

Appendix F

Artefact inventory from G2B H14 test pit excavations

Artefact inventory from G2B H14 test pit excavations

Key to abbreviations:

C	Cylindrical
D	Diameter
Deco	Decoration
EW	Earthenware
F	Flat
H	Height
L	Length
M	Melted
O	Octagonal
RD	Rim diameter
sh	Shoulder
TRF	Transfer
W	Width

F.1 G2B H14 Ceramics catalogue

Cat	Square	Context	Ware	Deco	Form	Part	No	Weight	Description
1012	A-C64	22	Stoneware	Brown Glaze	Bottle	body	1	10.3	Black TRF label: 'THIS BOTTLE IS'.
1011	B100	41	Porcelain		Insulator	rim-sh	5	23.8	RD=2.5".
1013	B-C64	22	Porcelain		Cup	body	1	2.3	
1014	B-C64	22	Stoneware	Brown Glaze	Bottle	Finish	1	5.3	Crown type finish on a Ginger beer bottle.
1015	B-C64	22	Stoneware	Brown Glaze	Bottle	body	6	17.1	Black TRF label: 'Y O' in circular field.
1002	C50	42	Ew		Plate	sh	2	12	
1007	C64	22	Stoneware	Brown Glaze	Bottle	Finish	4	15.1	Crown type finish on a Ginger beer bottle, BD=3/4".
1008	C64	22	Stoneware	Brown Glaze	Bottle	body	7	55	Black TRF label: star then 'L' and also 'LO' all in a circular field.
1010	C79	32	Ew	Black TRF	Cup	body	1	1.2	Partial pattern.
1016	D100	27	Porcelain	Grey glaze	Insulator	whole	1	275	RD=3.25", base D=1.75", H=3.25". Inner rim D=2". The inside features a threaded socket where the insulator would be attached. Around the middle of the insulator is a furrow where copper wire is attached.
1001	F20	9	Ew	Banded Blue	Plate	rim-sh	1	11.1	RD=9".
1003	F39	8	Stoneware	Brown Glaze	Pipe	body	1	470.3	D=5.5"
1004	F39	14	Stoneware	Brown Glaze	Pipe	body	5	308.7	D=5.5"
1005	F39	14	Porcelain		Unk	body	1	0.4	
1006	F39	14	Stoneware	Brown Glaze	Unk	Corner	1	13.6	Corner of an octagonal shaped item? Scuffed.
1009	F39	14	Stoneware	Brown Glaze	Pipe	body	2	767.7	D=5.5"
Total							40	1988.9	

F.2 G2B H14 Glass catalogue

Cat	Square	Context	Form	Shape	Part	Colour	Tinge	No	Weight	Description
2061	A-C64	22	Bottle	C	body	amber	olive	2	1.1	Embossed label: 'M'.
2062	A-C64	22	Bottle	C	base	amber		1	0.6	Mould made - Resting point seam.
2063	A-C64	22	Bottle	C	body	clear		3	4.0	Orange peel striations.
2069	A-C64	22	Lamp	C	sh	clear		1	0.5	
2070	A-C64	22	Bottle	C	body	green		2	3.0	Orange peel striations.
2067	B100	40	Bottle	C	sh	clear	olive	1	2.4	Embossed deco (sh): horizontal rib. Orange peel striations.
2009	B61	30	Bottle	C	sh	amber		1	4.8	Mould made - vertical seam.
2010	B61	30	Bottle	C	sh	amber		1	2.3	Orange peel striations
2023	B61	30	Bottle	C	sh	clear		1	9.2	Applied - vertical striations.
2024	B61	30	Bottle	C	body	clear		1	8.8	Embossed label: partial.
2025	B61	30	Bottle	C	sh	amber		2	5.2	Embossed label: 'TL'.
2041	B95	33	Bottle	C	body	clear		3	20.2	Embossed label: 'OOL'. Embossed deco: horizontal rib.
2042	B95	33	Bottle	C	body	clear		2	6.5	Machine made.
2071	B-C64	22	Bottle	C	body	green		1	3.2	Orange peel striations and blisters.
2072	B-C64	22	Window	F	body	clear		1	2.9	Thickness = 2.2mm.
2002	C110	1	Bottle	C	sh	amber	olive	1	1.1	Orange peel striations
2033	C24	43	Bottle	C	body	amber		1	5.3	Orange peel striations
2034	C24	43	Bottle	C	finish	clear		3	17.4	Machine made external screw thread, BD=2".
2046	C50	42	Bottle	C	sh	green		1	3.1	Orange peel striations.
2045	C60	2	Bottle	C	body	clear		10	4.8	Orange peel striations.
2027	C60	7	Window	F	body	clear		2	0.9	Thickness = 5.7mm. Car window?
2028	C60	7	Bottle	C	sh	amber		2	24.0	Machine made.

Cat	Square	Context	Form	Shape	Part	Colour	Tinge	No	Weight	Description
2039	C60	10	Bottle	C	body	amber	green	1	5.6	Orange peel striations.
2040	C60	10	Bottle	C	sh	clear		18	80.8	Mould made - two piece. Embossed labels: (sh) '& ICE' (body) 'E PROPE'.
2047	C61	12	Bottle	C	sh	amber		10	38.1	Mould made - vertical seam. Applied.
2048	C61	12	Bottle	C	sh	amber		2	6.3	Embossed label: 'OF'. Orange peel striations.
2049	C61	12	Bottle	C	whole	clear		24	50.5	Fragmented modern machine made bottle with external screw thread finish, BD=1.5". Has printed expiry date on sh.
2050	C61	12	Window	F	body	clear		1	0.8	Thickness = 5.7mm. Car window?
2016	C70	3	Bottle	C	body	clear		1	1.6	Orange peel striations
2017	C70	3	Window	F	body	clear		1	0.6	Thickness = 5.7mm. Car window?
2043	C70	4	Bottle	C	sh	amber		1	0.7	Embossed deco: four lines of dots. Orange peel striations.
2044	C70	4	Window	F	body	clear		2	2.3	Thickness = 5.7mm. Car window?
2054	C79	32	Bottle	C	body	clear		1	8.8	Machine made. Embossed label: 'THIS BOTT'/RAN'. Embossed deco: horizontal rib.
2068	C79	32	Bottle	C	sh	clear		1	1.0	Embossed deco: raised grid pattern. Orange peel striations.
2074	C80	2	Window	F	body	clear	olive	1	0.5	Thickness = 5.7mm. Car window?
2005	C80	28	Bottle	C	body	green		1	6.4	NW Quad. Orange peel striations.
2026	C95	32	Bottle	O	base	clear		15	120.6	Machine made, D=2.25". Embossed labels: (body) 'GE' 'GILD' and other partial segments.
2031	C95	?	Bottle	C	body	clear		2	1.2	Orange peel striations.
2032	C95	?	Bottle	C	sh	clear		1	14.1	Mould made - vertical seam.
2008	D100	27	?	M	?	green		10	47.1	Fire damaged - melted.
2029	D100	27	?	M	?	green		2	10.5	Fire damaged - melted.
2030	D100	27	Bottle	C	body	green		2	10.1	Orange peel striations and blisters.

Cat	Square	Context	Form	Shape	Part	Colour	Tinge	No	Weight	Description
2073	D100	27	?	M	?	green		8	46.4	Fire damaged - melted.
2006	E100	21	?	M	?	green		1	8.4	Fire damaged - melted.
2007	E100	21	Bottle	C	sh	amber		1	0.7	Orange peel striations
2004	F20	2	Bottle	C	body	clear		1	0.9	Orange peel striations
2064	F20	2	Bottle	C	body	green	olive	1	1.1	Orange peel striations. Scuffed.
2065	F20	2	Window	F	body	clear		1	1.0	Thickness = 2.0mm
2066	F20	2	Bottle	F	sh	clear	green	1	6.0	Embossed deco (sh): two rows of dots. Orange peel striations. Scuffed.
2003	F20	9	Bottle	C	body	green	light	1	8.9	Orange peel striations
2015	F20	9	Bottle	C	body	amber		1	1.6	Orange peel striations
2018	F20	9	Bottle	C	body	clear		1	4.6	Mould made - vertical seam.
2019	F20	9	Bottle	C	sh	clear		1	1.1	Moulded deco: horizontal ribs.
2035	F20	9	Bottle	C	push up	clear	green	1	14.7	Embossed maker's mark: hexagon with starburst in centre. Scuffed.
2036	F20	9	Bottle	F	sh	green	olive	2	3.2	Applied - vertical striations. Case bottle.
2037	F20	9	Bottle	O	cr	clear	green	1	3.4	Orange peel striations.
2038	F20	9	Bottle	C	body	clear		1	0.1	Orange peel striations.
2001	F20	15	Bottle	C	sh	green	light	1	6.2	Scuffed
2011	F20	15	Bottle	C	base	clear		1	0.8	Orange peel striations
2012	F20	15	Bottle	C	sh	clear		1	0.7	Orange peel striations
2013	F20	15	Bottle	C	base	green	light	1	10.7	Rounded heel, high conical push up, D=3". Scuffed.
2014	F20	15	Bottle	C	sh	green	light	2	2.9	Orange peel striations
2075	F30	6	Bottle	C	body	amber		1	9.2	Orange peel striations.
2020	F31	13	Bottle	F	body	clear	green	1	3.0	Orange peel striations
2021	F31	13	Bottle	C	body	amber		1	0.7	Mould made - vertical seam.
2022	F31	13	Bottle	C	sh	amber		1	0.9	Moulded deco: double line of dots.

Cat	Square	Context	Form	Shape	Part	Colour	Tinge	No	Weight	Description
2051	F39	8	Window	F	body	clear		1	0.8	Thickness = 5.7mm. Car window?
2052	F39	8	Bottle	C	sh	clear		1	8.5	Applied - vertical striations.
2053	F39	8	Bottle	F	finish	amber		6	27.4	Machine made external screw thread, BD=11/16". Embossed label (body): partial.
2058	F39	14	Bottle	C	base	green	olive	1	18.5	Heel seam, medium push up, D=2.5". Scuffed.
2059	F39	14	Bottle	C	sh	green	light	2	3.4	Scuffed
2060	F39	14	Bottle	F	body	amber		1	1.5	Orange peel striations.
2055	F40	5	Bottle	C	body	amber		1	1.6	Orange peel striations.
2056	F40	5	Window	F	body	clear		7	3.4	Thickness = 5.7mm. Car window?
2057	F40	5	Bottle	C	body	clear		1	0.8	Orange peel striations.
Total								194	742.0	

F.3 G2B H14 Miscellaneous catalogue

Cat	Square	Context	Material	Function	Part	No	Weight	Description
3001	C60	10	Coke			1	2.2	Fragment of coke or carbon?
3002	F39	8	Mortar			1	10.6	Fragment of white mortar adhered to an unknown substance.
3003	F40	5	Plastic	Band	segment	1	0.2	White/grey. W=5/16".
3004	E64	16	Plastic	Cap	rim	1	0.2	Blue screw on cap with vertical fluting on outside.
3005	F30	2	Rubber	Tire Tread	Tread	1	5.2	
3006	B100	40	Wood			2	14.2	Lengths of natural wood.
3007	F30	11	Brick	Brick	edge	1	205.8	H=2+3/4".
3008	C79	32	Rubber	Tire Tread	edge	3	8.9	Engraved lines.
3009	F20	18	Brick	Brick	corner	1	32.9	
3010	B-C64	22	Plastic	Wire	Casing	1	0.4	Red wire casing D=1/16".
3011	D100	27	Wood			1	3.1	Length of natural wood.
3012	D100	27	Charcoal			1	22.3	
3013	C50	32	Brick	Brick	end	1	712.5	Hand made. H=2.5".
3014	C50	32	Brick	Brick	body	1	70.0	
3015	F20	18	Charcoal			3	33.0	
3016	E100	21	Charcoal			1	3.0	Sample 1
3017	F30	6	Brick	Brick	corner	2	48.4	Handmade.
3018	D80	32	shell	Jewellery	whole	1	5.0	Ground pendant L=1.25", W=1/2" with one rounded end and one flat end. The flat end has a drill hole, D=1/8", L=1/4" for attachment. Could have been from an earring or a necklace.
Total						24	1177.9	

F.4 G2B H14 Metal catalogue

Cat	Square	Context	Element	Form	Part	No	Weight	Description
4005	A-C64	22	Lead/copper	Pipe	Lengths	2	2.3	Squashed. Lead pipe casing and red plastic casing for copper wire? Lead casing D=1/8".
4006	A-C64	22	Lead/Brass	Pipe	Length	1	25.2	Lead casing for a brass wire which also has a cotton threaded cover. D=3/8".
4008	A-C64	22	Lead	Pipe	Length	1	7.5	Squashed and bent with a protective white coat. D=1/8".
4007	B100	41	Brass	wire	Lengths	4	2	D=1/32". From ceramic insulator?
4001	B95	33	Iron	Bracket	half	1	24.5	Very corroded, bracket type clasp semi circular in shape with flat end. Perhaps with a nail or bolt still attached.
4009	B-C64	22	Lead/Brass	Pipe	Lengths	2	40.7	Lead casing for a brass wire which also has a cotton threaded cover. D=3/8".
4002	C64	22	Lead	Pipe	Lengths	4	32.2	Squashed and bent. Diameter between 1/8" and 3/16". Has a white protective coat.
4003	C64	22	Lead	slag		1	3.5	Fire damaged - melted blob.
4012	C64	22	Iron	Horseshoe	half	1	90.6	Very corroded. L=5".
4010	C95	32	Iron	Hinge	half	1	664.6	Very corroded. L=7.5", W=1.25".
4015	D100	27	Iron	washer	whole	1	51.1	Very corroded. D=1.75".
4016	D100	27	Iron	Bolt	shaft-point	1	2.1	Very corroded. Threaded end.
4017	D100	27	copper	wire	lengths	7	8.3	Original attached to insulator. D=1/8".
4004	F20	2	Iron	Nail	shaft-point	4	28.8	Very corroded. These could be wire nails or simply lengths of wire.
4013	F20	2	Iron	Bolt	whole	1	36.1	Very corroded, L=2.5". Has threaded end.
4014	F20	2	Iron	washer	whole	1	8.7	Very corroded. D=1".
4011	F20	9	Iron	Nail	Head-shaft	1	6.1	Very corroded. Probably a wire nail.
4018	F30	6	Brass	?	edge	2	0.3	Very thin circular edges of some object. Edge features an embossed band of dots around it. Could be from some form of jewellery or a cog from a watch?
Total						36	1034.6	

Appendix G

Detailed descriptions of field recordings

Detailed descriptions of field recordings

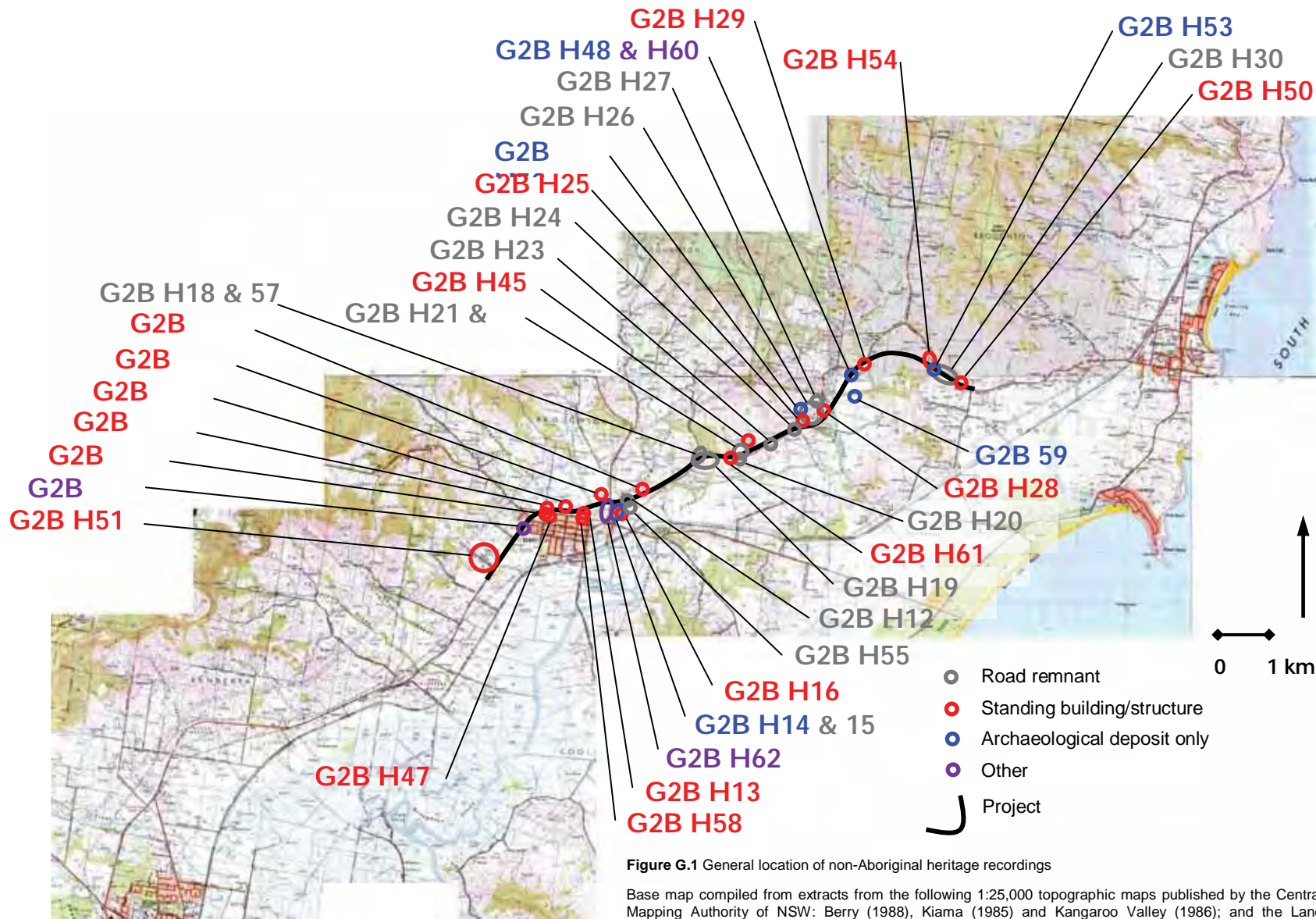


Figure G.1 General location of non-Aboriginal heritage recordings

Base map compiled from extracts from the following 1:25,000 topographic maps published by the Central Mapping Authority of NSW: Berry (1988), Kiama (1985) and Kangaroo Valley (1986); and the Land Information Centre: Gerroa (1986).

G.1 Nineteenth century road remnants

Recording ID: G2B H19		GDA Map Reference:	291567.6150828 to 291987.6150902
<i>Name/Description:</i>	Remnant of Berry Estate road (c.1858 – 1870s)	<i>Cadastral Location:</i>	Lot 13 DP1098617 Lot 4 DP801512
		<i>Street address:</i>	A200B Princes Highway & A350 Princes Highway Berry
<i>Item/Site Type:</i>	Nineteenth Century Berry Estate Road		
<i>Context/setting:</i>	Road remnant is situated along the crest of a low spurline, aligned northeast – southwest, which descends off the Broughton Creek Broughton Mill Creek watershed (at SW end), to the northeast. Both ends of the remnant meet the easement of the current highway, to either side of its intersection with Tindalls Lane.		
<i>Description/fabric:</i>	This site consists of a remnant and straight section of former road platform approximately seven to eight metres wide. The platform is discernible through slight changes in ground surface relief, and in some places has a faint ditch and/or bank along its margins. The platform can be best discerned in the Lot containing forest regrowth at the eastern end of the remnant. Aerial photography is required to trace the alignment through the adjacent pasture. The nature of any subsurface evidence for the road is not known.		
<i>Dimensions:</i>	Remnant road alignment is approximately 430 metres long and up to 10 metres wide, and aligned 82 degrees (grid north).		
<i>Physical condition:</i>	The surface evidence for the road remnant is mostly vestigial. The surface evidence for this ground feature has been substantially impacted by ploughing, tilling and other agricultural processes.		
<i>Integrity:</i>	This remnant has been impacted by a later nineteenth century road platform at its western end (G2B H18), and elsewhere by ploughing/tilling, fencing and tree regrowth. Although these impacts have reduced the clarity and definition of the site, its characteristics where discernible are likely to relate to the original road platform.		
<i>Associated features:</i>	A remnant portion of a later nineteenth century road platform (G2B H18) is situated at the western end of this remnant.		
<i>Current use:</i>	Lot 13: Grazing pasture grassland, being part of an active dairy farm, possible periodic cropping. Lot 4: Rough grazing, regenerating low forest.		
<i>Heritage listings:</i>	no current listings		

Historical background/interpretation:

The identification of this site as a remnant portion of the 1856 – 1870s Berry Estate road is based on the following reasons (in order of importance):

1. The likelihood that the landform context provided the most expedient alignment option for the road (given the resource, strategic and technological constraints of the road).
2. The nature and form of the remnant.
3. The association (via proximity or alignment) of the remnant to contemporary occupation or service features.
4. The proximity of the remnant to the mapped location of the original road as shown on the 1866 County map (Figures 5.15, 5.16 and 5.20).

Despite pressure from residents and Alexander Berry to extend the road formalised in 1834 between Appin and Saddleback Mountain, to the Shoalhaven, little government action was forthcoming. In 1856, Surveyor Shone was required to mark a line from Gerringong to Broughton Valley and to report on the expediency of extending the line to Bomaderry. Following further inaction, Alexander Berry took the initiative, and privately constructed a road across his estate lands from Gerringong to Broughton Creek (Berry) and later to Bomaderry by 1858 (JME 1951:81; Cousins 1948:105).

It is this private road that is presumably shown on an 1866 map of the County of Camden. The Berry Estate road was distinctive in its use of long straight sections, which often traversed steep spurs and ridges without apparent regard for the consequentially steep gradients. The straight and sometimes steep nature of the road may be explained by:

- The need to minimise length and consequential costs.
- Pressure to establish a road link in a minimal time period.
- The absence of cadastral or land ownership limitations which would otherwise require deviations and bends.
- The predominant early use of bullock teams to convey produce, and thus a greater tolerance of moderate gradients.

On the 9th August 1858, the *Illawarra Mercury* reported that a road was to be proclaimed from Gerringong to the head of Broughton Creek. It was to be maintained at the expense of the parishes which it traversed.

In the period between Berry's original construction of the estate road and the 1890s, the further development of the road by the local Councils resulted in a longer and more angular alignment, involving switch-backs and deviations around spurs. The elaboration and revision of Berry's originally straight alignments appears to have been a consequence of establishing more gradual grades, suitable for horse drawn vehicles, and complying with various farm boundaries and related cadastre. By this time, most of the latter were now freehold title following the break up and sale of the Berry Estate.

Figure G.2 General view across road remnant (approximate alignment marked in yellow), looking SW



Figure G.3 Road remnant visible on 1958 aerial photo (outlined in yellow), (NSW 699-5032, SH.I Dapto-Ulladulla Run GK11 23/07/58)



Figure G.4 Aerial image (2006) of area of road remnant (outlined in yellow), in 2006 (Google Earth Pro 2011)



Figure G.5 Approximate location of road remnant relative to road alignment as shown on 1866 County map (County of Camden, National Library of Australia (Braddock and Baly 1866))



Recording ID: G2B H22

GDA Map Reference:

**292713.6151056 to
292596.6151024 to
292425.6150991 to
292296.6150888**

Name/Description: **Remnant of Berry Estate road (c.1856 – 1870s)** *Cadastral Location:* Lot 12 DP1098617
Street address: A371 Princes Highway
Berry

Item/Site Type: Nineteenth Century Berry Estate Road

Context/setting: Road remnant consist of a traverse across the crest and upper and midslopes to either side of a low spurline, aligned northwest – southeast, and forming part of the lower northern fall of the Broughton Creek valley. The remnant is truncated at either end by the current highway which diverges up to 60 metres downslope of the remnant alignment.

Description/fabric: This site consists of a 460 metre road alignment in three angled sections. The middle section, which traverses east facing upper slopes and the crest is 172 metres long, and contains 110 metres of relatively well defined platform associated a minor cutting, approximately seven to eight metres wide. Elsewhere the road platform is discernible through slight changes in ground surface relief, and traces of the side ditches.

The nature of any subsurface evidence for the road is not known.

Dimensions: Remnant road alignment has the following approximate sections (east to west):

120 metres 225 degrees (grid north)

172 metres 261 degrees

168 metres 233 degrees

Physical condition: The surface evidence for this road remnant ranges from vestigial to relatively distinct shallow surface relief and upslope cutting. The sections either side of the middle have become indistinct through ploughing, tilling and forest regrowth (western section).

Integrity: The middle section of this remnant has been kept open through modern use as a farm track. Despite this, its characteristics are likely to relate to the original road platform. The remaining sections are vestigial.

Associated features: A remnant and incised portion of a later nineteenth century road platform (G2B H22) is situated immediately downslope of the middle section of this remnant.

Current use: A rough farm track along the middle section is still being used for access across enclosed pastures. The remaining sections support agricultural grassland and regenerating forest.

Heritage listings: Included within property definition for Glenvale homestead on Shoalhaven LEP (as amended) Schedule 7, but not specifically identified.

Historical background/interpretation:

The identification of this site as a remnant portion of the 1856 – 1870s Berry Estate road is based on the following reasons (in order of importance):

1. The proximity of the remnant to the mapped location of the original road as shown on the 1866 County map (Figures 5.15, 5.16 and 5.20).
2. The nature and form of the remnant.
3. The association (via proximity or alignment) of the remnant to contemporary occupation or service features.
4. The likelihood that the landform context provided the most expedient alignment option for the road (given the resource, strategic and technological constraints of the road).

Refer also section in G2B H19 for general historical background

**Figure G.6 General view
along road remnant from
near eastern end
(approximate alignment
marked in yellow),
looking W**



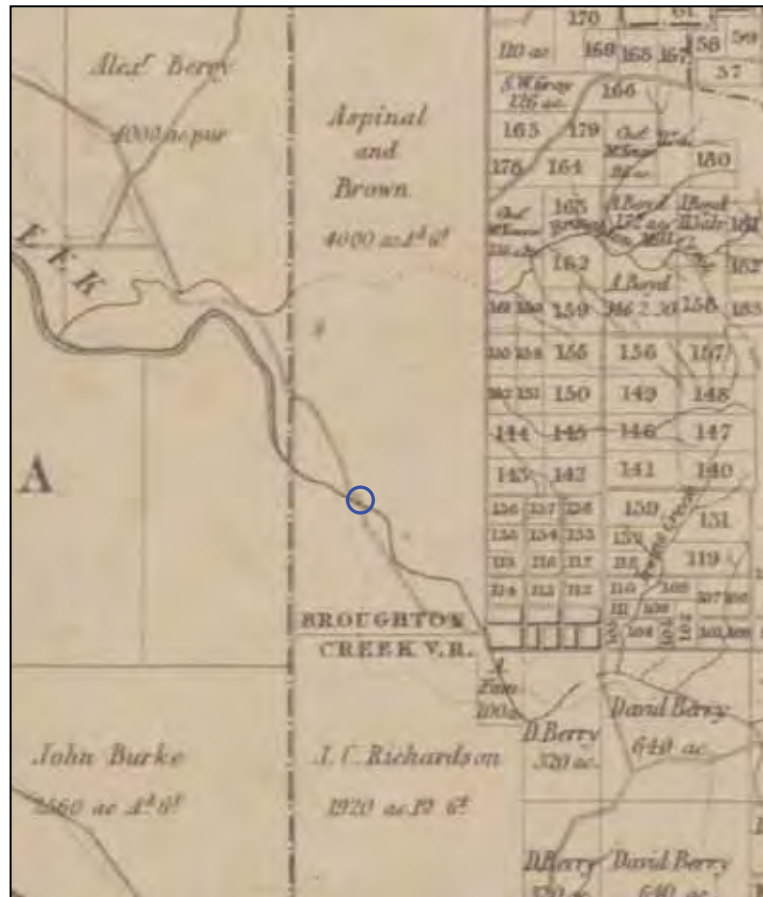
**Figure G.6 Road remnant
visible on 1958 aerial
photo (outlined in
yellow), (NSW 699-5031,
SH.I Dapto-Ulladulla Run
GK11 23/07/58)**



**Figure G.8 Aerial image
(2006) of area of road
remnant (outlined in
yellow), (Google Earth
Pro 2011)**



Figure G.9
Approximate location
of road remnant
relative to road
alignment as shown
on 1866 County map
(County of Camden,
National Library of
Australia (Braddock
and Baly 1866))



Recording ID: G2B H23

GDA Map Reference:

**293162.6151296 to
292911.6151149**

Name/Description: **Probable remnant of Berry Estate road (c.1856 – 1870s)** *Cadastral Location:* Lot 12 DP1098617
Street address: A371 Princes Highway
Berry

Item/Site Type: Nineteenth Century Berry Estate Road

Context/setting: Road remnant is a straight traverse across both sides and crest of a low spurline, aligned north – south, and forming part of the lower northern fall of the Broughton Creek valley. The current highway alignment connects with either end of the remnant and loops around to the south, forming a more gradual and consistent vertical alignment.

Description/fabric: This site consists of a remnant and straight section of former road platform and associated side ditches approximately 10 metres wide. The ditches to either side of the platform are discernible through slight changes in ground surface relief, and the colour and height of the grass cover, depending on light and growth conditions. This feature is best seen from aerial photography.

The nature of any subsurface evidence for the road is not known.

Dimensions: Remnant road alignment is approximately 320 metres long and up to 12 metres wide, and aligned 61 degrees (grid north). The road platform ranges in width from seven to eight metres.

Physical condition: This is the best and longest conserved section of the road where there are no sections of cutting or benching to indicate the alignment. It is probable that tilling and cropping has reduced the original relief and definition of the feature. One fence line crosses the feature near the spur crest.

Integrity: Apart from some impact from possible tilling or ploughing, this remnant appears to conserve characteristics which are likely to relate to the original road platform.

Associated features: -

Current use: Grazing pasture grassland

Heritage listings: Included within property definition for Glenvale homestead on Shoalhaven LEP (as amended) Schedule 7, but not specifically identified.

Historical background/interpretation:

The identification of this site as a remnant portion of the 1856 – 1870s Berry Estate road is based on the following reasons (in order of importance):

1. The nature and form of the remnant.
2. The proximity of the remnant to the mapped location of the original road as shown on the 1866 County map (Figures 5.15, 5.16 and 5.20).
3. The likelihood that the landform context provided the most expedient alignment option for the road (given the resource, strategic and technological constraints of the road).

Refer also section in G2B H19 for general historical background

Figure G.10 Road remnant visible on 1958 aerial photo (outlined in yellow), (NSW 699-5029, SH.I Dapto-Ulladulla Run GK11 23/07/58)



Figure G.11 Aerial image (2006) of area of road remnant (outlined in yellow), (Google Earth Pro 2011)



Figure G.12 Approximate location of road remnant relative to road alignment as shown on 1866 County map (County of Camden, National Library of Australia (Braddock and Baly 1866))



Recording ID: G2B H27

GDA Map Reference:

**293988.6152199 to
293974.6152006 to
293742.6151753**

<i>Name/Description:</i>	Remnant of Berry Estate road (c.1856 – 1870s)	<i>Cadastral Location:</i>	Lot 2 DP593476 Lot 1 DP919179
		<i>Street address:</i>	A441 Princes Highway & A540 Princes Highway Broughton Village
<i>Item/Site Type:</i>	Nineteenth Century Berry Estate Road		

Context/setting: Road remnant is situated at the southern margin of Broughton Village and traverses two minor spurs, separated by a minor gully, and a minor tributary stream and its associated flats. The spurs are aligned northwest – southeast and form part of the lower northern fall of the Broughton Creek valley. The remnant is situated to the west of the current highway, adjacent to a section known locally as “the big dipper”.

Description/fabric: This site consists of three straight sections of road platform separated by two sharp corners. The net length of remnant is approximately 550 metres. The northern section is poorly defined and a modern farm track currently follows this alignment. The middle section is clearly discernible due to cutting and benching, and descends (SW) to a creek crossing which has been modified by a subsequent (and now disused) highway alignment (G2B H26) and later realignments of the creek bed. The southernmost section of the remnant is vestigial only, with slight ground relief indicating side ditches.

The nature of any subsurface evidence for the road is not known.

Dimensions: The lengths and alignments are, from north to south: 190 metres, 185 degrees (grid north); 260 metres, 232 degrees; and 100 metres, 203 degrees. The total length of the remnant road alignment is approximately 550 metres long. The width of the platform and associated earth works varies from eight to 15 metres.

Physical condition: The surface evidence for this road remnant is variable and ranges from shallow surface relief to a defined earthen platform bordered by defined slope cuttings or benching. The middle portion is well preserved and clearly discernible, the northern and southern sections are vestigial.

Integrity: The alignment has been impacted by on-going farm use as a vehicle track (this has also kept the track clear of vegetation), creek bank erosion, probable ploughing and tilling (especially on the creek flats), subsequent construction of a later nineteenth century highway platform (which re-uses part of the alignment and associated creek crossing). Two fence lines cross the alignment. The northern section may have little remaining original evidence, given its vestigial condition prior to its current use as a farm track. Despite these impacts, this remnant includes the best and most representative surviving cut and benched section, and the best interpretative context.

Associated features: Integral to this interpretation and historical context of this feature is a subsequent highway alignment (G2B H26), which superseded the original road, and which probably dates from the 1870s or 1880s. It was superseded in the 1930s by the current highway. The 1870s-80s alignment is situated downslope of the middle section of the original Berry Estate road, and then joins and overlays the platform near the southern end of the middle portion, including the creek crossing. It forms a tight bend just south of the creek crossing and this was known as “Binks Corner” after the owners of the property (then and now).

Immediately to the west of this tight corner there was formerly situated a Berry estate tenant farm, occupied in the 1890s by a “Mrs Wiley” (G2B H52).

The Sedgeford homestead (G2B H25) is a post Berry Estate homestead, in a similarly original association with the later highway alignment (G2B H26). All of these recordings form a complex, which, as a group have value in understanding and interpreting the evolution of the highway, its various alignments, and its interrelation with adjoining land holdings and homesteads.

