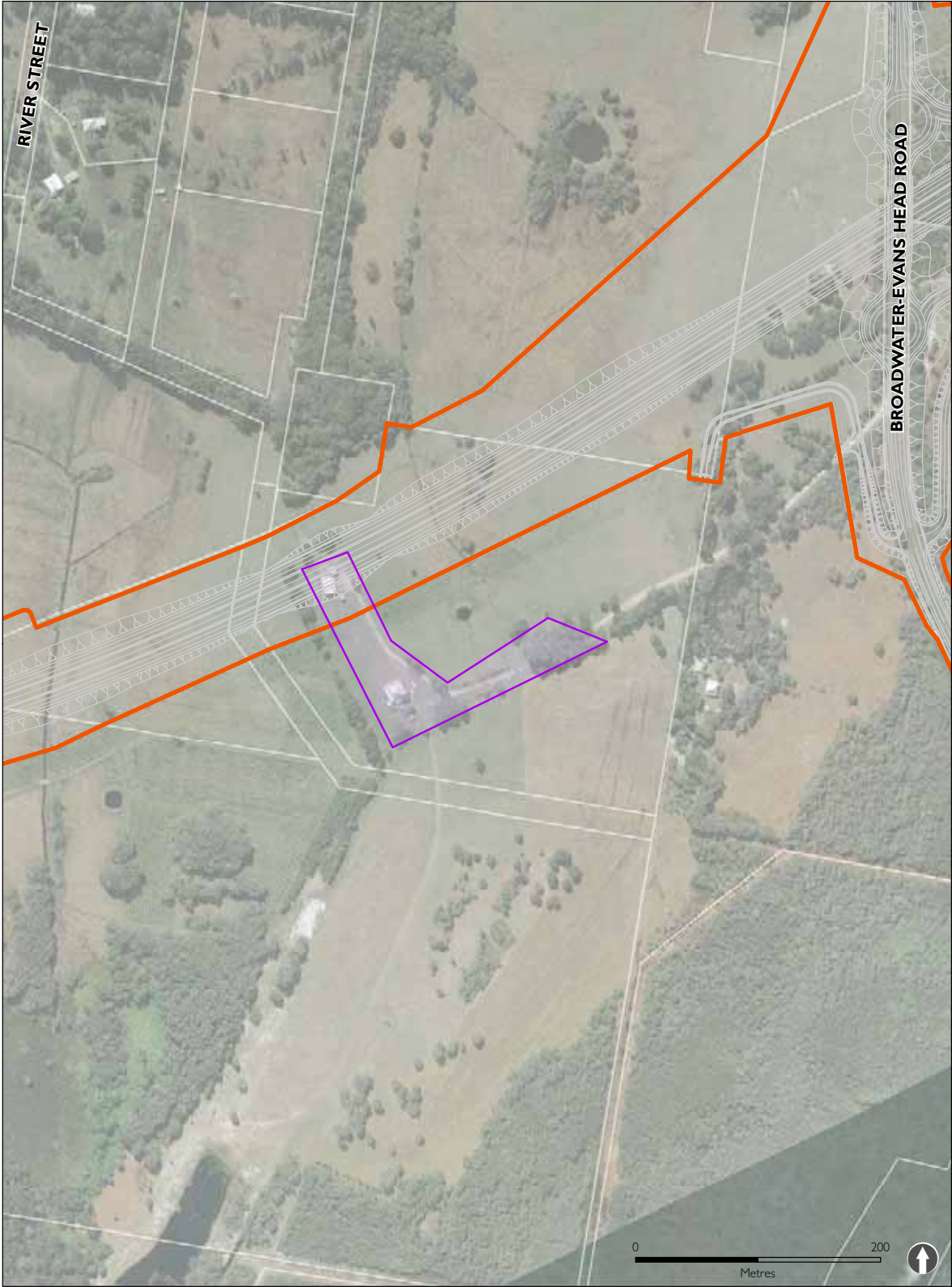


Figure 7-116: Maloney residence, facing south, photo taken by Rachael Loizou on 31 October 2011.

Curtilage information

The Maloney Property is situated in Broadwater on Lot 5 and Lot 10 DP1142669. The curtilage of this heritage item was defined as a result of the aforementioned survey. The dairy, buttery/creamery, sheds, residence and stockyards are included within the curtilage. The curtilage of this site is defined in Figure 7-117.

Figure 7-117 Curtilage of heritage item number 26, Maloney Property, Broadwater



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW’s history	The site is of high historical significance as it demonstrates the pattern of early settlement and the evolution of the dairy industry over the 19th and 20th centuries.
B – Strong or special associations	The buttery/creamery is associated with Patrick Sheehy, a local brick maker. The site is of associative significance due to the ongoing connection with the Maloney family, an early settler family in the region.
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 early settlement and dairy farming in the region in the 19th and 20th centuries.
F – Uncommon or rare	The Maloney Property is a rare, well kept and intact example of a 19th/20th century dairy farm representative of an industry which was once important but is now in decline.
G – Principal characteristics of a class	The buttery/creamery is representative of its type.

Statement of significance

The Maloney Property is considered to be of importance in the pattern of NSW’s history as it demonstrates the pattern of early settlement in the Broadwater region and has the potential to yield information about the nature and evolution of dairy farming in the 19th and 20th centuries. The site has special associations with the local brick maker Patrick Sheehy and is also significant for its ongoing connection with the Maloney family, an early settler family in the region who continue to own, run and occupy the property. The site is considered rare as the dairy farming industry was once important in the region but is now uncommon. The buttery/creamery is also representative of its type.

Appendix A.27

Item 27: Meerschaum Vale Brickworks, Wardell

Brick was used from the 1870s most often in public buildings, and showcased in the Maclean Courthouse, Police Station and Post Office precinct. Many local primary schools namely, Chatsworth Island, Harwood Island, Maclean, South Arm, Woodford Leigh, Woombah, were also built of brick which reflected a local desire to have a more durable, permanent building structure (Gardiner 2006).

This site was referenced as an item of local historical significance in *Wardell Community-Based Heritage Study* (Gahan 2004). The exact location of the former Meerschaum Vale brickworks however, is was not identified by Heritage Concepts (2005). It is thought to be located somewhere near the junction of Wardell Road and Thurgates Lane, to the east of the current project corridor. An earlier topographic map shows a quarry on the south-eastern side of the above road junction which may be associated with, or indicative of, the brickworks. Current aerial photos indicate a large dam which may be a former quarry (Heritage Concepts 2005).

A survey of the location in 2011 did not reveal any physical evidence of the site due to the low ground surface visibility caused by the presence of thick, tall grasses across the area to the east of Wardell Road, and lower-level grasses on the west side of Wardell Road. Historical research on the properties situated in this location, and searches of local and regional newspapers from the 19th century also did not reveal any reference to a brickworks at this location.

Curtilage information

The curtilage of the site is recommended to be the entire property, Lot 7 DP 866508.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW’s history	Brickworks sites have a historical significance in the North Coast region and these sites indicate a local answer to a resource shortage.
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 site has moderate archaeological potential.
F – Uncommon or rare	Does not meet this criterion.

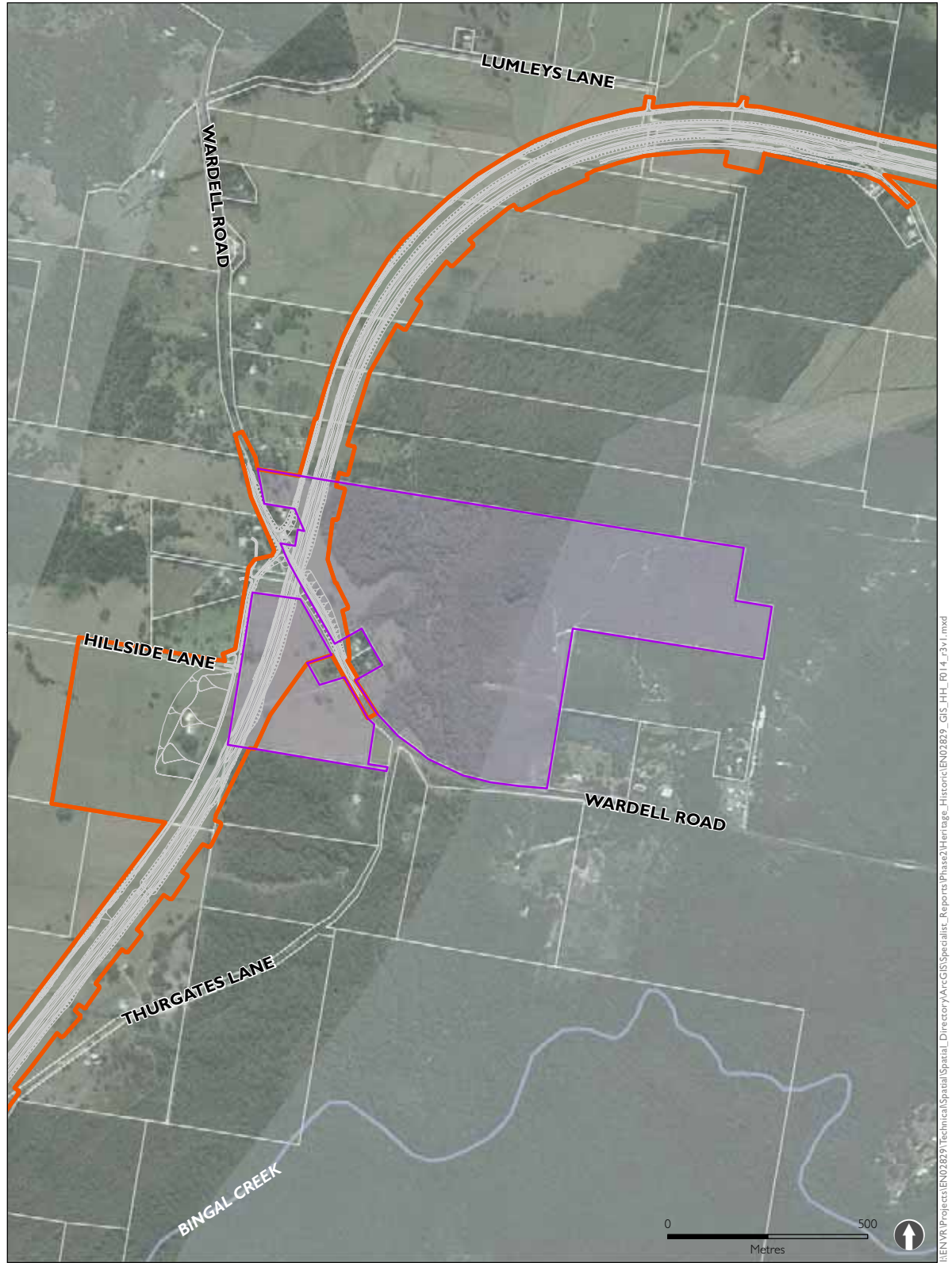
Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

Criterion	Local level
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The site (if its location can be confirmed) will have local historical significance. Prior to extensive road transport, bricks were produced to meet local demand at several local brickworks, this site may demonstrate a local solution to a resource need.

Figure 7-118 Curtilage of heritage item number 27, Meerschaum Vale Brickworks, Wardell



-  The project
-  Non Aboriginal heritage item
-  M-class design detail
-  A-class design detail

Appendix A.28

Item 28: Byrne Property, Broadwater

The information below is sourced from Heritage Concepts (2005, 2006) and site survey undertaken in November 2011 in the company of Mark Byrne (property owner and Byrne descendant).

The Byrne family property is one of the oldest properties in the Broadwater region, having been held by the family since being selected by Daniel Byrne under the *Robertson Land Act 1861*. The property was taken over by Dan Byrne's brother John Byrne (direct ancestor of current property owners) so Dan could return to his profession as a police constable. John was well known as a cabinetmaker and the quality of his skills were praised throughout the district for the construction of the St Patrick's Church at Wardell (Northern Star 29 March 1879) and the Broadwater Public School (NS 14 November 1885).