Current use: The northern and middle sections are being used as farm tracks, for access to and enclosed pastures.

Heritage listings: no current listings

Historical Background/Interpretation:

The identification of this site as a remnant portion of the 1856 – 1870s Berry Estate road is based on the following reasons (in order of importance):

1. The proximity of the remnant to the mapped location of the original road as shown on the 1866 County map (Figures 5.15, 5.16 and 5.20).
2. The nature and form of the remnant.
3. The association (via proximity or alignment) of the remnant to contemporary occupation or service features.
4. The likelihood that the landform context provided the most expedient alignment option for the road (given the resource, strategic and technological constraints of the road).

Refer also section in G2B H19 for general historical background

Figure G.13 General view, looking NW towards road remnant (approximate alignment marked in yellow, later highway alignment (G2B H26 shown in blue)



Figure G.14 Closer view of best preserved, cut and benched, middle section of the remnant road (alignment indicated by yellow dotted line), looking W.



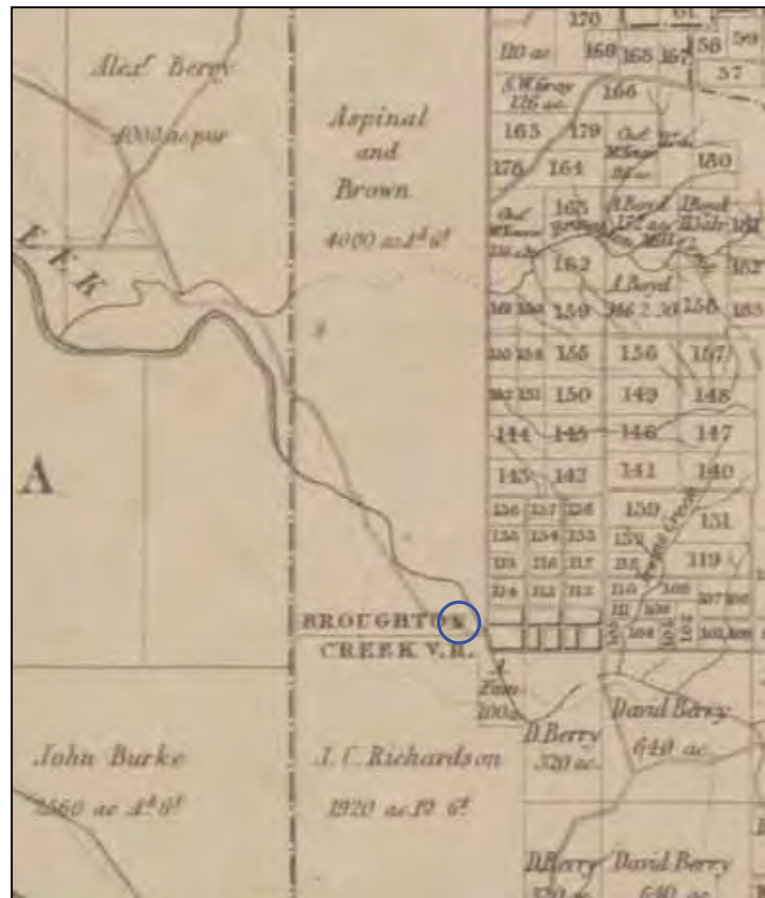
Figure G.15 Road remnant visible on 1958 aerial photo (outlined in yellow), A later nineteenth century highway alignment, including “Binks Corner” is shown in blue (NSW 699-5028, SH.I Dapto-Ulladulla Run GK11 23/07/58)



Figure G.16 Aerial image showing road remnant (outlined in yellow) in 2006. A later nineteenth century highway alignment, including “Binks Corner” is shown in blue (Google Earth Pro 2011)



Figure G.17 Approximate location of road remnant relative to road alignment as shown on 1866 County map (County of Camden, National Library of Australia (Braddock and Baly 1866))



Recording ID: G2B H30

GDA Map Reference:

**296738.6152431 to
296277.6152706**

Name/Description: **Remnant of Berry Estate road (c.1856 – 1870s)** *Cadastral Location:* Lot 10 DP857480
Lot 1 DP1014800
Street address: - Toolijooa

Item/Site Type: Nineteenth Century Berry Estate Road

Context/setting: Road remnant is situated along the crest of a prominent spurline which forms part of the eastern fall of Toolijooa Ridge. The spurline is aligned northwest – southeast. The eastern end of the remnant joins the current highway easement approximately 270 metres west of its intersection with Toolijooa Rd. The road remnant is located to the south of the current highway, and always situated on the crest of the spur, which forms an extended shoulder formation, after a relatively steep ascent at the eastern end.

Description/fabric: This site consists of two sections of road platform, joined by a gentle curve. The net length is approximately 530 metres. The best defined section is on the higher gradient slope at the eastern end, where side ditches and a distinct (earthen) road platform is evident. A rough avenue of Eucalyptus trees survives on either side of this section, for a distance of approximately 50 metres. The trees appear to be too young and low in height to be original road verge vegetation. A low cut along the upslope side of the road, (of up to 0.4 metres) is evident at the eastern end of the shoulder, and along the upper portion of the slope to the east. The middle and western portions of the remnant alignment are less distinct but include discontinuous, low relief, sections of side ditching and earth platform.

To the west of the fence line, which marks the current western end of this recording, there is a distinct road alignment within a narrow cutting (approximately 0.5 metres deep) which has been excavated into a stone rubble rich substrate. The alignment of this platform probably follows the original road alignment, and joins a modern sealed driveway 10 metres west of the fence line. It is thought likely that the excavation in this section is a more recent feature, but an original age cannot be fully discounted.

The nature of any subsurface evidence for the road is not known.

Dimensions: The curved alignment can be approximated by two lengths: (eastern end) 160 metres 96 degrees (grid north); (middle and eastern portions) 370 metres, 313 degrees. The width of the platform and associated earth works varies from 8 to 16 metres. The platform width ranges from 7 to 8 metres.

Physical condition: The surface evidence for this road remnant is variable and ranges from shallow surface relief to a defined earthen platform bordered by defined slope cuttings and side ditches. The eastern portion is well preserved and clearly discernible, the middle and western sections are less distinct and has been impacted in places by tracks created by farm vehicles. One fence line crosses this alignment.

Integrity: The alignment has been impacted by erosion, and by on-going farm use of informal tracks that cross or follow the original platform. The impact of ploughing and tilling appears to be limited. Overall this site displays minimal disturbance from subsequent use as a farm track or subsequent road development. The features of this site are likely to relate to the original road platform.

Associated features: Thirty metres to the west of this site is a low linear mound of rock rubble (basaltic bedrock) which runs adjacent and parallel to the northern side of a modern sealed driveway which follows the alignment of the original Berry estate road. This feature forms part of recording G2B H53, the site of a former Berry Estate tenant farm) however its origin and relationship to the roadway is not clear. It may be the remains of an agricultural dry stone wall, the residue from the demolition of a former Berry Estate tenant farm, or alternatively, it may be a waste pile of excavated rock created during the late nineteenth century construction of the current highway alignment 30 metres downslope.

Current use: Grazing pasture grassland.

Heritage listings: no current listings

Historical background/interpretation:

The identification of this site as a remnant portion of the 1856 – 1870s Berry Estate Road is based on the following reasons (in order of importance):

1. The proximity of the remnant to the mapped location of the original road as shown on the 1866 County map (Figures 5.15, 5.16 and 5.20).
2. The likelihood that the landform context provided the most expedient alignment option for the road (given the resource, strategic and technological constraints of the road).
3. The nature and form of the remnant.

Refer also section in G2B H19 for general historical background

Figure G.18 General view of eastern end of remnant, looking NW (approximate alignment marked in yellow), Toolijooa Rd in foreground



Figure G.19 View looking SE across crest of spur with remnant road platform in foreground (approximate alignment marked in yellow)

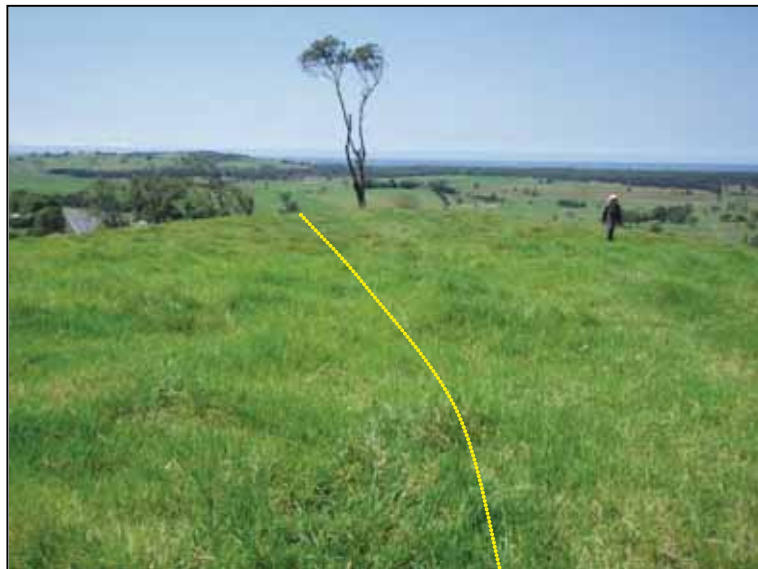


Figure G.20 View, looking E towards Toolijooa Rd intersection, along remnant road platform at eastern end of site, Note tree avenues and ditches on either side (approximate alignment marked in yellow)



Figure G.21 View of remnant road section where side ditches are evident , looking NW



Figure G.22 Road remnant visible on 1958 aerial photo (outlined in yellow), A later nineteenth century highway alignment, including “Binks Corner” is shown in blue (NSW 699-5028, SH.I Dapto-Ulladulla Run GK11 23/07/58)

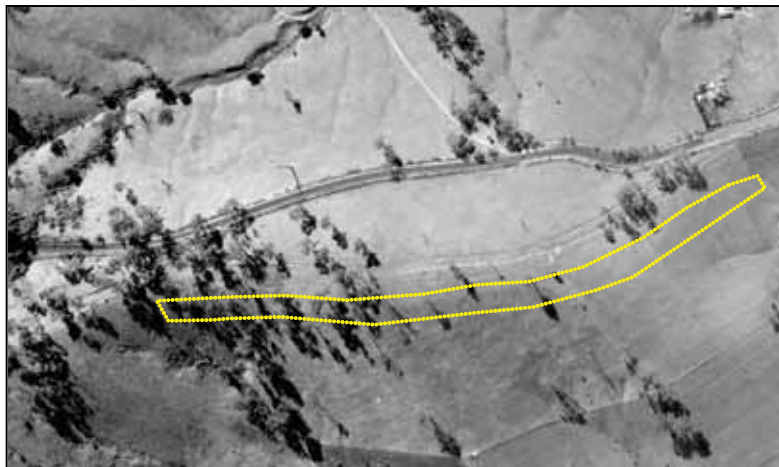


Figure G.23 Aerial image of area of road remnant (outlined in yellow), in 2006. A later nineteenth century highway alignment, including “Binks Corner” is shown in blue (Google Earth Pro 2011)



Figure G.24 Extract from 1839 (and later amendments), Crown Plan 56-672, showing alignment of Berry Estate road and later 1870s – alignment (G2B H30 section shown by dotted blue line overlay)



Figure G.25 Approximate location of road remnant relative to road alignment as shown on 1866 County map (County of Camden, National Library of Australia (Braddock and Baly 1866))



Recording ID: G2B H55

GDA Map Reference:

**290246.6149973 to
290172.6149916**

Name/Description: **Remnant of Berry Estate road (c.1856 – 1870s)** *Cadastral Location:* Lot 3 DP 1081231
Street address: A40A Princes Highway Berry

Item/Site Type: Nineteenth Century Berry Estate Road

Context/setting: The road remnant is situated 500 metres east of the Broughton Mill Creek bridge along the current highway, and between 10 and 20 metres to the south of the edge of the cutting batter opposite the wayside stop. The remnant is located along the crest and upper slopes of a descending spurline which forms the watershed between Broughton and Broughton Mill Creeks. This watershed is aligned northeast - southwest.

Description/fabric: This site consists of a remnant and straight section of former road platform approximately 7 to 8 metres wide. The upslope (northern) side of the remnant is defined by varying degrees of shallow cutting into the hill slope, with corresponding benching evident on the downslope side.

The nature of any subsurface evidence for the road is not known.

Dimensions: Remnant road alignment is approximately 100 metres long and up to 10 metres wide, and aligned 233 degrees (grid north).

Physical condition: The surface evidence for this road remnant consists of relatively distinct ground surface relief. However there has been a degree of erosion in the past across the inclined platform and along the ditch on the upslope side of the platform. The erosion hazard of run-off has been managed by the excavation of a number of channels from the ditch across the platform and downslope. This has significantly impacted the road remnant

Integrity: Although this remnant is easily discerned due to the significant relief of its features, the integrity of the site has been substantially reduced due to the construction of side drains to control run-off.

Associated features: Archaeological deposits (G2B H14) associated with the original and pre 1950s highway alignment, situated 100 metres further to the west.

Current use: Grazing pasture grassland

Heritage listings: no current listings

Historical background/interpretation:

The identification of this site as a remnant portion of the 1856 – 1870s Berry Estate road is based on the following reasons (in order of importance):

1. The likelihood that the landform context provided the most expedient alignment option for the road (given the resource, strategic and technological constraints of the road).
2. The nature and form of the remnant.
3. The association (via proximity or alignment) of the remnant to contemporary occupation or service features.
4. The proximity of the remnant to the mapped location of the original road as shown on the 1866 County map (Figures 5.15, 5.16 and 5.20).

It remains possible that this road remnant relates to a later period, conceivably for farm access after the 1950s re-alignment of the northern highway approach into Berry. The main reasons for discounting a later origin are:

- The form of the road (a platform with prominent side ditches), which matches the other estate road remnants.
- And the fact that the north eastern portion of the fenced front yard of the current *Mananga* homestead (built 1894) superimposes the original road platform. This strongly suggests that the remnant not only predates the current *Mananga*, but also the 1880s-1950s highway alignment to which the front yard enclosure relates (Figure G.26).

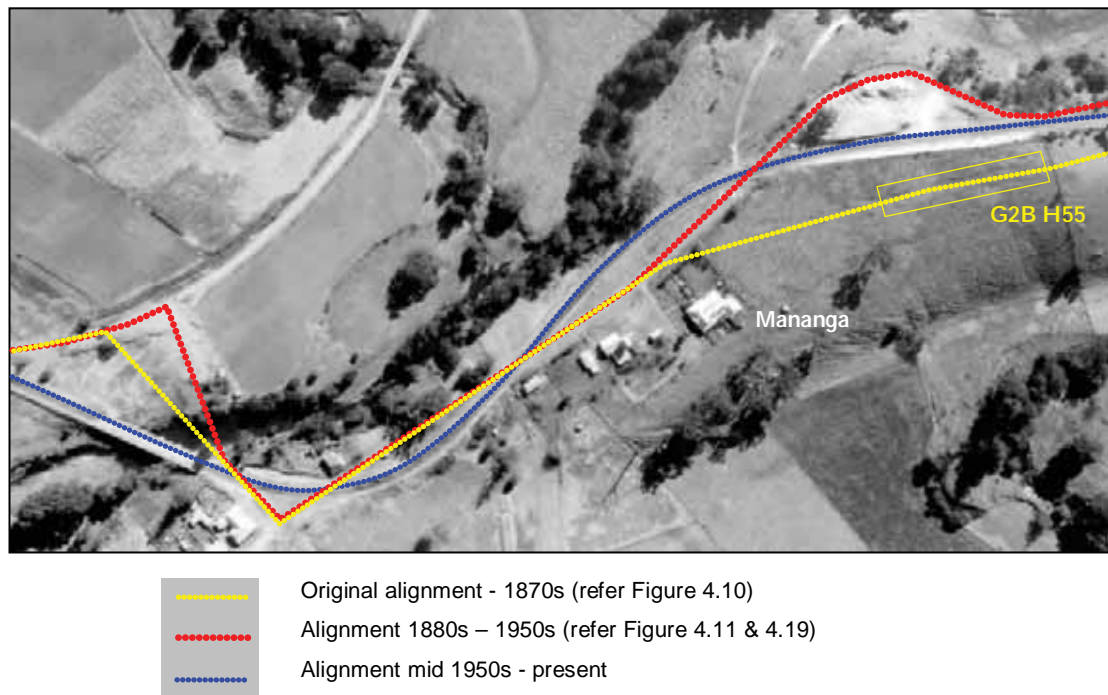


Figure G.26 Extract from 1958 aerial photograph showing northern highway entrance to Berry, with coloured overlays of current and previous highway alignments. Note the alignment of the Mananga homestead with the 1880s – 1950s alignment and the superimposition of the Mananga front yard over the original 1870s alignment. This strongly suggests that the G2B H55 road remnant relates to the original Berry Estate road which was constructed in 1856.

Refer also section in G2B H19 for general historical background

Figure G.27 Road remnant visible on 1958 aerial photo (outlined in yellow), (NSW 699-5036, SH.I Dapto-Ulladulla Run GK11 23/07/58)



Figure G.28 Aerial image (2006) of area of road remnant (outlined in yellow), (Google Earth Pro 2011)



Figure G.29 Approximate location of road remnant relative to road alignment as shown on 1866 County map (County of Camden, National Library of Australia (Braddock and Baly 1866))



G.2 Twentieth century highway remnants

Recording ID: G2B H12 **GDA Map Reference: 290206.6149987 to 290097.6149908**

Name/Description: **Remnant section of Princes Highway (Stewarts Hill, way-side stop)** *Cadastral Location:* Highway easement
Street address: - Berry

Item/Site Type: Twentieth Century Highway Remnant

Context/setting: This remnant is located 460 metres east of the Broughton Mill Creek bridge, on the north side of the current highway, and located on the north side of the prominent spurline which forms the watershed between Broughton Mill and Broughton Creeks.

Description/fabric: Bitumised highway platform in the form of a large curved loop. The downslope side of the platform is very steep and may have been built up with fill. Wooden post and wire mesh fencing along the downslope side of the platform may date from the 1950s. The inside of the loop formerly consisted of the natural northern upper slopes of the spurline. This has been quarried away during the construction of the current highway alignment. Until recently this area was used both as a materials and gravel dump for the highway, and an informal rest area. The whole area has recently been landscaped and developed as a way-side stop. Two memorial sculptures representing David and Alexander Berry have been installed as part of this re-development.

Dimensions: 170 x 40 metres

Physical condition: The basic supporting earthworks and associated platform are in good condition. Apart from some remnant road side fencing, there is no original road furniture or other surviving features.

Integrity: This remnant has little integrity as a 1950s highway corridor, due to quarrying impact from the adjacent 1950s highway upgrade, and the subsequent use of the area as a works area and materials dump.

Associated features: A well preserved section of 1950s highway carriageway, also isolated by the 1950s upgrade, is located 40 metres to southwest, on the opposite side of the current highway (G2B H15).

Current use: Landscaped way-side stop and commemorative sculpture area.

Heritage listings: no current listings

Historical background/interpretation:

This remnant follows the 1870s to 1950s alignment of the Princes Highway. It ceased to form part of the active carriageway in the mid 1950s when the current highway alignment into Berry was constructed.

The first Edition Berry 1:25,000 topographic map shows the area as a picnic area.

Figure G.30 View showing the road corridor in the area of G2B H12 in the late 1890s, looking SW “Town of Berry from Stewarts Hill” Government Printing Office , 1898 (State Library of NSW d1_12472r.jpg; also Wollongong Library)



Figure G.31 View showing the road corridor in the area of G2B H12 in the late 1930s, looking SW “View of the town of Berry” (State Records of NSW 1937. 12932-a012-a012X2448000124.jpg)



Figure G.32 1949
aerial view of road
remnants G2B H12
and G2B H15
(SVY552/NOWRA
Run2(155-166)
4/4/1949)

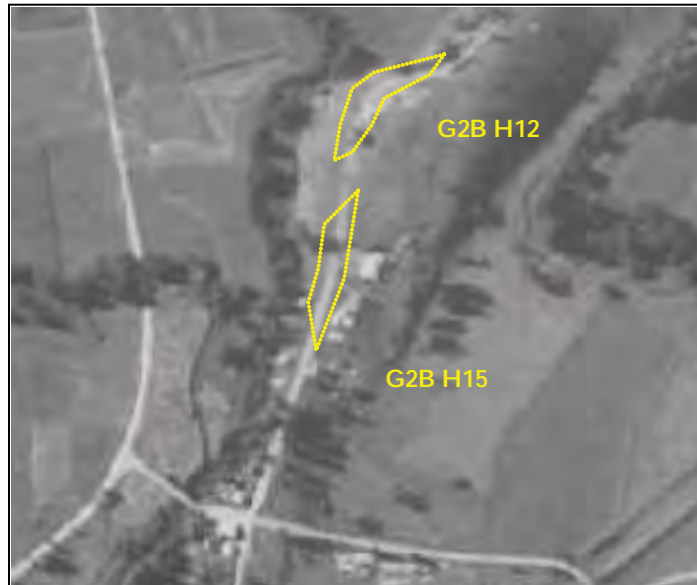


Figure G.33 Aerial
image (2006) of area
of road remnant
(outlined in yellow),
(Google Earth Pro
2011)

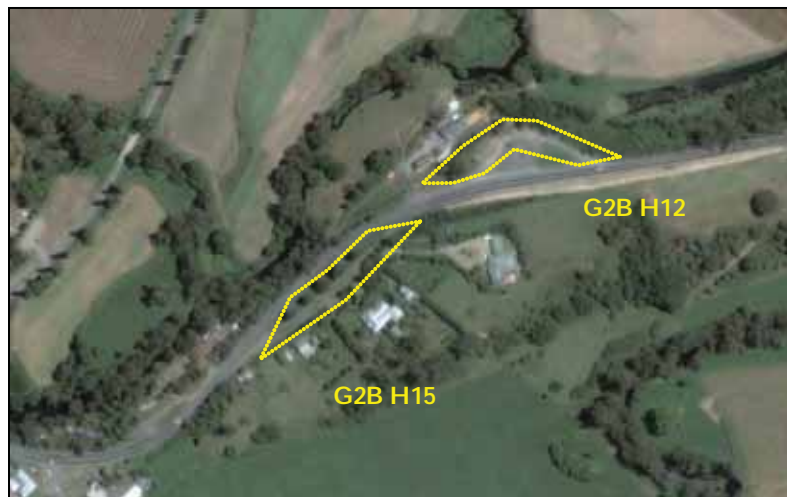
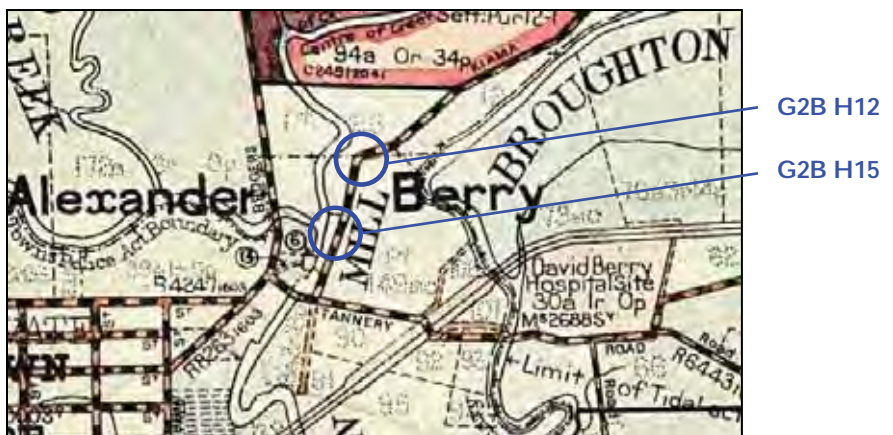


Figure G.34 Extract
from 4th edition parish
map of Coolangatta
(cancelled 1928),
showing location of
G2B H12 and G2B
H15



Recording ID: G2B H15

GDA Map Reference:

**290085.6149872 to
290020.6149720**

<i>Name/Description:</i>	Remnant section of (mid 1950s) Princes Highway (Adjacent to Mananga homestead)	<i>Cadastral Location:</i>	Highway easement
		<i>Street address:</i>	- Berry

Item/Site Type: Twentieth Century Highway remnant

Context/setting: This remnant is located 460 metres east of the Broughton Mill Creek bridge, on the north side of the current highway, and located on the north side of the prominent spurline which forms the watershed between Broughton Mill and Broughton Creeks.

Description/fabric: Bitumised highway platform, around 4.5 metres wide, with a net width, including gravelled shoulders of around 7.5 to 8.0 metres. The remnant is 195 metres long and is truncated by the current highway at either end. The remnant is slightly curved to the east, but in general is aligned at 26 degrees (to true north).

Dimensions: 195 x 15 metres

Physical condition: The remnant is in good condition. For the majority of its length, the sealed road surface appears complete and in good repair and has probably been maintained and renewed post 1950s. At its northern and southern ends the roadway has been impacted by has construction of the current highway alignment. A spoil pile blocks use of the northern extent of the remnant, just after the northernmost driveway. At the southern end, access onto the current highway is maintained and possibly the original bitumen surface remain visible and has been eroded and patched due to side drainage and potholing. An avenue of five deciduous trees have been planted along the western side of the remnant (sometime between 1972 and 1986), between the remnant and the current highway.

Integrity: This remnant retains many features of the 1950s highway easement, including an original configuration of road platform, shoulders and verge. Also original is the relationship between the roadway and adjacent Lot access and boundaries.

Associated features: A highly modified section of 1950s highway carriageway, also isolated by the 1950s upgrade, is located 40 metres to northeast, on the opposite side of the current highway (G2B H12) and is now used as a wayside stop.

Current use: Vehicle access to adjacent Lots.

Heritage listings: no current listings

Historical background/interpretation:

This section of the highway was bypassed by the current highway alignment which was constructed in 1955 and apart from resurfacing appears not to have been modified since that time. It is currently used to access adjacent residential and agricultural lots on its eastern side. The alignment of this road remnant was formalised in the 1880s.

**Figure G.35 General
view of remnant (to
right of current
highway) looking N**



**Figure G.36 General
view of remnant (on
left) looking S**



Figure G.37 1949 aerial view of road remnants G2B H12 and G2B H15 (SVY552/NOWRA Run2(155-166) 4/4/1949)

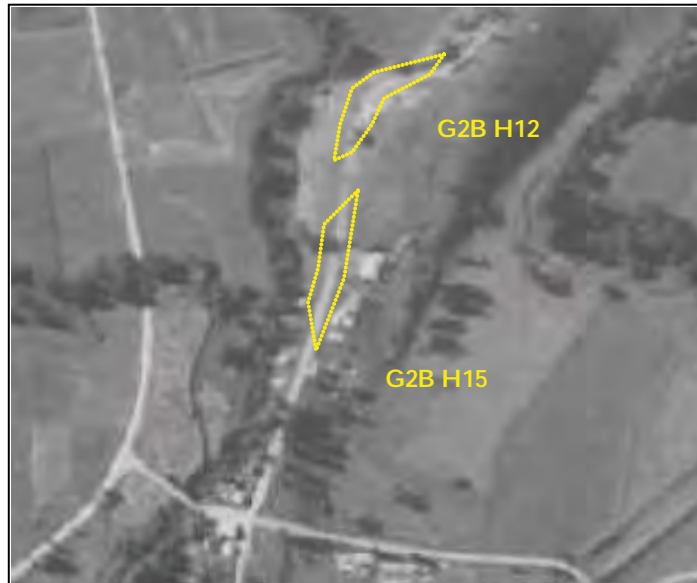


Figure G.38 Aerial image (2006) of area of road remnant (outlined in yellow), (Google Earth Pro 2011)

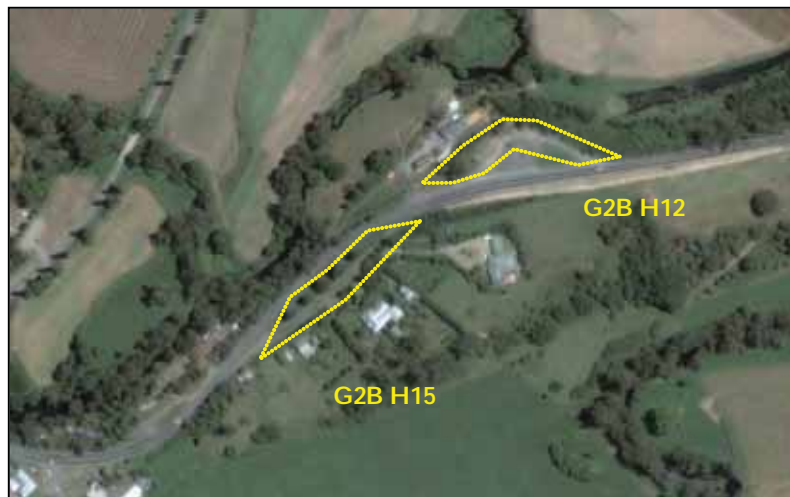


Figure G.39 Extract from 4th edition parish map of Coolangatta (cancelled 1928), showing location of G2B H12 and G2B H15



Recording ID: G2B H18

GDA Map Reference:

**291610.6150911 to
291500.6150827**

<i>Name/Description:</i>	Remnant section of mid 1930s Princes Highway(Close to Tindalls Lane Int.)	<i>Cadastral Location:</i>	Lot 14 DP1098617
		<i>Street address:</i>	A200B Princes Highway Broughton
<i>Item/Site Type:</i>	Twentieth Century Highway remnant		

Context/setting: This remnant is located on the east side of the current Princes Highway, 25 metres west of the intersection with Tindalls Lane. It is situated on the crest of a low but prominent spurline which forms the watershed between Broughton Mill and Broughton Creeks.

Description/fabric: An indistinct earthen road platform, around eight metres wide, consisting of an angled alignment or corner (150°), with a net length of approximately 150 m. The remnant has been truncated by the current highway easement at both ends. The platform is discontinuously defined by low relief traces of shallow ditches and embankments. Dense grass cover prevented an assessment of any surviving road surface or treatment.

Dimensions: 150 x 25 metres, southern section: 70 metres, 66 degrees (true north), 80 metres, 39 degrees

Physical condition: The remnant is in poor condition. The remnant is indicated only by low relief and indistinct ground relief. The establishment of pasture grasses and probable ploughing/tilling, has apparently reduced surface relief and removed other potential surface features.

Integrity: This remnant is indistinct and eroded and has been impacted by subsequent agricultural use. Its remaining features are likely to relate to a mid 1930s highway platform.

Associated features: Another 1930s remnant of a sharp corner is situated 25 metres to the northeast on the opposite side of the current highway (extending northeast from the Tindalls Lane intersection with the highway (G2BH57).

Current use: Agricultural pasture grassland.

Heritage listings: no current listings

Historical background/interpretation:

This highway section was bypassed by the current highway alignment when it was upgraded and straightened in the mid 1930s. The sixth edition of the parish map for Broughton (1916, cancelled 1938) notes that this road remnant was resumed as severed land in August 1936 (Figure G.41).

Figure G.40 General view, looking E, across the southern portion of the road remnant (foreground), (approximate alignment marked in yellow), .



Figure G.41 Extract from Sixth edition of parish map of Broughton (1916, cancelled 1938, Parish Map Preservation Project ID no. 10353901), showing resumption of severed land at G2B H18 (blue circle) in Aug 1936 (map reference note 23)



Figure G.42 1958 aerial image of area of road remnant G2B H18 (outlined in yellow) (SHI Dapto-Ulladulla Run GK11 699-5032, 23/07/1958),



Recording ID: G2B H20

GDA Map Reference:

**292460.6150870 to
292324.6150850**

Name/Description: **Remnant section
of late 1930s
Princes Highway**

Cadastral Location: Lot 4 DP801512
Street address: A350 Princes Highway
Broughton

Item/Site Type: Twentieth Century Highway remnant

Context/setting: This remnant is located on the south side of the current Princes Highway, 715 metres east of the intersection with Tindalls Lane. It is situated on the upper slopes and crest of a low spur which is aligned northeast-southwest. The spur forms part of the lower slopes of the southern fall of the Broughton Creek valley.

Description/fabric: A distinct earthen road platform, around eight metres wide, consisting of an angled alignment or corner (150°), with a net length of approximately 195 m. The remnant has been truncated by the current highway easement at both ends. The platform is discontinuously defined by low relief traces of shallow ditches and embankments. The platform has been used as a farm track since it was bypassed by the current highway alignment. This has involved maintenance and the application of gravels. Dense grass cover prevented an assessment of any surviving road surface or treatment.

Dimensions: 150 x 25 metres, southern section: 70 metres, 66 degrees (true north), 80 metres, 39 degrees

Physical condition: The remnant is in reasonable condition. The remnant is indicated by more recently applied surface gravels and by low and often indistinct ground relief. The establishment of pasture grasses and probable ploughing/tilling, has apparently reduced surface relief and removed other potential surface features.

Integrity: This remnant remains distinct but eroded and has been impacted by subsequent agricultural use. The recent construction of a bitumen driveway for an adjacent new homestead development has reused a portion of the platform. The remaining features are likely to relate to a mid 1930s highway platform.

Associated features: Another 1930s remnant of a sharp corner is situated 50 metres to the northeast on the opposite side of the current highway (G2BH21).

Current use: Agricultural pasture grassland, and modern driveway.

Heritage listings: no current listings

Historical background/interpretation:

This highway section was bypassed by the current highway alignment when it was upgraded and straightened in the mid 1930s. The seventh edition of the parish map for Broughton (1938 cancelled 1959) notes that this road remnant was resumed as severed land in August 1938 (Figure G.45).

Figure G.43 1958 aerial image of area of road remnant G2B H20 (outlined in yellow) (SHI Dapto-Ulladulla Run GK11 699-5031, 23/07/1958)



Figure G.44 Aerial image (2006) of area of road remnant (outlined in yellow), (Google Earth Pro 2011)



Figure G.45 Extract from Seventh edition of parish map of Broughton (1938, cancelled 1959, Parish Map Preservation Project ID no. 10354001), showing resumption of severed land at G2B H20 (blue circle) in Aug 1938 (map reference note 36)



Recording ID: G2B H21

GDA Map Reference:

**292567.6150985 to
292492.6150957**

Name/Description: **Remnant section of
late 1930s Princes
Highway**

Cadastral Location: Lot 12 DP1098617
Street address: A371 Princes Highway
Broughton

Item/Site Type: Twentieth Century Highway remnant

Context/setting: This remnant is located on the north side of the current Princes Highway, 920 metres east of the intersection with Tindalls Lane. It is situated on the upper slopes and crest of a low spur which is aligned northeast-southwest. The spur forms part of the lower slopes of the northern fall of the Broughton Creek valley.