The property at one time ran dairy cattle, but the main focus was sugar cane, with the Broadwater sugar mill commencing operation less than two miles along the Richmond River in 1881. Early farming of sugar cane required a substantial labour force due to the labour-intensive nature of the cutting process. Houses and cottages were situated across the property for the workers. There were a number of houses situated in the raised, forested area in the south-east corner of the property (M Byrne, pers comm, 1 November 2011).

John also owned a hotel situated on the property in the south-west corner of the Byrne's property near the Pacific Highway and Rattle Gully. This was also the location of a hall. The hotel was operated for a time by John's son-in-law Peter John Peterson and was operating in 1908 when issues over Mr Peterson's licence were raised causing the hotel to temporarily close (Northern Star 30 April 1908, 27 June 1908). Physical evidence of the hotel in the form of bottles have previously been found in this location by Mark Byrne and his brothers (current property owners) in the late 20th and early 21st centuries (M Byrne, pers comm, 1 November 2011). John Byrne died in 1916, passing the entire property to his son John Joseph Byrne (grandfather of the current owners) (Sydney Morning Herald 21 April 1917).

Other activities occurring on the property in the late 19th and early 20th centuries included the making of bricks using a clay source in the south-east area of the property. Stone was also quarried in this area for use on the farm and around the district including its use in the construction of the state-heritage listed Evans Head Memorial Aerodrome in the 1930s. This vegetated area is the only raised area on the property and also provided a safe haven for the Byrne family during the devastating 1954 floods in the region (M Byrne, pers comm, 1 November 2011).

Heritage Concepts (2005, 2006) identified a number of heritage features on the Byrne property including a brick-lined well, a clay pit, a stone quarry and historical artefact scatters all situated in the forested, raised area in the south-east corner of the property. This area was surveyed by the authors on 1 November 2011. The area is undulating, with a high stone ridge, down to a temporary water course leading to a Melaleuca swamp. Vegetation is open forest, some vine forest, and Melaleuca swamp. The ground surface south of the ridge is sandy with a high level of leaf litter cover.

Brick-lined well

The brick-lined well (Figure 7-119, Figure 7-120) was covered with timber slabs and branches in order to reduce its obtrusiveness to trespassers. The well is a variable ovoid shape ranging in diameter from 610 to 640 millimetres. The depth of the well to the water surface in November 2011 was 3.1 metres from the top course of bricks. The well comprises mainly brick courses, with some

stones interspersed. The brick courses were visible all the way down to the water surface. The well is likely associated with the farm workers and cane cutters who resided in cottages in this area. Oral history indicates that the well may have been constructed by Chinese workers on the farm (M Byrne, pers comm, 1 November 2011).

Clay pits

Located west of the well, a large excavated area (>10 metres diameter) now filled with water was identified as a clay pit that provided the raw material for the on-site production of bricks (Figure 7-121). Narrow channels leading downhill from the main pit into other smaller depressions may be related to the required drainage of the clay pit for use following rain, or other aspects of the brick production process. The channels were filled with grasses and leaf litter. A second area to the east of the clay pit has also been excavated into the bank, possibly also related to the accessing of clay material for the manufacture of bricks (Figure 7-122).

Stone quarry

A large quarry area (Figure 7-123) is situated immediately to the north of the clay pit and well on the other side of a stone ridge, with the quarrying area measuring some 80 metres x 100 metres in size. There is extensive evidence of the removal of stone from the quarry over time. The quarry area also contains a number of other items including:

- Two trailers (Figure 7-129), one used for the transport of cane to the river, the other for transporting the cane cutters around the property.
- An old plough/harrow.
- A collapsed timber hut (used in recent years by sons of the property owners).
- Several old cars bodies.
- Metal pipes and other metal pieces.

Artefact scatters

Metal, brick, ceramic and glass artefacts are visible on the surface throughout the southern section of the forested area (Figure 7-124).

Concentrated evidence of glass bottles and ceramic vessels including white ceramic tableware, stoneware ginger beer bottles, dark green alcohol bottles, and clear/light green condiment and cordial bottles and medicine bottles are situated in the south-east corner of the site (Figure 7-125 to Figure 7-127). This area appeared to be have been excavated by hand, possibly to retrieve bottles. Mark Byrne indicated that the artefacts were found sub-surface by himself and his brother. Other surface artefacts were difficult to see due to the high level of leaf litter covering the ground surface. On walking tracks through the area where ground surface visibility was high, fragments of glass, ceramic, brick and shell were found eroding from below the ground surface (Figure 7-128). The presence of artefacts in these two instances indicates the high likelihood of more artefacts below the ground surface.

The combination and types of artefacts found during this survey and depicted by Heritage Concepts (2006) clearly represents a domestic archaeological signature dating to the late 19th century (Murphy 2010) and supports the oral history of the area being used for the residence of

farm workers and cane cutters. The artefact assemblage suggests this as more likely than the cordial factory/hotel indicated by Heritage Concepts (2006). Documentary evidence indicates that a cordial factory did operate in Broadwater at some time before 1907, being operated by Charles Lauriston (NS 25 September 1907), however the location of this is unknown. The hotel owned/operated by John Byrne was not situated near these artefact features but, close to the current Pacific Highway more than one kilometre west of the identified heritage features (M Byrne, pers comm, 1 November 2011).

Other larger artefacts on the surface include a rusted metal ship's water tank, corrugated iron sheeting, corrugated iron water tanks, wire and metal pipes. Partial bricks and brick fragments were also found throughout the area.

Despite the limited ground surface visibility, the surface artefacts indicate a rich archaeological resource with high research potential for providing information on the little-documented, everyday lives of workers associated with the sugar industry, a key industry for the entire region.

Pig-sties

Two structures formerly used as pig-sties are situated on the western margin of the forested area (Figure 7-130, Figure 7-131). Both are rectangular structures constructed with a timber frame of local undressed timber logs and walls and roofing of corrugated iron sheeting. Both are open along one side of the structure and are no longer used for housing pigs.

Stockyard/pens

The remains of a stockyard or animal pen are situated in south-west corner of the forested area (Figure 7-132). The pens are in disrepair with the remains of several large timber posts, barbed wire and one timber rail remaining.

Site summary

Each of the specific components described above have a high contribution to the overall significance of the site. While the site is described in terms of its individual components, the entire forested area within the Byrne property boundaries (Lot 6 DP1043232) represents a cultural landscape which has been used since before European settlement. The site has provided an important area for residential and industrial activities related to the operation of the Byrne farm since the 19th century. Evidence of domestic artefacts and features (such as the well) are present across the entire area, and subsurface archaeological remains related to the workers residing here are highly likely to also occur across the area. The site also represents not only a domestic landscape but an industrial one, demonstrating activities which were important in the early development of the region and the self-sufficient development of the farm, such as brickmaking, stone quarrying and raising animals.



Figure 7-119: Brick lined well, facing south, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-120: Brick lined well, facing south, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-121: Clay pit filled with water, facing north-west, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-122: Secondary clay pit, facing north-east, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-123: Section of stone quarry viewed from ridge, facing north-east, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-124: Example of bricks on ground surface found across site, facing east, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-125: Example of glass bottle fragment found in south-east corner of site, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-126: Example of ceramic fragment found in south-east corner of site, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-127: Example of artefact scatter in south-east corner of site, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-128: Walking track with artefacts eroding from below ground surface, facing east, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-129: Trailers situated within stone quarry area, facing south, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-130: Pig-sty 1 at edge of forested area, facing south-east, photo taken by Rachael Loizou on 1 November 2011.



Figure 7-131: Pig-sty 2 at edge of forested area, facing south, photo taken by Rachael Loizou on 1 November 2011.

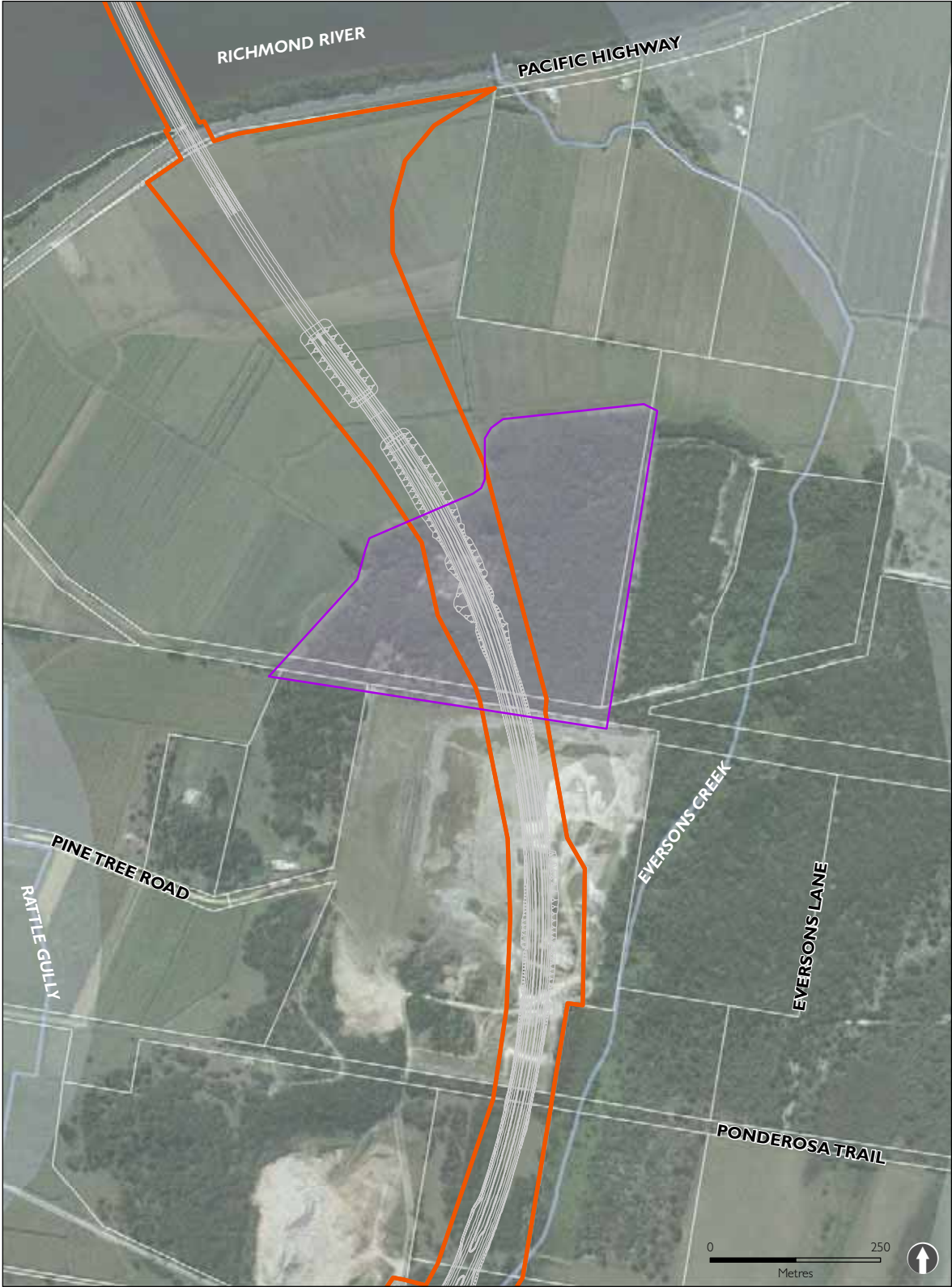


Figure 7-132: Stockyard/pens, facing south-east, photo taken by Rachael Loizou on 1 November 2011.

Curtilage information

The curtilage includes the majority of the vegetated area in the south-east corner of Lot 6 DP1043232 and incorporates the well, quarry, clay pits, artefact scatters, pig-sties, and stockyard and is defined in Figure 7-133 and Figure 7-134.

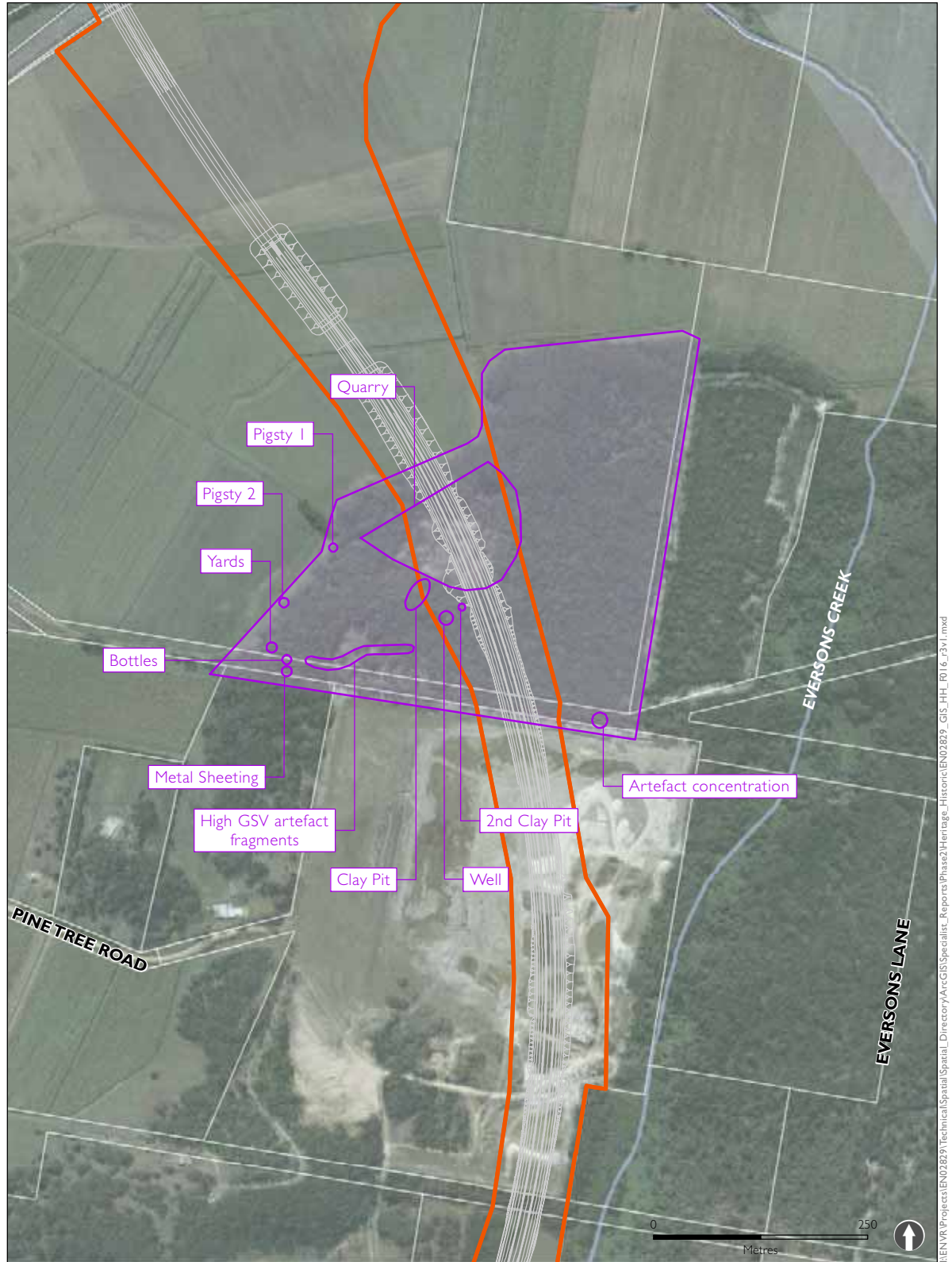
Figure 7-133 Curtilage of heritage item number 28, Byrne Property, Broadwater



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Upgrading the Pacific Highway - Woolgoolga to Ballina Upgrade

Figure 7-134 Features of heritage item number 28, Byrne Property, Broadwater



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The site is of historical significance because of its association with early European settlement in the region. It also demonstrates the pattern of settlement in this region from the 19 th century to the present day with the development and ongoing importance of the sugar industry to the region.
B – Strong or special associations	The site is of associative significance due to the ongoing connection with the Byrne family, an early settler family in the region.
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 surface artefacts and other features indicate a rich archaeological resource with high research potential for providing information on the little-documented, everyday lives of workers associated with the sugar industry, a key industry for the entire region. There is also the potential to yield information about the variety of activities undertaken in supporting the operation of an early sugar cane farm including the attitude towards self-sufficiency particularly highlighted by the presence of brickmaking and stone quarrying on the site.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The Byrne property demonstrates the pattern of settlement in the North Coast region of NSW from the 19th century to the present day with the early development and ongoing importance of the sugar industry to the region. The site is of historical significance as it is associated with early European settlement in the district. The site is of significance for its strong and ongoing association with the Byrne family, one of the earliest families in the district, who continue to run the property as a sugar cane farm. The site is significant for its potential to yield information about the region's past. The

surface artefacts and other features indicate a rich archaeological resource with high research potential for answering questions associated with historical research themes identified for the study area including 'Developing local, regional and national economies' and 'Building settlements, towns and cities'. Specifically the site has potential to provide information on the little-documented, everyday lives of workers associated with the sugar industry, a key industry for the entire region. There is also the potential to yield information about the variety of activities undertaken in supporting the operation of an early sugar cane farm including the attitude towards self-sufficiency particularly highlighted by the presence of brick-making and stone quarrying on the site.

Appendix A.29

Item 29: 'Stonehenge' Property, Lumley's Lane, Wardell

The following information is sourced from Heritage Concepts (2005). The 'Stonehenge' property was identified as being of local significance as part of the *Wardell Community Based Heritage Study* (Gahan 2004) but is currently not listed on any heritage list or register.

Sitting at the base of the Blackwall Range, along Lumley's Lane, the property (on Lot 2 DP 543525) currently operates as a sugar cane farm. In the latter part of the 19th century it was worked by share farmers before being purchased by the Law family in 1901. The original farmhouse was constructed circa 1880 from timber obtained from a single cedar tree, then moved to its current location, about 80 metres down the slope, in the 1920s by means of bullocks and logs (Figure 7-135). Major additions were made to the house at this time. In the 1940s another house was built behind the works sheds for family members (Figure 7-136).

The property maintained its own dairy until 1973, when de-regulation of that industry forced a shift to sugar cane cultivation. The original dairy buildings and yards are still extant, clearly indicating early construction techniques and original materials (Figure 7-137). Old machinery associated with this activity is deposited towards the rear of the buildings. A new workshop was recently erected on the site of a 1900s building that collapsed.

Between the house and the work buildings is an old partially overgrown drainage channel, constructed during the early 1910s (Figure 7-138). According to the owner all drainage channels in the area were constructed under the auspices of a local drainage union early in the 19th century.

The property contains numerous built and moveable items of heritage value and also serves as an indicator of the types of relics and structures that could be located on other properties (Figure 7-139). These relate to early farming activity, such as sheds, yards and derelict equipment, or regional engineering projects such as the construction of drainage channels. The latter also reflect local social and economic organisation.

A detailed survey or site visit was not undertaken for this report as landowner permission was not obtained for access to the property. There has been no evidence of subsurface historical archaeological deposits identified on the property.

Curtilage information

Based on information from Heritage Concepts (2005) and analysis of aerial photography the curtilage of the site is recommended to include the main dwelling (partially comprising the original 1880s structure), the former dairy buildings, the 1940s dwelling, the early 20th century drainage and the surrounding land which contains other artefactual evidence of the operation of the property as shown in Figure 7-140.



Figure 7-135: Original section of first dwelling at Stonehenge (circa 1880) (Heritage Concepts 2005).



Figure 7-136: Second dwelling constructed at Stonehenge (circa 1940s) (Heritage Concepts 2005).



Figure 7-137: Original dairy buildings (Heritage Concepts 2005).

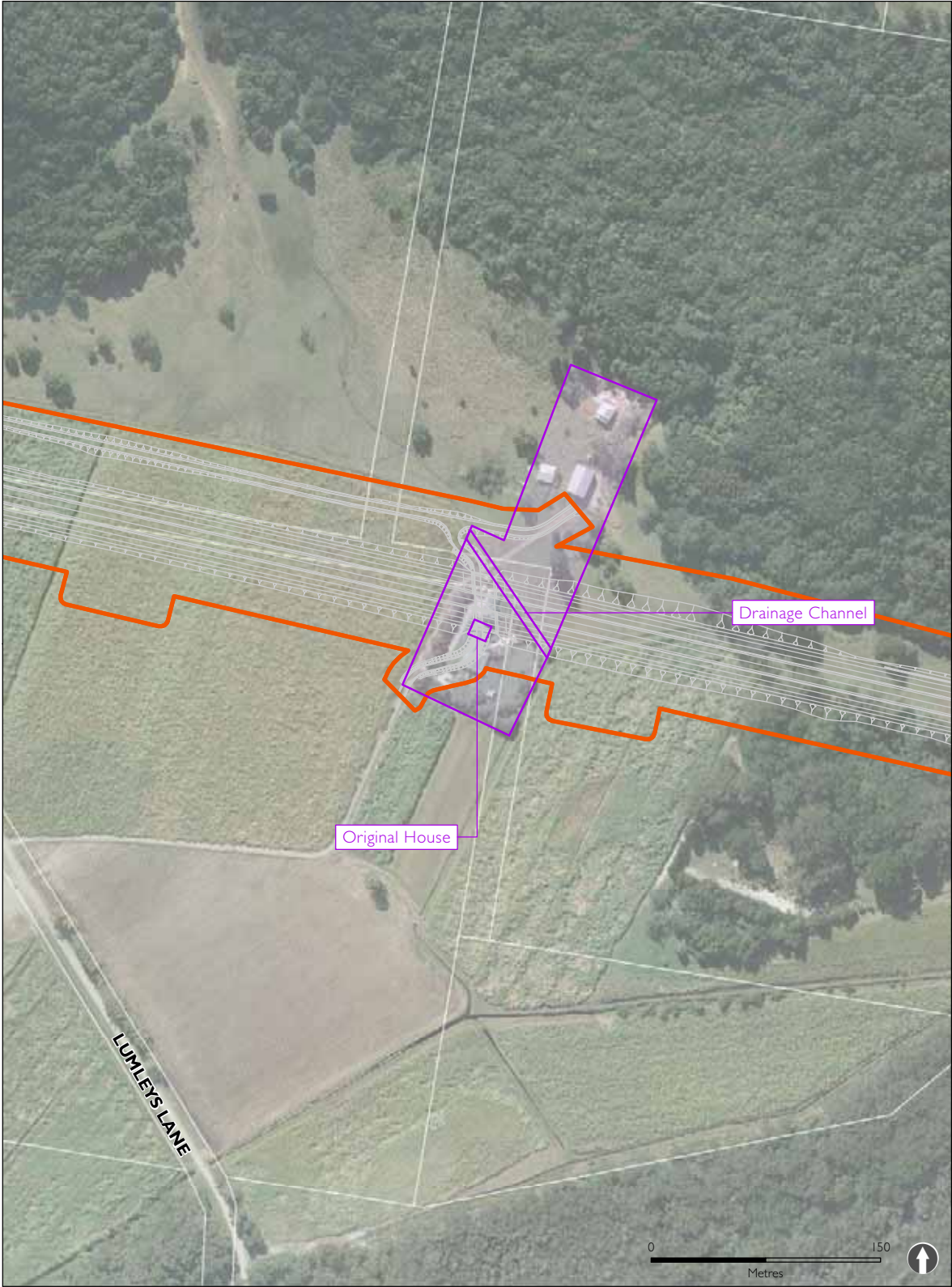


Figure 7-138: Drainage Union drainage channel (Heritage Concepts 2005).



Figure 7-139: Farm equipment and artefacts (Heritage Concepts 2005).