Description/fabric: A distinct earthen road platform, aligned in a sharp roughly 90 degree bend, around eight metres wide, and bordered on its upslope side by an excavated, steeply inclined embankment up to three metres high. The net length of the road alignment is 120 metres. The nature of the road surface or pavement is not known due to the degree of leaf litter and spoil that was present at the time of survey. The remnant has been truncated by the current highway easement at both ends. Sapling regrowth and extensive establishment of woody weeds has occurred across the remnant and its immediate area.

Dimensions: 130 x 40 metres: the alignment consists of two continuous lengths: the western section is around 43 metres and aligned 12 degrees (true north), the eastern section is around 78 metres and aligned 94 degrees.

Physical condition: The ground relief of the remnant remains distinct, though the embankment has been impacted by collapse and erosion in some places. The platform is obscured by sapling regrowth and woody weeds.

Integrity: This remnant demonstrates to some degree the construction standards and tolerances of a main road corridor from the first half of the twentieth century. The eroded and revegetated condition of this remnant substantially obscures access and interpretation of these traits. Dumping of spoil and excavation associated with the modern adjacent highway, has impacted the southern margin of the site.

Associated features: A 1930s remnant of a less sharp corner (previously continuous with G2B H21) is situated 50 metres to the southwest on the opposite side of the current highway.

Current use: Rough bush grazing.

Heritage listings: Included within property definition for Glenvale homestead on Shoalhaven LEP (as amended) Schedule 7, but not specifically identified.

Historical background/interpretation:

This highway section was presumably bypassed by the current highway alignment when it was upgraded and straightened in the mid 1930s, at the same time as the bypass of G2B H20 (c1936). The seventh edition of the parish map for Broughton (1938, cancelled 1959) does not show this remnant or indicate its severance (Figure G.45). The earlier carriageway is however shown on the previous edition along with an indicative upgraded alignment (Figure G.48).

Figure G.46 1958
aerial image of
area of road
remnant G2B H21
(outlined in yellow)
(SHI Dapto-
Ulladulla Run
GK11 699-5031,
23/07/1958)



Figure G.47 Aerial
image (2006) of
area of road
remnant (outlined
in yellow),
(Google Earth Pro
2011)



Figure G.48
Extract from Sixth
edition of parish
map of Broughton
showing the G2B
H21 portion of
highway (blue
circle) and an
adjacent upgraded
alignment
(reference note 24,
resumed and
gazetted public
road Dec 1936
(1916, cancelled
1938, Parish Map
Preservation
Project ID no.
10353901)



Figure G.49 View of the G2B H21 platform and cutting looking N from the western end of the remnant. Note thick understory growth and sapling regrowth.



Recording ID: G2B H24

GDA Map Reference:

**to 293535.6151482
293405.6151406**

Name/Description: **Remnant section of 1930s Princes Highway** *Cadastral Location:* Princes Highway easement
Street address: - Broughton

Item/Site Type: Twentieth Century Highway remnant

Context/setting: This remnant is located on the south side of the current Princes Highway, 1.9km east of the intersection with Tindalls Lane. It is situated on the upper slopes and crest of a low spur which is aligned northwest-southeast. The spur forms part of the lower slopes of the northern fall of the Broughton Creek valley.

Description/fabric: This site consists of the alignment of the former highway which forms a long loop, following the contour around the crest of the spur. The net length of the remnant was 210 metres. The original level and road platform and is now obscured by fill which has been levelled across the area circumscribed by the former road loop. The nature of the road surface or pavement is not known. The remnant has been truncated by the current highway easement at both ends. The area is currently used for the storage and sorting of road works spoil.

Dimensions: 180 x 30 metres

Physical condition: There is little evidence of the original road platform or associated earth works. The majority of the alignment and the adjacent upslope area has been filled and levelled for use as a materials storage area.

Integrity: This site has little integrity.

Associated features: -

Current use: Road side maintenance materials storage and sorting area.

Heritage listings: No current listings

Historical background/interpretation:

This highway section was bypassed by the current highway alignment when it was upgraded and straightened in the mid 1930s (Figure G.52).

Figure G.50 1958 aerial image of area of road remnant G2B H24 (outlined in yellow) (SHI Dapto-Ulladulla Run GK10 697-5105, 10/07/1958)



Figure G.51 Aerial image (2006) of area of road remnant (outlined in yellow), (Google Earth Pro 2011)



Figure G.52 Extract from Sixth edition of parish map of Broughton showing the G2B H24 portion of highway (blue circle) and an adjacent upgraded alignment (reference note 24, resumed and gazetted public road Dec 1936 (1916, cancelled 1938, Parish Map Preservation Project ID no. 10353901)



**Figure G.53 View of the
G2B H24 area, looking
SW, note filling and
levelling across site**



Recording ID: G2B H26

GDA Map Reference: 293839.6151602 to
293836.6151654 to
293701.6151821 to
293775.6151840 to
293835.6151882 to
293982.61521937 to
294008.6151962

Name/Description: **Remnant section of 1930s Princes Highway ("Bink's Corner")** Cadastral Location: Lot 1 DP450081
Street address: A540 Princes Highway
Broughton Village

Item/Site Type: Twentieth Century Highway remnant

Context/setting: Road remnant is situated at the southern margin of Broughton Village and traverses the northeast facing slopes of a prominent spurline and the southwest and southeast facing basal slopes of a minor spur. The road platform crosses a minor creekline at its northern end, and a larger creek between the two spurs. The spurs are aligned northwest – southeast and form part of the lower northern fall of the Broughton Creek valley. The remnant is situated to the west of the current highway, adjacent to a section known locally as "the big dipper"

Description/fabric: This site consists of a remnant road platform which descends into and climbs out of a small valley via slope traverses angled obliquely across the contours. The net length of remaining alignment is around 612 metres. The overall alignment forms a sharp 'V' pointing up valley (west), with a tightly rounded corner turning 60 degrees. During the active use of this alignment as the Princes Highway, this corner was known as "Bink's Corner", after the family which owned (and still own) the property. The platform is easily discerned and variously recessed, cut and benched across the slopes. Side ditching is present in places. It is not known if culverts are associated with the creek crossings. The nature and condition of any surviving road surface is not known. The remnant is truncated at both ends by the current highway.

The platform continued to be used as a farm track following its resumption in 1936. The northern road portion, north of the larger creek crossing, is now overgrown and the southern portion, although clear, is no longer favoured as a through-track.

Dimensions: The area within which the remnant occurs covers approximately 430 x 195 metres. The width of the platform ranges from between 6 and 8 metres. The maximum width of platform and side earthworks (ditches, embankments etc) is around 16 metres. The alignment of the remnant platform can be simplified into the following intervals
(south to north): 52 metres, 25° (grid north)
216 metres, 358°
83 metres, 79°
75 metres, 55°
55 metres, 71°
41 metre, 41°

Physical condition: This remnant is in relatively good condition, with the ground relief of the platform, and associated cuttings, ditches and embankments still clearly evident. There is some sapling regrowth across the platform in the northern section, and there may have been erosion of the platform in the area of the creek crossings. A number of current or former fence lines cross the platform.

Integrity: This remnant does not appear to have been significantly modified since its resumption, or as a result of low key use as a farm track. Its form and character relate to the tolerances and maintenance of a 1930s active highway. The remnant follows that of a surveyed line which dates from the 1870s to 1880s.

Associated features: A remnant of the earlier Berry Estate road (G2B H27), constructed in 1856 and which was replaced by this road, crosses this alignment twice and occurs in close association with it.

The G2B H26 highway remnant forms part of a complex of recordings which, as a group, have value in understanding and interpreting the evolution of the highway, its various alignments, and its interrelation with adjoining land holdings and homesteads. These recordings are:

- G2B H27 remnant section of 1856 Berry Estate Road
- G2B H26 remnant section of 1870s – 1930s Highway (“Binks Corner”)
- G2B H25 *Sedgeford* homestead

Current use: Agricultural pasture grassland

Heritage listings: no current listings

Historical background/interpretation:

Based on County and parish mapping, this remnant follows a highway alignment which became established in the 1870s or 1880s and replaced the 1856 Berry Estate road. It was bypassed in 1936.

Bink’s Corner was the location of a fatal car accident in 1935, one year prior to its upgrade. David Mahlon Cowlshaw, 20, son of Dr. and Mrs Leslie Cowlshaw of Lindfield, was killed on the 28 January 1935, when his car overturned at Bink’s corner. “The car had just passed the property of Mr A.N. Binks, MLC, when it swerved and overturned. It rolled over and finally came to a standstill with its four wheels in the air”. The press report of the incident paper noted that “The scene of the accident is a recognised danger spot” (Sydney Morning Herald 30 January 1935, p14).

At the subsequent inquest the Coroner, Mr Reuben King, found that

“the accident was due to the rough and dangerous turn there, and that the danger attached to the turn as not and is not sufficiently indicated by the authorities in charge of the section of the Princes Highway”.

Dr Cowlshaw stated at the inquest that

“There is no warning to an approaching driver that it is a danger spot... The white stones are neglected and covered with dust... I would like the attention of those in charge of the road to be directed to its state. It cannot do my boy any good now, but may prevent loss of life to others if it is remedied”.

Constable A.W. Wright stated that

“the only warning to motorists was big stones at the edge of the curve, but they were dust covered and overgrown with weeds and grass and could not be seen on a dark night. His predecessor, Constable Brogan, had crashed at the spot, and was off duty two months” (Sydney Morning Herald 4 February 1935, p9).

It seems likely that the upgrade of the highway the following year may well have been prompted, or was at least strongly supported by the Coroners findings. This event and its location, are representative of several dominant themes in the development of the highway – the interplay between resourcing road maintenance and the safety of its users, the interrelation between highway design and need to increase user safety, and the pressure created by fatal accidents to upgrade the highway.

Figure G.54 View, looking
NW from the upgrade
alignment towards G2B
H26 road remnant (
yellow dotted line), Berry
Estate road (G2B H27)
in blue)



Figure G.55 View of
northern portion of road
remnant (approx.
alignment marked in
yellow), looking N



Figure G.56 View looking
SW, showing well
benched platform in right
foreground and more
distant alignment on
southern side of valley
(mid distance) (approx.
alignment marked in
yellow)



Figure G.57 Road remnant visible on 1958 aerial photo (outlined in yellow), The alignment of the earlier Berry Estate road is shown in blue (NSW 699-5028, SH.I Dapto-Ulladulla Run GK11 23/07/58)



Figure G.58 Aerial image showing road remnant (outlined in yellow) in 2006. The alignment of the earlier Berry Estate road is shown in blue (Google Earth Pro 2011)



Figure G.59 Extract from 1890s map of the northern Berry Estate, showing the remnant alignment (blue line) ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMSS3_15_Map 17)



Figure G.60 Extract from Sixth edition of parish map of Broughton showing the G2B H26 portion of highway (blue line), (reference note 24, resumed and gazetted public road Dec 1936 (1916, cancelled 1938, Parish Map Preservation Project ID no. 10353901)

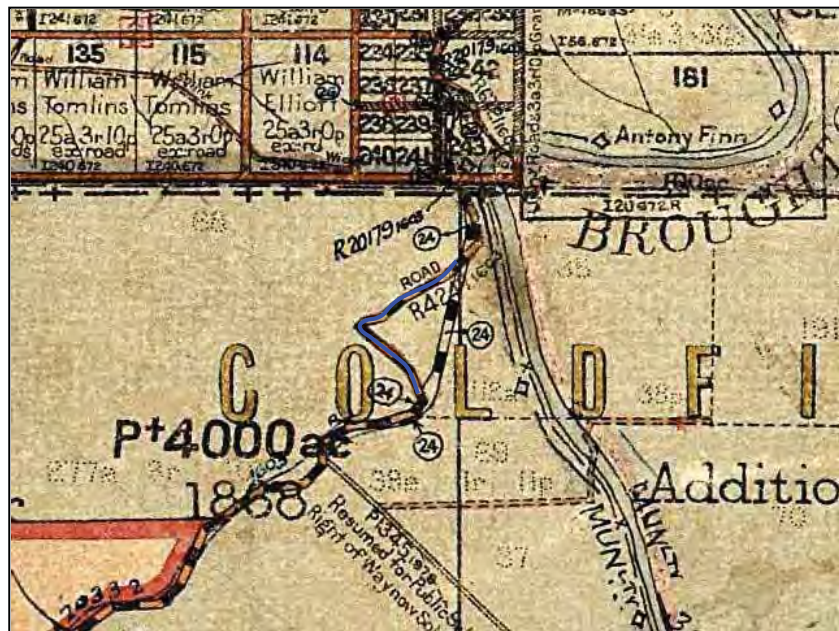


Figure G.61 "Binks Corner - old abandoned roadway 1937". This photo was taken looking SW and downslope towards the main creek crossing. (State Library of NSW d1_27130r)



Recording ID: G2B H57

GDA Map Reference:

**291610.6150911 to
291500.6150827**

Name/Description: **Remnant section of mid 1930s Princes Highway (Tindalls Lane Int.)** *Cadastral Location:* Lot 14 DP1098617
Street address: A200B Princes Highway Broughton

Item/Site Type: Twentieth Century Highway Remnant

Context/setting: This remnant is located on the north side of the current Princes Highway, immediately east of the intersection with Tindalls Lane. It is situated on the north facing, upper slopes of a low but prominent spurline which forms the watershed between Broughton Mill and Broughton Creeks.

Description/fabric: An overgrown and indistinct earthen road platform, around 6-7 metres wide, consisting of a 'dog leg' angled corner, with a net length of approximately 125 metres. The remnant has been truncated by the current highway easement at both ends, and encroached upon by a turning circle platform on Tindalls Lane (NOHC 2005). The platform is recessed up to 30 centimetres into the ground discontinuously across its length. A low density scatter of mid twentieth century glass and ceramic fragments are associated with the platform. Dense forest litter and grass prevented an assessment of any surviving road surface or treatment.

Dimensions: 90 x 50 metres

Physical condition: The remnant is in poor condition. The section closest to Tindalls Lane has been encroached upon by the recent construction of a turning bay. Clearance of the eastern gas pipeline easement has also impacted upon another section. Forest regrowth is now obscuring the platform and its edges.

Integrity: This remnant is indistinct and overgrown and has been impacted by subsequent easement construction and road works. Its remaining features are likely to relate to a mid 1930s highway platform.

Associated features: Another 1930s remnant of a sharp corner is situated 25 metres to the southwest on the opposite side of the current highway (G2BH18).

Current use: Rough forest grazing.

Heritage listings: no current listings

Historical background/interpretation:

This highway section was bypassed by the current highway alignment when it was upgraded and straightened in the mid 1930s. The sixth edition of the parish map for Broughton (1916, cancelled 1938) notes that this road remnant was resumed as severed land in August 1936 (Figure G.63).

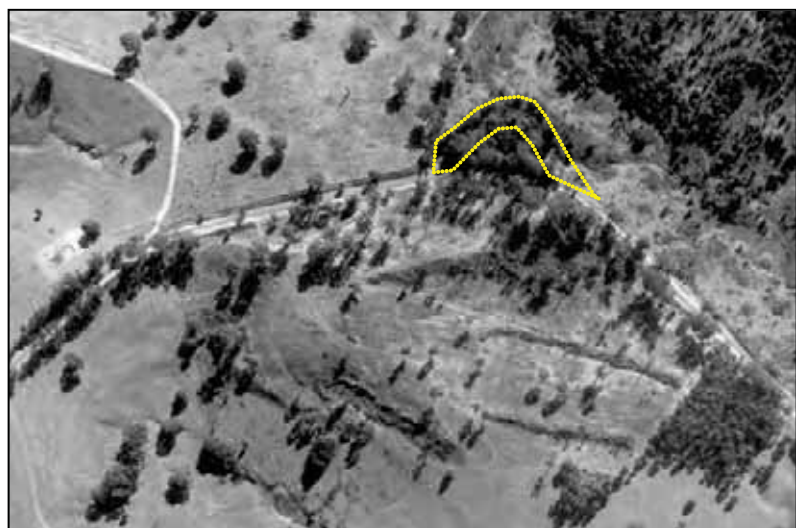
Figure G.62 General view, looking SW, showing edge of recessed remnant road platform (foreground), (approximate alignment marked in yellow) (photo: Dec 2005)



Figure G.63 Extract from Sixth edition of parish map of Broughton (1916, cancelled 1938, Parish Map Preservation Project ID no. 10353901), showing resumption of severed land at G2B H57 (blue circle) in Aug 1936 (map reference note 23)



Figure G.64 1958 aerial image of area of road remnant G2B H57 (outlined in yellow – note that outline shows full extent of remnant as of 1958, current remnant has been reduced in size by eastern gas pipeline and turning bay on Tindalls lane) (SHI Dapto-Ulladulla Run GK11 699-5032, 23/07/1958)



G.3 Standing buildings and structures

Recording ID: G2B H10

GDA Map Reference:

288592.6149727

Name/Description: **Cottage**

Cadastral Location: Lot 1 DP22828

Street address: 72 North St
Berry

Item/Site Type: Early twentieth century cottage

Context/setting: This building is situated on an urban lot on the south side of North Street, Berry. The lot is situated immediately southeast of, and opposite, the T-intersection of Rawlings Lane and North Street. The lot is situated on relatively level ground, around 80 metres northeast of Town creek, a small tributary which traverses diagonally across the Berry township area.

Description/fabric: This is a modified example of a small workers cottage with a central gabled roof, aligned east-west, (parallel to the road), and with adjoining rooms covered by lower pitched roofs on the northern and southern sides. The front room was formerly an open veranda now enclosed. Similarly a skillion roof abutting the eastern side wall may originally have been an open verandah. The rear roof fall may cover both original back rooms and later additions. The house, was probably originally clad with horizontal wooden weatherboards, and has now been re-clad with wide synthetic cladding. The roof is corrugated iron. All visible windows are of modern design and framing.

Dimensions: The building has approximate dimensions of 10 x 12 metre

Physical condition: The building is well maintained, but retains few original exterior materials or features. Interior not inspected.

Integrity: Based on the exterior, this building has undergone considerable renovation and does not display appreciable integrity. Historical aerial photography indicates that this building was moved from an original location and moved to its current position in the 1950s (refer Figure G.69 below).

Associated features: -

Current use: Town residence

Heritage listings: no current listings

Historical background/interpretation:

Inspection of early aerial photography reveals that this building was present at its current location in 1958, but absent nine years previously (Figure G.69). Given that the design of the building is typical of the early twentieth century, and not characteristic of the 1950s it is probable that it pre-dates this time and was moved to this location.

The 1958 aerial image suggests that at this time, there was a garage abutting its western side, and verandas were present along its southern and eastern sides, but absent along the front (Figure G.68).

**Figure G.65 General view
of house, looking SE**



**Figure G.66 Detail of front
of house, looking SE**



**Figure G.67 Detail of front
of house, looking S**



Figure G.68 1958 aerial image showing context of G2B H10 (SH.I Dapto-Ulladulla Run GK11 699-503 23/07/1958)



Figure G.69 (above) enlargement of 1949 aerial image showing absence of G2B H10 building at this time (red area) (SVY 552/Nowra 5164 Run2(155-166) 4/04/1949)



Figure G.70 Enlargement of 1958 aerial image shown at top, (area indicated in blue) showing detail of building configuration



Recording ID: G2B H11

GDA Map Reference:

288638.6149772

Name/Description: **GlenDevan**

Cadastral Location: Lot 3 DP206971

Street address: 77 North St
Berry

Item/Site Type: Federation House

Context/setting: This building is situated on a large allotment on the north side of North Street, Berry, 35 metres east of its intersection with Rawlings Rd. The lot is situated on relatively level ground, around 120 metres northeast of Town creek, a small tributary which traverses diagonally across the Berry township area.

Description/fabric: An asymmetrical Federation style weatherboard house with a mature garden. The house a pyramidal roof, partial verandas around all four sides, two tall chimneys, and perhaps four original rooms (now five excluding former verandas). One front room (to the left of the entrance) projects forward with no veranda and front facing projecting gable. Verandas remain partially open on southern, eastern and northern sides, but are enclosed on N and w sides. Some changes to internal walls and room enlargements appear to have occurred towards the back of the house. A kitchen block (with external chimney) originally separate from house, is now attached at NW end. Some renovations are thought to have been conducted around 1910, based on fittings/windows associated with enclosed verandas. All doors in original building and associated frames are thought to be made of red cedar.

A separate shed, (NW of house) was a tractor shed, when Gardner bought the property. It, included a laundry with an old copper.

Dimensions: The house is approximately 19 x 19 metres in area. The grounds and garden occur within an approximate enclosed area of 55 x 40 metres.

Physical condition: The house and grounds are in good condition and well maintained. The iron on the roof was replaced around 2004.

Integrity: The building retains many original features, and an overall Federation character and structure. The additions do not significantly detract from the heritage value of the building, and are evidence of the changing circumstances and needs of the owners.

Associated features: Grounds and garden

Current use: Town residence

Heritage listings: Shoalhaven Heritage Inventory

No current statutory listings

Historical background/interpretation:

The following information is provided on the Shoalhaven Heritage Inventory (Shoalhaven City Council).

This house was built prior to 1894 when it is known that Dr Dawson and his family were in residence. Dr Cecil Lacy Dawson arrived in Berry from Pambula in 1894 and set up a surgery in the vacated office of surveyor John Ewing. He had married Mabel Wylde two years previously and they both raised a family of five children at this residence (Mabel b.1893, Mavis b.1896, Cecil b.1904, and twins Gilbert and Joyce b.1905). Dr Dawson died suddenly

on 21 September 1907 aged 44.

Mabel Dawson purchased the property from the Berry Estate on 4 February 1908 (formerly Lot 42 DP4497).

The property was sold to William Henry Shute and his wife Elizabeth and they farmed the land for many years prior to George Miller owning it. There were several tenants of the farm until it was then purchased by Mr and Mrs Arther Belling, themselves former tenants. At that time there was no garden only two flame trees. Mrs Belling sold the property to Mrs Judith Gardner.

The following information was kindly provided by Mrs Judith Gardner (pers. comm.. 18 March 2009).

Judith moved-in in 1989. She purchased the property from Mrs Kath Billings (brought up at Woodhill, now of Nowra).
Mrs Billings planted most of the garden.

Mrs Billings bought the property from George Miller in 1969.

The property was rented (from Miller) by the Gray family for an extended period of time, Sid Ray and his wife raised three children in the house.

Mr Miller bought the property from Mrs Dawson, (possibly a doctor). She is remembered as a cattle breeder and for importing breeds from England. When her husband died she returned to England. A number of articles, between 1907 and 1914, reporting the results of the Berry Agricultural show, mention a Mrs Dawson and a Dr Dawson in relation to prizes for cattle and horse events (c.f. Sydney Morning Herald 5 February 1914, p.5; 14 February 1911, p.6; 2 February 1907).

It is possible that Dawson built the house (others believe that it was built by Janet Bowden's uncle George).

A previous heritage assessment of this site has stated the age of its construction to be around 1894 when it formed part of the Berry Estate. It was considered to have historical significance at a local level as a representative example of accommodation constructed late in the history of the Estate (Conybeare Morrison & Partners 1999:27, refer also Peter Freeman Pty Ltd 1998).

Figure G.71 General view of front of *GlenDevan* Cottage, looking N



Figure G.72 Front view of *GlenDevan* Cottage, looking NE



Figure G.73 Detail of front of building, looking N



Figure G.74 1958 aerial image showing context of G2B H11 (SH.I Dapto-Ulladulla Run GK11 699-5038 23/07/1958)



Figure G.75 (above) enlargement of 1949 aerial image showing G2B H11 (red area) (SVY 552/Nowra 5164 Run2(155-166) 4/04/1949)



Figure G.76 Enlargement of 1958 aerial image shown at top, (area indicated in blue) showing detail of building configuration

Recording ID: G2B H13

GDA Map Reference:

289329.6149710

Name/Description: **Burnett Estate
Overseer's Cottage**

Cadastral Location: Lot 1 DP 973922
Street address: 143 North St
Berry

Item/Site Type: Early twentieth century cottage

Context/setting: The cottage is situated on a large allotment on the north side of North Street, Berry, 410 metres east of its intersection with Woodhill Mountain Road. The cottage has been built on level ground around 140 metres south of Bundewallah Creek.

Description/fabric: A basic and small, timber frame and horizontal weatherboard cottage, with a central gabled roof, aligned east-west, (parallel to the road). Adjoining rear rooms are covered by a lower pitched roof. A front veranda on the south side of the building, has been enclosed with weatherboarding and a continuous upper wall of eight window panels. Corrugated iron roof. Two slanting wooden frame and corrugated iron awnings are evident over windows on the west side of the building. (Interior not inspected).

Dimensions: Cottage is approximately 12 x 6 metres.

Physical condition: Good

Integrity: Generally (apparently) in original condition except for the enclosure of the verandah.

Associated features: -

Current use: Private residence

Heritage listings: Shoalhaven Heritage Inventory
No current statutory listings

Historical background/interpretation:

The Shoalhaven Heritage Inventory includes the following information on this building (Shoalhaven Heritage Inventory – Shoalhaven City Council):

This land, formerly Lot 44, (together with Lots 41, 43 and 46, DP4497) was purchased from the Berry Estate in 1912 by Lady Alice Carruthers, wife of Sir Joseph Carruthers, KCMG, a solicitor of Sydney, and her sister Rhoda Burnett. Combined with other purchases by Alexander and Jane Maria Burnett (Lots 38, 39, 40, 45, 47 & 50, DP4497), these lands formed the Burnett family estate (Figure G.80). It appears probable that the G2B H13 cottage was constructed as an overseer's residence for the estate, around 1917. It was located 220 metres west of the main homestead, which was located where the tennis courts are now (Figure G.79).

From 1914 to 1921 the McGee family managed the Burnett property. They milked 80 cows of mixed varieties. There was an orchard with loquats and apples. Burnett visited regularly to pay the family and check the property. He paid Mr McGee six pounds per week out of which the two sons received 10/- each.

In 1946 a Mr Conway and his daughter Marcia were occupying the cottage. In June 1961, Eric Standen, a general carrier of Gerringong owned the property. In March of 1967 Henry (Harry) William Auld and his wife Phyllis (Mavis) purchased the property.

Figure G.77 General view of cottage looking NE



Figure G.78 Cottage looking N



Figure G.79 Comparison of 1958 and 2006 aerial images (SH.I Dapto-Ulladulla Run GK11 699-5038 23/07/1958; and Google Earth Pro 2011)

Burnett family homestead

Overseers Cottage



Sporting fields across former homestead location



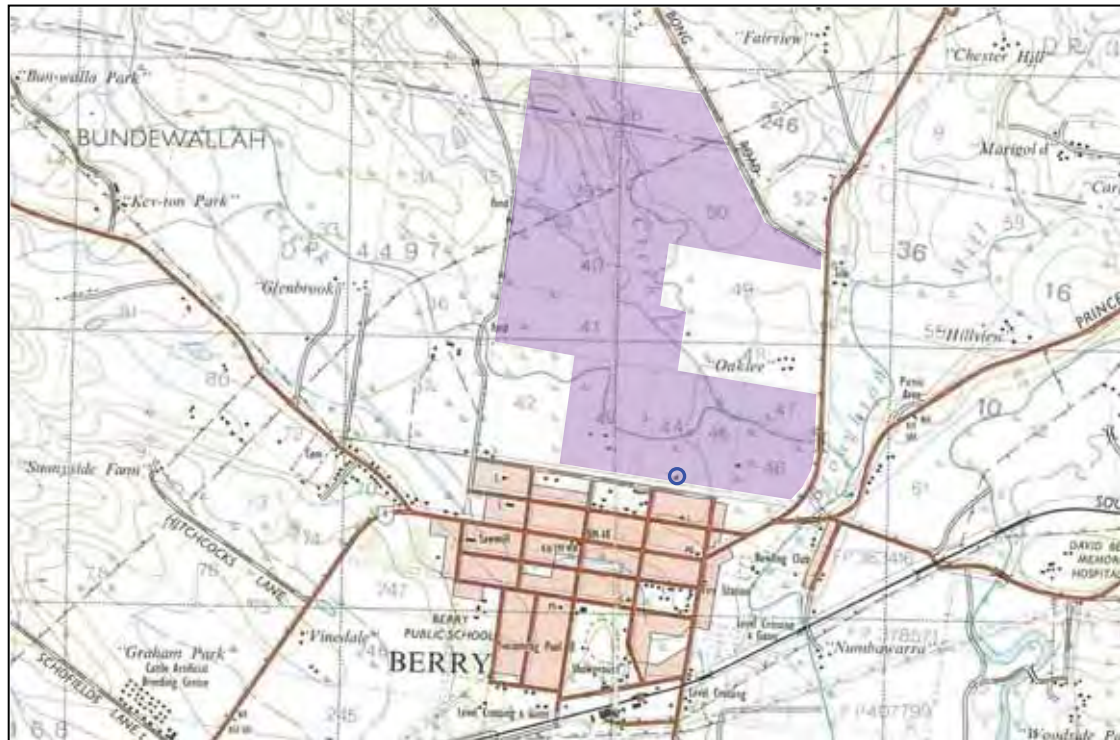


Figure G.80 Property holdings (purple) of the Burnett family (including Carruthers, nee Burnett). G2B H13 Cottage indicated by blue circle (information from Shoalhaven Heritage Inventory, base map: Berry 1:25,000 1st Ed, CMA 1970)

Recording ID: G2B H16

GDA Map Reference:

290103.6149797

Name/Description: **Mananga homestead complex Former Berry Estate Manager's Residence** *Cadastral Location:* Lot 101 DP1057897 *Street address:* A40 Princes Highway Berry

Item/Site Type: Federation Queen Anne style homestead, associated outbuildings and grounds

Context/setting: The homestead and attached land is situated on the crest and eastern fall of a low but locally prominent spurline shoulder which forms the watershed between the Broughton Creek to the east, and Broughton Mill Creek to the west. The homestead is situated 80 metres to the east of Broughton Mill Creek and is elevated approximately eight metres above the surrounding valley floor.

Description/fabric: Federation Queen Anne style weatherboard homestead – complex corrugated iron roof with decorative timberwork to gables (with Art Nouveau character), hipped skillion verandah returning to sides, timber posts and brackets. Verandas appear to have originally surrounded an original core building. An addition wing has been added to the north eastern corner of the building, sometime prior to 1949. A conservatory has been relatively recently added to the eastern side of the building.

The building is surrounded by a mature garden.

The homestead building is thought to be designed by noted Sydney architect Howard Joseland (1860-1930) (Peter Freeman Pty Ltd 1998).

The current property holding includes five outbuildings to the south of the current homestead, including a concrete silo, associated large iron sheds and disused milking bails. Eight outbuilding structures are visible on the 1958 aerial photo (Figures 6.91). Non-captioned photos in the Shoalhaven Heritage Inventory appear to show interior rendered walls (and/or ceilings) within an outbuilding, constructed using sawn timber studs filled in using multiple timber slats with applied plaster or render.

At the southern end of the property there are landform traces of the excavated trench through the spurline (now filled in for the Princes highway platform) which formed part of the infrastructure for the water race for the Berry Estate saw mill which dates from the 1830s. Immediately north of the race alignment is the location of the original Mananga homestead or cottage. This site is associated with some exotic plantings and mature trees. This site, together with the infilled mill race should be considered and managed as archaeological deposits.

Dimensions: Original building had approximate dimensions 24 x 18 metres. The additional wing on NE corner has approximate dimensions: 15 x 11 metre.

The current property attached with the homestead is approximately 250 x 118 metres in cross dimensions.

Physical condition: The homestead is in excellent and well maintained condition

The outbuildings appear to be in varying modes of low intensity use, storage or abandonment. There are corresponding states of condition ranging from good to poor.

Integrity: Despite a latter additional wing to the north eastern corner, and recent addition of a conservatory adjacent to the eastern veranda, this homestead retains a high degree of integrity to its original period of construction. The interiors have been sensitively restored for use as holiday accommodation.

Associated features: The Mananga homestead complex and attached property, forms an integral part of a suite of structures, features and archaeological deposits which constitute the remains of the focus of the Broughton Creek village (late renamed Berry) from the 1860s to the 1890s. Included in this suite are:

- the Pulman Street Conservation area (situated mostly south of the intersection of Pulman St and the Princes Highway).
- Constables Cottage.
- Princes highway remnant (G2B H15) immediately adjacent to *Mananga*.
- Remains of the Berry Estate saw mill water race (and associated mill and tannery sites).
- Archaeological deposit (G2B H14) (adjacent to *Mananga*) comprising traces of former town structures on the west of the original highway alignment.
- Remnant of Berry Estate Road (G2B H55), 120 metres north of the homestead.

Current use: Private residence leased for holiday accommodation

Heritage listings: Shoalhaven LEP 1985 (as amended) Schedule 7
Royal Australian Institute of Architects 20th Century Register of Significant Buildings (no. 47022656)
Shoalhaven Heritage Inventory

Historical background/interpretation:

Mananga is reported to be an Aboriginal word meaning “by the water” (Shoalhaven Heritage Inventory).

The original 'Mananga Cottage' an Estate building, was built for William Stewart. William was an acquaintance of David Berry in Scotland and although, at first, settling further south of Berry, was enticed to come to Berry and help control the large David Berry Estate. Alexander Berry appointed William Stewart the first Commissioner of Peace for the district of Broughton on 8th April 1867.

William's brother, Donald Stewart, had arrived in Australia and went prospecting at the gold fields. Later he returned to Berry and became the first Post Master of Berry in 1861, the Post Office being at the Old Mananga Cottage. Upon the death of Donald in 1876, the post office moved to James Wilson's store nearby on the intersection of the main road with Pulman Street (Lidbetter 1993).