Figure 7-140 Curtilage of heritage item number 29, Stonehenge Property, Wardell



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

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	The site has the potential to provide information about the operation of a dairy farm in the 19 th and 20th centuries in the region. The site also contains a number of items of movable heritage such as farm machinery, which has potential to provide information.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The site has local significance as it represents an intact example of different farming techniques including share farming, dairy farming and cane farming. The buildings on site and the moveable heritage items have the potential to yield information of a local historical nature.

Appendix A.30

Item 30: Bamboo stands, Thurgates Lane, Wardell (Properties 723 and 725)

The sites were identified during field survey of the project corridor in August 2010 with information provided by Jali Local Aboriginal Land Council (LALC) Site Officers.

These sites consist of two mature stands of bamboo, around 30 metres x 30 metres, on the edge of property 725 and in the centre of property 723. Property 725 is located to the north of the intersection of Thurgates Lane and Wardell Road, Wardell. Property 723 is located to the west of the southern end of Thurgates Lane.

These sites may possibly be associated with Chinese gambling and people who lived on Cabbage Tree Island. Gambling was not allowed on Cabbage Tree Island, so primarily men would go to other areas where the Chinese set up gambling tables. To access these gambling areas, people would travel between the Island to various gambling sites including those near Wardell which is across areas within the project corridor.



Figure 7-141: View of mature bamboo stand at property 723, off Thurgates Lane, Wardell, photo taken by Rani Atwood on 27 August 2010.

Curtilage information

As a detailed survey of these items has not been undertaken, the curtilage is recommended to be Lot 7 DP 866508 and Lot 172 DP755691.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW’s history	These sites may be linked to Chinese migrants in the region in the 19 th century, demonstrating the variety of cultural influences in NSW’s history.
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	These sites may be linked to the presence of Chinese migrants in the region in the 19 th century.
E – Potential to yield information	The site has moderate archaeological potential for sites associated with gambling activities.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

A preliminary statement of significance has been developed, however further survey and research is required in order to fully understand the history and significance of these sites.

These sites may be linked to Chinese migrants in the region in the 19th century demonstrating the variety of cultural influences in NSW’s history. The site has moderate archaeological potential for evidence of gambling activities.

Appendix A.31

Item 31: Potential Former House Site, 1248 Wardell Rd, Wardell (Lumley's property)

This potential house site was originally identified from aerial photos, where faint outlines of a rectangular structure and furrowed earth nearby were evident. A field survey in 2010 identified the following features in the area:

- A rectangular concrete building foundation, possibly a house or shed (Figure 7-142).
- A circular water tank with corrugated iron on the outside and concrete lining inside.
- A small series of furrowed earth mounds, possibly evidence of a small market garden or potato field.

There was no evidence of archaeological deposit associated with the site.



Figure 7-142: Rectangular concrete building foundations, photo taken by Joseph Brooke in November 2010.

The ownership of the property has been traced (Table 7-2) from 1905 to present. The first owner, James Gould was possibly the teacher at Pimlico School (Sydney Morning Herald, 17 July 1906). The ownership of the property appears to have been a series of farming families, with the Lumley family in possession from 1926 to 2007.

Historical research was not able to provide any information relating to the construction period of the items on site.

Table 7-2: Summary of Owners Report Lot 158 DP755731 (Land and Property Management Authority, Sydney).

Date of acquisition and term held	Registered proprietor(s) & occupations where available	Reference to title at acquisition and sale
10/05/1905 (1905 to 1915)	James Gould (No occupation noted)	Vol 1586 Fol 120
27/04/1915 (1915 to 1926)	George Sladen (Farmer)	Vol 1586 Fol 120
11/08/1926? (1926 to 1926)	Herbert Edwin Richmond Bartlett (Store Keeper) Paul Lumley (Farmer) (Transmission Application not investigated)	Vol 1586 Fol 120
24/07/1926 (1926 to 1963)	Bennett Bruce Lumley (Farmer)	Vol 1586 Fol 120
30/05/1963 (1963 to 2007)	Warren Bruce Lumley (Farmer)	Vol 1586 Fol 120 now 158/755731
25/06/2007 (2007 to date)	# Roads and Traffic Authority of New South Wales	158/755731

Denotes Current Registered Proprietor

Curtilage Information

Following the field visit the curtilage of the site has been defined as the extent of the foundations, the water tank and the earth furrows, all located in the north-eastern corner of Lot 158 DP 755731 (Figure 7-143).

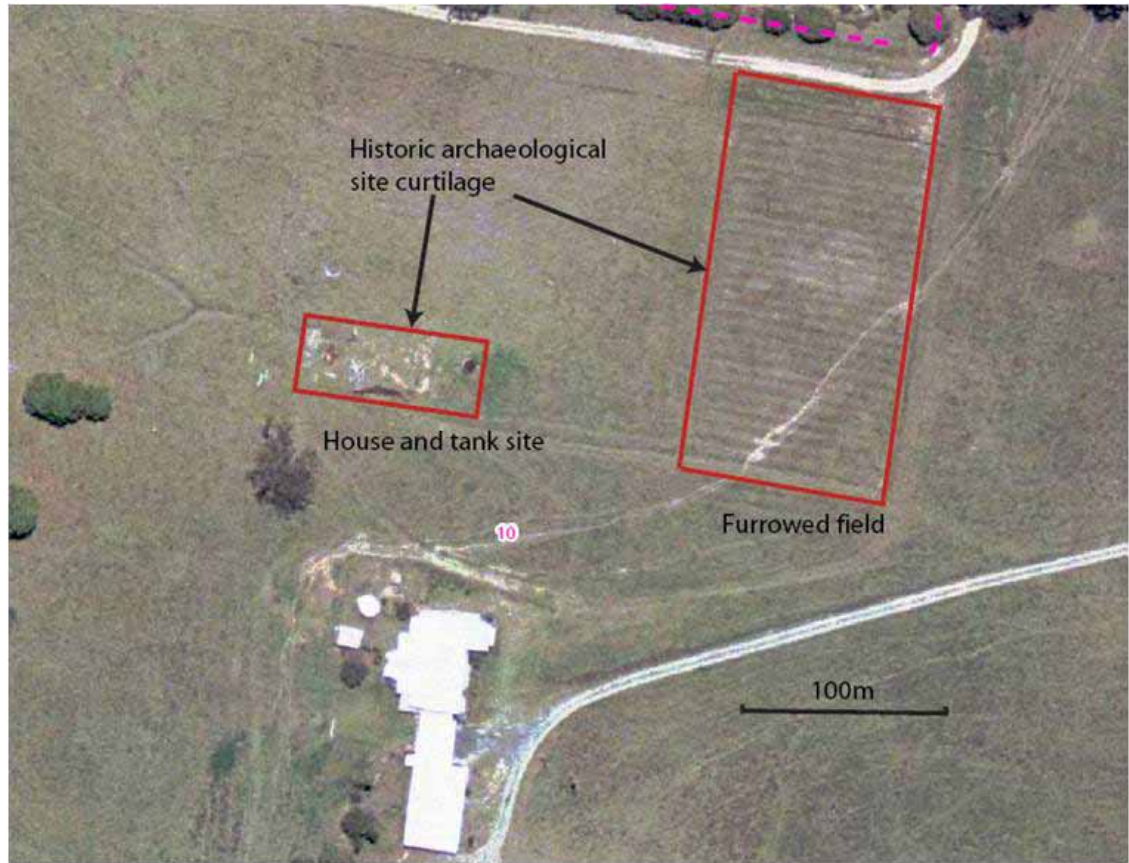


Figure 7-143: Curtilage of potential former house site, Lumley property.

Significance assessment

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

Although the property has some associations with local families, the property does not have sufficient heritage significance to fulfil criteria for local or state listing. The site remnants are fragmentary and do not contain potential for archaeological deposit.

Appendix A.32

Item 32: Harwood Heritage Conservation Area, Harwood

The Harwood Heritage Conservation Area (LEP ID C4) is listed on the Clarence Valley LEP 2011 and comprises a large proportion of the town of Harwood (Figure 7-144). The precinct was identified in the Maclean Shire community Based Heritage Study (Gardiner 2006) with 13 individual heritage places identified within the Conservation Area recommended for inclusion on the Clarence Valley LEP. Only eight of the 13 places recommended are currently listed on the Clarence Valley LEP (2011), however all places located within the Harwood Heritage Conservation Area boundary are technically included in the LEP area listing. The following information is sourced from Gardiner (2006) and a site visit to the area in October 2011.

Table 7-3: Individual heritage places identified for inclusion in the Harwood Heritage Conservation Area.

LEP item no	SHI no	Item name	Address	Property description	Listed
I136	1990354	Residence	3 Church Street	Lot 12 DP859558	LEP, SHI
I138	1990298	Mill Street Tram Tracks	Mill Street	Road reserve	LEP, SHI
I139	1990302, 1990011	School residence and school*	9 Morpeth Street	Lot 1 DP818005	LEP, SHI
I142	1990170	Sportsfield and grandstand	Petticoat Lane	Lot 92 DP665552	LEP, SHI
I143	1990066	Water Brigade Hall*	River Street	Lots 168 and 169 DP751373, Reserve 44087	LEP, SHI
I144	1990288	War Memorial*	River Street	Road reserve	LEP, SHI
I145	1990146	Trees	River Street	Road reserve	LEP, SHI
n/a	1990300	Mill Complex	Off Mill Street	n/a	SHI
n/a	1990376	Beardmore Tug	Off Mill Street	n/a	SHI
n/a	1990082	Convent*	12 River Street	Lot 1 DP230181	SHI
n/a	19900297	Post Office	River Street	n/a	SHI
n/a	1990299	Police Station	River Street	n/a	SHI

* Refer to individual appendices for further information on these heritage items.

The Harwood Mill has been the central component of the sugar industry on the Lower Clarence since 1873. It is the oldest continuously operating sugar mill in NSW and is one of only three sugar mills in NSW. Not surprisingly over the years this mill has seen many changes. One such change was the introduction of the cane derrick (1913) and the gradual move to burn all cane harvested. Possibly the greatest change came in 1925-1931 when the CSR Company built tramlines on Harwood Island to transport the cane more efficiently to the mill. Other changes included the introduction of bulk handling of raw sugar for shipment to refineries in 1954 and the start of mechanical harvesting in 1974 which resulted in the replacement of water by road transport. The sale of the Harwood mill in 1979 to the NSW Sugar Milling Cooperative was another major change. As difficulties arose with the Queensland based Sugar Marketing Board, the NSW Sugar Milling Cooperative decide to refine their own sugar and in 1989/1990 a joint agreement was reached with the Manildra Group to build the Manildra Harwood Sugar Refinery next to the mill complex.

The Harwood Mill Conservation area incorporates not only the Sugar Mill structures but items in the village itself whose growth and demise are linked to the history of the Mill. Sites include the Mill and Refinery buildings, remnant tram tracks, the wharf and foreshore and substantial mature trees eg figs, mango, typical timber workers' housing and places in the village such as the sportsfield and Grandstand, War Memorial and riverside tree plantings, Water Brigade Hall, Post Office and Police Station, Convent, and residence at 3 Church Street. The Mill site also contains several movable heritage items including the Tug the *Beardmore*, a cane grab lying on the foreshore, early cane planter and other pieces of equipment.