John Stewart, son of William, came to Australia at the age of 19 years after finishing his studies in Scotland. He purchased the Mananga land following the break-up of the Berry Estate following the death of David Berry. It was John Stewart who built the existing "Mananga Homestead" in 1894. John was the first registered auctioneer in NSW and his office remains evident within the Homestead building. The firm of Stewart and Morton was formed in 1880 and operated till 1960 (<http://www.stayz.com.au/31300>)

Together with his father, William, John was involved in the formation of the Municipality of Broughton Creek and Bomaderry, the establishment of the local Agricultural Society, and the School of Arts.

John married Isabella Bryen and raised a family of six children, living first at the original homestead, and subsequently in the current homestead following 1894.

The Mananga homestead remained in the ownership of the Stewart family until 1992 (Lidbetter 1993).

The current *Mananga* homestead is thought to have been designed by Howard Joseland who designed many Federation buildings on the Berry Estate between 1883 and the early 1900s. This is supported by the resemblance of the timber featuring to similar elements on Bomaderry residences Greenleaves (1895) and Lynburn (1896), both designed by Joseland for the Berry Estate (Shoalhaven Heritage Inventory).

Joseland first worked for the Berry Estates in 1892, and married Blanche Augusta Hay at Coolangatta in 1897 (Chisholm 2011). Blanche was a half sister to John Hay (Sydney Morning Herald 12 Aug 1909 p8). John Hay (later Sir John Hay) was David Berry's first cousin once removed, and moved to Coolangatta in David Berry's declining years (he was born at Coolangatta) (Antill 1982). Upon David's death in 1889 John and his half brother took over the management of the estate. One third of the estate including Coolangatta was left to John, however as an executor (along with James Norton) he would eventually sell the land to meet the bequests of the will (Lidbetter 1993, Stephen 1969).

Figure G.81 *Mananga* and ground, looking NE
(Photo: <http://www.stayz.com.au/31300>)



Figure G.82 *Mananga* looking NE (Photo: <http://www.stayz.com.au/31300>)



Figure G.83 Early photo of *Mananga* looking SE, possibly 1930s or 40s
(Photo: courtesy of Royal Australian Institute of Architects Listing 4702265 Neg. no. SC336/1))



Figure G.84 View looking SE showing extension to NE corner of original building (Photo: <http://www.stayz.com.au/31300>)



Figure G.85 Internal view of a restored room in *Mananga* (Photo: <http://www.stayz.com.au/31300>)



Figure G.86 Detail of roadside boundary fence and entrance, looking E



Figure G.87 General view of the elevated spurline context of the *Mananga* homestead, looking NW from the creek flats of Broughton Creek and the railway (foreground)



Figure G.88 1999 image of the *Mananga* outbuildings and silo, looking S, (from Shoalhaven Heritage Inventory = Shoalhaven City Council)



Figure G.89 View of the 'old bails', the southernmost remaining outbuilding in the *Mananga* homestead complex, looking SE



**Figure G.90 1949
aerial image,
showing *Mananga*
(SVY 552/Nowra
5164 Run2(155-166)
4/04/1949)**



**Figure G.91 1958
aerial image
showing *Mananga*
(SH.I Dapto-
Ulladulla Run GK11
699-5036
23/07/1958)**

- Mananga Homestead 1894-
- Mananga outbuildings, Sheds,
silos and old milking bails
- Site of original Mananga
homestead
- Mill race for Berry Estate
saw mill 1830s
(dashed white line)-



**Figure G.92 Aerial
image (2006)
showing *Mananga*
(Google Earth Pro
2011)**



Figure G.93 View of spurline on which the current Mananga property is located, looking northwest.

Remains of Berry Estate mill race excavation through spur (c.1833)

Site of original *Mananga* homestead

Site of present *Mananga* Homestead (1894)

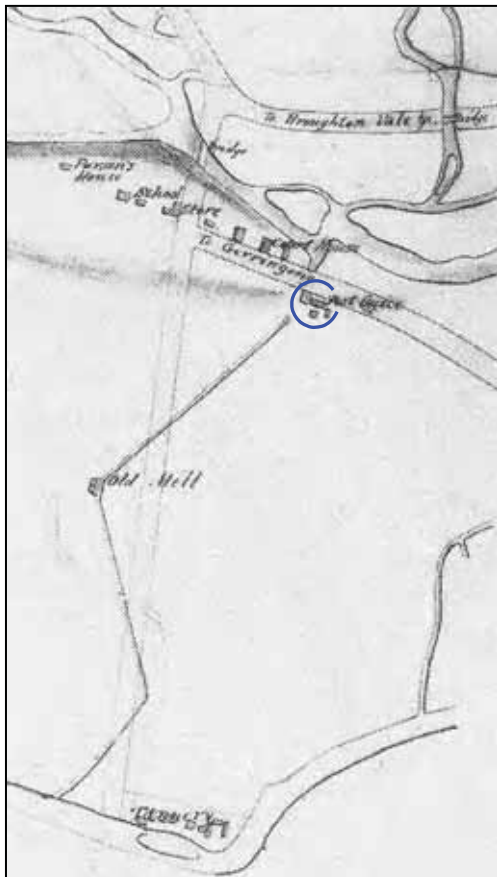


Figure G.94 Extract from 1890 survey map for the Kiama to Nowra railway, showing original *Mananga* homestead buildings (blue circle), also note Tannery buildings (Votes and Proceedings of the Legislative Assembly of NSW, 1890 session, Vol 6. Report of the Standing Committee on Public Works on the Kiama to Nowra Railway)

Figure G.95 Extract from early map of Broughton Creek Village area, probably 1870s, showing the original *Mananga* homestead (blue circle) as the Broughton Creek Post Office, and the alignment of the mill race and highway crossing adjacent to the homestead (Berry Museum n.d.: 15)

Recording ID: G2B H17

GDA Map Reference:

290542.6150237

<i>Name/Description:</i>	Hillview homestead Former Berry Estate Tenant Farm	<i>Cadastral Location:</i>	Lot 31 DP840646
		<i>Street address:</i>	A111 Princes Highway Berry

Item/Site Type: Nineteenth Century Homestead

Context/setting: This homestead is situated on the north facing mid slopes of a prominent spurline which forms the watershed between the Broughton and Broughton Mill Creeks. The homestead is located 210 metres south of Broughton Mill Creek, and 52 metre north of the current Princes Highway.

Description/fabric: Vertical (sawn) slab homestead with hipped roof (corrugated iron) and five original rooms on an 'L' shaped plan with kitchen forming back wing. A lounge room (horizontal weatherboard) has been added to the NW corner of the kitchen, sometime prior to 1958. Other features include:

- Original verandas on SE and SW side of house, and eastern side of kitchen wing. West and east facing verandas have been infilled using (synthetic?) wide horizontal cladding, with aluminium framed windows. This treatment replaced an earlier partial infilling on the western veranda (refer Figure G.98).
- Vertical wall slabs have been sawn using a circular saw (Figure G.102).
- Exposed timber framing around external and internal doors, and some windows, with verticals extending to ceiling. The residents note that these timbers are made of hard wood and very hard.
- One original brick chimney on a formerly external wall of the kitchen, now enclosed by lounge addition (Figure G.105). An additional hearth and chimney is located on the west wall of the lounge addition.
- Central NW=SE aligned hall, extends at N end onto verandah along E wall of kitchen (Figure G.104).
- Small skillion roofed addition (horizontal weatherboards) to N end of lounge, on separate and lower level (Figure G.101).
- Rough sandstone wall foundations under original building, and stone pillars used under the lounge room addition (Figures 6.106 and 6.107).
- Two fig trees have been planted on the western side of the homestead and are now large and mature. They may date to the nineteenth century (Figures G.108 & G.116).
- A number of post 1960 plantings, including an Oak tree, are present between the homestead and the current highway. Although not part of the significant fabric of this site, these plants were planted by the late wife of the current owner and have great sentimental value.

- Many of the external windows appear to be too young for the building, and may have been replaced with their present wooden frame, single pane sash windows (some have two panes in the upper sash). This renovation may date to the 1920s or 30s, possibly at the same time as the addition of the lounge room. Two 2x6pane sash windows survive, one on the kitchen exterior wall, and one on a former western exterior wall now behind an enclosed verandah.

Outbuildings include a number of timber frame and corrugated iron sheds and a concrete silo. The largest and downslope shed is reported to have been disassembled and moved from Port Kembla where it had been used for processing immigrant workers after the war (pers. comm.. Keith Bowden 24/08/2011).

Dimensions: Original homestead 'L' configuration approximately 12.5 x 16.5 metres; with later additions, approximate maximum dimensions: 21 x 16 metres.

Physical condition: Very good and well maintained condition

Integrity: Despite replacement of many windows, the addition of a lounge room, and infilling of verandas the homestead retains its original configuration, basic structure, framing, and exterior slabs and weather bands. Many original details remain.

Associated features: -

Current use: Private residence and farmhouse

Heritage listings: no current listings

Historical background/interpretation:

An 1890s map of the northern portion of the Berry Estate (probably 1892, refer Graham 1998) shows a T. Courtney as the tenant farmer in residence. Four buildings in a diamond configuration are shown on the map, in the location of the current homestead complex (Figure G.114).

Based on similarities with the *Glenvale* homestead (G2B H45), notably the 'L' configuration of the homestead (a consequence of an adjoining rear kitchen wing), and similar (sawn) vertical slab walls it can be speculated that *Hillview* homestead is of a similar age, or possibly a little later - ie the 1860s or a little later.

The following information on some of the previous owners was kindly provided by the current owner Mr Keith Bowden (pers. comm. 17/02/2009 & 24/08/2011):

- The earliest owner known to him was Mick Keller, he was a "hoppy leg" fella, with a limp in one leg.
- Noel and Colin Cook, owned the first black and white heard of cows. Colin moved to Shellharbour around 60 years ago.
- Allan Blinkensopp.
- Mrs Birdsall bought the property off the Cooks (she was a McIntosh).
- Richardson from Albion Park (owned the property for only a short period of time, 3 to 4 months)
- Barma and Jessup.
- Keith Bowden bought the property off McIntosh 36 years ago (c.1975).
- The largest and downslope shed is reported to have been disassembled and moved from Port Kembla where it had been used for processing immigrant workers after the war.

Figure G.96 General context view of *Hillview* homestead group, looking SW



Figure G.97 View of *Hillview* homestead group, looking NE



Figure G.98 1959 photo of *Hillview* homestead group, looking NE, enlarged area shown in blue) (National Library of Australia photographer R.Reeves pic-vn4590232)



Figure G.99 View of western side of the Hillview homestead, looking NE



Figure G.100 View of eastern front corner and verandah of original homestead building



Figure G.101 View of back (northwest facing) portion of homestead, showing veranda infill and skillion additions, looking S



Figure G.102 Ceiling boards and exposed timber frame joinery and vertical slabs on wall and around four pane window (room over back stairway)



Enhanced detail showing circular saw marks on wall slabs



Figure G.103 Typical internal detail of exposed wall framing above door in central hall



Figure G.104 View along central hall toward front door, showing exposed framing around doors



Figure G.105 Internal view of kitchen wing, looking NW, note large kitchen hearth and chimney, Keith Bowden at table



Figure G.106 Rough sandstone wall foundations under original portion of homestead



Figure G.107 Sandstone pillars supporting later northwestern addition to homestead



Figure G.108 Detail of large fig trees planted along western side of homestead



Figure G.109 Context view of rear outbuildings, looking SE near Broughton Mill Creek bank



Figure G.110 Front of downslope shed, built using components from a Port Kembla shed used for processing immigrant workers



Figure G.111 Detail of internal wooden frame in downslope shed



Figure G.112 View of king truss used to support roof in downslope shed



Figure G.113 View of reused vertical wooden slabs and sawn horizontal boards within a smaller shed adjacent to the large downslope shed



Figure G.114 Extract from 1890s map of the northern Berry Estate, showing four buildings at the location of Hillview (blue circle) ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMSS315_Map 17)



Figure G.115 Detail of 1958 aerial photo showing original 'L' configuration of homestead with addition of lounge room on northwestern corner



Figure 6.116 Extracts from 1958 and 2006 aerial photography showing little change in the number and configuration of buildings. Apart from the two fig trees, the garden development largely post dates 1960 (SH.I Dapto-Ulladulla Run GK11 699-5035 23/07/1958; Google Earth Pro 2006)



Recording ID: G2B H25

GDA Map Reference:

293762.6151623

Name/Description: **Sedgeford homestead and grounds** Cadastral Location: Lot 1 DP 593476
Street address: A495 Princes Highway, Broughton Village

Item/Site Type: Early twentieth century homestead and garden

Context/setting: Homestead and garden are located on the crest of a prominent spurline situated at the southern end of Broughton Village. The current Princes Highway forms the southern boundary of the item. A disused, pre 1936 highway alignment (G2B H26) forms the eastern boundary, and former 'front' of the property and garden.

Description/fabric: Federation weatherboard homestead, built 1902, sandstone footings, original home had veranda on three sides of house, verandas subsequently filled in on northern (side) and western (rear) sides.

One double fire place located on internal wall between north facing rooms.

Room walls originally had hessian lining with wall paper over the hessian.

Originally five bedrooms.

Hall includes original ceiling and wall.

Internal walls either use sawn vertical boards (approx. one foot wide), or horizontal boards (approx. seven inches wide).

All hardwood pit sawn off property.

Cypress or pine floor boards.

Verandas subsequently filled in on northern and western side.

New veranda added to southern side of house.

New Kitchen: sawn wooden frame with fibro cladding.

New back (western) entrance added in last 60 years.

One internal wall (NE front room) and two formerly external walls (northern veranda) removed, additional exterior doors added, esp. on S side of house, new kitchen building added to SW corner.

A separate cottage built in the 1980s uses recycled former building elements from the property, including vertical slabs, originally cut on property, but recycled from a number of previous structures.

Cement dairy building built in 1936.

Homestead is supplied with water from a natural spring located to N of homestead on opposite side of valley.

Garden and grounds include the following mature tree plantings:

- Podocarpus ('Brown Pine').
- Jacaranda.
- Araucaria "Norfolk Island Pine".
- Araucaria "Bunya Pine" (2).
- Casuarina "River Oaks".
- Grevillia "Silky Oak".
- Cedrus "Indian Cedar".
- Oak.
- Maple.
- Brachychiton "Illawarra Flame Tree".
- Tristania.
- Ficus (five mature trees, at least two types, including "Moreton Bay Fig").

Dimensions: The original 1902 homestead, associated plantings, grounds and location of former outbuildings occur within an approximate area of 200 x 100 metres

Homestead: approximately 22 x 14 metres

Physical condition: Original homestead is an active home, and in good condition and well maintained.

Garden and grounds in good condition with many original tree plantings providing a high canopy

Integrity: Homestead includes many original features and fabric but has been modified with small additions, infilled verandas, and removal of some internal walls.

Front garden includes original highway frontage and remnant highway alignment (disused from the 1930s)

Associated features: The *Sedgeford* homestead forms part of a complex of recordings which, as a group, have value in understanding and interpreting the evolution of the Princes highway, its various alignments, and its interrelation with adjoining land holdings and homesteads. These recordings are:

- G2B H27 remnant section of 1856 Berry Estate Road.
- G2B H26 remnant section of 1870s – 1930s Highway ("Binks Corner").
- G2B H52 potential archaeological deposit of former Berry Estate tenant farm.

Current use: residential home

Heritage listings: No current listings

Reportedly previously listed on Shoalhaven LEP Heritage schedule in the 1990s and subsequently unlisted by the Shoalhaven Council in late 2006 (NOHC 2009b & c, AECOM 2009, *South Coast Register* 11 July 2007).

Historical background/interpretation:

Unless referenced otherwise, the following information was provided by Mrs Margaret Binks (born 1928), during interviews on the 18 Aug 2008 (NOHC 2009b & c) and 18 March 2009).

Thomas Binks (1841 – 1926), was born in Sedgeford, Norfolk, England and arrived at Port Kembla in 1860 aged 19. He married Mary Hetherington (1836-1921), born Irvinestown, Fermanagh, Ireland (Cowling no date).

The name, T. Binks, presumably Thomas Binks, is listed on an 1890s map as the tenant farmer of 128 acres of upper catchment slopes, situated 500 metres to the northwest of the Sedgeford homestead (Figure G.120). Following the break-up of the Berry Estate around the turn of the twentieth century, the *Sedgeford* property was taken up by Thomas and Mary who established a dairy farm on approximately 200 acres. Cowling (no date) states that the sale occurred in 1899 and involved 700 [200?] acres and cost 3324 pounds.

The *Sedgeford* home, named after Thomas's birthplace, was constructed in 1902, and built by Sandy Johnston, a local builder. All the timber needed for construction was sourced and pit sawn on site (Cowling no date) and has remained in the same family (occupied by six generations) since that time (SFHS 2003: v.1 p58). The Binks' had eleven children, the eldest son (John ["Josh"], 1866 - 1929) was the father of the husband (Alfred John Devire Binks 1916 -) of the current resident, Mrs Margaret Binks (Margaret Binks, oral history interview August 2008). All of the daughters were married in the front room of the homestead.

Thomas is believed to have travelled to England in 1906 to learn cheese making and subsequently made cheese at Sedgeford, including flavoured cheeses. There was a single cheese room (to the south of the Dairy) which had walls packed with charcoal to assist in maintaining a constant temperature. In addition, there were milk and cream rooms. Cheese production had ceased by the 1940s and the associated buildings had also gone by this time.

Many of the original family made a lasting contribution to the local and wider community. John ("Josh") Binks (1866 – 1929), eldest son of Thomas and Mary, was a prominent local dairyman and cattle breeder, and was a long standing alderman of the Berry Council. He also served as Mayor for a period (SFHS 2003). When he died in 1929 he was described as one of the oldest members of the Agricultural Society, and a past President (Sydney Morning Herald 14 Sep 1929 p18).

Alfred Noble Binks (1873 -1953) another son of Thomas and Mary, was a Member of the NSW Legislative Council from 1932-1934. He also assisted in the founding of the Better Farming League in 1943; was a chairman of directors of the Berry Rural Co-operative Society from 1928 until 1953; director of Dairy Farmers Co-operative Milk Company from 1923; president of South Coast Butter Factories Association; member of Primary Producers Union, president of Illawarra District Council, New South Wales vice president from 1936 until 1943; chairman of Dairy Council (1932); assisted to found the Kiama Animal Health Centre; and was president of the Berry Agricultural and Horticultural Association (Parliament of NSW website).

The original plantings in the property grounds were selected from, and sourced from the Yates catalogue around 1903. One of the grandchildren of Thomas and Mary, lived to be 107 and could remember planting some of the trees when she was 4 years old.

Two former weatherboard houses have been moved from the site and re-positioned on Fern Street, Gerringong. One of these was built for John ("Josh") when he was married. It was located in the NE corner of the homestead grounds. The remains of the hearth are still evident in the grounds.

A homestead of similar age to *Sedgeford*, owned by the brother of an owner of Sedgeford is reportedly situated on an opposite property (pers. comm. John Flett, Shoalhaven City Council, 6 Feb 2008).

The Binks family dairy farm began as a Berry Estate leasehold of 50 acres, which upon the breakup of the Estate was purchased and then added to, with purchases of adjacent blocks, to form a farm of around 196 acres. In the 1970s the majority of the holding was sold off, leaving just the original homestead and grounds on a 5 acre Lot.

A remnant of the original road (prior to the later nineteenth century alignment, located adjacent to the eastern boundary of the homestead grounds), can be seen on the opposite (northern) side of the valley, above the later nineteenth century alignment). Prior to the construction of Sedgeford, it is remembered that this original road passed to the west of homestead site, west of the current Dairy building (a memory of Mrs Binks' husband's father).

The *Sedgeford* homestead and grounds were reportedly withdrawn from consideration for inclusion in the 2007 revision of the Shoalhaven City Council Heritage Schedule due to objections raised by members of the owner's family (pers. comm. John Flett, SCC., 6 Feb 2008). Margaret Binks states that she assisted the Council in registering the property in the 1990's and that it was deregistered late in 2006 (oral history interview August 2008, in NOHC 2009b & c, AECOM 2009). A local newspaper article at the time reported that the withdrawal was because "its listing might inhibit the proposed Princes Highway upgrade between Bomaderry and Gerringong" (South Coast Register July 11 2007).

Figure G.117 A glimpse of the Sedgeford homestead and grounds looking southwest



Figure G.118 The eastern front of the Sedgeford homestead (Cowling no date)



Figure G.119
Floor plan sketches of original and current homestead configurations made by Cowling (no date; additional details added in blue)

0 40
(approx m)

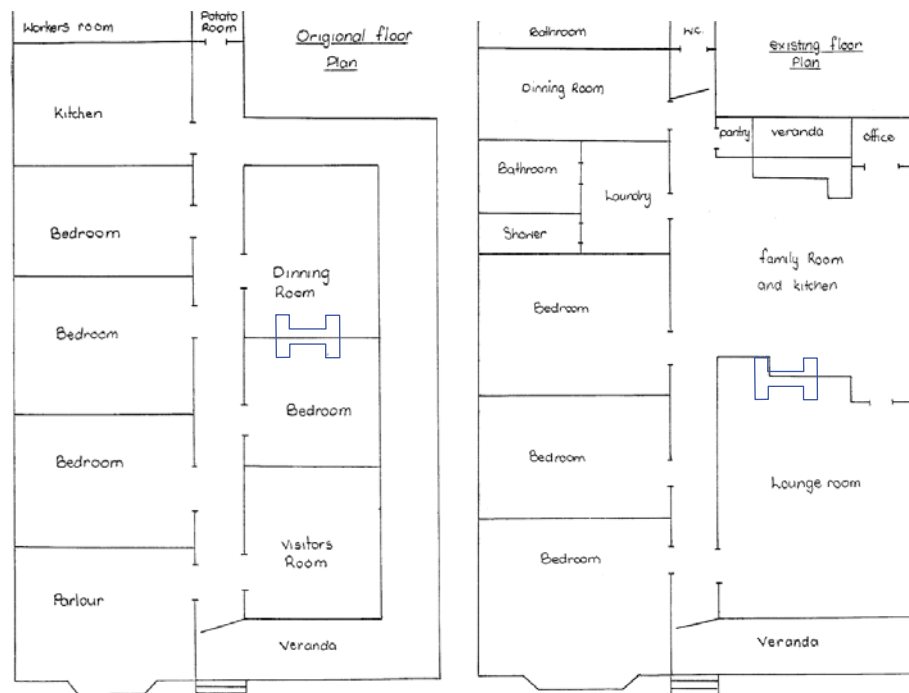


Figure G.120 Extract from 1890s map of the northern Berry Estate, showing the original Binks leasehold farm (top left) and location of 1902 (blue circle) ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMSS315_Map 17)



Figure G.121 Aerial image (2007) of Sedgeford and associated plantings and grounds. Note changes in out-buildings (Google Earth Pro 2011)



Figure G.122 Aerial image of Sedgeford and associated plantings in 1958 (SHI Dapto-Ulladulla 697-5105, Run GK10 10/07/58)



Recording ID: G2B H28

GDA Map Reference:

294107.6151865

Name/Description: **Brookside homestead** Cadastral Location: Part Lot 1 DP 919179
Street address: A540 Princes Highway
Broughton Village

Item/Site Type: Early twentieth century homestead

Context/setting: Homestead and associated existing and former outbuildings are situated on flats and basal slopes on the west bank of Broughton Creek, in the southern portion of Broughton Village. A small tributary streamline approaches the homestead from the west. The homestead is located on the basal terminal slopes of a low spur between Broughton Creek and the tributary stream. A former orchard was located on creek flats to the south of the homestead.

Description/fabric: This recording consists of a grouping of elements, including existing buildings, former building remains and platforms, any associated archaeological deposits, and traces of a former orchard.

The Brookside homestead building was constructed by combining two salvaged structures from separate and unrelated local sites. Both are wooden frame and horizontal weatherboard clad structures. The front portion of the building, which is identifiable by the north facing veranda and single gable roof aligned northeast – southwest (Figure G.125), was recovered from a homestead site 570 metres to the northeast (G2B H59). This site appears to be the original occupation site for portion 181, a grant of 100 acres to Antony Finn in the 1830s. This structure now consists of three rooms, however the roof structure suggests an original configuration of four rooms (pers. comm. 20/09/2011 Mrs Chittick).

The back portion of the homestead has two parallel gable roofs, aligned at right angles to the front roof line. A side, east facing veranda and brick chimney may have been added when the structure was installed at the current site. The former location of these back buildings prior to relocation is not known but presumed to be local.

Features of the homestead include one brick chimney at SE end of homestead, paling fence around front homestead enclosure, corrugated iron roofs, sandstone foundations.

A recently constructed residential cottage constructed using timber frame and recycled vertical wooden slabs, (possibly from former on-site outbuildings, Figure G.132) is located behind the main homestead, in the location of a similar sized former structure, evident in 1958 aerial photography (Figure G.136).

Two detached weatherboard garages, one adjacent to the homestead, the other closer to the highway (Figure G.130).

One long horizontal weatherboard storage shed (open on one side), which appears to incorporate structural elements and a former dairy (the back wall now partly clad with corrugated iron). A small outbuilding at the W end of the shed houses an *in situ* copper (heating basin) (Figure G.129).

Immediately behind (south of) the storage shed, an elevated former building platform, with cement footings, *in situ* wooden poles, surface drains, and sandstone retaining walls probably constitute the remains of a former dairy complex (Figure G.130).

A former structure is also indicated by a low earth rectangular platform and low, downslope retaining wall, on elevated basal slopes on the south side of the tributary stream southeast of the homestead (the platform is within SW corner of the defined area of the heritage recording).

Remnant paling and four rail wooden fencing survives around the yards and enclosures behind homestead (Figure G.131).

The area of a former orchard is evident on the creek flats south of the storage shed. The remains of a water pump, cement slab and small shed are located at the northern edge of the former orchard (Figure G.133).

Dimensions: The existing buildings and the remains of former structures and yards are present within an approximate area of 150 x 150 metres.

Physical condition: Homestead is an active home, and in relatively good condition. Some outbuildings are run-down and require maintenance or repair. Some former structures now evident as traces only. Fencing around homestead and yards is dilapidated in places.

Integrity: The homestead retains an early twentieth century character but has been subject to some modifications, and the current format relates to multiple periods of installation, renovation and maintenance. The identification of original features of the front portion of the homestead, those that may relate to its construction and occupation when located at G2B H59, would need to be the subject of a detailed analysis. Potential original features include parts of the veranda, some windows, the internal frame and some of the weatherboards. Some obvious later additions and changes include, the installation of French doors, brick pillar bases for the veranda posts, and decorative cast iron brackets (interior not inspected).

The former Dairy building has been modified considerably, although the separate small building, housing an *in situ* copper, at its western end, appears original.

Associated features: The homestead, original outbuildings, and former building platforms (one at SW corner of defined recording area), all form part of this recording

Current use: residential home and associated farm buildings

Heritage listings: no current listings

Historical background/interpretation:

The following information was provided by Mrs Helen Chittick (born 1936), during interviews on the 23 Sep 2008 (NOHC 2009b & c) and 18 Feb and 20 Sep 2009. Additional information was provided by Scott and Stuart Chittick.

The *Brookside* property has been owned by members of the Johnston family since the early twentieth century. The current owner, Mrs Helen Chittick, was born at *Brookside* in 1936, as was her father in 1905. Her grandfather, Gerard Johnston owned the property at the time of her birth. He had previously rented the land from the Berry Estate prior to its purchase by the Johnstons. In the 1890s the lease holder of the approximately 80 acre property appears to have been a T. Connors (Fourth Edition Broughton Parish Map 1890s).

The core of the homestead consists of two earlier nineteenth century structures, which were disassembled and transported from other locations. One was built by Mrs Chittick's great grandfather, another has a connection to the Stewart family. The front section of the homestead originally stood at G2B H59. It was purchased from the Stewarts, dismantled in sections, dragged using horse drawn skids to the present site of "Brookside" and re-assembled in its current position. This portion of the home now consists of three rooms, however on an occasion when an electrician was working in the roof he commented that the structure of the roof suggested that the front room may originally have been made up of two rooms.

The cremated remains of a good friend of the Chittick family, Mr Ray Barter, were scattered and memorialised at a small plot and planted tree, located on the property, some 240 metres upstream of the homestead at the foot of a low escarpment (Figures 6.133 and 6.134). A Buddhist monk performed the ceremony. Ray died on 11/11/1996. Ray used to periodically camp on the creek bank at this location when he was a boy, often with William Chittick (the current owner's late husband). Barter and his wife lived at Heathcote Sydney.

Figure G.123 General view of *Brookside* homestead, looking N



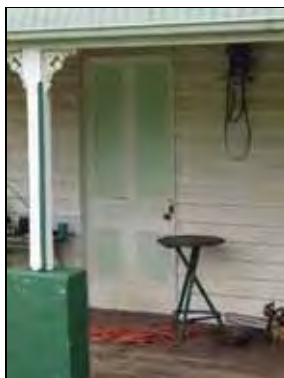
Figure G.124 View of *Brookside* homestead, looking SE



Figure G.125 Detail of front of *Brookside* homestead, looking SW. The front section of the homestead was originally located at G2B H59 and re-constructed at the present site to form *Brookside*.



Figure G.126 Front verandah and yard, looking E, enlarged detail of left hand door (inset)



**Figure G.127 Detail of
eastern side of
homestead, looking S**



**Figure G.128 Separate
garage adjacent to
homestead,
looking S**



**Figure G.129 Storage
Shed incorporating
elements of a former
dairy, looking SE**



Figure G.130 earth platform behind (south of) storage shed, with cement footings, drains, *in situ* poles and sandstone retaining wall, probably indicative of a former dairy complex, looking E



Figure G.131 remnant four rail fencing behind homestead, looking NE, (new timber cottage in background)



Figure G.132 New timber cottage, with re-used vertical timber slabs, looking SE



Figure G.133 Remains of a water pump and shed at the edge of a former orchard area (behind pump), looking SW



Figure G.134 Memorial tree planting and location of cremated remains of Mr Ray Barter, looking SW. Detail of collar of Mr Barter's dog, who's remains are also here



**Figure G.135 Aerial image
of Brookside and
associated features
(ACD15 NSW 3108-197
8/11/92)**



**Figure G.136 Aerial
image(and enlargement)
of Brookside and
associated features in
1958, note former orchard
and pump house south of
homestead, out
building/cottage(?)
behind homestead, and
small structure on
opposite side of tributary
west of the orchard (SHI
Dapto-Ulladulla 697-5103,
Run GK10 10/07/58)**



Recording ID: G2B H29

GDA Map Reference:

294861.6152838

Name/Description: **Princes Highway**

Cadastral Location:

Princes Highway
easement

Broughton Creek Bridge
(RTA Bridge no.704)

Street address: Princes Highway
Broughton Village

Item/Site Type: Twentieth century (1935 & 1994) concrete beam bridge

Context/setting: Bridge forms the current Princes Highway carriageway and spans Broughton Creek, at Broughton Village. The valley floor is characterised by extensive flats, terraces, drained swamp basins, minor flood channels and adjacent, low gradient, basal slopes.

Description/fabric: This concrete bridge is a widened structure of three longitudinal beams which are simply supported at the central pier and curve down to frame compositely with the abutment walls. Each span has a cross girder at the pier. Widening of the bridge has been effected by means of attaching cantilever deck to each side of the bridge. These cantilevers are supported by small composite cantilever beams which are tapered upward from the main beam. To assist in distributing the twisting effect of loads outside the main beams coming through the cantilevers, three rows of steel struts per span brace the main beams. The new deck edge supports a kerb and Thriebeam style guard railing (RTA S170 citation).

The central pier has two columns which frame into a cross girder which has a wider upper section to accommodate the two simply supported decks. The abutments, of wall type, have been extended to accommodate the new deck width, and gabion box walls have been used to stabilise the abutment fill (RTA S170 citation).

The bridge was originally constructed in 1935, and widened in 1994

Dimensions: Approximately 40 metres long and 15 metres wide

Physical condition: very good condition

Integrity: Good. Although widened in 1994 this bridge retains the capacity to demonstrate the key structural and aesthetic characteristics of reinforced concrete beam bridges of the period 1925-48.

Associated features: Approximately 50 metres south of the bridge, a two cell cast in-situ box culvert services an overflow channel of the stream. This has had its endwalls and wingwalls raised to allow for increased formation width

Current use: Highway bridge

Heritage listings: Listed on the RMS s170 Heritage and Conservation Register (item no. 4309596), as an item of local significance with historical, aesthetic and representative values

Historical background/interpretation:

The concrete bridge was constructed in 1935 as part of a bypass of Broughton Village. It replaced a timber truss bridge on the old highway alignment (650 metres upstream), which was probably constructed in the 1890s. In the 1950s the old timber truss bridge was still in use by landowners, as part of the private access routes to their properties. Its demolition occurred subsequent to this time.

This crossing of the Broughton Creek corresponds with a ford location on perhaps the earliest European pathway along the valley floor, shown on a 1860s County map (refer Figures 6.216 and 217).

Figure G.137 General view of bridge from upstream west bank



Figure G.138 General view of central pier, longitudinal beams and cantilever supports for widened deck



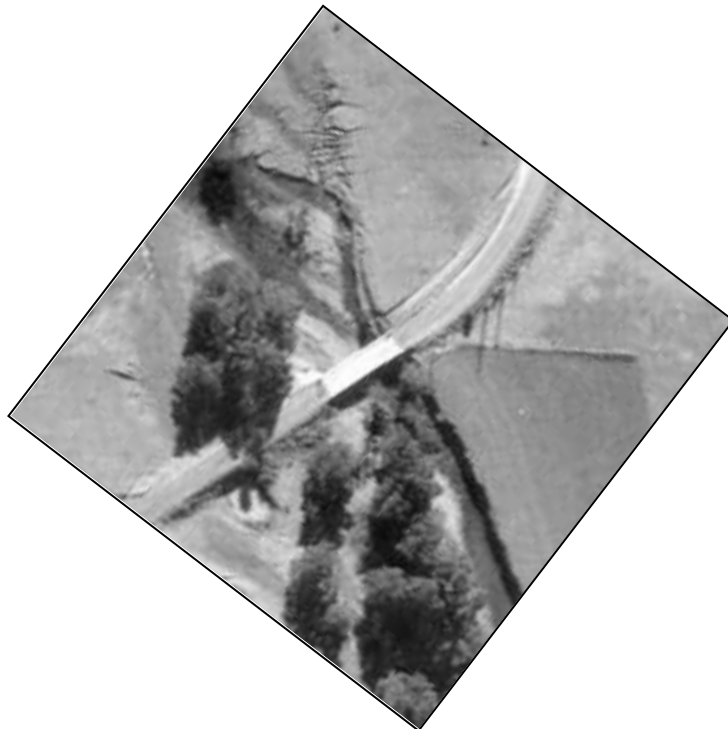
Figure G.139 General view of road top and approaches to bridge, looking NE



**Figure G.140 Aerial image
(2007) of bridge (Google
Earth Pro 2011)**



**Figure G.141 Aerial image of
bridge in 1958 prior to
widening (SHI Dapto-
Ulladulla 697-5101, Run
GK10 10/07/58)**



Recording ID: G2B H45

GDA Map Reference:

292662.6151257

Name/Description: **Glenvale homestead
former Berry Estate
Tenant Farm** *Cadastral Location:* Lot 12 DP1098617
Street address: A371 Princes Highway
Broughton

Item/Site Type: Mid Nineteenth Century Homestead

Context/setting: The homestead is located on the floor of a minor and unnamed tributary valley which drains in a south easterly direction into Broughton Creek. The valley forms part of the northern fall of the Broughton Creek catchment. The homestead is situated between two nearby drainage lines, and 700 metres upstream from the confluence with Broughton Creek.

Description/fabric: Vertical (sawn) slab homestead with hipped roof (corrugated iron) and five original rooms on a revered 'L' shaped plan with kitchen forming back wing. Other features include:

- Verandas around all sides of building. Only the front verandah (facing SE) is considered by the owners to be original, the others having been added at a later date.
- Two brick chimneys, made of sandstock bricks, rendered and detailed to resemble ashlar, one on eastern side of main front building, and one on eastern wall of kitchen wing.
- Symmetrical Victorian Georgian front with central French doors and 2 x 2 sash windows on either side (Shoalhaven Heritage Inventory).
- Vertical wall slabs have been sawn using a circular saw.
- Central hall with two rooms on either side, kitchen on side wing.
- Exposed timber framing around external and internal doors, and windows, with verticals extending to ceiling.
- Rafters sit on ceiling joists (rather than a wall top plate). This is a style of construction suited to shingle roofs and went out of style in Sydney in the 1840s but probably persisted in regional areas (pers. comm. Mr Phil Bragg owner, based on inspection of roof space by John Tropman ARAIA 23/09/2011).

Dimensions: Approximate building dimensions (including verandas): 27 x 30 metres

Physical condition: Good, some deterioration of timbers evident (detailed inspection not made)

Integrity: This building appears to have a relatively high degree of integrity. According to the owners, the verandas, on all but the front aspect (SE) have been added. Some fittings such as doors are modern additions or replacements.

Associated features: Remnant alignments of the 1856 Berry Estate Road occur to the south and southeast of the homestead (G2B H22 & 23).

Current use: Private residence on active farm.

Heritage listings: Shoalhaven LEP 1985 (as amended) Schedule 7
Shoalhaven Heritage Inventory

Historical background/interpretation:

The construction date for this homestead is thought to be around 1860. This is based on construction techniques, an oral history reference to a woman living at Glenvale in the 1870s and the first documentary record being in 1889 (pers. comm. Mr Phil Bragg, owner 23/09/2011).

The owners have been advised that the construction of the kitchen as an integral wing of the main building (rather than as a separate structure attached by a breezeway), follows a Scottish tradition which allowed better use of the kitchen's warmth. It reportedly is a characteristic of the Berry Estate tenant farms (pers. comm. Mr Phil Bragg, owner 23/09/2011, quoting advice from Mr John Tropman ARAIA).

A 1890s map of the northern portion of the Berry Estate (probably dated 1892, refer Graham 1998), shows a W. Fletcher as the tenant farmer in residence. Five buildings are shown on the map, the existing homestead appears to be shown on the right and a long out-building to the back left (Figure G.145).

William Fletcher presumably went on to purchase the farm. The Shoalhaven Heritage Inventory notes that Fletcher resided here for many years before moving to Jaspers Brush in the late 1890s (Shoalhaven Heritage Inventory).

A William Fletcher (born 1833 Drumadavey, Co. Fermanagh, Ireland) is noted to have arrived in Australia in 1864 on the *Sirrocco*. He married Rebecca Keys in 1867 (registered at Newtown). One daughter Mary Jane was born in 1880 (Berry). He died in 1909 at Jaspers Brush aged 76 (www.rootsweb.ancestry.com/~nswgdhs/12720.htm; SFHS 2003:187).

In 1914, the property became part of the Closer Settlement Promotion Act (1910) as portion 247 (Settlement purchase 14.3) and reverted back to the crown prior to being allotted to Ronald Hollands (5th Ed parish map of Broughton, Parish preservation project ID no. 13803901). The Closer Settlement Promotion Act allowed three to five discharged soldiers to purchase privately owned land under agreement with the vendor with the terms to be approved by the Minister of Lands. Under the 'promotion scheme' the land was subsequently occupied as a 'Settlement Purchase'. The provisions of the Closer Settlement Act 1910 under which many of these soldier settlers applied for land was extended by Section 4C of the Returned Soldiers' Settlement Act 1916.

Hollands did not achieve freehold title. The holding was transferred to Edith Coates in 1922, and then to two brothers Harold and Cyril Couzens in 1927. In 1939 the property was owned by Cyril Ernest Couzens. The property was later leased to Phil Bragg's father, who later purchased it in 1956, three years after Cyril's death (aged 50) (Sydney Morning Herald 17 Aug 1953 p.12). Phil purchased the property from his father in 1979 (pers. comm. Mr Phil Bragg, owner 23/09/2011)

**Figure G.142 General
view of front of
Glenvale homestead in
1999 looking NW
(Shoalhaven Heritage
Inventory)**



**Figure G.143 View of
southern side of
homestead and storage
shed, looking SE**



**Figure G.144 Detail of
southern side of
homestead, looking NE**



Figure G.145 Extract from 1890s map of the northern Berry Estate, showing four buildings at the location of *Glenvale* (blue circle) ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMSS315_Map 17)



Figure G.146 Detail of 1958 aerial photo showing reverse 'L' configuration of homestead



Figure G.147 Extracts from 1958 and 2006 aerial photography showing Glenvale homestead complex and replacement of out-buildings in same arrangement (SH.I Dapto-Ulladulla Run GK11 699-5030 23/07/1958; Google Earth Pro 2011)



Recording ID: G2B H47

GDA Map References

Convent: 288660.6149702

Church: 288688.6149694

<i>Name/Description:</i>	former St Patrick's Convent, St Patrick's Church, and grounds	<i>Cadastral Location:</i>	Lot 1 DP86897
		<i>Street address:</i>	80 North St Berry
<i>Item/Site Type:</i>	Former Roman Catholic Convent (1921) and Interwar (1936) Church and Grounds		

Context/setting: This grouping including the St Patrick's Church, former Convent, and grounds is located on a large square block of around 7.6 hectares which extends between Albert St in the south, and North St to the north. The site is situated on level ground, 50 metres northeast of Town Creek, a small tributary which traverses diagonally across the Berry township area.

Description/fabric: *St Patrick's Convent (constructed 1921)*

The style and form of this building is characteristic of late nineteenth and early twentieth century ecclesiastical architecture throughout the Shoalhaven District (Shoalhaven Heritage Inventory).

Two storied building constructed of fairface brick with tiled hipped roof and gabled projection. The two storey verandah runs along two sides of the building from the gabled projection. Open eaves. Windows overhung sash with single large lights set in openings with brick soldier arches and brick sills. Gable decorated with battened fibre cement panels in similar manner to the detailing employed for the verandah balustrade/frieze.

Mature landscape/garden setting.

St Patrick's Church (constructed 1936)

This building has been described in the following way by George Adams (a Sydney based architect with GM Adams & Associates, who has designed many religious buildings):

"the building has a Romanesque quality with Gothic Revival style windows. This building would possibly be the finest example of brickwork in the Illawarra... this was the first building in the Illawarra-Shoalhaven to express 'modern' materials with concrete coping and quoins revealed on the outside facade." (in Faherty accessed 2011).

The building features include:

- Small or relatively small windows in comparison to the wall proportions (providing a Romanesque character).
- Gothic arched windows.
- Decorative brickwork above windows and recesses (shaped bricks are used to form hood mouldings over doors and windows, to deflect driving rain running down the face of the building into the window).
- Surface wall patterning created using colour variation in brickwork bond.

- Concrete coping and quoins revealed on the outside façade.

Dimensions: Convent: approximately 15 x 10 metres

Church: approximately 24 x 15 metres

Physical condition: Both buildings in excellent condition

Integrity: Convent: Verandas formerly partially enclosed at first and ground floor levels, these additions now removed. Upper storey windows inserted into north facing wall, possibly as part of 2003 renovations. New ground level brick connection in northern wall to new Church centre.

Church unchanged since construction.

Associated features: -

Current use: The former convent building is now part of the Church Centre and made available for Church related conferences, accommodation needs, retreats and functions

Heritage listings: Both the Church and the Convent building are listed on Shoalhaven LEP 1985 (as amended) Schedule 7

Both the Church and Convent are included in the Shoalhaven Heritage Inventory

Historical background/interpretation:

The following outline is sourced primarily from Faherty (2011) and Lidbetter (1993).

The first baptism recorded in the Broughton Creek parish register was in 1862. The following year the first resident Catholic priest arrived in the Shoalhaven District. By 1866 a small chapel had been constructed on the east side of Broughton Mill Creek (opposite to the current Mananga homestead). By 1872, Mass was being celebrated at both Broughton Creek (Berry) and Coolangatta. A report in 1880 described the condition of the chapel as poor and soon to be replaced. Following the formal survey of the new town grid, west of the creek, in 1883, a new church was built on the present site in 1884. It was a wooden frame and horizontal weatherboard building with an iron roof. The site was donated by David Berry.

The 1884 building served as both church and school until the Sisters of Saint Joseph came to reside in 1891. A six room wooden cottage was purchased adjacent to the church and served as the first convent.

A convent was constructed adjoining the church in 1921. This replaced the older cottage which was then sold and transported to Queen Street, Berry. A priest's apartment was attached to the new building at the rear (Figure G.150).

The foundation stone for the present church building was laid by the Rev. Michael Sheehan Co-Adjutor Archbishop of Sydney on 24 November 1935. It was completed the following year in May and situated parallel and just northeast of the 1884 church building. The church was designed by Clement Glancey (Sydney) and the builder was H.A. Taylor (Concord). The contract price for the building was 3,000 pounds, with an extra 500 pounds allocated for furnishings.

The old church continued to be used as a school until 1954 when a new school was constructed on the opposite side of Albert St.

Following declining enrolments and government rationalisation policy in the 1970s the school closed in 1978. The almost 90 year community presence of the Sisters of St Joseph also ended with the school's closure.

The school building subsequently served as a Church Centre and Hall, but the former school grounds were eventually sold in 2001 for residential development. The old school building was relocated and donated to the Berry Public School. Funds from the property sale went towards the construction of a new Church Centre situated directly behind, and connected to the old convent building. This was completed in 2003 and designed by Irwin architects and built by Peter Rein. The convent building was renovated as part of this new infrastructure program.

Figure G.148 General view of front of St Patrick's Convent building, looking N



Figure G.149 Front view of St Patrick's Convent in 1999, looking N (Shoalhaven Heritage Inventory)



Figure G.150 Rear view of the convent building (date unknown) showing the adjacent priest's quarters (now demolished) (Faherty accessed 2011)



Figure G.151 Recent view of rear of the convent building showing the adjacent 2003 Church Centre (Faherty accessed 2011)



**Figure G.152 Front view of
St Patrick's Church,
looking N**



**Figure G.153 Rear view of
St Patrick's Church,
looking S**



**Figure G.154 Church grounds (blue) in
1949 (below) and 1958 (right) aerial photo
extracts (SH.I Dapto-Ulladulla Run GK11
699-5038 23/07/1958)) (SVY 552/Nowra
5164 Run2(155-166) 4/04/1949**



**Note presence of 1880s wooden
church between convent and
current church building**

Recording ID: G2B H49

GDA Map Reference:

289727.6150118

Name/Description: **Oakleigh
Farmhouse**

Cadastral Location: Lot 7 DP815023
Street address: 59 Woodhill Mountain Rd
Berry

Item/Site Type: Inter War Bungalow Style Farmhouse

Context/setting: This 1930s farmhouse is located on locally elevated level ground within the valley floor flood plain of Bundewallah and Broughton Mill Creeks. It is situated more or less equally distant between the two creeks 250 metres away to the south and east.

Description/fabric: Inter war farmhouse with corrugated roof (projecting gables at SE and NW corners) and encircling verandah to three sides (west, north and east [front]). Fibro cladding to front gable, cement rendered chimney to front room. The inclusion of many pre 1930s architectural elements (such as 2 x 6 pane sash windows), reflects the use of recycled components, and may relate to the use of transported buildings sourced from the Commercial Hotel (refer background section).

Outbuildings include twin concrete silos and associated shed. A new separate cottage has been constructed over the foundations of a former dairy.

Dimensions: Farmhouse: approximately 16 x 14 metres

The farmhouse, associated plantings, grounds and location of current and former outbuildings occur within an approximate area of 180 x 100 metres

Physical condition: Farmhouse in excellent condition. Roof and chute cladding on silos now dilapidated. No clear surface indication of original tenant farm structures remains, however archaeological deposits may exist.

Integrity: The farmhouse retains its original 1930s configuration, however interior changes to dividing walls etc may relate to later renovations.

Associated features: G2B H13 Overseer's Cottage for the Burnett Estate

Current use: Private farmhouse residence

Heritage listings: Shoalhaven Heritage Inventory

No current statutory listings

Historical background/interpretation:

The following information is based on information presented in the Shoalhaven Heritage Inventory.

An 1890s map of the Berry estate lists Robert Virture Boyd as the tenant farmer of 172 acres, which included the land later known as *Oakleigh*.

R V Boyd was a member of the Boyd family that migrated from Donegal, Ireland in the 1860s and settled in the Woodhill and Broughton Vale areas. He was a Justice of the Peace and Mayor of Berry for the years 1894, 1895 and 1896. In 1898 he was reported to be leaving the district to take up farming activities on the Hunter. In 1911 he owned land along Broughton Creek south of Berry.

In 1912, former Lot 47 (DP4497), situated immediately south of the *Oakleigh* farmhouse land (former Lot 48), was purchased from the trustees of the Berry Estate, by Alexander Burnett. This formed part of a large Burnett holding extending between North Street and Bong Bong Road. These holdings were purchased by himself and other family members at around the same time (Lots 38-41, 43-46 and 50 DP4497, Refer Figure G.80 and G2B H13). One of those family members was Alexander's sister Alice, who married Sir Joseph Carruthers, was a friend and business associate of Sir John and Alick Hay, Secretary for Lands 1899, Premier of NSW 1904-1906 and instrumental in the passing of the David Berry Hospital Act.

It is unclear, but assumed by the existing historical documentation, that the Oakleigh homestead (on former Lot 48) also formed part of the Burnett land holdings (Shoalhaven Heritage Inventory).

From 1914 to 1921 the McGee family managed the Burnett property. They milked 80 cows of mixed varieties. There was an orchard with loquats and apples. Burnett visited regularly to pay the family and check the property. He paid Mr McGee six pounds per week out of which the two sons received 10/- each.

Sometime in the 1930s the original tenant farm homestead burnt down to its foundations.

Josiah Masters who was the owner of a Bundewallah farm bought the property in 1938 for his two sons and sons-in-law. The house had burnt down when Master purchased the property so he purchased two rooms from the Commercial Hotel that was being renovated and used them in the construction of a new home. A large fig tree (*Ficus oblique*) growing by the former dairy site is thought to have been planted in the 1930s by the Masters' who were interested in gardening. (J & J Robson) (Figure G.160).

The Masters kept stud Ayrshire cattle and farmed there until 1948 when they sold to Jack Pomeroy. Jack also grew crops and made silage. The farm was run by him and his son John. When Jack retired from farming and moved into Berry the farm was taken over by John. He sold off 133 acres in 1990 to the McIntosh family. Phil and Jan Monaghan (nee McIntosh) resided on the property until it was purchased recently by the RMS.

Figure G.155 General view of front of farmhouse, looking W



Figure G.156 View of front of farmhouse, looking W



Figure G.157 View of farmhouse looking SW



**Figure G.158 View of
farmhouse looking SE**



**Figure G.159 Detail of
southern side of farmhouse
looking NW**



**Figure G.160 Fig tree, thought
to have been planted in the
1930s, located adjacent to
former Dairy concrete slab
looking N**



Figure G.161 Extract from 1890s map of the northern Berry Estate, showing the location of tenant farm homestead in the approximate location of the later *Oakleigh* homestead (blue circle) ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMS315_Map 17)



Recording ID: G2B H50

GDA Map Reference:

296794.6152462

Name/Description: **Clare Moy Cottage** *Cadastral Location:* Lot 2 DP 626929
Street address: 342 Princes Highway
Toolijooa

Item/Site Type: Late nineteenth or early twentieth century homestead

Context/setting: This cottage is situated on the north side of the Princes Highway, just west of the Toolijooa Road turnoff. It is situated on the upper slopes of a prominent spurline which descends on a south easterly alignment from Toolijooa Ridge

Description/fabric: Original Georgian horizontal weatherboard cottage with corrugated iron roof, brick footings, with Federation style extension on the southwestern corner of the original building. Verandas on the Eastern (Front) and southern side of building. Corrugated iron exterior wall cladding. Single brick chimney. Separate garage
Veranda partially enclosed at SE corner.

Dimensions: Area within which cottage, garage and immediate grounds occur is approximately 20 x 20 metres

Physical condition: Homestead is an active home, and in a habitable condition though some elements are run down and require maintenance.

Integrity: Many details, finishes and individual elements, such as windows and awnings, have been modified or added. Interior not inspected.

Associated features: -

Current use: residence

Heritage listings: no current listings

Historical background/interpretation:

This cottage is situated on the north side of the Princes Highway, just west of the Toolijooa Road turnoff. It may date to the late nineteenth or early twentieth century when a portion of approximately 50 acres was taken up by a B. Fields following the break-up of the Berry Estate (Fourth Edition Broughton Parish Map 1890s). This was part of a larger property divided between two brothers, Bartholomew and James Fields (SFHS 2003:v.2 p.21). The roofline of the building suggests that an original rectangular building of Georgian proportions was later extended to the south and west, probably in the first half of the twentieth century.

**Figure G.162 General view
looking W**



**Figure G.163 General view
looking NW**



**Figure G.164 View of
Federation style extension
at SW corner of building**



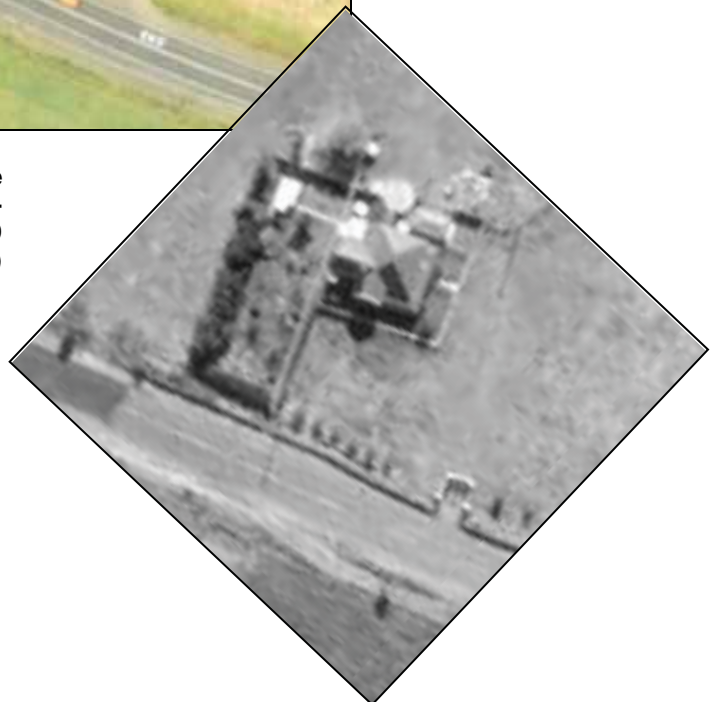
Figure G.165 Detail of awnings and corrugated iron cladding on N side of building



**Figure G.166
Aerial image of
cottage (ACD14
NSW 3108-182
8/11/92)**



**Figure G.167 Aerial image of cottage
and grounds in 1958 (SHI Dapto-
Ulladulla 697-5088, Run GK9
10/07/58)**



Recording ID: G2B H51

GDA Map Reference:

287479.6148712

Name/Description: **Graham Park
Former Agricultural
Research Station** *Cadastral Location:* Lot 50 DP1074441
Lots 88 & 89 DP48603
Street address: 8, 9 & 13 Schofields Lane,
Berry

Item/Site Type: Twentieth Century (1957) Agricultural Research Station

Context/setting: A complex of buildings, laboratories, sheds and enclosures situated at the intersection of Schofields Lane and the Princes Highway at the southern edge of Berry. The facility is situated at the southeastern end and basal slopes of a low spurline near the western margin of the Broughton Creek flood plain (former swamp basin).

Description/fabric: A complex of administrative and research based buildings, constructed in 1957, (brick, glass, iron sheet, cement), some multiple storey, landscaped entrance grounds, fenced animal enclosures and sheds, circular entrance drive and associated car parks, entrance gates and metal feature sculpture.

Dimensions: Area within which smaller enclosures and buildings occur is approximately 390 x 360 metres

Physical condition: Appears to be in good and functional condition (not inspected in detail).

Integrity: Site remains relatively intact, especially with regard to items considered to have significance including: the administration buildings and laboratories, entrance grounds, circular drive and gates, including the entrance sculpture (Minutes of Heritage Council State Heritage Register Committee 5 Oct 2005 File H99/00007). The original entrance driveway, from the highway was foreshortened as part of the realignment of the Schofields Lane intersection, sometime between 1992 and 2006. These works necessitated the re-positioning of the entrance gates and feature sculpture to their current position just short of the circular drive.

Associated features: -

Current use: not known

Heritage listings: Not currently listed.

This site has been the subject of previous discussion by The State Heritage Register Committee of the NSW Heritage Council, and a notice of Intention to Consider Listing (on the State Heritage Register).

A site inspection by the Heritage Branch determined that the site was relatively intact and further investigations should take place to explore opportunities for adaptive reuse of some structures. A proposed heritage curtilage was restricted to just the significant buildings (administration and laboratories), entrance grounds, circular drive and gates, inclusive of the sculpture at the entrance.

Four submissions were received during the notification period which concluded in December 2005. Beechwood Homes, the then owner, declined to comment but advised verbally that they did not support listing. The owner had a Development Application (DA) to demolish the site. Shoalhaven City Council approved the DA on the condition that significant heritage elements (as proposed for listing) were retained. The demolition approval was not acted upon.

The Heritage Committee was advised in April 2006 that the proposed State Heritage Register curtilage did not include the entire site, but only those areas with significant items, consistent with the DA approval. The Heritage Branch and Shoalhaven Council were both of the view that some adaptive reuse of the site was feasible. The Committee resolved to recommend to the Minister that the item be listed on the State Heritage Register if the Minister considered the item is of State heritage significance.

In September 2006, the Committee noted the Minister's decision to decline to list Graham Park on the State Heritage Register.

(Minutes of Heritage Council State Heritage Register Committee 5 Oct 2005 File H99/00007; 5 April and 6 September 2006).

Historical background/interpretation:

During the last decade of the nineteenth century, when Alexander Hay was the Manager of the late David Berry's 'Coolangatta Estate', a more scientific approach was adopted towards dairying in the Shoalhaven. Following an investigative trip to Europe by Alexander, the Trustees of the Estate erected a state-of-the-art butter factory at Berry and established a select herd of imported pure bred dairy cattle on a stud farm at Coolangatta.

At the urging of Alexander Hay, a Bill was passed through the NSW Parliament to vary the will of David Berry to the extent that a Stud Farm and an Experimental Farm should share in the endowment bequeathed by him for a Cottage Hospital established at Berry. That was agreed upon and a transfer of Port Jackson foreshores belonging to the Estate and judged to be of equal in value to the endowment was satisfactorily arranged. The Crown then assumed the Trusteeship of all three institutions (the Hospital, Stud Farm and Experimental Farm) and established them at Berry (Antill 1982:355).

The Berry Experiment Farm opened near the river beside the road from Berry to Coolangatta in October 1899, being the first of its kind on the coast. This was one of several experimental farms to be established near the end of the nineteenth century, many attracted public funding and developed into research and/or teaching institutions. Another example is the Wagga Wagga Experimental Farm established in 1893. It became an Agricultural College in 1948 and an Agricultural research Institute in 1954 (History of the Graham Centre <http://www.csu.edu.au/research/grahamcentre/aboutus/history.htm>).

In 1903, the Government Stud Farm at Berry was described as,

'...the most important institution on the coast from the dairymen's point of view. It is well situated, and is within two miles of the town. On one side it has a mile frontage to the deep, navigable waters of Broughton Creek, and the new Moeyan Bridge connects it with Berry and the railway' (Town and Country Journal, 11 February 1903).

The Experiment and Stud Farms were co-located on the east side of the Berry - Coolangatta Road (Wharf Road), either side of Broughton Creek, between one and two kilometres south of the present town of Berry.

In the 1920s, a Pasture Research Unit was established off Wharf Road, Berry, by the Department of Agriculture.

The farms continued under the Department of Agriculture until they were taken over by the Child Welfare Department in April 1934. It was remodelled with the provision of a dining room, dormitories and other facilities with cottages to house 40 boys to take farm training. In 1939, additional buildings were added, together with more modern farming facilities.

In the 1970s the Child Welfare Training Farm on Wharf Road was closed and re-opened as a holiday home for the underprivileged and was later transferred to the Department of Sport and Recreation (Bayley 1975:206, Berry Museum 2006:2).

In the 1950s, the first Artificial Insemination Breeding Station (AIBS) in New South Wales was established by the NSW Milk Board at the Pasture Research Unit, Berry.

In 1958, the AIBS was moved to the Graham Park facility which was built in 1957. At this location it occupied a total area of approximately 75 hectares, including bull yards, buildings and a quarantine area from which the semen collection and processing occurred.

The Graham Park research station was the first commercial artificial stock breeding centre in NSW and made major contributions to Australia's stock breeding industry. The centre was named after the Hon. Edgar Hugh Graham who died, the year the facility was built.

Graham was born near Wagga in 1897 and developed long term vocational and financial interests in primary production. He became the proprietor of a large butchery and subsequently founded one of the largest and most successful pig studs in Australia (the Kinilabah Stud Farm). After disposing of his pig stud he raised Poll Herefords and fat lambs on his property, *Whyanawah*, near Wagga.

Graham was a member of the Australian Labour Party and was elected to the NSW Legislative Assembly in 1941 as the local member for Wagga Wagga. He defeated the sitting Country Party member, Matthew Kilpatrick in the landslide victory that allowed William McKell to form a government. He held the seat at the next 5 elections and died as the sitting member in 1957. During the premierships of William McKell, James McGirr and Joseph Cahill, Graham held numerous ministerial positions but he is most notable for his long tenure as Minister for Agriculture which he took on in 1944. He died during his 14th year as Minister which at the time was reported as a record in that portfolio, at both State and Commonwealth levels (Obituary in *Pastoral Review and Grazier's Record* 18 Dec 1957). His achievements as Agricultural Minister include:

- The construction of an artificial insemination centre for dairy cattle (Graham Park) and the introduction of artificial insemination on a commercial basis.
- The establishment of four new country killing works at Goulburn, Wagga, Dubbo, and Gunnedah. These works were amongst the most modern in the world and cost in the vicinity of £500,000 each.
- The construction of bulk wheat storage facilities.
- The purchase of high quality stock from overseas.
- The expansion of operations at experimental farms and research institutes, including increased accommodation at Hawkesbury Agricultural College.
- The establishment of the Wagga Agricultural College.
- The decentralisation of the activities of the Department of Agriculture with the introduction of regional offices throughout rural NSW (Obituary in *Pastoral Review and Grazier's Record* 18 Dec 1957, Blocklow 2005).

Ownership of Graham Park was transferred to the NSW Department of Agriculture in 1980. Activities at the centre were reduced, and final in the 1990's the Centre was closed. Portions of the site were leased to the University of Wollongong as an off-campus research station until new premises were built for them in Nowra in 2000 (*Berry Museum* 2006: 2). Nowra Council (now the Shoalhaven City Council) purchased the site in the late 1990's. It was then sold in 2003 to Huntington Developments (Beachwood Homes) (Minutes of Heritage Council State Heritage Register Committee 5 Oct 2005 File H99/00007).

Figure G.168 General view of entrance to Graham Park (2007 image)



Figure G.169 Detail of entrance feature sculpture



Figure G.170 Entrance to Graham Park research station in 1969 (State Library of NSW image no.d2_35989r)



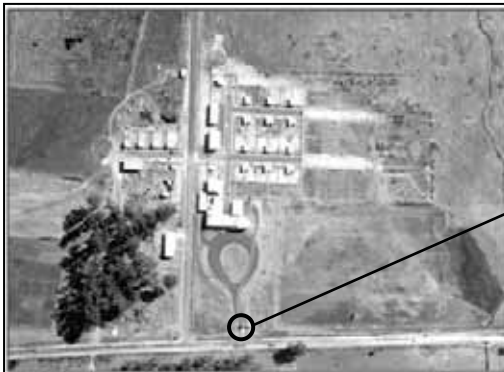
Figure G.171 View, looking SE across animal pens and enclosures at Graham Park in 1969 (State Library of NSW image no.d2_36000r)



Figure G.172 View, looking W towards animal pens from eastern boundary of Graham Park (Princes Highway boundary) (2007 image)



Figure G.173 Aerial image of research station in 1958 (SHI Dapto-Ulladulla 699-5051, Run GK12 23/07/58)



Original location of entrance feature

Figure G.174 Aerial image of research station in 1992. Note that since this time, a new alignment of the Schofields Lane intersection (dashed blue line) has required for shortening of the driveway and relocation of the entrance gate and feature sculpture (ACD16 NSW 3108-247 8/11/92)



Current location of entrance feature following new alignment of Schofields Lane (blue)

Recording ID: G2B H56

GDA Map Reference:

289005.6149857

Name/Description: **Broughton Mill Homestead and Dairy** *Cadastral Location:* Lot 31 DP818336
Street address: 117 North St Berry
Item/Site Type: Early twentieth century homestead, dairy, outbuildings and grounds (ruin)

Context/setting: The homestead and dairy are located on the edge of an upper terrace, on the flood plain, and south side, of Bundewallah Creek. The complex is located 100 metres to the east of the current *Broughton Mill* homestead which was constructed in the late 1980s.

Description/fabric: Homestead constructed using a sawn timber frame and asbestos cement wall panelling. Four rooms in original building, plus additional back rooms under scillion roof. One chimney for kitchen stove on southern side of building. Veranda on at least western side of building, probably also on eastern (front?) side. Corrugated iron roof. Interior wall cladding labelled as "Surface Sealed and Sized by "Sealite" Process Patented 1916 Beaver Board [logo] Pure Wood Fibre"

At least one out-building constructed using sawn timber frame and corrugated iron, remnants of other small structures, possibly animal pens/runs. Remains of truck, plough equipment and multiple drays in back enclosure. Two disused metal silos (one cylindrical and one rectangular) located adjacent to a ruined outbuilding at southwestern end of complex.

Remnant two rail wooden fencing around homestead.

Dairy (disused) constructed from brick (interior surfaces rendered), timber, corrugated iron and cement/concrete

Dimensions: Area including homestead ruins, dairy and associated yards is approximately 90 x 80 metres

Physical condition: Homestead in poor and uninhabitable condition – wooden frame still standing, however roof, ceiling, wall cladding and floor now unstable and structurally compromised. Building is no longer weather proof. Most of verandah has collapsed except for western side. Whole building now obscured by vegetation and vine growth. Outbuildings adjacent to homestead, except for Dairy group in similar condition. Broken asbestos sheeting poses a health risk.

Dairy still structurally sound and weather proof, but no longer used as Dairy.

Integrity: Structures still display details and characteristics of early Twentieth century homestead, and mid century Dairy. Evidence of some later additions and veranda infill.

Associated features: planted tree wind breaks and associated fenced enclosures

Current use: Homestead is abandoned and in ruinous state. Dairy apparently only used for storage. Whole site forms part of larger operating farm.

Heritage listings: no current listings

Historical background/interpretation:

It is known that the great Uncle (George) of the current owner (Mr John Miller), lived in this homestead and that it was extant in the 1920s when he was born. George died in 1962 and the house has not been lived in since that time. In the last 5 to 10 years the building has become overgrown and is no longer used for storage (pers. comm.. John Miller 26/08/11).

Figure G.175 General view of complex looking south from creek flats, Dairy on left, homestead behind vegetation on right



Figure G.176 General view of homestead site looking north, note disused silos



Figure G.177 Interior view of north eastern room



**Figure G.178 Detail of ceiling
and light fitting**



**Figure G.179 Remains of
dray**



**Figure G.180 Southern side
of disused dairy, looking NE**



Figure G.181 Interior view of Dairy and “Dangar-G” Milker apparatus, looking SE



Figure G.182 Aerial image (2006) of homestead remains (Google Earth Pro 2011)



Figure G.183 Aerial image of homestead complex in 1958 (SHI Dapto-Ulladulla NSW Run GK11 699-5037 23/07/58)



Recording ID: G2B H58

GDA Map Reference:

Original position:

289326.6149627

Current position:

289344.6149573

<i>Name/Description:</i>	Uniting Church Hall (formerly Wesleyan Chapel)	<i>Cadastral Location:</i>	Lot 1 DP745962
		<i>Street address:</i>	69 Albert St
		(formerly:	140-146 North St)
			Berry

Item/Site Type: Late nineteenth century Carpenter Gothic Chapel

Context/setting: This building was originally located on the southern side of, and parallel to North St, on an east-west alignment, with its entrance facing east (Figures 6.184-6.185). Following the recent sale of this land, the building has been retained by the Uniting Church and moved to a new location (October 2011), 50 metres to the southeast, next to the 1932 church building, on a north-south alignment, with the entrance facing south (Albert St) (Figures 6.187-6.188). As part of the preparation for this move, a skillion roofed weatherboard addition to the western end of the building was demolished (Figure G.186).