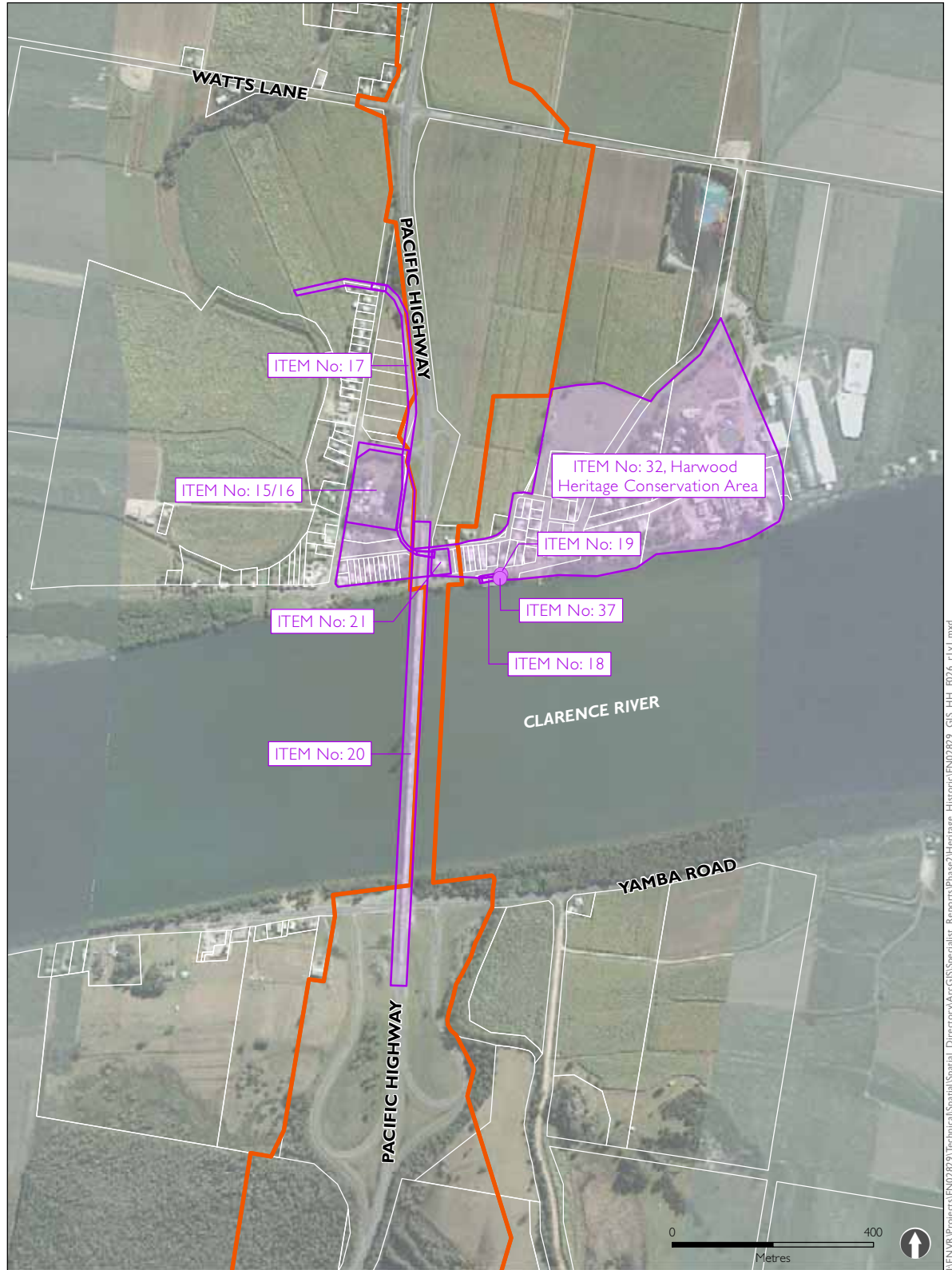
An additional remnant of tram tracks not previously identified were found near Petticoat Lane within the boundary of the Harwood Heritage Conservation Area during site survey in Harwood in October 2011. These tram tracks have been included in Item 17 Harwood Tram Tracks (formerly Old Pacific Highway Tram Tracks).

Curtilage information

The Harwood Heritage Conservation Area encompasses a large proportion of the town of Harwood and is the area designated on Heritage Map – Sheet HER-011I in the Clarence Valley Council LEP (2011) (Figure 7-144).

Upgrading the Pacific Highway - Woolgoolga to Ballina Upgrade

Figure 7-144 Curtilage of heritage item number 32, Harwood Conservaton Area, Harwood



- The project
- M-class design detail
- A-class design detail
- Non Aboriginal heritage item (point)
- Non Aboriginal heritage item (area)

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Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The Area demonstrates the development and decline of the town through its association with the Harwood Sugar Mill, the oldest continuously operating sugar mill in NSW. It also demonstrates the importance of the sugar industry to the local region from the 19 th century onwards.
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 Area has the potential to yield information regarding the change and development of sugar industry processes and technology.
F – Uncommon or rare	Does not meet this criterion.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

The Harwood Heritage Conservation Area demonstrates the development and decline of the town through its association with the Harwood Sugar Mill, the oldest continuously operating sugar mill in NSW. It also demonstrates the importance of the sugar industry to the local region from the 19th century onwards. The Area has the potential to yield information regarding the change and development of sugar industry processes and technology through research into items such as the *Beardmore* Tug, a cane grab, an early cane planter and other pieces of equipment.

Appendix A.33

Item 33: High Conservation Value Old Growth Forest

The following information is sourced from the SHR Listing (Listing Number 01487) with minor updates. The High Conservation Value Old Growth Forest was listed on the SHR in December 2000.

Curtilage information

The curtilage of the site is listed on the SHR as follows.

All those pieces or parcels of land in the Upper North East Region* described below:

(i) depicted in the Geographic Information System theme in ESRI grid format called 'hcovog1_prctcd' in the sub-directory called 'Protected_HCVOG' on the CD-ROM, lodged with the Department of Urban Affairs and Planning and having the volume label '991221_1516 (21 December 1999)'; and

(ii) further described in the corresponding metadata on the CD-ROM.

But excluding those pieces and parcels of land subject to the easements and leases described below:

(i) depicted in the Geographic Information System theme in ESRI ArcInfo coverage format called 'easement and leases' in the sub-directory called 'Heritage Office OG/Tenure' on CD-ROM lodged with the Heritage Office and having the volume label '001117 1805' (17 November 2000) and provided by State Forests of NSW; and

(ii) further described in the corresponding metadata on the CD-ROM.

* The Upper North East Region is the area as described in section 1.4 of the Forest Agreement for the Upper North East Region, NSW Government Gazette, 5 March 1999.

Significance assessment

Criterion	State level
A – Important in the pattern of NSW's history	HCVOG Forest is important for its potential to demonstrate the history of their use and exploitation, as well as key sites demonstrating evidence of Aboriginal occupation over a long time period.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	HCVOG Forest are by the nature of their tall trees areas of high aesthetic values which are valued and sought after by the community.
D – Strong or special associations with a particular community or cultural group	Does not meet this criterion.
E – Potential to yield information	HCVOG Forest is important for its potential to contribute to our understanding of the life cycle of eucalypt forests.
F – Uncommon or rare	HCVOG Forest is a forest type which is now rare or uncommon at a regional and state wide basis. They provide a valuable habitat for a wide range of native animal species including a number of rare and endangered species.
G – Principal characteristics of a class	Does not meet this criterion.

Statement of significance

Old growth forest is ecologically mature eucalypt forest showing few signs of human disturbance. The upper canopy trees are no longer growing in height or spreading their crowns and show signs of old age. As the historical context for this project demonstrates, initial European settlement of the region focused on timber getting and land clearing for agriculture, pastoralism and townships. The remains of examples of old growth forests are therefore rare. HCVOG Forest represents the best examples remaining of such forests.

Appendix A.34

Item 34: Townsend Residence, Townsend

The information provided is based on the SHI site card (ID 1990024). The property is listed on the Clarence Valley LEP (2011) for its local heritage significance.

The description of the residence was originally noted by Tim Shellshear in the Maclean Heritage Study undertaken in 1989. The residence was noted as a charming small cottage of elegant architectural simplicity having double pitched roof extending smoothly over encircling verandahs. Verandahs supported on simple timber posts with striking fish scale style valance all round. Weatherboard walls set between exposed studies with twelve pane windows similarly set between. Description of the residence in 2006 indicates that it does not exactly match that given by Shellshear and indicates the property has been modified.

The fish scale valance had been removed. Unsympathetic alterations such as imitation roof tiles, aluminium guttering, boarding to verandah faces and enclosure of side verandah. Comments made in the SHI listing indicate that the integrity of the house is spoiled by these modifications and that renovations undertaken have taken little consideration of its heritage charm.



Figure 7-145: Townsend residence (Source: NSW State Heritage Inventory).

Curtilage information

The entire allotment at 3 Jubilee Street, Townsend (Lot 1 DP501255) is listed on the Clarence Valley LEP (2011). Based on information from the SHI and analysis of aerial imagery the curtilage of the site is recommended to include the main dwelling as shown in Figure 7-146.

Significance assessment

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	The significance of this cottage lies in its early original c1870s and architectural simplicity having double pitched roof extending smoothly over encircling verandahs.
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

The significance of this cottage lies in its early original c1870s and architectural simplicity having double pitched roof extending smoothly over encircling verandahs. However it has been substantially modified.

Figure 7-146 Curtilage of heritage item number 34, Townsend Residence, Townsend



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Appendix A.35

Item 35: Six Mile Tick Gate Remains, Glenugie

The following information is sourced from Heritage Concepts (2007).

The potential threat of the cattle tick to stock in NSW was recognised as early as 1896 when restrictions on the movement of stock from Queensland were established. The restrictions included designated border crossing points where all stock was inspected, the construction of cattle dips and the erection of stock-proof fences along the NSW-Queensland border. Staff were trained and appointed to attend the border crossing points. From the 1930s large areas of NSW were gazetted as quarantine areas to assist in the control and eradication of the cattle tick. Each area had an inspector in charge assisted by senior assistants, assistants, gatekeepers and patrolmen. The duties of the field staff included the examination and dipping of cattle, manning of the gates between each quarantine area, patrol work and the maintenance of quarantine boundary fences. The gates were erected across roads and vehicles transporting stock into an area were inspected for valid permits (Heritage Concepts 2007).

The Six Mile Tick Gate was situated on the southern boundary of the Grafton Quarantine Area which was first gazetted in 1932. Situated on the Pacific Highway the tick gate operated from 1932 until 1977, with only a brief hiatus between 1963 and 1965 when the quarantine area was released due to successful eradication of the cattle tick in the area (Heritage Concepts 2007).

While there is little information specifically about the Six Mile Tick Gate, it is considered to have contained the standard elements for tick gates in NSW. The standard components of a tick gate site included a gate across the road, a cubicle or office for the person manning the gate, and toilet facilities. As these gates were operated on a 24-hour seven day a week basis, some sites may have included basic living quarters. The tick gate site would have included a parking area for the stock transportation vehicles while awaiting clearance to proceed on their journeys. Following closure of the tick gate in 1977 the structures are likely to have been moved to other sites or sold off (Heritage Concepts 2007).

In 2007 the remains at the site included an open grassed area with pieces of broken concrete, fence posts, fencelines, pieces of timber, a timber gate and road side post, corrugated iron sheeting and a lemon tree. The remains also included three concrete slabs. Two were situated within the impact zone of the Franklins Road Heavy Vehicle Inspection Site. The smaller of the two slabs was 1540 mm x 1220 mm. The larger of the two was 3050 mm x 2470 mm with a raised section with bolts at each corner. A third large concrete slab was situated approximately 56 metres east of the highway centreline and outside the impact zone for the Vehicle Inspection Site. This concrete slab measured 3090 mm x 2780 mm (Heritage Concepts 2007).

The two concrete slabs located within the construction footprint of the Vehicle Inspection Site are considered to be the remains of structures associated with operation of the Six Mile Tick Gate. These structures may have been an office/cubicle and/or a lunch room. As the Tick Gate operated 24 hours a day, seven days a week, the large concrete slab outside the construction footprint may have been the living quarters for the gatekeepers. Based on historical research and site inspection there is little potential for the site to contain archaeological or structural remains other than those identified. This is due to the low level of occupancy that generally comprised one gatekeeper and only during times that the Tick Gate was in operation (Heritage Concepts 2007).

The western half of the site including the two concrete slabs was demolished during construction of the Franklins Road Heavy Vehicle Inspection Site in 2009. The remains on the eastern half of the site including the large concrete slab, fenceline and other blocks of concrete are still in existence.