Description/fabric: Victorian Carpenter Gothic style chapel, constructed using timber frame, horizontal weatherboards and corrugated iron roof. - gabled roof, attached porch, finial to porch, pointed arch (gothic) windows, brick footings.

Dimensions: Chapel dimensions are approximately 20 x 10 metres

Physical condition: Good. Deterioration issues noted in 2002 (paint condition, weatherboard rot, roof leaks) appear to have been addressed. Following the recent re-positioning of the building, the consequential installation of new piles and higher ground clearance will address previously noted issues of dampness from soil contact.

Integrity: Decorative bargeboards, observable in past photography, have at some time been removed from the building. These are currently being re-created and reinstated. Roof iron has been replaced with Colorbond. A skillion roofed weatherboard room (including a wheel chair access ramp) was added to the western end of the building sometime before 1949. This was demolished prior to the re-positioning of the building (Figure G.186). The Chapel retains its original form and character.

The new building location maintains its historical association with the Wesleyan Church but substantially changes its landscape context. The original position was associated with mature tree plantings, surrounded by open space and included pastoral views across the road to the north. The original east-west alignment related to the large area of the surrounding Lot owned by the Church. The new position and alignment, parallels an adjacent church building. In contrast to the pastoral and open space character of the original location, this new paired arrangement, merges with adjoining urban lots and reinforces the urban character of the streetscape.

Associated features: Twentieth century church and buildings on same Lot

Current use: Church Hall

Heritage listings: Shoalhaven LEP 1985 (as amended) Schedule 7, as an item of local significance

Shoalhaven Heritage Inventory

Historical background/interpretation:

The building was erected as a Wesleyan Church in 1884 following donation of the land by David Berry in 1883. At its opening, by the Rev. J.W. Brown on 13 April 1884, it was reported to be the first building to be erected on land legally acquired in the "new township" (Peter Freeman Pty Ltd 1998).

The building functioned as a Chapel until a new church was built in 1932 (Wesleyan to 1907, and then as part of the Methodist church). After 1932 it was used as a Church Hall until 1965 when a new church hall was completed (Conybeare Morrison and Partners 1999).

The opening of the chapel was reported in the Shoalhaven Telegraph (17/4/1884):-

The chapel is a neat weatherboard structure 43 x 23 feet on wooden block foundations in the designing management of which Mr William Boyd of the firm of English and Boyd, Broughton Creek was the leading chief spirit. It is built of stud and weatherboard, lined with clear pine and roofed with corrugated iron. The building is entered by a porch 8 x 8 with a door at each side. The principal entrance into the main building is by a 4 feet door opening in two parts. It is lighted through 8 spacious Gothic topped windows, 4 on each side, the place being built east and west.

The chapel is furnished with 24 pews, 12 on each side, and will seat up to 200 worshippers if required, and the officiating worshipper is provided with a light and handsome open rostrum, of varnished cedar, decorated with panels, and turned work, and is reached by a flight of steps on each side. The communion rail is also of turned work, lined with green rep.

The walls inside are painted a stone colour, and bordered with a lilac paint up to about 4 feet above the floor. The height of the walls is 12 feet and the roof being half opened and ceiled (sic). Outside the building is painted in a stone colour, and the gables of the roof and porch are decorated with barge boards of unique design and finished with turned finials. Mr Herbert Pettit was the contractor, and he has completed a very creditable piece of work. (in Shoalhaven Heritage Inventory - Shoalhaven City Council).

Figure G.184 General view of original location of Chapel, looking SW



Figure G.185 General view of original location of chapel, looking SE



Figure G.186 Detail of demolition of skillion roofed addition to rear of chapel prior to relocation of main building (October 2011)



Figure G.187 General view of former chapel location, with new building position visible in middle distance, looking SE



Figure G.188 The new location of the former chapel, on the west side of the 1932 church building looking SE



G.4 Known or potential archaeological deposits

Recording ID: G2B H14

GDA Map Reference:

**290063.6149874 to
290019.6149750**

<i>Name/Description:</i>	Former	<i>Cadastral Location:</i>	Princes Highway easement Lot 4 DP602348
	buildings at northern end of Broughton Creek township	<i>Street address:</i>	Nos. A29, A45 and adjacent highway easement Princes Highway Berry
<i>Item/Site Type:</i>	Archaeological deposit – former buildings at northern end of Broughton Creek township		

Context/setting: This deposit is situated between the pre 1955 alignment of the Princes Highway and Broughton Mill Creek, and may potentially extend for approximately 180 metres across the interval where the post and pre 1955 alignments diverge. Archaeological test pits conducted within the grassed land surface between the highway platforms confirm the presence of archaeological material (refer Chapter 7). The potential for archaeological deposits below the existing highway platform remains untested. This potential is greatest under the downslope side of the platform where fill probably overlays original slope deposits. The area of confirmed or likely archaeological deposit, based on test excavation results equates roughly to the grassed area between the old and new highway platforms – with approximate dimensions 130 x 15 metres.

Description/fabric: The site is defined as the archaeological deposit which potentially preserves traces of former nineteenth and twentieth-century Broughton Creek town buildings that were located along the western side of the former highway alignment (G2B H15), roughly opposite *Mananga*. Based on historical research compiled by members of the Berry and District Historical Society (refer Figure G.192), the following structures are known or reliably predicted to have once occurred in this area:

- The Berry Butter Factory (1889).
- Court House (1870s).
- Roman Catholic Church (1866).
- The Council Chambers (1868).
- Overseers Cottage (1858).
- A Carpenter's Cottage.

Refer Chapter 7 for a description of the deposits and archaeological items encountered during test excavations.

It should be noted that the G2B H14 deposit, by definition, does not include the potential archaeological remains of the original Mananga homestead, which was situated immediately south of this recording, and on the east side of the pre-1955 highway alignment. Remains of this former homestead may partially occur under the current highway pavement, and on the slope immediately to its east. Similarly, the infilled trench through which the water race for the Berry Estate saw mill traversed the spurline would also be present under the current highway and probably indivisible from the original Mananga homestead site.

<i>Dimensions:</i>	<p>Potential area including area under existing highway platform: 180 x 55 metres</p> <p>Confirmed area (grassed areas between highway platforms: 130 x 15 metres</p>	
<i>Physical condition:</i>	<p>Results from an archaeological subsurface testing program confirm that archaeological deposits occur under a variable layer of construction related overburden in the grassed area situated between the pre and post 1955 highway alignments. The deposit has probably been totally or substantially removed along the upslope (eastern) half of the current highway platform. However, due to the probable use of fill to create an elevated and benched platform on the downslope margin of the highway, there remains good potential for archaeological deposits to remain under the western half of the highway platform.</p>	
<i>Integrity:</i>	<p>The deposit has been partially impacted by cable trenching in the first half of the twentieth century, road construction in the 1950s, root displacement from the extant tree avenue, and the installation of the current Berry sign and pediment.</p> <p>Despite this, the remaining areas of confirmed and potential deposit have considerable research value and potential.</p>	
<i>Associated features:</i>	<p>This archaeological deposit forms part of a related group of items which relate to the history, economy, development and structure of the Broughton Creek township. Some of these items are located outside of the area of interest for this assessment:</p> <ul style="list-style-type: none"> • G2B H15 1870s - 1955 highway alignment (Adjacent to <i>Mananga</i> homestead) • G2B H12 Remnant of 1870s – 1955 highway alignment (around Stewarts Hill) • G2B H16 <i>Mananga</i> Homestead and property, including archaeological sites of old Mananga homestead and portion of Berry Estate saw mill water race • G2B H55 Remnant of 1856 Berry Estate Road • Archaeological remains of Berry Estate saw mill industrial complex, including the mill race, mill site, and Tannery works • <i>Wyndree</i>, Former Constables Cottage A15 Princes Highway (Schedule 7, Shoalhaven LEP 1985) • Pulman Street Heritage Conservation Area (Schedule 7, Shoalhaven LEP 1985) 	
<i>Current use:</i>	<p>Easement and platform of the current Princes Highway,</p> <p>Rural residential Lots: Lot 7 DP1040653 Lot 4 DP602348</p>	
<i>Heritage listings:</i>	<p>no current listings</p>	

Historical background/interpretation:

The documentary basis for the identification of the potential location of former town structures and works within the G2B H14 area is based on historical research conducted by the Berry and District Historical Society. Sources used in this research include:

- Published references based on historical accounts and research conducted by Cousins (1948), Bayley (1975), Antill (1982), Lidbetter (1993).
- Original and local and State newspaper articles. Examples specific to the Berry Butter Factory include Sydney Morning Herald (SMH) (27 July 1888 p7, 23 Jan 1889 p9, 4 Feb 1890 p7, 11 Sep 1901; Clarence and Richmond Examiner and New England Advertiser 8 June 1889 p8.
- Various oral histories from local identities documented by the Berry and District Historical Society.

The Berry Butter Factory (Berry Dairy Company, 1889 - 1901)

A decision to establish a butter factory at Broughton Creek with a capital of 2000 pounds was taken at a meeting chaired by the Mayor, Lewis McIntyre in July of 1888 (SMH 27 July 1888 p7). A factory site was suggested in John Stewarts paddock, opposite his residence [old Mananga homestead], on the northern side of the South Coast Road beside Broughton Mill Creek where there was good permanent water. It was recommended they sell "refuse milk" rather than have piggeries near the factory. The latter proposal however was not adopted (Bayley 1975:150).

In January 1889 it was reported that directors of the Berry Dairy Company had been elected and the factory was nearly completed and operations were expected to commence in early February (SMH 23 Jan 1889 p9).

The *Broughton Creek Register* provided a description of the Berry Butter Factory when it was opened in March 1889. This description is presented by Bayley (1975:151):

It was built of timber on brick piers, lined and ceiled with tongued and grooved pine, with floors of tallow wood. It had a manager's room, office, director's room and a large room for the separators and churns. Piggeries were nearby with drainage away from the factory. The hill became known as Factory Hill and overlooked the growing township of Berry. It was proposed to install refrigeration in 1901 but it was decided to close instead.'

In 1890 it was reported that the factory was processing 2000 gallons of milk daily (SMH 4 Feb 1890 p7)

On the 7 September, 1895 John Hay established the, The Berry Central Butter Factory, with the considerable financial backing of the Berry Estate. This was sited adjacent to the newly completed rail line on the site of the present Co-operative factory. The company aimed to provide a state of the art facility with the aim of promoting the Dairy industry across the Estate and its tenant farms. This factory would later be bought by a consortium of dairyman from the Estate for 5,500 pounds in 1911 and formed a Co-Operative, the Berry Rural Co-Operative Society Ltd (SMH 6 Apr 1911 p7).

In 1897 it was reported that the Berry Dairy Company was supplying cream to Dr Hay's Central Butter Factory, paying suppliers 6 ¾ d per gallon of milk (SMH 8 July 1897; also The Queenslander 24 July 1897 p37).

In 1900 a report of the annual meeting of the Berry Dairy Company indicated that the 'shareholders pronounced against pasteurisation' (Clarence and Richmond Examiner 24 July 1900 p4). In contrast, and in the same year the Berry Central Creamery became the first factory in NSW to adopt pasteurisation of cream for manufacture into butter (<http://www.southcoastdairy.com.au/our-history.htm>, accessed June 2011).

Faced with the competition, rail line location, and superior Estate resourcing of the Berry Central Creamery, the viability of, and justification for the Berry Dairy Company appears to have been substantially and progressively eroded.

In September of 1901, it was reported that a meeting of the shareholders of the Berry Dairy Company Limited, ratified the previous resolution to dispose of the goodwill of the premises to Dr John Hay, proprietor of the Berry Central Factory, for £1000. It was resolved to wind up the Berry Dairy Company by voluntary liquidation Mr James Stewart was appointed liquidator, subject to confirmation on October 1 (SMH 11 Sept 1901 p10).

The eventual fate of the building is yet to be determined. It is shown standing in a 1903 photograph published in the Town and Country Journal 11 Feb 1903 (Figure G.193).

A photograph entitled "The Factory" from Broughton Creek, shows the Berry Butter Factory building, looking south along, and viewed from the bottom of Broughton Mill creek. The estimated date of the image is circa 1910 (Wollongong City Library, image no. P01/P01210).

The building is no longer present, or traces in evidence, in aerial photography taken in 1949 (SVY 552/Nowra 5164 Run2(155-166) 4/04/1949).

Figure G.189 General view of the portion of archaeological deposit G2B H14 situated between the former (left) and current (right) highway platforms, looking S



Figure G.190 General view of archaeological deposit G2B H14, looking N from its southern end. Note 1870s to 1955 highway alignment diverging from current highway on right hand side (middle of picture). The potential for archaeological deposits under the road platform remains untested



Figure G.191 General view of archaeological deposit G2B H14, looking N W, along the downslope side of the current highway platform. There is an untested potential for archaeological deposits to survive under the fill which supports this 1955 roadway



Figure G.192 Extract from display map in Berry Museum, showing potential former structures which may have been located within the G2B H14 area (blue) (courtesy Berry and District Historical Society Inc.)

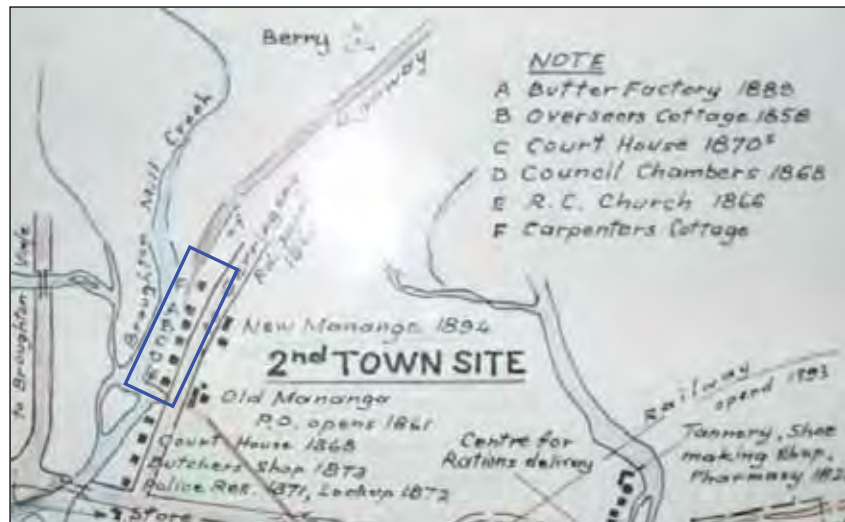


Figure G.193 View looking SW down highway in area of G2BH14 (left end of photo) ('The town of Berry, from Stewarts Hill' *Town and Country Journal* 11th February, 1903)

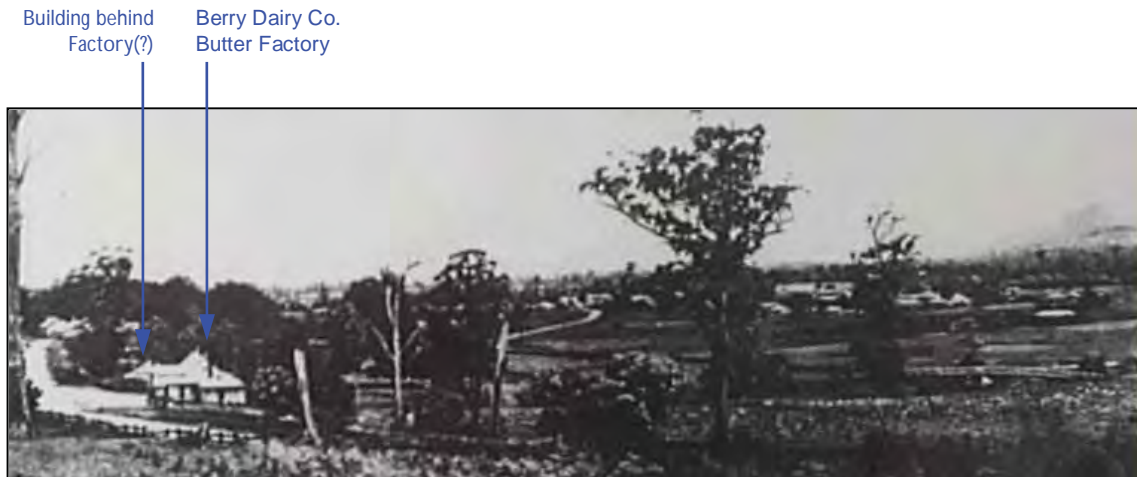


Figure G.194 'Butter Factory, Berry' (from Shoalhaven Estate page 19, Wollongong City Library Image no. P03/P03737; also [this copy, dated 1891] courtesy Berry and District Historical Society)



Recording ID: G2B H48

GDA Map Reference:

294547.6152597

<i>Name/Description:</i>	Site of former Berry Estate Tenant farm	<i>Cadastral Location:</i>	Lot 9 DP3344
		<i>Street address:</i>	161 Princes Highway Broughton Village

Item/Site Type: Potential Archaeological Deposit - Site of former Berry Estate Tenant Homestead

Context/setting: This site is situated on locally elevated ground (a low gradient and broad spurline, grading into creek flats), adjacent to a small tributary streamline which drains southwards into Broughton Creek. It is situated on the northern basal slopes of the open Broughton Creek valley, as they merge with the valley floor and flood plain.

Description/fabric: Apart from two large old growth trees, a fig and a deciduous species (Figures 6.197 & 6.198), which pre-date the current farmhouse and probably relate to a former phase of European occupation, there are no surface traces of the former Berry Estate tenant farm which is indicated at this location on an 1890s map (Figure G.200). This map appears to show a main building surrounded by four outbuildings.

Both of the remnant trees are likely to have been planted. The deciduous tree is an exotic species, and the fig tree is low and spreading, indicating development in an open and cleared (unforested) context. As such they are likely to have been planted in relative proximity to the former homestead. Given its close proximity, the current farmhouse may be wholly or partly superimposed on the footprint of the former homestead building(s)

Dimensions: Not determined. The area of potential probably occurs within an approximate area of 100 x 100 metres (inclusive of former outbuildings).

Physical condition: Potential for subsurface archaeological remains. The construction of the existing farmhouse (sometime between 1958 and 1975), is likely to have substantially disturbed or removed at least portions of this potential deposit.

Integrity: The integrity of this deposit has not been determined but it is probable that at least a portion of the site has been substantially disturbed or removed by the construction of the current buildings.

Associated features: -

Current use: Rural residential farmhouse (leased and tenanted by the RMS)

Heritage listings: no current listings

Historical background/interpretation:

An 1890s map of tenant farms across the northern portion of the Berry Estate (probably dating from 1892, refer Graham 1998), shows a homestead complex at this location leased by a J. Hicks. The farm consisted of approximately 28 acres (Figure G.200).

Figure G.195 General view of location of former Berry Tenant farm homestead, note slightly elevated spur (right) adjacent to the valley floor, looking S



Figure G.196 View of current *Greystanes Lodge* farmhouse, showing two large old growth trees (a fig tree(right), and a deciduous tree (left)) which predate the farmhouse, looking SW



Figure G.197 Views of the large old growth trees which pre-date the current farmhouse, looking S (left picture) and W (right picture)



Figure G.198 Aerial image of location of former homestead in 1958. Note remnant trees (blue circled) (SHI Dapto-Ulladulla NSW Run GK10 697-5101 10/07/58)



Figure G.199 2007 aerial image showing current homestead, remnant trees (blue circled) (Google Earth Pro 2011)

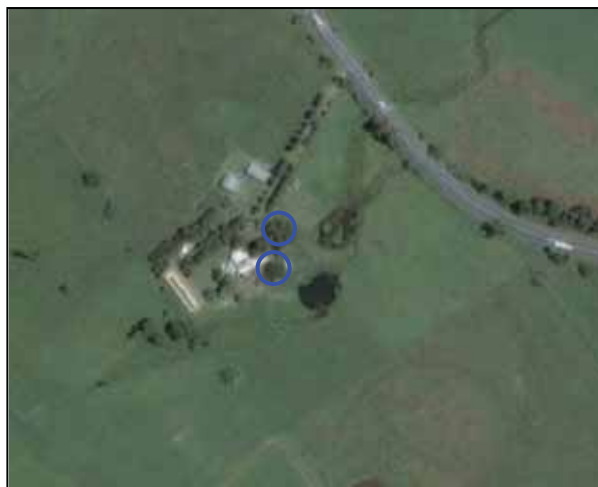
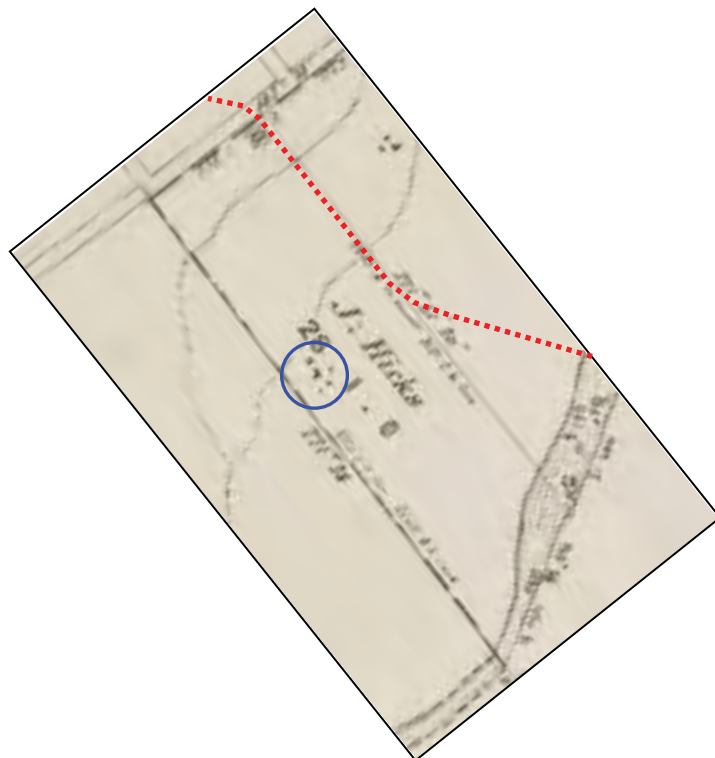


Figure G.200 Extract from 1890s map of the northern Berry Estate, showing a group of former tenant estate farm buildings located at the current Greystanes farmhouse (blue circle). The current highway is shown in red for reference. ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMSS315_Map 17)



Recording ID: G2B H52

GDA Map Reference:

**293659.6151844
(approx.)**

<i>Name/Description:</i>	Site of former Berry Estate Tenant homestead	<i>Cadastral Location:</i>	Lot 2 DP593476
		<i>Street address:</i>	A441 Princes Highway Broughton Village

Item/Site Type: Potential Archaeological Deposit - Site of former Berry Estate Tenant Homestead

Context/setting: This site is situated on the floor of a small tributary valley, adjacent to a minor tributary stream. The stream flows roughly west-east into Broughton Creek at Broughton Village. The homestead was situated close to the 1856 Berry Estate road, and the subsequent 1870s to 1930s highway alignment. In both cases, the roads appear to have been purposefully aligned to connect with the homestead site, creating a 'corner'. In the latter alignment this corner approximated 60 degrees and came to be known as "Bink's Corner" after the adjacent land owner family.

The exact micro-topographic location of this site is yet to be determined. The only map of the site, identified to date (Figure G.203), from 1892 (Graham 1998), shows the homestead slightly to the southwest of the highway bend and on the northern bank of the streamline. The current alignment of the stream is now further north of this mapped course and the mapped homestead location is uncharacteristically situated on moderately graded slopes. If some or all of the mapped locations, and associations, are indicative or relative, then a wide field of possible homestead locations can be predicted. For this reason a large approximate area of potential, has been identified, within which this archaeological site is likely to be situated (Figure G.204, Appendix A).

Description/fabric: This site was not subject to surface archaeological survey, as it is situated more than 200 metres away from the bypass. Apart for some nearby Coral trees, there are no traces (observable from aerial photography) of the former Berry Estate tenant farm which is indicated at this location on an 1890s map (Figure G.203). This map appears to show a main building with three outbuildings to one side and the back.

Dimensions: Not determined. The area of potential probably occurs within an approximate area of 100 x 100 metres (inclusive of former outbuildings).

Physical condition: Potential for subsurface archaeological remains. The site has probably been subject to ploughing and cropping since the removal/destruction of the homestead. The extent to which this has impacted the deposit is not known.

Integrity: The integrity of this deposit has not been determined. Its proximity to the former highway alignment, which was bypassed in the mid 1930s, means that this is the only surviving archaeological site of a former Berry tenant estate farm which retains its original configuration to the 1856 and 1870s highway alignment, exclusive of the impact from later twentieth century highway upgrading including widening, sealing, and side railing.

Associated features: This deposit forms part of a complex of recordings which, as a group, have value in understanding and interpreting the evolution of the highway, its various alignments, and its interrelation with adjoining land holdings and homesteads. These recordings are:

- G2B H27 remnant section of 1856 Berry Estate Road.
- G2B H26 remnant section of 1870s – 1930s Highway (“Binks Corner”).
- G2B H25 *Sedgeford* homestead.

Current use: Agricultural pasture grassland

Heritage listings: no current listings

Historical background/interpretation:

An 1890s map of tenant farms across the northern portion of the Berry Estate (probably dating from 1892, refer Graham 1998), shows a homestead complex at this location leased by a Mrs. Wiley. The farm consisted of approximately 50 acres (Figure G.203).

Figure G.201 General view of site area (middle distance, behind and to left of trees) from current highway, looking W



Figure G.202 General view of site area (lower middle distance, behind and to left of deciduous trees) from spurline on opposite side of current highway, looking W



Figure G.203
Extract from 1890s
map of the
northern Berry
Estate, showing a
group of former
tenant estate farm
buildings at
“Bink’s Corner”
(blue circle) (‘Part
of the Berry
Estates, Parishes
of Broughton and
Coolangatta,
County of
Camden’ original
at State Library of
NSW,
M_Ser4_000_1_MLM
SS315_Map 17



Figure G.204 1958
aerial image of
location of former
homestead based
on 1892 map (blue
circle) and
potential actual
location based on
topography and
map interpretation
options (yellow
dashed circle) (SHI
Dapto-Ulladulla
NSW Run GK10
697-5103 10/07/58)



Recording ID: G2B H53

GDA Map Reference: 296227.6152738

<i>Name/Description:</i>	Site of former Berry Estate Tenant Farm Structure	<i>Cadastral Location:</i>	Lot 1 DP255171
		<i>Street address:</i>	403 Princes Highway Broughton Village (Toolijooa Ridge)
<i>Item/Site Type:</i>	Potential archaeological deposit and indeterminate rock rubble alignment		

Context/setting: This recording is located on the moderately graded crest and upper slopes of a prominent spurline which forms part of the eastern fall of the Toolijooa Ridge. The current Princes highway is located 35 metres downslope to the north.

Description/fabric: This recording combines the location of a former structure, shown as part of a Berry tenant farm on an 1890s map, and an indeterminate alignment of rock rubble situated within the same area. Apart from the alignment, there is no other surface evidence which could relate to nineteenth and early twentieth century occupation.

The former structure is drawn on the 1890s map as a single structure, and could conceivably be a farmhouse or homestead (without out-buildings), or a less substantial and non-residential structure (Figure G.208).

A modern sealed driveway, aligned east-west, is situated immediately south and adjacent to the location of the former structure, and follows the original alignment of the 1856 Berry Estate Road. The structure may thus relate to this first, or the subsequent existing highway alignment (1870s onwards).

The alignment of stone rubble extends for approximately 35 metres and runs exactly parallel with (and north of) the driveway and alignment of the former Berry Estate Road. The driveway, and a downslope (disused) extension of this alignment into the adjoining property, is significantly recessed into the natural ground level. Construction of the driveway, or its antecedent, would have involved excavation of a substantial degree of sub-surface rock.

The rubble consists of natural bedrock (latite) cobbles, with both larger gravels and smaller boulders represented. The alignment has an average height of around 0.9 metres and a width at its base of around 1.5 – 2.0 metres. A majority of the cobbles appear to have been quarried, with sharp angular faces, but there are no jumper marks or other traces of careful or hand shaping/working. In addition there are cobbles with natural rounded cortex.

Dimensions: The area of potential, within which it is likely the former tenant farm structure was located is approximately 30 x 30 metres.

The stone rubble alignment is approximately 35 metres long, and averages 0.9 metres high and 1.5-2.0 metres in width. It is aligned approximately 290 degrees (grid north)

Physical condition: Potential for subsurface archaeological remains. The site has been subject to vegetation clearance and driveway construction since the removal/destruction of the homestead. The extent to which this has impacted the deposit is not known.

Integrity: The integrity of this deposit has not been determined.

Associated features: A portion of the 1856 Berry Estate Road which has not been impacted by modern road construction occurs 20 metres downslope of the rubble alignment (G2B H30).

Current use: Mown landscape setting for modern residence.

Heritage listings: no current listings

Historical background/interpretation:

An 1890s map of tenant farms across the northern portion of the Berry Estate (probably dating from 1892, refer Graham 1998), indicates that a farm of around 52 acres was leased by a B. Fields (Figure G.208).

There are a number of possible interpretations of the stone rubble alignment:

1. It is the graded remains of a former agricultural dry stone wall (a surviving wall is located 80 metres to the northwest).
2. It is the graded/disturbed remains of stone walls or foundations from the former tenant farm structure.
3. It is a spoil dump from the construction of the 1856 Berry Estate Road.
4. It is the spoil dump from the construction of a more recent road, either the 1870s highway (35 metres downslope), or a farm access track and/or the most recent residential driveway.

Of these, option 3 seems least likely given the form of the Berry Estate roadway elsewhere across the study area, and especially the general disregard for gradient (and thus the need for excavation) evident in its design. Based on the present evidence, option 4 seems the most likely, however the close spatial association of the alignment with the former tenant farm structure cannot yet be discounted.

**Figure G.205 General view of
piled alignment of rock
rubble, looking NE**



**Figure G.206 View of piled
alignment of rock rubble,
looking NW**



**Figure G.207 View looking SE
along modern driveway
(which parallels the rubble
alignment, just left of the
picture) and which follows the
alignment of the 1856 Berry
Estate Road (yellow dotted
line), G2B H30 along spurline
shoulder in middle distance**



Figure G.208 Extract from 1890s map of the northern Berry Estate, showing a single structure on the B.Fields leasehold (blue circle ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMSS315_Map 17)



Figure G.209 Location of the site of the former tenant farm structure, based on the 1890s map (blue circle), and the alignment of rock rubble (dotted yellow line) (SHI Dapto-Ulladulla NSW Run GK9 697-5090 10/07/58)



Recording ID: G2B H59

GDA Map Reference:

294612.6152138

Name/Description: **Site of former homestead former Portion 181, (Finn/Wood/Grant/Stewart/Dinning)** *Cadastral Location:* Lot 181 DP751254 *Street address:* - Broughton Village

Item/Site Type: Early Nineteenth century homestead site (Archaeological deposit and remnant plantings)

Context/setting: This site is located 80 metres south of the southern bank of Broughton Creek, on former portion 181 (parish of Broughton). It is situated at the junction of creek flats and the low gradient basal slopes of a spurline which descends towards the west. This spur forms a partial bedrock barrier along the eastern side of the valley floor, forcing the course of the Broughton Creek to turn eastwards before meeting steep slopes on the western side and turning southwards again.

Description/fabric: The site consists of a range of remnant garden plants, including a mature live pine tree, two standing pine tree stumps, and ground storey succulents. The pine trees are aligned approximately north south. An extensive area (at least 10 x 10 metres) of low mounded and aligned rock cobbles (most being alluvial in origin) are evident at the northern end of the grouping of pine trees. These appear to relate to former hearth and wall foundations.

There may be remnants of earthen building platforms situated between the tree grouping and the creek bank to the north.

Dimensions: The area of remnant plantings and surface cobbles is approximately 35 x 25 metres. This may approximate the area of the former homestead residence and immediate surrounds. A broader area which may include the location of former outbuildings has been defined as 100 x 120 metres.

Physical condition: The presence of remnant trees and garden plants, and of stone alignments and low mounds suggests that ploughing and other ground disturbance has been minimal in the area of the surviving trees. Elsewhere there is likely to have been some degree of disturbance to subsurface features from ploughing.

One mature pine tree remains alive and standing, stumps of two further examples survive. Some ground cover plants remain.

This site presents considerable archaeological potential for *in situ* and largely undisturbed remains.

Integrity: The occupation of this site as a residence may potentially extend from the 1830s, to the 1940s. The site may have undergone a number of phases of construction, renovation and/or demolition in this time. There is considerable potential for the integrity of this site, as an archaeological record of this occupation sequence.

Associated features: The above ground residential building from this site was dismantled and re-assembled to form the front section of the Brookside homestead (G2B H28). This possibly occurred sometime in the 1930s or 40s.

Current use: Agricultural pasture grassland

Heritage listings: no current listings

Historical background/interpretation:

This recording is situated in portion 181, Parish of Broughton, County of Camden. This portion was a land grant of 100 acres to Antony (or Anthony) Finn. The date of the grant was 23 Dec 1829, and was formalised by Lt Gen Sir Richard Bourke on the 27 July 1837. Authority to take possession occurred on 4 June 1830. The grant was advertised in Government Notice of 17 November 1835. Lands department documentation of the grant describes it as a 'Deed ...of the situation allotted for small settler' and in 1837 lists the property name as "Finn Valley", and states that Finn was in residence (SRNSW Reel 1127 Item 27857).

There is an Anthony Finn recorded on the NSW 1828 Census. He is listed as a retired soldier, 30 years of age, and living in Kent Street, Sydney. The listing is paired, as a family grouping, with an Ann Finn, who is 29 years old. Anthony is noted as 'Came Free' and arriving in the Colony on the *Caledonia* in 1822. Ann is noted as 'Free by Servitude', having served a seven years sentence after arriving in 1818 on the *Friendship* (Sainty and Johnson 1980:146).

Lands department documentation describes Finn as "late a soldier in the Buffs (from which regiment he has been discharged)" (SRNSW Reel 1127 Item 27857 Finn; and Land Title records). 'Buffs' is a reference to the Royal East Kent Regiment which served in Australia in four separate detachments between 1823 and 1827. Anthony Finn is listed as one of the Third Regiment soldiers sent to Australia on Garrison Duty. The third detachment is reported to have left Deptford for Sydney in 1823, arriving the same year (Chapman 2010). Finn was supported by his former regiment captain, Archibald Clunes Innes, later a brigade Major, as a referee in his grant proceedings (SRNSW Reel 1127 Item 27857 Finn).

When the regiment returned to England Finn remained in Australia and joined the Police Force. He was appointed an Ordinary Constable on 19th January 1828, serving in the Cumberland area (Government Gazette Notice 25 Jan 1828, in Florance 2011:9).

Finn's Broughton Creek property is notable in that it constitutes the only land grant on the floor of the middle and lower Broughton Creek valley, which does not constitute a grant or purchase by Alexander and David Berry. It appears that Finn had already selected this land, and entered into a Bond, prior to being awarded the grant, which then allowed him to secure freehold.

Frank McCaffrey, an Illawarra historian active in the first half of the twentieth century noted that Finn's 100 acre land grant was in recognition of his role in the apprehension of a bushranger (McCaffrey 1914 in Caldwell 1999). This reference relates to the capture of William Dalton on the 22 June 1830 in the neighbourhood of Liverpool, Parramatta.

Dalton, a runaway from a government convict work gang, was one of a party of five bushrangers who were involved in a shoot out on the Windsor Road (close to its modern junction with Pennant Hills Road), with a party of at least six, persons including two wardsmen, (Wells and Samuel Horn) a constable (Ratty) and a chief constable (John Thorn). Three of the bushrangers were shot dead (Cook, Ward and McNamara), one escaped (Currey) and Dalton was later caught following some hours of tracking by Horn and Thorn. Dalton was executed at the gallows on 28 June 1830 (Alexandra and Yea Standard, Gobur, Thornton and Acheron Express, 2 Sep 1904, Uebel 2001).

McCaffrey was probably mistaken in linking the portion 181 grant with the capture of Dalton, because the grant dates from December 1829, six months prior to Dalton's capture. However, Finn's role in Dalton's capture, and his consequential reward with a further grant of lands is documented in a notice of Land Grants in April 1836:

'32 Anthony Finn, Three hundred and twenty acres, parish of Branxton, at Anvill Creek...
Promised to him on 1st July, 1830, by General Darling, for his zeal in capturing the bushrangers Dalton and Macnamara, and possession authorised on 1st October 1830, free of quit rent.' (Sydney Gazette and New South Wales Advertiser 5 April 1836 p.4)

In December 1836 this grant was readvertised in the name of John Thompson, with a note that it was, 'originally promised' to Finn and 'is now readvertised at his [Finn's] request in favour of the claimant' (The Sydney Gazette and New South Wales Advertiser 24 Dec 1836 p4).

Possibly as a result of a financial transaction surrounding the transfer of this subsequent grant, Finn appears to have ceased residence at Broughton Creek and subsequently leased the property, first to a William Kerr in 1837, and subsequently to Charles Edwards and Edward Bailey in 1838. The lease was in respect of "...all that Messuage or Tenement and Farm House situate in the District of Illawarra Called and known as Finn's Valley together with 100 acres of land thereunto belonging" (Land Title records Bk M No.904). This is the first reference to a residence on the portion.

Finn subsequently became a publican, and owned and operated several Sydney Hotels including the William Street Hotel in 1854, and the Pelican Hotel, South Head Road, prior to 1860 (The Empire 3 May 1854 p.3; Sydney Morning Herald 22 March 1860 p.3). He died in 1871 at his residence in Darlinghurst, aged 75 years, leaving a widow and five children (Sydney Morning Herald 28 November 1871 p1; Florance 2011:9).

Richard Woods (or Wood), of Shoalhaven, purchased portion 181 in 1842 for 400 pounds. The property is referred to as 'Finns Valley or the Little Meadow' (Land Title records Bk 9 No.203, but see also Elliott 2009, and McCaffrey 1914 in Caldwell 1999). 'Dick' Woods was employed at one time as a cook on one of the boats owned by the Berry and Wollstonecraft partnership. He was joined by his brother William, a carpenter, who is reported to have built the second house erected in Goulburn (McCaffrey 1914 in Caldwell 1999). Dick Woods was remembered to have bred dairy cows and horses on the property and was considered an 'excellent horse doctor'. Both of the Woods brothers had been transported to New South Wales, and neither married (McCaffrey 1914 in Caldwell 1999).

In 1866 Richard Woods of Broughton Vale, farmer, sold to George Tate, also of Broughton Vale, Farmer, for 2000 pounds (Land Title records Bk 100 No.853). A mortgage of 1000 pounds was subsequently discharged from Woods to Tate in 1870 (Land Title records Bk 100 No.855; Bk119 No.124).

McCaffrey notes that following the death of William Woods, Richard sold the farm to George Tate for 1000 pounds. The horses and cattle on the property realised 250 pounds which was "handed over" to George Adams of the Steam Packet Hotel, Kiama, 'to keep him for life – which was most faithfully carried out' (McCaffrey 1914 in Caldwell 1999).

At this time, George Tate owned a large proportion of the original Broughton Vale town subdivision which he called "The Pines" (Elliott 2009; Plan of Broughton Creek Village Reserve 1855, folio 256-672). Portion 181 thus became part of a larger estate holding and it is probable that Tate's primary residence was, and remained, elsewhere. This was most probably the homestead complex still known as *The Pines* today, situated west of the bend in the current highway 285 metres west of the Thompson Rd intersection. It is worth noting that one live and two dead mature pine trees are evident at G2B H59, suggesting that this site may have formed the Tate residence

In 1879, the portion was subdivided into two 50 acre lots, with the Broughton Creek dividing the two. The southern lot was purchased by James Mitchell of Gerringong (Land Title records Bk191 No. 56). In 1900, the northern portion was still owned by George Tate, but occupied by George Thompson. The southern lot was owned by Dinning (Crown Plan 6721-1603).

In 1914 McCaffrey noted that the property was "in the hands of the executors of the estate of George Thompson", and added that the Wiley Brothers "have a stiff mortgage over it" (McCaffrey 1914 in Caldwell 1999).

Given that the homestead site, G2B H59, is situated in portion 181, on the south bank of the creek, and in association with a track marked on the 1866 County map (and which most certainly pre-dates the Berry Estate Road constructed in 1856), there is a high probability that this site dates from its earliest European settlement under Finn, possibly from 1830 onwards. (Figures 6.216 & 6.217). The association of the homestead site with a pre 1865 track strongly suggest that it was, at least, the residence for the Woods' occupation, between 1842 and 1866. The residence may have been leased during Tate's ownership, followed possibly by a return to owner-occupation after subdivision in 1879. Later owners, south of the creek were Dinning, Stewart, and then Johnson (refer below).

Mrs Chittick, the current owner of the original portion 181 lands, south of the creek, told of the following relevant information (pers. comm. 20 Sep 2012):

- The surname Finn remains known to locals through the use of the name "Finn's Valley", a nearby gully.
- The property was purchased by Irvin and Charlie Johnson, and Mrs Johnson (Mrs Chittick's mother) in 1948, from Eddie Stewart (Jnr).
- Eddie Stewart used the property as a "dry run" for cattle, together with a larger property in Kiama. Eddie Stewart was Mrs Chittick's grandfather's cousin.
- In Mrs Chittick's grandmother's time (her father's mother) the house (the above ground structure) located at G2B H59, was purchased from the Stewarts, dismantled in sections, dragged using horse drawn skids to the present site of "Brookside" and re-assembled to form the front portion of the Brookside homestead. This portion of the home now consists of three rooms, however on an occasion when an electrician was working in the roof he commented that the structure of the roof suggested that the front room may originally have been made up of two rooms. The relocation of the G2B H59 building possibly occurred in the 1930s or 40s.
- Prior to the Stewarts owning the property, it was owned by members of the Dinning family, three sisters and a brother. The brother died, and the three sisters finally left to reside in Berry around 1904. Mrs Chittick's grandfather always referred to the property as Dinnings.
- The homestead used to include stables which were situated between the homestead and the creek, they may have been made of brick.
- There are still remnant garden plantings at the homestead site. Mrs Chittick can remember a large quince tree (possibly now dead), a pink and red rose, a large spiky Lilly and Aloe Vera plants, as well as the obvious large pine trees.
- The Hamilton family used to own the land on the north side of the creek (Mrs Chittick's fathers grandmother was a Hamilton).
- The Mitchells may also have owned land (belonging to the original portion 181).

Figure G.210 General view across the southern portion of former portion 181, looking E, location of G2B H59 outlined with yellow dotted line



Figure G.211 View looking SE at G2B H59 site, showing remnant mature pine plantings



Figure G.212 Detail of remnant garden plantings (succulents in foreground) at site, looking NE



A photograph of a rocky, grassy area, likely a forest floor or a clearing. The ground is covered with green grass and several large, light-colored rocks. The background is dark and shadowed, suggesting a dense forest.

28.1 x 0

100 ac. qt.

100 x 7

70

[illegible]

Figure G.216
Extract from
County map
showing location
of the Finn land
grant (red line),
relative to:
surrounding Berry
Estate
landholdings; and
early tracks
(dotted blue lines)
(County of
Camden, National
Library of
Australia
(Braddock and
Baly 1866))

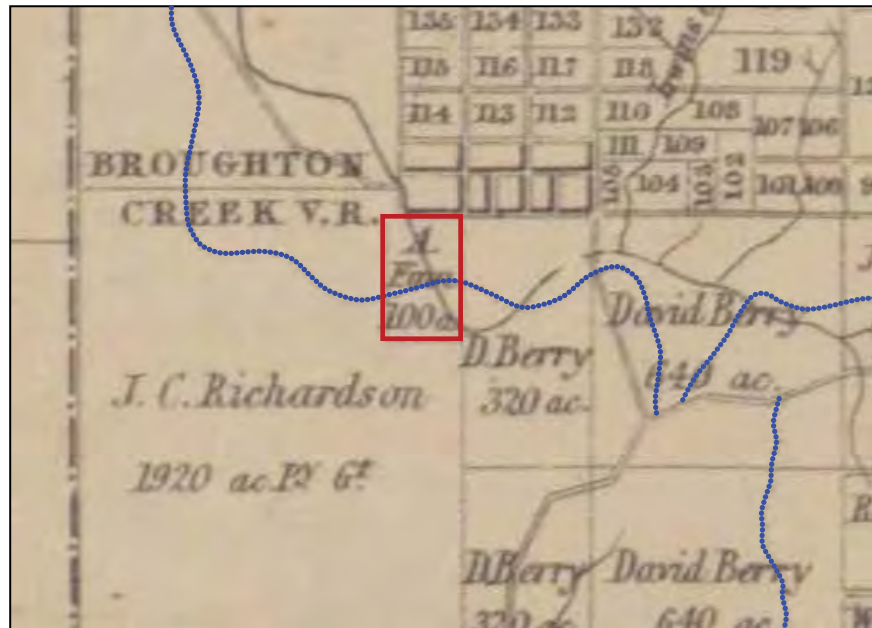
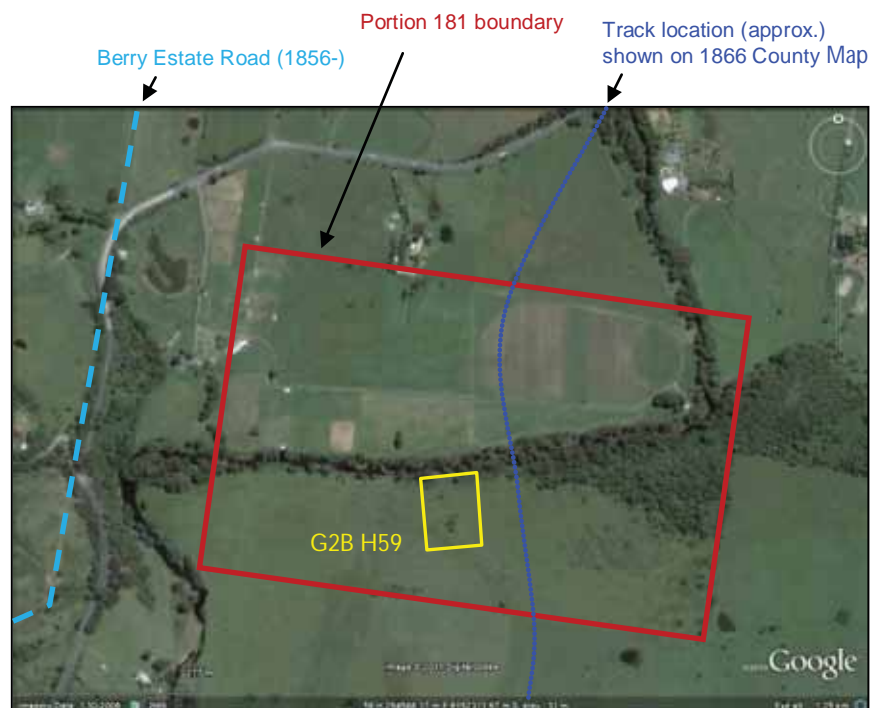


Figure G.217
Location of G2B
H59 relative to
former portion 181
boundary and
nineteenth century
tracks and roads
(2006 aerial photo,
Google Earth Pro
2011)



G.5 Miscellaneous sites types

Recording ID: G2B H61

GDA Map Reference:

292261.6150863

Name/Description: **Quarried stone
outcrop**

Cadastral Location: Lot 4 DP801512
Street address: A350 Princes Highway
Broughton

Item/Site Type: Quarried rock outcrop

Context/setting: This site consists of a natural sandstone outcrop exposed within the bed of a minor tributary streamline. The outcrop forms three benches over which the stream forms a cascade, approximately two metres in total fall. The stream drains roughly southwest into Broughton Creek. The rock exposure is situated on south facing basal slopes within the Broughton Creek valley.

The outcrop is situated immediately adjacent to and south of the current highway platform. A concrete highway culvert now directs water flow across the rock outcrop.

It is probable that sandstone exposures of this nature, and in this low valley context, are relatively rare across the region.

Description/fabric: The site consists of a series of three rock benches which display evidence of quarrying along their roughly vertical edges. Quarrying is indicated by a small number of vertical drill (or jumper) marks, and quarrying scars created by the removal of stone blocks from the leading edge of the benches (Figures 6.220 & 6.221).

Dimensions: The rock exposure extends across a creek bed interval of approximately 10 metres, and averages three metres in width.

Physical condition: The rock outcrop and quarrying features are well preserved

Integrity: The modern concrete culvert and property fenceline above the outcrop provide modern visual intrusive elements, but overall, the integrity of the quarry features and outcrops has not been compromised.

Associated features: The age of the quarrying is yet to be determined. If associated with early road construction, it may relate to the 1856 Berry Estate Road which at this point was located approximately along the current highway platform, immediately adjacent to outcrop. Remnants of the Berry Estate road have been recorded 45 metres to the northeast (G2B H22), and 240 metres to the west (G2B H19).

Current use: Natural drainage line.

Heritage listings: no current listings

Historical background/interpretation:

The age of the stone quarrying evidenced at this site is yet to be determined. There are a number of alternative interpretations of the quarrying activity:

1. Early quarrying related to the construction of the 1856 Berry Estate Road (which followed the current highway alignment at this location. Procured stone may have been used for the construction of a culvert or gutter.
2. Quarrying related to the construction of the later 1870s highway alignment, or for later upgrading or maintenance of this road.
3. Quarrying unrelated to the adjacent road, and most probably associated with construction of piers and foundations for local homesteads.

Figure G.218 General view of quarried outcrop, during rain event, looking N



Figure G.219 View of upper rock ledge with area of drill or jumper mark indicated, looking N



Figure G.220 Detail of drill or jumper mark (yellow dotted line) and quarried edge (blue dotted line) evident on upper ledge, looking NW



Figure G.221 drill or jumper mark (yellow dotted line) and quarried edge (blue dotted line) evident across the second ledge



Recording ID: G2B H62

**GDA Map Reference: 289862.6149907 to
289819.6149672**

<i>Name/Description:</i>	Avenue of Mature Poplar Trees	<i>Cadastral Location:</i>	Woodhill Mountain Road easement <i>and/or</i> : Part Lot 24 DP5270 Lot 8 DP1040653
		<i>Street address:</i>	76 Woodhill Mountain Road Berry
<i>Item/Site Type:</i>	Avenue of mature Poplar Trees, Woodhill Mountain Road		

Context/setting: This avenue of trees is located on the east side of Woodhill Mountain Road between its intersection with the Princes Highway and just north of the Bundewallah Creek bridge. The terrain consists of relatively level valley floor flats and flood plain.

Description/fabric: The description of this avenue in Schedule 7 of the Shoalhaven LEP 1985 specifies nine Lombardy poplars (*Populus nigra*). The Shoalhaven Heritage Inventory includes a sketch of the avenue which makes it clear that only the nine mature poplars at the southern end of Woodhill Mountain Road are included. These trees are around 40 to 50 years old. They are absent in 1958 aerial photography, and appear as nine (only) trees in 1986 and 1992 aerial photography (NSW 2625-138 XD15 7 March 1986; NSW 3108-205 ACD15 8 Nov 1992).

Sometime after 1992, several phases of poplar tree planting are in evidence, forming avenues on both sides of Woodhill Mountain Road, north from Bundewallah Creek bridge, up to the driveway of Broughton Mill Farm Guesthouse (almost as far as the intersection with Bong Bong Road). There are twenty eight on the western side (of varying ages), and forty six on the eastern side, many very young, especially towards the northern end. Many of the trees on the eastern side of the road have been cut to protect overhead powerlines.

The mapping of heritage items associated with the 1985 Shoalhaven LEP and Draft 2009 Shoalhaven LEP includes all of the poplar trees along Woodhill Mountain Road between the Princes Highway and Bong Bong Road. This is contrary to the specification of nine trees in the Schedule, and the mapping in the Shoalhaven Heritage Inventory. As a consequence, the definition of this LEP listed heritage item is unclear. This assessment has adopted the Schedule definition and includes only the area of the original nine plantings.

Since 1992, two of the original trees have fallen and are no longer extant. Another example, the southernmost, has recently died but remains standing.

Dimensions: The original nine trees created an avenue 244 metres long. The total length of the avenue, including the additional plantings to the present time is 760 metres. The Shoalhaven Heritage Inventory states that the average height of the original poplars is 25.6 metres, and average canopy diameter is four metres.

Physical condition: Of the remaining seven of the original nine trees (from the original Schedule citation), one is dead and standing, and the remaining six, alive and standing. The health and vigour of some of the live trees may be compromised, as evidenced by the gradual attrition of three trees since 1992. These losses may be due in part to strong winds, but may also relate to structural instability and disease.

Integrity: Due to past and recent tree losses, the remaining avenue formed by the original trees presents an incomplete and irregularly spaced avenue. The original avenue appears to have had a planting interval of approximately 12 metre.

Associated features: -

Current use: Roadside tree avenue, which presents a landscaped entry and departure from Berry.

Heritage listings: Shoalhaven LEP 1985 (as amended) Schedule 7
Shoalhaven Heritage Inventory

Historical background/interpretation:

The original tree avenue appears to have been planted in the 1970s.

**Figure G.222 General view
of poplar avenue, looking
S from the bridge over
Bundewallah Creek**



**Figure G.223 View looking
N from the Bundewallah
Creek bridge. Note the
northern most of the
mature poplars at the near
end of the avenue**



Figure G.224 View, looking W at the same section of tree avenue shown in the figure above. Note the northern most of the mature poplars situated at the left end of the avenue shown in this picture



Figure G.225 View looking SW towards Bundewallah Creek in the late 1890s. No poplars are evident at this time along Woodhill Mountain Rd (then known as Broughton Vale Rd) and appear not to have been a feature of the roadscape until the second half of the twentieth century (“Town of Berry from Stewarts Hill” Government Printing Office , 1898 State Library of NSW d1_12472r.jpg; also Wollongong Library)



Recording ID: G2B H63

GDA Map Reference:

288189.6149433

Name/Description: **Mark Radium Park**

Cadastral Location: Lot 1 DP925241

Street address: Victoria Street
Berry

Item/Site Type: Mark Radium Park

Context/setting: Mark Radium Park is located at the intersection of Victoria Street and the Princes Highway, at the western margin of the town grid of Berry. The Park is located on southeast facing, low gradient basal slopes of a low spur which extends in a south-easterly direction from Berry Mountain. A small intermittent tributary stream traverses the southwestern corner of the park.

Description/fabric: The park serves as a general recreation and rest area and includes: a public toilet block, gas BBQ, shelter and picnic furniture, car parking bays on a looped single entrance gravelled track, a shallow ornamental pond retained by a low masonry dam wall, landscaped and planted grounds, walking paths and seats.

The trees and other plantings in the park follow a local area native theme. All but a small number of the established trees are relatively young. An arboretum of local endemic species has recently been established at the northern upslope end of the park.

The name of the park commemorates a local champion show ring pony named "Mark Radium", owned by Jack McGee. An outline of the pony's story is provided on a park sign (Figure G.226). The pony held high jump records at Adelaide, Albury and Melbourne (1938) and between 1947 and 1955 competitions was beaten only once. He was 23 in his last year of competition (1955). Although Mark Radium was foaled in 1932 at Taree, he was stabled at Berry during non-competitive times.

Dimensions: Approximately 170 x 107 metres

Physical condition: Good condition – eastern abutment of pond wall is leaking.

Integrity: not applicable

Associated features: -

Current use: Community space - public recreational park and rest area

Heritage listings: Shoalhaven LEP 1985 (as amended) Schedule 7

Draft Shoalhaven Local Environmental Plan 2009 – Schedule 5

Shoalhaven Heritage Inventory

Historical background/interpretation:

The park was initially developed by the Berry Apex Club and some years later handed over to the Shoalhaven Shire Council. The park continues to be developed with the aid of Landcare grants and community volunteers.

The park was established on the site of the old pound.

Figure G.226 View of park sign at southern entrance to park



Figure G.227 Park area (blue line) relative to 1958 aerial image (SHI Dapto-Ulladulla NSW Run GK11 699-5039 23/07/58)



Figure G.228 Park area on 2006 aerial image (Google Earth Pro 2011)



Recording ID: G2B H54

GDA Map Reference:

**296197.6152799 to
296152.6153045**

Name/Description: **Dry Stone Wall**

Cadastral Location:

Lot 2 DP224377

Street address:

455 Princes Highway
Broughton Village

Item/Site Type: Dry stone wall, Toolijooa Ridge

Context/setting: This site consists of a section of dry stone wall located approximately along the western (upslope) boundary of the current highway easement where it traverses the upper slopes of the Toolijooa Ridge.

Description/fabric: Access to the wall is currently severely limited by dense overgrowth. As a consequence, the remaining length of the wall and its condition over that interval remains to be confirmed. The wall is accessible and visible in only a small number of places.

Based on limited observation, and an interpretation of the contouring of the densely vegetated western side of the highway easement, it is possible that an approximately 230 metres section of wall may be present. The wall appears to vary in height above the road, from roughly level or below at its southern end, where it appears to end at a small gully, and up to three metres above mid way along its possible length.

Based on observations at its southern end, the wall appears to have been constructed using the 'double dyke' technique which is characteristic of the Kiama and Foxground walls (Figures 6.229 & 6.234). The wall is currently acting as a partial retaining wall, with a substantially higher ground level on the upslope side. It is unclear however if the wall was constructed with this function in mind, or downslope soil creep has created this effect.

Dimensions: The base of the wall is approximately 1.0 metres to 1.2 metres wide and the height roughly 1.1 metre. The confirmed length of wall is in the order of 100 metres. The potential surviving length is around 230 metres.

Physical condition: Areas of partial collapse and missing copestones are noted. The full condition of the wall remains to be documented. The wall is no longer relied upon to define or enforce an enclosure.

Integrity: Yet to be determined.

Associated features: -

Current use: Disused, partially ruined

Heritage listings: The Kiama Municipal Council considers that all dry stone walls within the Kiama Local Government Area are included within a listed item for 'dry stone walls' on Schedule One (Items of Environmental Heritage) of the Illawarra Regional Environmental Plan No. 1 (first gazetted in 1986) (pers. comm.. Andrew Knowlson, Director of Environmental Services, Kiama Municipal Council, 5 Oct 2011). This Schedule listing consists of: 'Dry stone walls, Jamberoo, Dunmore and Foxground Areas, Kiama.' Given the reference to specific areas, the degree to which this definition is inclusive or exclusive of walls elsewhere across the Kiama LGA remains ill-defined.

The Draft Kiama LEP 2010 (Kiama Heritage Inventory), contains an inclusively defined item for all 'stone walls' in the Kiama Local Government Area.

Historical background/interpretation:

The following historical outline has been drawn from Mayne-Wilson 1998, 2000; and RTA Environmental Technology 2006).

As part of the land clearing process, loose and surface rock was often removed and d. Where the collected rock was of a suitable quality, this practise provided a ready resource for early landowners to define property boundaries and enclose sections of their properties through the construction of dry stone walls. The earliest examples were probably built using convict labour or by early farmers in the 1840s lacking technical knowledge of dry stone wall building. As a result, it is expected that few walls of this period have survived (Mayne-Wilson 1998: 2).

The earliest skilled stone wall builder in the Kiama region is recognised as being Thomas Newing (1832 – 1927), who arrived from Kent in 1857 aged 22. Newing was taught stone wall building by Mr W. Cook of Longbrush (south of Kiama), and built his first wall in Foxground that same year. He soon perfected the 'double dyke' or twin skin technique of dry stone wall construction, and after 18 months began to undertake work independently throughout the region, having been said to have surpassed the skills of Mr Cook (Mayne-Wilson 1998: 3). This method, which is well distributed throughout Kiama, consists of two walls leaning toward each other (in an A-frame), with smaller stones used as infill, and heavier coping stones laid on top to bind the walls together (Figure G.229). The walls were generally built for the demarcation of property alignments, both along roads and Lots, as well as internal subdivisions.

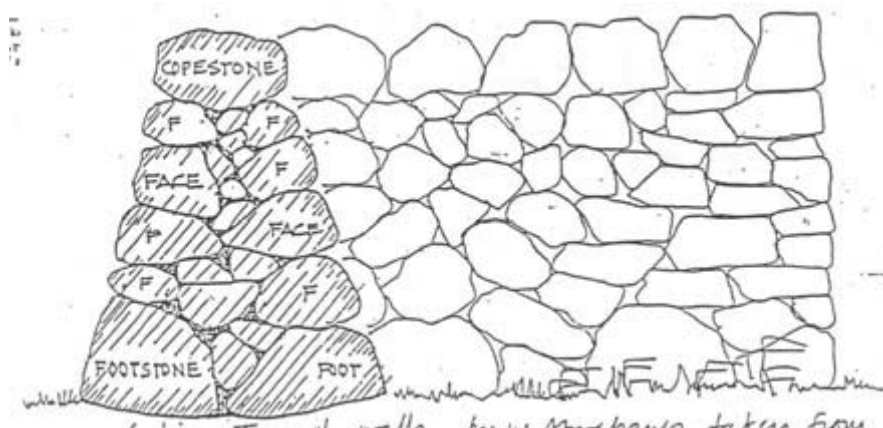


Figure G.229 Diagram illustrating the typical form of a 'double dyke' dry stone wall (from Register of the National Trust inventory listing for 'Dry Stone Walls Conservation Area' Kiama, In RTA Environmental Technology 2006)

From an account in the Sydney Morning Herald (24th March 1936), Newing's son Thomas, recounted that following the successful construction of a stone wall for Mr Joseph Pike of Kiama, his father sought to master the trade, and later became an expert at it. He was noted for his skill in manipulating the local stone and for his ability to interlock the facing stones to attain maximum stability and strength. Having generated interest from local landowners, Newing continued to construct walls around Kiama with his son until 1917, aged 85. Newing Jr stated that his father was responsible for the creation and/or overseeing of 95% of the stone walls in Kiama, with other wall builders of the time, Prott and Dietz, unable to compete to the same degree (Mayne-Wilson 1998: 16).

Stone walls were built extensively until 1880, when wire became cheaply available for fencing.

In a 2000 study commissioned by the Kiama Shire Council, Mayne-Wilson and Associates aimed to locate, record and assess the heritage values of every wall within the Shire. Over a three month period 379 walls were located and recorded (Mayne Wilson and Assoc 2000). Five different types of walls were identified:

- Roadway boundaries.
- Lot and paddock boundary fences (the most numerous).
- Holding yards (often found surrounded by stands of cultural plantings).
- Retaining walls (uncommon).
- modern examples (including town markers and private constructions in suburban subdivisions).

The G2B H54 wall has not been formally recorded before and does not appear in the inventory of known walls within the Mayne-Wilson 2000 study. It is the only dry stone wall as yet to be formally recorded on the Toolijooa Ridge. Given the surface geology of the ridge crest, there is potential for other dry stone walls to be present, although no obvious examples are visible on aerial photography (including the G2B H54 example).

The alignment of the G2B H54 wall along the upslope boundary of the highway easement suggests that it served as a roadway boundary. An alternative, or additional function, would be as a retaining wall on this steep slope. The close association with the current highway corridor provides a maximum age of approximately the 1870s - the period when the current highway alignment, replaced the Berry Estate Road, which is situated on the spur crest some 80 metres to the south. The construction of this wall may have been a component of the 1870s highway alignment, or subsequently sponsored by the Berry Estate for a leasehold farm, or by a freehold farmer following the sale of the farm around the turn of the twentieth century.

These potential time frames place construction within the active career of Thomas Newing, however further research and site recording is required before this wall can be linked with the Newing legacy.

Figure G.230 General view of the Princes Highway corridor, just east of the Toolijooa Ridge crest, looking S. A dry stone wall, obscured by vegetation, is located approximately along the western road easement boundary (yellow dotted line)



Figure G.231 General view of the Princes Highway corridor, east of the Toolijooa Ridge crest, looking NW. A dry stone wall, obscured by vegetation, is located approximately along the western road easement boundary (yellow dotted line)



Figure G.232 Extract from 1890s map of the northern Berry Estate, with an overlay of the approximate location of the G2B H63 dry stone wall (blue line). The condition and extent of the northern end of the wall is yet to be determined ('Part of the Berry Estates, Parishes of Broughton and Coolangatta, County of Camden' original at State Library of NSW, M_Ser4_000_1_MLMSS315_Map 17)



Figure G.233 Detail of dry stone wall , looking NW from near the southern known extent of the wall. Note partial collapse in foreground and large foot stones



Figure G.234 Detail of dry stone wall , looking NW from near the southern known extent of the wall. . Note clear double-dyke technique and higher ground level on upslope side of fence



G.6 Movable items

Recording ID: G2B H60

GDA Map Reference:

294536.6152562

Name/Description: **Skid mounted
work-site shed**

Cadastral Location: Lot 9 DP3344
Street address: 161 Princes Highway
Broughton Village

Item/Site Type: **Skid mounted work-site shed**

Context/setting: This recording is a movable (towable) shed, currently located at the rear (southeastern end) of the Greystanes Lodge farmhouse, 161 Princes Highway, Broughton Village.

Description/fabric: The shed consists of a rectangular sawn hardwood stud frame clad with corrugated iron on the exterior walls and roof (painted green), and masonite panelling on the interior (painted cream). The floor is hardwood boards. The roof has a single slope, elevated on the door side. A single window is set on one side, opposite a ply and cross-boarded single door. The window is protected by a metal grid mounted over the exterior of the window. Two cupboards (now missing doors and shelves) have been installed into the two corners on the right side of the door, and a bench top spans the two cupboards.

Two hardwood skids, separated and supported by two horizontal metal supports and a diamond configuration of angle iron, have been attached to the floor beams parallel to the long axis of the shed

Use of the shed in the past as a horse bridle and tackle shed has been accompanied by the fixing of multiple wooden boards around the walls to fix nails and hooks for hanging items.

Dimensions: The shed has approximate dimensions of 2.3 x 3m and up to 2.3 metres high

Physical condition: The shed is in relatively good condition with the exception of some missing and torn sections of the masonite cladding on the interior (window) wall and, all of the ceiling cladding. A limited amount of paint and spirit felt tip pen graffiti is evident on the interior walls. Some related to the recent use as a horse tackle shed.

Integrity: The cupboards installed into two corners of the shed and associated bench appear to be contemporaneous with the construction of the shed. Apart from the superficial addition of wall boards to affix hooks and nails, there does not appear to have been major additions or renovations to the shed. The original exterior swing bolt door latch has been replaced for a larger example.

Associated features: -

Current use: Ad hoc storage (especially for swimming pool equipment and supplies.

Heritage listings: no current listings

Historical background/interpretation:

Masonite was invented in the USA in 1924 and production started in 1925. It was licensed for production in Australia and became available from 1931 (<http://www.fundinguniverse.com/company-histories/Masonite-International-Corporation-Company-History.html>; <http://mileslewis.net/australian-building/pdf/05-timber-frame/5.11%20bldg%20boards.pdf>).

The 1930s are thus a maximum age for this structure. It is considered likely that by the 1960s metal framed and prefabricated sheds would have replaced this form. The utilitarian character of this structure, including the window grill, and absence of air vents, suggests a function as a storage or low frequency works shed/site office for a building site or other industrial activity area. The installation of skids points to a need for flexibility in positioning and ease of re-location. These all point to an original function as an on-site work shed or office at a construction site or depot. Skids are still used on work sheds today.

The materials, construction, colour, fittings all suggest a 1940s or 50s origin.

Figure G.235 Exterior of shed and door side, viewed from a corner



Figure G.236 Detail of metal grid over window



Figure G.237 Detail of the metal cross bracing between the wooden skids and floor



Figure G.238 Interior views, showing interior of door and cupboards and bench constructed at one end.