Curtilage information

The original curtilage of the Six Mile Tick Gate Remains identified in 2007 included all physical evidence described above and is shown on Figure 7-147. The remains still in existence on the site are situated in the eastern half of the curtilage, east of the paved vehicle inspection area and associated planting.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	The site is important for its role as part of the strategies employed by the then NSW Department of Agriculture during the 20 th century to control the spread of the cattle tick to 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	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.

While the site is still historically significant in demonstrating the strategies employed to control the spread of cattle tick in NSW in the 20th century, the destruction of half the site has reduced the site's significance in that evidence of key standard components of tick gate design have been destroyed.

Statement of significance

The cattle tick was first reported in the Northern Territory in 1872 and it had spread through the tropical and sub-tropical climates of Western Australia, Northern Territory and Queensland and arrived in NSW in 1906. The NSW Department of Agriculture (now the Department of Primary Industry) have employed various strategies to control the spread of the cattle tick into NSW. The Six Mile Tick Gate is one of the control strategies the Department employed during the 20th century to prevent the spread of the cattle tick into and out of the Grafton quarantine area (Heritage Concepts 2007). The site is important for its role as part of the control strategies for controlling the spread of cattle tick in NSW.

Figure 7-147 Original curtilage of heritage item number 35, Six Mile Tick Gate Remains, Glenugie



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Appendix A.36

Item 36: North Coast Railway Branch Tramway, Glenugie

The following information is sourced from Navin Officer (2009a).

The branch tramway line from the North Coast Railway to Glenugie Peak, a distance of over eight kilometres, was built in 1915 during construction of the North Coast Railway between Glenreagh and South Grafton (Figure 7-148). It was built to obtain a supply of ballast for the main rail line from the basalt of Glenugie Peak, there being no other source of suitable stone along the main line (Navin Officer 2009a).

Indications of the tramway first appear on the 1909 map of the Parish of Lanitza (Figure 7-149), with its final alignment being shown most accurately on the 1925 Parish map (Figure 7-150). In his report to the NSW Legislative Assembly of 1 September 1915, the Chief Engineer for Railway and Tramway Construction, NSW Department of Public Works, provided the rationale for its construction but gave little detail as to its method of construction. The remnant alignment may still be discerned on the modern-day topographic map of the area (Navin Officer 2009a).

The alignment is evident as a levelled, linear ground platform; approximately 3 m wide, which in places is cut or benched to a minor degree according to small scale changes in the local land surface. Shallow side embankments are evident in places. The alignment within the area originally assessed for the Glenugie Upgrade consists of a gradually curved section, approximately 250 m in length, extending northeast of the highway to Franklins Road (from 505022.6697307 to 505090.6697467 GDA). The construction of Franklins Road has removed traces of the tramway to the east of this point (Navin Officer 2009a).

This remnant represents less than 3% of the overall length of the original branch line/tramway. There is no intact evidence of tramway construction materials or items associated with its use (such as wooden sleepers, metal objects or the remains of hopper trucks) at that location. Only the earthen embankments remain. Buried fabric may be present but would be unlikely to have remained in situ due to the construction of the existing Pacific Highway. "The remains of a hopper truck, bits of metal, a wooden sleeper and several bolts" noted in the NSW State Forests 1994 Environmental Impact Statement for the Grafton Management Area are not in this section of the remnant tramway (Navin Officer 2009a).

The tramway alignment continues south from the intersection of Franklins Road and the existing Pacific Highway for approximately one kilometre following the alignment of the highway, before it curves westwards. As the tramway alignment is either directly under or immediately adjacent to the Pacific Highway, there is unlikely to be any remains of the tramway structure due to the construction of the highway.

Curtilage information

The curtilage of the North Coast Railway Branch Tramway is the entire alignment from Glenugie Peak to the North Coast Railway line (Figure 7-148). Detail of the curtilage in relation to the Woolgoolga to Ballina Pacific Highway Upgrade Project is shown in Figure 7-151.

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

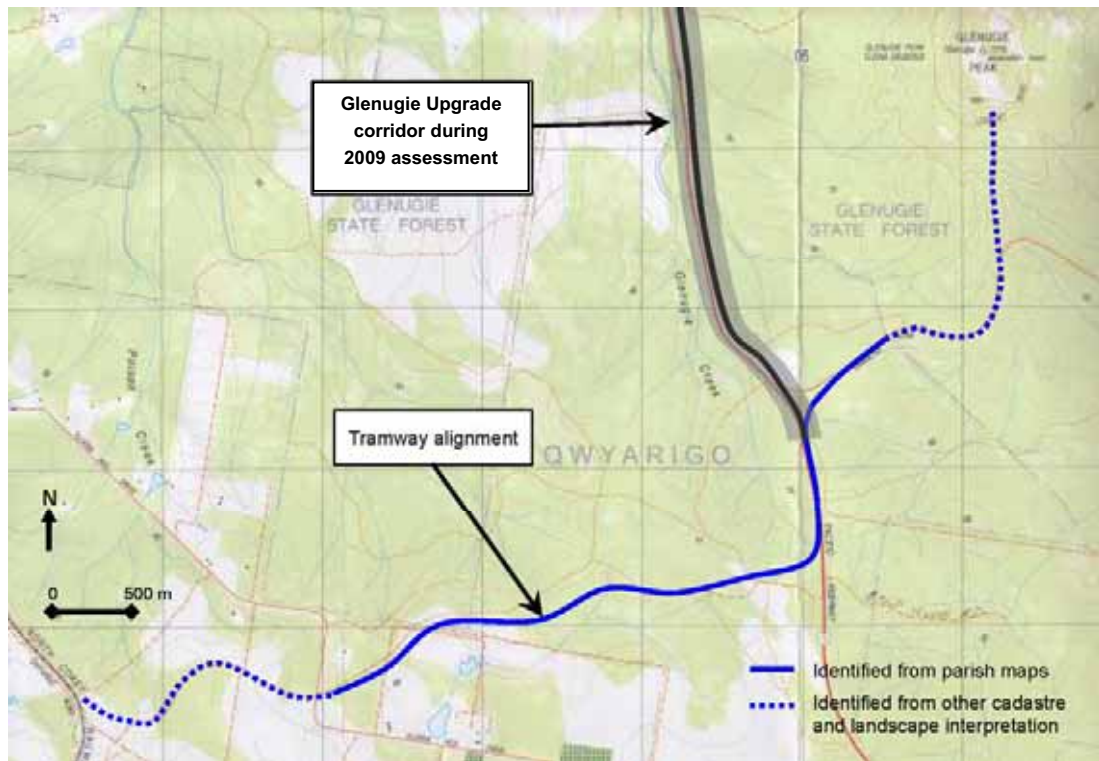


Figure 7-148: Extract from 1:25,000 topographic map showing the entire tramway alignment (Based on Navin Officer 2009a).

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

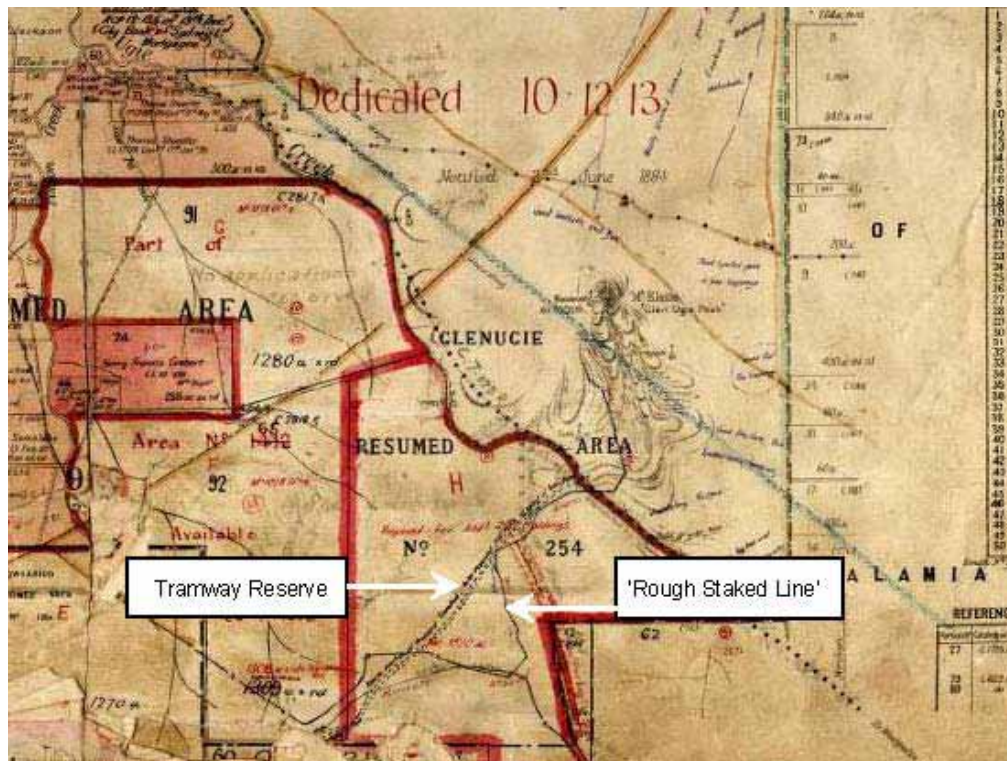


Figure 7-149: Extract from 1909 map of the Parish of Lanitza, County of Clarence (Navin Officer 2009a).

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

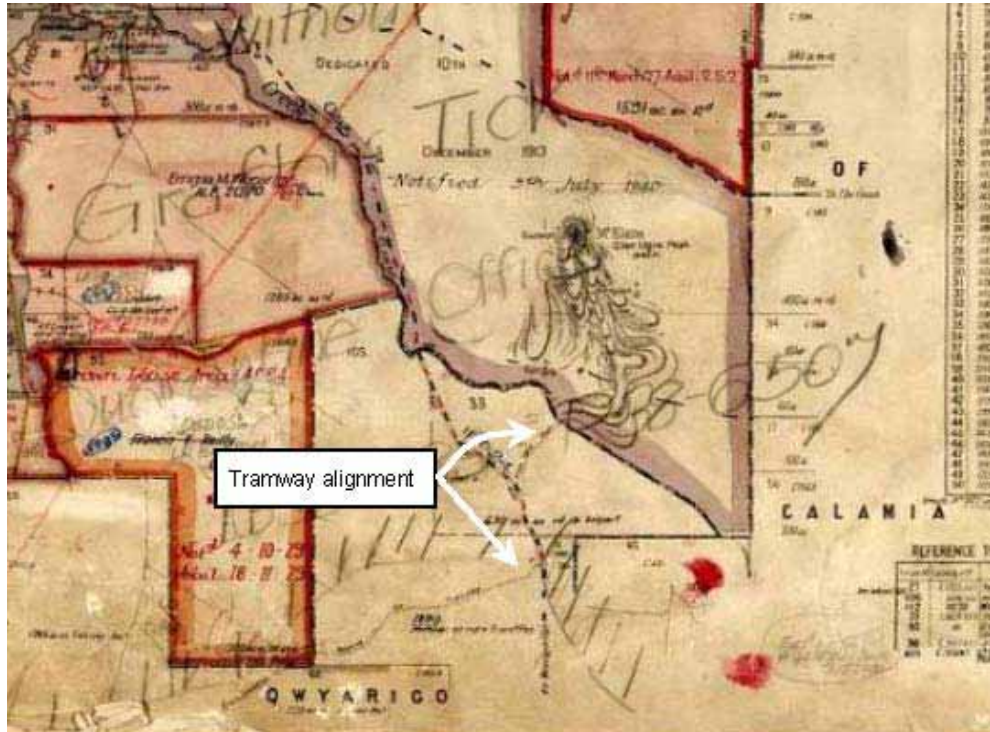


Figure 7-150: Extract from 1925 map of the Parish of Lanitza, County of Clarence, showing the final tramway alignment (Navin Officer 2009a).

Upgrading the Pacific Highway - Woolgoolga to Ballina Upgrade

Figure 7-151 Curtilage of heritage item number 36, North Coast Railway Branch Tramway, Glenugie



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW’s history	Through its identified construction date and remaining construction elements (being the levelled branch line/tramway track and some side embankments), the tramway alignment shows the necessary methods, such as the need to build a branch line to obtain suitable construction material, employed for the construction of the North Coast Rail line in the local area, and the importance of the local basalt resource of Glenugie Peak to the development of the early twentieth-century interstate (NSW – Queensland) rail network in that area. This site is therefore important in the course, or pattern, of the cultural history of the area.
B – Strong or special associations	The tramway has a strong association with works of the Chief Engineer for Railway and Tramway Construction, NSW Department of Public Works, in 1915, and his and that department’s role in the construction of the North Coast Rail line in the local area and as such is of importance in the cultural history of the local area.
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 tramway alignment has potential to yield information, such as construction methods and techniques (for instance, the placement of the alignment along contours to avoid water crossings, the width of the alignment and therefore the rail gauge and whether it was built by hand or using machinery), that will contribute to an understanding of the cultural history of the local area.
F – Uncommon or rare	Due to the need to obtain ‘suitable stone’ from an outcrop of basalt on Glenugie Peak for construction of the nearby section of the North Coast Rail line, the tramway alignment possesses uncommon aspects of the cultural history of the local area.

Criterion	Local level
G – Principal characteristics of a class	The tramway alignment is important in demonstrating the principal characteristics of a class of NSW's cultural places, being, the construction of subsidiary branch lines/ tramways during mainline rail development throughout NSW.

The part of the remnant tramway alignment between the present Pacific Highway and Franklins Road has altered or modified elements. There is no evidence of tramway construction materials or items associated with its use (such as wooden sleepers, metal objects or the remains of hopper trucks) at this location. Despite the survival of elements with little individual heritage value (such as modified earthen embankments) these contribute to the overall significance of the remnant as a larger whole. As such, this part of the remnant tramway alignment can be considered to have a moderate relative heritage value grading. As there is no physical evidence of the tramway alignment south along the existing Pacific Highway from the intersection of the Pacific Highway and Franklins Road, this part of the tramway has little or no contributory significance.

Statement of significance

The North Coast Railway Branch Tramway is important in demonstrating the necessary methods, such as the need to build a branch line to obtain suitable construction material, employed for the construction of the North Coast Rail line in the local area, and the importance of the local basalt resource of Glenugie Peak to the development of the early 20th century rail network in that area. The tramway has a strong association with works of the Chief Engineer for Railway and Tramway Construction, and the NSW Department of Public Works and their role in the construction of the North Coast Rail line in the local area. The tramway possesses uncommon aspects of the cultural history of the local area due to the need to obtain 'suitable stone' from the nearby outcrop of basalt. The tramway alignment is important in demonstrating the principal characteristics of subsidiary branch lines/ tramways during mainline rail development throughout NSW.

Appendix A.37

Item 37: River Street Trees, Harwood

The information provided below is sourced from the State Heritage Inventory.

The residents of Harwood planted the camphor trees some time before 1920 in order to improve the foreshore of the town. The Clarence Daily Examiner in 1920 reported that eight trees were planted between the CSR’s dock and the School of Arts (Water Brigade Hall). The trees at that time were described as thriving well and forming a picturesque avenue and also a wind break against the weather. Some of these trees now form the backdrop to the War Memorial (Item 19).

Curtilage information

The curtilage of the site includes the mature camphor trees planted on the river bank of the Clarence River between the Water Brigade Hall (Item 18) and the War Memorial (Item 19), River Street, Harwood in what is now known as Riverbank Park. The trees are situated on road reserve.

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW’s history	The trees are historically significant showing the endeavours of earlier residents to improve their town.
B – Strong or special associations	Does not meet this criterion.
C – Demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement	The mature trees today create an attractive back drop to the War Memorial.
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

The trees are historically significant showing the endeavours of early residents to improve their town (SHI Listing). The trees demonstrate aesthetic characteristics in providing an attractive backdrop to the War Memorial.

Appendix A.38

Item 38: Cemetery Reserve, Broadwater

Lot 7008 DP92609 is Crown Land which was originally gazetted as a reserve (R23109) for the preservation of graves on 26 October 1895 and remains a cemetery reserve (Figure 7-152). The land within the reserve comprises an open, grassed, low-lying area in the south-east corner of the reserve with the remainder of the reserve comprising tree cover.

The Maloney family are the current property owners immediately to the south of the cemetery reserve (see Item 26) and are descendants of the first European people to settle in Broadwater. They indicated the possible presence of an historical cemetery to the north of their property, specifically in the tree-covered area, however they were uncertain whether it was ever actually used as a cemetery (John Maloney, pers comm, 25 August 2010; Carmel Maloney, pers comm, 25 October 2011).

Pedestrian survey of the southern section of the cemetery reserve within the project boundary was undertaken on 25 August 2010. This area is low-lying, open and swampy with numerous small drainage lines running across the entire area. No physical evidence of any graves or burials (such as monumental masonry, grave markers, surface topography, soil disturbance or vegetation marks) was found during the survey.

Review of historical regional newspapers including the Clarence and Richmond Examiner and the Northern Star from the late 19th and early 20th centuries did not reveal any indication of a cemetery situated at Broadwater. A number of other cemeteries dating from the 1870s and 1880s are still present and in use within the region including Wardell Bush Cemetery (1879) (8 kilometres from Broadwater), Woodburn Cemetery (1885) (10 kilometres from Broadwater), Evans Head Cemetery (10 kilometres from Broadwater) and Coraki Cemetery (15 kilometres from Broadwater). Contemporary newspaper accounts indicate that deceased former residents of Broadwater would have been buried at Wardell or Woodburn cemeteries.

Review of the available historical records held by the Richmond-Tweed Family History Society, Casino and District Family History Group, Richmond River Historical Society and the National Trust (NSW) Cemeteries Master List include data from cemeteries throughout the district but none include mention of a cemetery located at Broadwater.

Given this evidence there is a low possibility that the cemetery reserve was used for burials, however the use of the south of the reserve is not likely to have been used for this purpose due to the swampy low-lying nature.

Curtilage information

The curtilage of the heritage item is the entirety of lot 7008 DP92609 (Figure 7-153).

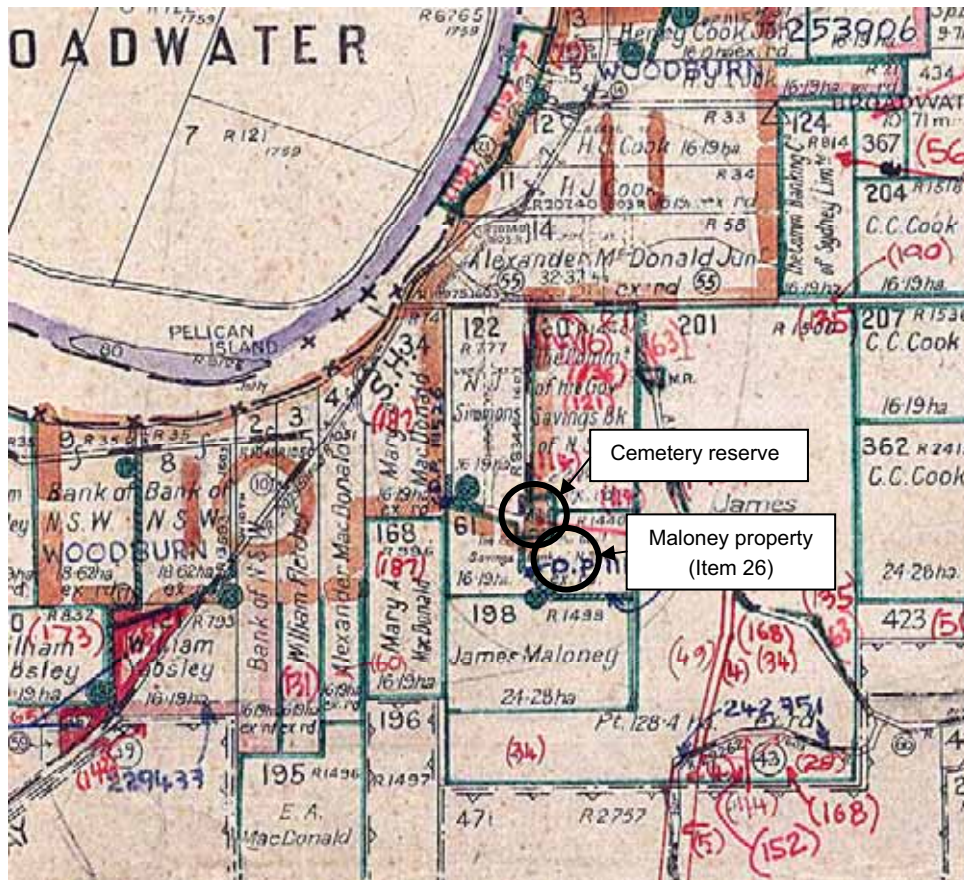
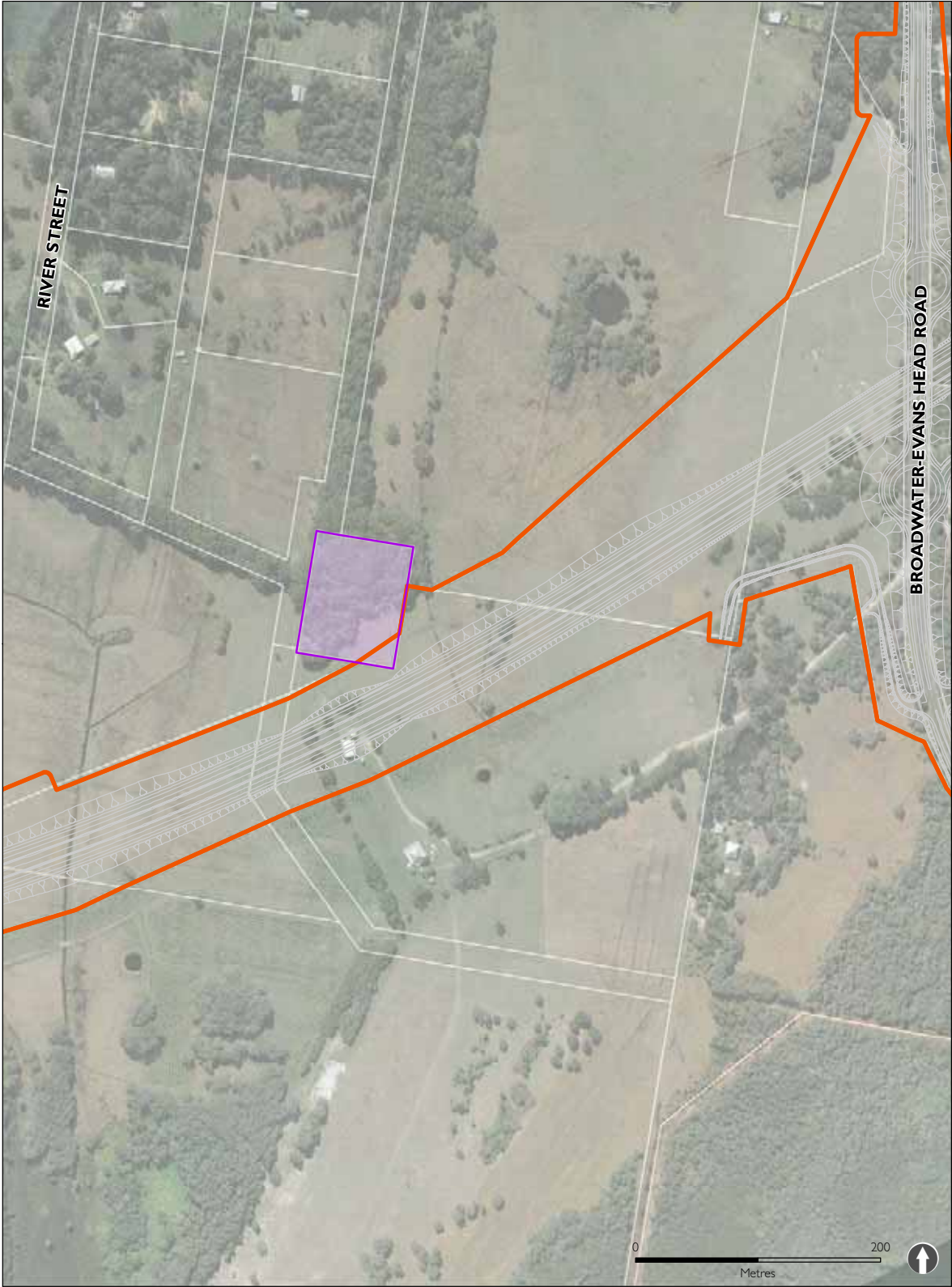


Figure 7-152: Location of Item 38 cemetery reserve (R23109), Broadwater (Extract from parish map County of Richmond, Parish of Riley, 1973).

Figure 7-153 Curtilage of heritage item number 38, Cemetery Reserve, Broadwater



- The project
- Non Aboriginal heritage item
- M-class design detail
- A-class design detail

Significance assessment

Criterion	Local level
A – Important in the pattern of NSW's history	While little is known of the history of the cemetery, the declaration of the cemetery reserve is linked to the history of Broadwater and its growth and development as a township associated with the sugar industry. It may also demonstrate the pattern of declaration of reserves by centralised government without consideration for local requirements and conditions.
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 little is known of the history of the cemetery, the declaration of the cemetery reserve is linked to the history of Broadwater and its growth and development as a township associated with the sugar industry. It may also demonstrate the pattern of declaration of reserves by centralised government without consideration for local requirements and conditions. There is no physical evidence of grave markers in the reserve and it is unclear from the historical documentation whether it was actually used as a cemetery. However it is known to long-term local residents as the location of a cemetery.

Appendix B **Ancillary sites**

desktop assessment

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
1	2500 - 3400 LHS	1a	Total	No. <50m south of Site 1 Stockyard and sheds Corindi River - site not significant.	No. Paddock, dwelling and outbuildings, likely modern.	Low
1	3300 - 3400 RHS	1b	Total	No. <100m east of Site 1 Stockyard and sheds Corindi River - site not significant.	No. Cleared paddock.	Low
1	5250 to 5400 RHS	2	Total	No	Yes. Dwelling/sheds, equipment/machinery.	Low
1	7400 to 7650 RHS	3	Partial	No	No. Cleared area for residence.	Low
1	9550 to 9650 LHS	4a	Partial	No	No. Cleared area for depot/carpark.	Low
1	9450 to 9650 LHS	4b	Partial	No	Yes. Possible early Pacific Highway remnants in vegetated area - Dirty Creek Range upgrade.	Low
2	16700 - 17550 LHS	1a	Partial	Yes. Item 4 Halfway Creek Schoolhouse - site not significant. <150m west of Item 3 Tree stumps - no impact.	Yes. Old shed near dam.	Low

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
2	17200 - 17500 RHS	1b	Total	No	Yes. Cleared area behind service station which appear to be building foundations. 2004 imagery appears to be stables or similar beside rectangular paddock.	Medium
2	17550 - 18150 LHS	1c	None	No	n/a	n/a
2	19100 - 19850 RHS	2	Partial	No	No. High tree vegetation	Low
2	20400 - 20610 LHS	3	Total	No. <100m south of Item 7 Service Station Complex - no impact.	No. Modern nursery/garden.	Low
2	21750 to 22250	4	Partial	No	No. Cultivated or formerly cultivated.	Low
2	23600 - 23800 LHS	5a	Total	No	No. Open paddock, some previous cultivation/ploughing.	Low
2	23600 - 24050 LHS	5b (3 areas)	None	No	n/a	n/a
2	25750 to 25950	6	None	No	No. Existing truck stop / rest area.	Low

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
3	34350 to 34550	1	None	No	No. Existing depot and construction	Low
3	39620 to 40350	2	Total	No	No. Cleared paddock.	Low
3	41150 to 41500 RHS	3a	None	No	n/a	n/a
3	41150 to 41500 LHS	3b	Partial	No	No. Small dam in cleared paddock.	Low
3	45600 to 46000	4	Partial	No	No. Part cleared paddock, some tree vegetation.	Low
3	49500 to 49600	5	Partial	No	No. Cleared paddock.	Low
3	51400 - 51500 RHS	6a	Partial	No	No. Cleared paddock.	Low
3	52000 RHS	6b	Partial	No	No. Cleared paddock.	Low
3	55600 - 56050 RHS	7a	None	No	n/a	Low
3	56150 to 56400 RHS	7b	Total	No	No. Scoured/quarried area.	Low
3	61150 - 61500 RHS	8	Total	No	Yes. Possible old sheds/sawmill.	Medium
3	62100 to 62370	9	Total	No	No. Cleared paddock, scouring,	Low

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
					dam.	
3	67300 to 67450	10	Partial	No	No. Cleared paddock.	Low
4	69400 - 69970 LHS	1	Total	No	No. Cleared paddocks, some previous cultivation/ploughing.	Low
4	73520 - 74100 RHS	2	Partial	No. <1km NE of Item 10 Tyndale Cane Barracks - no impact.	No. Cultivated fields.	Low
4	75600 - 75850 LHS	3	Partial	No. <1km NE of Item 10 Tyndale Cane Barracks - no impact.	No. Cultivated or formerly cultivated.	Low
4	76800 - 177100 RHS	4a	Partial	No	No. Cleared paddock.	Low
4	77100 RHS	4b	Partial	No	No. Cultivated fields.	Low
4	77150 to 77250 LHS	4c	Partial	No	Yes. Possible modern house, older sheds.	Medium
4	78220 to 78450	5	Partial	No	No. Cleared paddock.	Low
4	79550 to 80000 LHS	6	Partial	No. 500m S of Item 22 former house site, <500m south of Item 12 Ferry/punt - no impact.	Yes. Late 19th/early 20th century house, corrugated shed, other outbuildings, farm equipment vehicles - possible significance. Modern brick house, outbuildings and fenced paddocks -	Medium

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
					not likely significant.	
4	80650 - 81200 RHS	7a	Total	No. 150m N of Item 22, 150m S of Item 34, 270m NE of Item 12. No impact.	No. Cleared land behind residential development, cultivated land.	Low
4	80650 - 80850 RHS	7b	None	No. 150m N of Item 22, 150m S of Item 34, 270m NE of Item 12. No impact.	No. Cleared land behind residential development, cultivated land.	Low
5	83400 - 83600 LHS	1	Partial	No	No. Cleared paddock, some trees.	Low
5	85950 to 86100 LHS	2a	None	No	n/a	n/a
5	85900 to 86200 LHS	2b	None	No. Immediately adjacent to Item 20 Harwood Bridge - no additional impact.	n/a	n/a
5	86000 RHS	2c	None	No. <200m W of Item 13 Highfield, <300m W of Item 14 James Creek Residence. No	n/a	n/a

Upgrading the Pacific Highway – Woolgoolga to Ballina Upgrade

Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
				impact.		
5	86050 - 86350	2d	None	No. Immediately adjacent to Item 20 Harwood Bridge - no additional impact.	n/a	n/a
5	86900 - 87320	3a	None	Yes. Item 21 Convent and Item 32 Harwood Conservation Area. Included in SOHI.	n/a	n/a
5	87300 - 87850 RHS	3b	Partial	No.	No. Sugar cane cultivation.	Low
5	90980 - 91000 LHS	4a	None	No	n/a	n/a
5	90750 and 90950	4b (5 areas)	None	No	n/a	n/a
5	93400 - 93550 RHS	5a	None	No	n/a	n/a
5	93300 LHS	5b	None	No	n/a	n/a
5	93400 - 93600 LHS	5c (2 areas)	None	No	n/a	n/a
5	95650 to 96100 LHS	6	Partial	No	No. Cleared paddock.	Low

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Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
6	98250 - 98450 RHS	1	None	No. <10m from Item 33 HCVOG Forest just outside design boundary. No impact.	n/a	n/a
6	100200 - 100700 RHS	2	None	Yes. Adjacent to and possible small overlap with Item 33 HCVOG Forest. Included in SOHI.	n/a	n/a
6	103100 to 103850 RHS	3a	Partial	No	Yes. Large cleared paddock, some trees, large old shed and other structures. Part of this is in the design boundary and not identified during previous assessment so may not be significant.	Medium
6	102900 to 103700 LHS	3b	Partial	No	No. Area outside boundary is mostly cleared with some vegetation/trees, looks swampy.	Low
6	105600 - 106000 RHS	4	Partial	Yes. Two small sections of Item 33 HCVOG Forest. Included in SOHI.	n/a	n/a
6	108600 to 109050 LHS	5	None	No	n/a	n/a
7	110000 to 110250	1	Total	No	No. Open cleared, possibly ploughed/slashed paddock.	Low

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Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
7	114250 to 114450	2a	None	No	n/a	n/a
7	114200 - 114450 LHS	2b	None	No	n/a	n/a
7	121300 - 121800 RHS	3	Partial	No. <250m E of New Italy SHR boundary, <200m E of New Italy LEP boundary (across highway). No impact.	No. Cleared paddock.	Low
7	125300 - 125600 LHS	4	Total	No	No. Cleared paddock, natural drainage lines.	Low
8	129800 LHS to canal	1	Partial	No. <600m N of Item 25 Slaughterhouse. No impact.	No. Cleared paddocks, fences, tank/trough in use, dam.	Low
8	131400 to 132200 RHS	2a	Partial	No	No. Cane fields, drainage channels, cleared paddock, modern house, garage, pool and pond.	Low
8	132000 - 132200 LHS	2b	Partial	No	Yes. Cleared paddock, dam, fences, modern house, possible yards/foundations and historical remains in front paddock/yard.	Medium
8	132300 - 132400 LHS	2c	Partial	No	No. Cleared paddock, racetrack (car/motorbike), house possibly	Low

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Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
					modern.	
8	135000 to 135200 RHS	3	Total	No	No. Cleared paddock, cultivated paddock.	Low
9	136800 - 137200 LHS	1	Total	No	Yes. Cleared paddock, tree plantation, pond areas, driveway lines with palms, formerly cultivated paddock - not likely significant. Large shed, damaged roof, appears old construction, possible associated house, equipment/vehicles - possible historical heritage.	Medium
9	137500 - 137900 RHS	2	Total	No	No. Cleared paddock, some trees.	Low
9	142650 to 142900 LHS	3	Partial	No. <150 NE of Item 26 Maloney property. No impact.	No. Cleared paddock.	Low
10	145400 - 145700 RHS	1a	Partial	No. <300m north of Item 28 Byrne property. No impact.	No. Sugar cane fields	Low
10	146200 - 146450 LHS	1b	Partial	No	No. Cleared paddock.	Low
10	148000 - 148300 LHS	2	None	No	n/a	n/a

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Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
10	152150 - 152600 LHS	3a	None	Yes. Item 31 Potential House site - not significant so any additional impact is not relevant. The rest of the area has been surveyed.	n/a	n/a
10	152650 - 152800 LHS	3b	Total	No	No. Manicured residential yard and some cleared paddock.	Low
10	156150 to 156600 RHS	4	Total	No. <1km E of Item 29 Stonehenge. No impact to site.	Yes. Possible drain part of the late 19th century/early 20th century drainage union drain system.	Medium
10	157400 - 157550 LHS	5	Partial	No	No. Cleared paddock, some trees.	Low
10	158300 - 158700 LHS	6	Partial	No	Yes. Possible deposits/rubbish piles/house sites and water tanks likely related to pastoralism.	Medium
11	159500 - 159900 LHS	1a	Total	No	No. Mostly sugar cane cultivation, small part of house yard and sheds.	Low
11	159800 - 160050	1b (3 areas)	Partial	No	No. Sugar cane cultivation.	Low

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Project section	Location	Site no	Outside project corridor	Known historical heritage sites	Obvious historical heritage features visible from aerial imagery	Likelihood of historical heritage sites
11	163700 to 164400	2	None	No	n/a	n/a