Figure G.239 Interior view showing damage to interior wall cladding and addition of wall boards for hanging items



Figure G.240 Detail of wood skid mounted below floor (door side)



Appendix H

Detailed significance assessment

Detailed significance assessment

H.1 Nineteenth century road remnants

Recording ID:	G2B H19, 22, 23, 27, 30 & 55	Name/Description:	Remnants of Berry Estate road (c.1856 – 1870s)
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Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The nineteenth century remnants of the Berry Estate road are examples of a former transport corridor that was locally important as the first north-south communication route that moved inland and bypassed Seven Mile Beach. These remnants are also important as an example of a private road that was distinctive in its use of long straight sections, which often traversed steep spurs and ridges without apparent regard for the consequentially steep gradients. The Berry Estate road is also important as a transport corridor that has in many places been retained to the present day by the current Princes Highway alignment.

The six remnants (G2B H19, 22, 23, 27, 30 and 55) of this road identified in the course of this project are all assessed to be of local importance against *criterion a*.

Criterion (b): strong or special association with the life or works of a person, or persons

The remnants of the Berry Estate road have a strong association with Messrs Alexander and David Berry, who were instrumental in the private construction of this road. Alexander and David were also of local importance due to their prominent role in European settlement. They were key figures in the nineteenth century development of the lower Shoalhaven through their development and promotion of their estate lands. This included the establishment of private towns, promotion of local industry and development of agricultural infrastructure.

The six remnants (G2B H19, 22, 23, 27, 30 and 55) of this road identified in the course of this project are all assessed to be of local importance against *criterion b*.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The nineteenth century remnants of the Berry Estate road are not of importance in terms of demonstrating aesthetic characteristics or a high degree of technological or creative achievement. These items are assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the remnant sections of the Berry Estate road. These items are assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The remnant sections of the Berry Estate road have the potential, both individually and as a group, to yield information that would contribute to an understanding of nineteenth century road construction and use. In particular, these items have the potential to provide insights into the nature of what was once a ubiquitous road type, but for which relatively little information or evidence is readily available.

A combination of archaeological excavation and survey could potentially provide information on road dimensions, pavement types, methods of construction, drainage and other aspects of design, phases of modification and site chronology.

While all six of the road remnants identified in the course of this project are assessed to have local significance against *criterion e*, it is noted that items G2B H23, 27 and 30 are all particularly good examples with relatively good integrity.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Examples of nineteenth century private roads are a relatively little known site type. Moreover, the once ubiquitous bullock dray roads that provided one of the primary transport routes between many nineteenth century settlements are rarely preserved/identified. It is also unusual to be able to identify a series of road sections such as these that can all be traced to the same road alignment at a fairly discrete period in time.

The six remnants (G2B H19, 22, 23, 27, 30 and 55) of this road identified in the course of this project are all assessed to be of local importance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The remnant nineteenth century road sections are important as local examples of bullock dray routes; they are also locally important as examples of the private road established by Alexander and David Berry across the Berry Estate. Item G2B H23 is of note as the longest and best conserved example identified. G2B H27 is notable for containing a series of straight section, which are characteristic of the Berry Estate road. G2B H30 is important as an example that demonstrates both shallow road cuttings and well defined sections of road with side ditches. G2B H55 notable as a remnant that is easily discernible due to the significant relief of its features.

Four (G2B H23, 27, 30 and 55) of the six remnants of this road identified in the course of this project are assessed to be of local importance against *criterion g*. Items G2B H19 and 22 are assessed as not having significance against this criterion.

Assessment of constituent elements

Element	Grading	Justification
G2B H19	Moderate	Comprises vestigial remnants
G2B H22	Moderate	Is a relatively small section that is used as a modern track - contributes to the overall significance of this group of items.
G2B H23	High	Large, well conserved remnant
G2B H27	High	Series of original characteristic straight segments
G2B H30	High	Well preserved road section that displays side ditches and varying ground relief
G2B H55	High	Readily discernible road remnant

Statement of heritage significance:

The remnant sections of the nineteenth century Berry Estate road are representative and relatively rare examples of a transport corridor that was locally important as a private road and as the first inland route that bypassed Seven Mile Beach.

These road remnants have a strong association with Messrs Alexander and David Berry, who were of local importance due to their prominent role in European settlement. They also display the potential to yield information, through archaeological excavation and survey, that would contribute to an understanding of nineteenth century road construction and use.

H.2 Twentieth century highway remnants

Recording ID:	G2B H12, 15, 18, 20, 21, 24, 26 & 57	Name/Description:	Remnant portions of twentieth century highway
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Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The section of remnant highway at G2B H26 was established in the late nineteenth century; it replaced the 1856 Berry Estate road and was in use until the 1930s. This item encompasses a corner that was known as "Binks' Corner", a danger spot that was eventually bypassed in 1936. This recording is locally important as an example of significant changes to the road network, including modifications in response to dangers for motorised transport on a road initially developed for non-motorised transport.

Item G2B H26 is assessed as being of local significance against *criterion a*.

Items G2B H12, 15, 18, 20, 21, 24 and 57 are assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The remnant highway at G2B H26 is directly linked to a family of local importance: the Binks Family. The name, T. Binks, presumably Thomas Binks, is listed on an 1890s map as the tenant farmer of 128 acres of upper catchment slopes within the Berry Estate. The Binks' were also a large family who made a lasting contribution to the local and wider community through the dairy industry. The link between the Binks family and G2B H26 is demonstrated by the fact that the tight corner within this remnant portion of highway is known as "Binks' Corner"; it owes its name to its proximity to the Binks Family property, *Sedgeford* (G2B H24).

Item G2B H26 is assessed as being of local significance against *criterion b*.

Items G2B H12, 15, 18, 20, 21, 24 and 57 are assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The twentieth century highway remnants are not of importance in terms of demonstrating aesthetic characteristics or a high degree of technological or creative achievement. These items are assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the remnant sections of the twentieth century highway. These items are assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

Items G2B H20, and 21 are remnant sections of the 1930s highway that appear to be relatively well preserved. It is likely that further investigation, such as archaeological survey and excavation, would contribute to an understanding of construction standards and tolerances of a main road corridor from the first half of the twentieth century.

Similarly, G2B H26 appears to be a well preserved and relatively extensive section of road. Further investigations at this item may reveal whether culverts exist in association with the creek crossings, and if any original road surface has survived, which would in turn contribute to an understanding of early twentieth century highway design and construction.

Items G2B H20, 21 and 26 are assessed as being of local significance against *criterion e*.

Items G2B H12, 15, 18, 24 and 57 are assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Items G2B H15 and 26 are both notable for their rarity. G2B H15 is unusual as a portion of the early twentieth century highway (alignment formalised in the 1880s) that is preserved as a sealed section of road that, while no longer part of the Princes Highway, remains in use for access to private properties. This item retains many features of the 1950s highway easement.

The recording G2B H26 is unusual as a relatively well preserved example of an early twentieth century danger spot on the highway. It is rare to have an extant section of road that is directly associated with a fatal accident from the early years of motorised transport.

Items G2B H15 and 26 are both assessed as being of local significance against *criterion f*.

Items G2B H12, 18, 20, 21, 24 and 57 are assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The remnant sections of twentieth century highway at G2B H15 and 26 are important in demonstrating the principal characteristics of late nineteenth century road alignments and early twentieth century road design and construction (specifically the characteristics of 1930s (G2B H26) and 1950s (G2B H15) highway easements). As outlined above, these items are relatively rare, which adds to their importance as items that display these characteristics.

Items G2B H15 and 26 are assessed as being of local significance against *criterion g*.

Items G2B H12, 18, 20, 21, 24 and 57 are assessed as not having significance against this criterion.

Assessment of constituent elements

Element	Grading	Justification
G2B H12	Little	Poorly preserved, difficult to interpret
G2B H15	Moderate	Well preserved section of road that displays elements of the 1950s highway easement.
G2B H18	Little	Poorly preserved, difficult to interpret
G2B H20	Moderate	Relatively well preserved corner from the turn of the century; has the potential to contribute to overall understanding of the twentieth century highway.
G2B H21	Moderate	Relatively well preserved corner from the turn of the century; has the potential to contribute to overall understanding of the twentieth century highway.
G2B H24	Little	Poorly preserved, difficult to interpret
G2B H26	High	Well preserved section of road that is integral to the overall significance of this group of items.
G2B H57	Little	Poorly preserved, difficult to interpret

Statement of heritage significance:

The twentieth century road remnants comprised by the recordings G2B H15, 20, 21 and 26 form an important example of elements of early twentieth century highway design, construction and modification.

In particular, G2B H26 is important in the course of local highway upgrades; it is also directly associated with the Binks, an early tenant farming family that is of importance due to its involvement with the development of the local dairy industry.

Items G2B H20, 21 and 26 all have the potential to yield information regarding standards in early twentieth century road design and construction, and G2B H15 and 26 are notable in terms of their rarity and representativeness.

Remnant recordings G2B H12, 18, 24 & 57 all fall below the threshold of significance defined in the assessment criteria.

H.3 Standing buildings and structures

Recording ID: G2B H10

Name/Description: Cottage (72 North St. Berry)

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The cottage at G2B H10 was not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The cottage at G2B H10 does not have strong or special association with the life or works of a person or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The cottage at G2B H10 is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the cottage at G2B H10. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The cottage at G2B H10 does not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Early twentieth century cottages such as the one at G2B H10 are a relatively common site type. There are numerous local examples of such buildings. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The cottage at G2B H10 is not a good example of its type, it has few original exterior materials or features. This item is assessed as not having significance against this criterion.

Statement of heritage significance:

The cottage at G2B H10 does not meet any of the significance criteria. This item falls below the threshold for heritage listing.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The house at G2B H11 was not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The house at G2B H11 does not have strong or special association with the life or works of a person, or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The house at G2B H11 is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the house at G2B H11. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The house at G2B H11 does not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The house at G2B H11 is not rare or uncommon. There are numerous local examples of Federation period farms. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The *GlenDevan* house is a well conserved example of Federation architecture and it is representative of accommodation constructed late in the history of the Berry Estate. As such, G2B H11 is important in demonstrating the principal characteristics of a Federation period tenant farm house on the Berry Estate.

The house at G2B H11 is assessed as having local significance against *criterion g*.

Statement of heritage significance:

The *GlenDevan* house (G2B H11) is of local significance as a representative example of Federation period housing on the Berry Estate.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The overseer's cottage at G2B H13 was not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The overseer's cottage at G2B H13 does not have strong or special association with the life or works of a person or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The overseer's cottage at G2B H13 is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the overseer's cottage at G2B H13. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The overseer's cottage at G2B H13 does not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The overseer's cottage at G2B H13 is not rare or uncommon. There are numerous local examples of early twentieth century cottages. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

With the exception of the enclosed verandah, the overseer's cottage at G2B H13 is in original condition. It is a very good example of an early twentieth century, horizontal weatherboard cottage and is typical of an overseer's cottage from this period.

The Burnett Estate Overseer's Cottage at G2B H13 is assessed as having local significance against *criterion g*.

Statement of heritage significance:

The Burnett Estate Overseer's Cottage at G2B H13 is a well preserved and locally representative example of an early twentieth century weatherboard overseer's cottage.

Analysis against significance criteria*Criterion (a): important in the course, or pattern, of cultural history*

Mananga Homestead is of local historical importance as the former residence for the Berry Estate Manager. It was a key component of the Berry Estate and as such is of integral importance to the course of the history of the estate.

This item is also of local importance as a component of the development and operation of Broughton Creek village.

G2B H16 is assessed to be of local significance against *criterion a*.

Criterion (b): strong or special association with the life or works of a person, or persons

The original 'Mananga Cottage' was built for William Stewart, who was an individual of local importance. He was an acquaintance of David Berry and he helped control the Berry Estate through his role as first Commissioner of Peace for the Broughton district. William's brother, Donald, was the first Post Master at Berry, the Post Office being 'Old Mananga Cottage'.

William's son John purchased the Mananga land following the break-up of the Berry Estate. He built the existing 'Mananga Homestead', within which he set up his office as the first registered auctioneer in NSW.

William and John were also both involved in the formation of the Municipality of Broughton Creek and Bomaderry and the establishment of the local Agricultural Society and the School of Arts.

The Mananga homestead remained in the ownership of the Stewart family until 1992.

Due to this item's association with the Stewart family, and in particular William, Donald and John, G2B H16 is of local significance against *criterion b*.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

Mananga Homestead has landmark qualities and is important in demonstrating a Federation Queen Anne homestead with Art Nouveau character within in a mature garden setting.

G2B H16 is assessed as being of local significance against *criterion c*.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the Mananga Homestead complex at G2B H16. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

G2B H16 comprises a series of buildings that relate to a variety of activities and phases of occupation from the nineteenth century through to the present day. The site also includes traces of water race for the 1830s Berry Estate saw mill.

Further investigation in the form of archaeological survey and excavation would be likely to yield information that would contribute significantly to an understanding of the history and development of Mananga homestead, Broughton Village, the Berry Estate mill and the Berry Estate as a whole.

Mananga Homestead is assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The Mananga homestead complex is not rare or uncommon. There are numerous local examples of late nineteenth to early twentieth century homesteads. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The Mananga homestead complex demonstrates the principal characteristics of a site that has been occupied and modified over various phases since the early nineteenth century, including an accretion of outbuildings and a shift in location of the main house from 'Mananga Cottage' to the current 'Mananga Homestead'. The current homestead is also an excellent example of a Federation Queen Anne style house with Art Nouveau character.

G2B H16 is assessed as being of local significance against *criterion g*; it is representative of its type.

Assessment of constituent elements

Element	Grading	Justification
Old Mananga	Exceptional	An integral component of the complex that is linked to William, Donald and John Stewart.
Mananga Homestead	Exceptional	An excellent example of its type, readily interpretable, directly linked to John Stewart.
Outbuildings	Moderate	Important in understanding the site complex as a whole, not of direct heritage significance on their own
Mill race deposits	High	An important component of the complex that has direct potential to yield information.

Statement of heritage significance:

The Mananga Homestead and the broader site complex are of local historical importance due to their role in the course of the history and development of the Berry Estate and Broughton Creek Village. Mananga Cottage and Mananga Homestead are both directly linked to important members of the Stewart Family, and as such have a strong and special historical association.

The complex as a whole, and the Mananga Homestead in particular, display landmark qualities and are important in demonstrating aesthetic characteristics of a Federation period homestead. The site also has the potential to yield information that would contribute significantly to an understanding of the history of and development of the site, the Berry Estate and Broughton Creek Village. Of particular note is the existence of traces of the water race from the 1830 Broughton Creek saw mill.

This item is also locally representative of a complex with multiple phases of occupation and a Federation Queen Anne style farm house with Art Nouveau character.

Analysis against significance criteria*Criterion (a): important in the course, or pattern, of cultural history*

The *Hillview* homestead is not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The *Hillview* homestead does not have strong or special association with the life or works of a person, or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The *Hillview* homestead is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the *Hillview* Homestead. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The homestead at *Hillview* is an example of a relatively early vertical slab 'L' shaped house from the Berry Estate. It is likely that archaeological/architectural survey of the building, and possibly even excavation of associated deposits, would yield significant information regarding the construction techniques, influencing styles, and occupation phases. Investigations of this nature would contribute to an understanding of the organisation and operation of the Berry Estate as well as the living conditions and social status of tenant farmers.

G2B H17 is assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

This item is a well preserved example of an early slab house from the Berry Estate. While the sites of structures of a similar age are known to occur locally (eg G2B H52), examples of extant buildings such as this, particularly slab structures, are rare.

G2B H17 is assessed as being of local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The *Hillview* homestead is a relatively well preserved example of a vertical (sawn) slab homestead with hipped roof and five original rooms on a revered 'L' shaped plan with kitchen forming the back wing. It is characteristic of a Scottish style of house layout that appears to be associated with the Berry Estate.

This item is assessed as being of local significance against *criterion g*.

Statement of heritage significance:

The *Hillview* homestead is a locally rare and representative example of a mid-nineteenth century slab house from a Berry Estate tenant farm. It is characteristic of a Scottish style of house layout and it has the potential to contribute, through archaeological survey/excavation to an understanding of organisation and operation of the Berry Estate as well as the living conditions and social status of tenant farmers.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The *Sedgeford* homestead and gardens were not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The *Sedgeford* homestead and gardens were established by Thomas Binks and Mary Hetherington. The Binks' were a large family who made a lasting contribution to the local and wider community through the dairy industry. All of Thomas and Mary's daughters were married in the front room of the homestead.

This item is assessed as having local significance against *criterion b*.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The *Sedgeford* homestead and gardens are not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the *Sedgeford* homestead and gardens. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The *Sedgeford* homestead and gardens do not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The *Sedgeford* homestead and gardens form a relatively common site type. There are numerous local examples of Federation period farms. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

While the *Sedgeford* homestead and gardens are not a rare site type, G2B H25 is representative of an early twentieth century dairy farm in association with a disused highway alignment; it retains well preserved examples of the Federation period homestead and the associated gardens.

G2B H25 is assessed as having local significance against *criterion g*.

Statement of heritage significance:

The *Sedgeford* homestead and gardens have a strong and special association with the Binks Family, a well-known local family who have, since the beginning of the twentieth century, made a lasting contribution to the local and wider community through the dairy industry.

G2B H25 is representative of an early twentieth century dairy farm in association with a disused highway alignment; it retains well preserved examples of the Federation period homestead and the associated gardens.

Analysis against significance criteria*Criterion (a): important in the course, or pattern, of cultural history*

The Brookside homestead was not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The Brookside homestead comprises two salvaged structures, one of which appears to be from portion 181, a 100 acre block associated initially with Anthony Finn and later with Dicky Woods. Anthony Finn was an individual of local importance as someone granted land, due to his role in the apprehension of a bushranger, in an area dominated by larger estates. The element of the homestead that originates from portion 181 appears to date to the mid to late nineteenth century, and as such is unlikely to be the original Finn residence; it is more likely the residence of Dicky Woods, who does not have the same level of local importance.

On the basis of the available information from research and field survey, G2B H28 cannot be definitively assessed against this criterion. It appears unlikely to be of significance against *criterion b*, however this may be revised if stronger link can be established between this site and Anthony Finn.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The Brookside homestead is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the Brookside homestead. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The sandstone retaining walls and earth platforms that mark the location of former structures and yards, notably in association with a former dairy, and a former structure on slopes to the south of the tributary stream at G2B H28 have the potential to yield information, through archaeological excavation and survey, that will contribute to an understanding of the history of the local dairy industry.

The Brookside homestead comprises two salvaged structures, one of which appears to be from portion 181, a 100 acre block associated initially with Anthony Finn and later with Dicky Woods. This portion is somewhat unique in the local area as an example of an early small farm that was not a tenant farm of one of the larger estates. As such, investigation and analysis of the Brookside homestead's constituent elements, in particular the section from portion 181, may yield information that will help in interpretation of deposits at G2B H59.

The Brookside homestead is assessed as having local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The Brookside homestead is a relatively common site type. There are numerous local examples of similar early twentieth century farms. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The retaining walls, earth platform and yards associated with the former dairy at G2B H28 have the potential to be representative of archaeological remains of an early twentieth century dairy.

This item is assessed as potentially having significance against *criterion g*.

Statement of heritage significance:

The Brookside homestead comprises two salvaged structures, one of which appears to be from portion 181, a 100 acre block associated initially with Anthony Finn and later with Dicky Woods. Investigation and analysis of the Brookside homestead's constituent elements, in particular the section from portion 181, may yield information that will help in interpretation of deposits at G2B H59.

The archaeological traces of former structures, including a dairy, at G2B H28 have the potential to yield information that will contribute to an understanding of the history of the local dairy industry. They also have the potential to be representative of such a site.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The Broughton Creek Bridge was not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The Broughton Creek Bridge does not known for any strong or special association with the life or works of anyone of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The Broughton Creek Bridge embodies the design principles and construction techniques applied to modest concrete bridges during the period 1925-1948, being a sturdy structure of a standard concrete beam design, poured on site and neatly finished. The widened bridge represents an excellent adaptation to achieve a wider deck without the need for additional piers, and has retained the spacious and clean lines of the original structure, with most of the original fabric remaining unaltered, and the views to and from the structure, which allow its interpretation, have been maintained.

G2B H29 is assessed as being of local significance against *criterion c*.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the Creek Bridge. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The bridge has the ability to contribute to an understanding of heritage conservation itself and to sympathetic approaches to the continued use and adaptation of older structures.

G2B H29 is assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

This bridge is apparently unique in its method of widening which has minimised the impact of supporting the extra width on the basic structural support system.

G2B H29 is assessed as being of local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

Although widened, the bridge retains the capacity to demonstrate the key structural and aesthetic characteristics of reinforced concrete beam bridges of the period 1925-48.

G2B H29 is assessed as being of local significance against *criterion g*.

Statement of heritage significance:

The Broughton Creek Bridge's construction is associated with the grand scheme of highway improvement undertaken by the Main Roads Board cum Department of Main Roads in an attempt to bring the State's main roads up to the standard required by the modern motoring age emerging in the inter-war period. As a widened bridge, it represents the continual process of upgrading required in response to the increased volume, weight and speed of traffic on this busy highway.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The *Glenvale* homestead is not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The *Glenvale* homestead does not have strong or special association with the life or works of a person, or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The *Glenvale* homestead is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the *Glenvale* Homestead. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The homestead at *Glenvale* is an example of a relatively early vertical slab 'L' shaped house from the Berry Estate. It is likely that archaeological/architectural survey of the building, and possibly even excavation of associated deposits, would yield significant information regarding the construction techniques, influencing styles, and occupation phases. Investigations of this nature would contribute to an understanding of the organisation and operation of the Berry Estate as well as the living conditions and social status of tenant farmers.

G2B H45 is assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

This item is a well preserved example of an early slab house from the Berry Estate. While the sites of structures of a similar age are known to occur locally (eg G2B H52), examples of extant buildings such as this, particularly slab structures, are rare.

G2B H45 is assessed as being of local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The *Glenvale* homestead is a well preserved example of a vertical (sawn) slab homestead with hipped roof and five original rooms on a revered 'L' shaped plan with kitchen forming the back wing. It is characteristic of a Scottish style of house layout that appears to be associated with the Berry Estate.

This item is assessed as being of local significance against *criterion g*.

Statement of heritage significance:

The *Glenvale* homestead is a locally rare and representative example of a mid-nineteenth century slab house from a Berry Estate tenant farm. It is characteristic of a Scottish style of house layout and it has the potential to contribute, through archaeological survey/excavation to an understanding of organisation and operation of the Berry Estate as well as the living conditions and social status of tenant farmers.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

St Patrick's Church and grounds is not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

St Patrick's Church is not notable in terms of a strong or special association with the life or works of a person or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

St Patrick's Church is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

St Patrick's Church (constructed 1936), and associated grounds, has a history of association with the Catholic Church dating back to the 1880s, when the original weatherboard church was built on this site. It continues in use as a Church and the convent is used as a Church centre.

Due to this continued strong association with the local Catholic community this item is assessed as being of local significance against *criterion d*.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

St Patrick's Church and grounds do not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The former St Patrick's Convent is a locally rare item. Examples of convents are uncommon.

This item is assessed as being of local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

St Patrick's Church and former Convent are locally representative in terms of an early twentieth century Catholic site complex and inter-war religious architecture.

G2B H47 is assessed as being of local significance against *criterion g*.

Assessment of constituent elements

Element	Grading	Justification
St Patrick's Church	High	The Church is a well preserved and integral component of this site; it is readily interpreted and continues in use.
St Patrick's Convent	High	This is an excellent example of a locally rare site type.

Statement of heritage significance:

St Patrick's Church and grounds, including the former St Patrick's Convent, are strongly associated with the local Catholic community; the site has been associated with the Catholic Church since the late nineteenth century.

The former convent is a locally rare site type and the complex as a whole is representative of inter-war religious architecture and a Catholic site complex.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The *Oakleigh* homestead at G2B H49 is not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The *Oakleigh* homestead at G2B H49 does not have strong or special association with the life or works of a person or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The *Oakleigh* homestead at G2B H49 is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the *Oakleigh* homestead at G2B H49. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The *Oakleigh* homestead does not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The *Oakleigh* homestead is not rare or uncommon. There are numerous local examples of 'inter war' period farmhouses. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The farmhouse at *Oakleigh* homestead is in excellent condition and retains its original 1930s configuration, including the characteristic incorporation of many pre 1930s architectural items that were recycled. This building is representative of construction from this period.

The *Oakleigh* homestead is assessed as being of local significance against *criterion g*.

Statement of heritage significance:

The homestead at G2B H49 is locally representative of 1930s farm house construction. It is a well preserved example of its type.

Analysis against significance criteria

- Criterion (a): important in the course, or pattern, of cultural history*
- The Clare May Cottage was not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.
- Criterion (b): strong or special association with the life or works of a person, or persons*
- The Clare May Cottage is not known for any strong or special association with the life or works of anyone of local importance. This item is assessed as not having significance against this criterion.
- Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement*
- The Clare May Cottage is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.
- Criterion (d): strong or special association with a particular community or cultural group*
- There are no known strong or special community or cultural associations for the Clare May Cottage. This item is assessed as not having significance against this criterion.
- Criterion (e): potential to yield information that would contribute to an understanding of cultural history*
- The Clare May cottage does not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.
- Criterion (f): possesses uncommon, rare or endangered aspects of cultural history*
- The Clare May Cottage is a relatively common site type. There are numerous local examples of similar late nineteenth/early twentieth century farms. This item is assessed as not having significance against this criterion.
- Criterion (g): important in demonstrating the principal characteristics of a class of cultural place*
- The Clare May Cottage is not a good example of its type; many of its exterior materials or features have been altered. This item is assessed as not having significance against this criterion.
-

Statement of heritage significance:

The Clare May Cottage does not meet any of the significance criteria. This item falls below the threshold for heritage listing.

Analysis against significance criteria*Criterion (a): important in the course, or pattern, of cultural history*

Graham Park Research Station is of importance at local and State levels as one of the first Artificial Insemination Breeding Stations (the AIBS) in New South Wales. The Graham Park research station was the first commercial artificial stock breeding centre in NSW and made major contributions to Australia's stock breeding industry.

This item is important at local and State levels in terms of the history of agricultural research, and in particular stock breeding. The historical importance of the research station derives in part from the fact that it is a legacy of earlier agricultural research (the Experiment and Stud Farms), established by the Berry Estate in 1899 under the direction of Alexander Hay.

G2B H51 is assessed as being of local and State significance against *criterion a*.

Criterion (b): strong or special association with the life or works of a person, or persons

This item is named after the Hon. Edward Graham, one of the longest serving NSW Minister's for Agriculture. As such, Graham Park Research Station has a direct link with the life and work of an individual of State importance.

The research station is also historically linked with Alexander Hay and the sponsorship of agricultural research in the final decades of the Berry Estate by its trustees.

G2B H51 is assessed as being of State significance against *criterion b*.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

Graham Park Research Station played an important role in the development of artificial insemination in NSW; it also made major contributions to Australia's stock breeding industry.

Due to the role of Graham Park in agricultural research during the twentieth century, this item is assessed as being of local and State significance against *criterion c*.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for *Graham Park*. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

Archaeological analysis of the Graham Park Research Station, inclusive of survey and potentially excavation, has the potential to contribute to an understanding of the establishment, development and operation of agricultural research stations. While there are various historical documents that relate to different aspects of the site's history, archaeological investigation of such a comprehensive and well conserved site would undoubtedly provide alternative insights into the complex's history.

G2B H51 is assessed as being locally significant against *criterion e*. There is also the potential that this item may be of State significance against this

criterion, however this could only be determined through investigation of, and comparison with, similar sites across NSW

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

This item is relatively unusual as a fairly intact example of an agricultural research institute. It is also rare in terms of its role in the early development of artificial insemination in NSW.

G2B H51 is assessed as being of local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

Graham Park Research Station is an excellent example of a twentieth century agricultural research station. The site remains relatively intact and includes administration buildings, laboratories and entrance grounds.

G2B H51 is of local and state significance against *criterion g*.

Statement of heritage significance:

Graham Park Research Station is of local and State importance in terms of its role in the development of agricultural research, in particular artificial insemination and stock breeding. It is also historically linked to pioneering research sponsored by the Berry Estate under Alexander Hay, and directly linked to the life and works of Edward Graham, an individual of State importance in the context of government policy on agriculture and agricultural development.

Graham Park also derives significance at local and State levels due to its contributions to agricultural research. The complex of buildings, laboratories, sheds and enclosures has the potential to yield information, through archaeological investigation, that would contribute to an understanding of the development and operation twentieth century agricultural research stations.

It is a locally rare site that is also representative of its type at local and State levels.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The Broughton Mill homestead and dairy was not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The Broughton Mill homestead and dairy is not known for any strong or special association with the life or works of anyone of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The Broughton Mill homestead and dairy is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the Broughton Mill homestead and dairy. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The Broughton Mill homestead and dairy site does not have the potential to yield significant information regarding local cultural history that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The Broughton Mill homestead and dairy is a relatively common site type. There are numerous local examples of similar early twentieth century dairy farms. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The Broughton Mill homestead and dairy was constructed in the early twentieth century and abandoned around the middle of the century. During its period of use it appears to have undergone relatively few modifications. As such, it is a good and locally representative example, albeit somewhat dilapidated, of an early twentieth century dairy farm.

G2B H56 is assessed as having local significance against *criterion g*.

Statement of heritage significance:

The Broughton Mill homestead and dairy is a good and locally representative example, albeit somewhat dilapidated, of an early twentieth century dairy farm.

Analysis against significance criteria*Criterion (a): important in the course, or pattern, of cultural history*

The Uniting Church Hall was the first building to be erected on land legally acquired in the new township of Berry; it was constructed in 1884 following donation of the land by David Berry in 1883.

The building originally operated as a chapel, and then as a church hall when a new church was built in 1932.

This item is important in the course of the development of Berry township and, in particular, the history of local religious worship. G2B H58 is assessed as being of local significance against *criterion a*.

Criterion (b): strong or special association with the life or works of a person, or persons

The Uniting Church Hall is not known for any strong or special association with the life or works of anyone of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The Uniting Church Hall is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

This item continues in use as a church hall; it has a strong association with the local Uniting Church community.

G2B H58 is assessed as being of local significance against *criterion d*.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The Uniting Church Hall does not have the potential to yield significant information regarding local cultural history that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Examples of Victorian Carpenter Gothic style buildings are locally rare. While there are other examples of Victorian Gothic churches (eg St Luke's Anglican Church), they are not weatherboard. The rarity of this item is increased by the fact that it was the first building erected on legally acquired land in the town and the building's history of use as, first a chapel and then a church hall.

This item is assessed as being of local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The Uniting Church Hall is a good example of a Victorian Carpenter Gothic style chapel. It displays the characteristic elements of the style including horizontal weatherboards and pointed gothic windows. Decorative bargeboards, consistent with the building's original style are currently being re-created and installed. The Chapel retains its original form and character.

This item is assessed as having local significance against *criterion g*.

Statement of heritage significance:

The Uniting Church Hall is of local historical importance as the first building to be erected on land legally acquired in the new township of Berry; it is also important in the course of the development of the township and its places of religious worship.

This item is also of local social significance due to its ongoing connection with the Uniting Church community.

The church hall is also a locally rare and representative item in terms of a Victorian Carpenter Gothic building.

H.5 Known or potential archaeological deposits

Recording ID: G2B H14

Name/Description: Archaeological deposit
(former C19th Broughton Creek
town buildings)

Analysis against significance criteria

Criterion (a): *important in the course, or pattern, of cultural history*

On the basis of the available historical and archaeological information for G2B H14, the site appears to have played an important role in the nineteenth-century development of local commercial and government premises. While much of the site has been destroyed or disturbed by the current highway alignment, the test excavations at this site suggest that the site still contains evidence relating to spatial and chronological aspects of the urban development at Broughton Creek.

This item is assessed to be of local significance against *criterion a*.

Criterion (b): *strong or special association with the life or works of a person, or persons*

On the basis of the available historical and archaeological information regarding this item, it does not appear to have a strong or special association with the life or works of a person or group of local or State importance.

G2B H14 is assessed as not having significance against this criterion

Criterion (c): *important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement*

The site is not of importance in terms of demonstrating aesthetic characteristics or a high degree of technological or creative achievement. While the Berry Butter Factory was undoubtedly of importance at local and state levels as an early dairy factory, the site has been significantly impacted by construction of the current Princes Highway alignment, which has compromised the site's value against this criterion.

This item is assessed as not having significance against this criterion.

Criterion (d): *strong or special association with a particular community or cultural group*

There are no known strong or special community or cultural associations for this item; it is assessed as not having significance against this criterion.

Criterion (e): *potential to yield information that would contribute to an understanding of cultural history*

The archaeological deposits at G2B H14 have been assessed, on the basis of the test excavations, as having potential to provide information on the following aspects of the site's history:

- The width of the street frontage and the activities that took place in this area.
- The location of individual buildings or portions of their eastern limits.
- The location of individual lot boundaries that extend east to west across the site.
- Differing site functions across these lots.
- Overall site chronology from the mid nineteenth to mid twentieth-century.

As such, this item is assessed as having local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The archaeological deposits at G2B H14 are likely to be the only remaining evidence of the northernmost urban development at Broughton Creek. Furthermore, the deposits have not been subject to the same levels of ongoing development and disturbance as the street frontages in the centre of Berry.

As such, the deposits at G2B H14 are assessed to be of local importance against *criterion f* in terms of their rarity.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

G2B H14 is not considered to be exemplar in terms of archaeological evidence for either butter factories or nineteenth-century urban landscapes. This is due primarily to the extent of prior disturbance across the site.

However, given that the surviving portion of the site relates primarily to remains of street frontages from the turn of the nineteenth to twentieth-century, including early service easements; and since the site has not seen continued development into the twentieth and twenty first-century, it provides a potentially valuable window into a local example of the relationship between public and private spaces.

This item is assessed as having local significance against *criterion g* as a representative example of archaeological evidence for street frontages from the late nineteenth to early twentieth-century.

Statement of heritage significance:

The site G2B H14 is of importance in terms of the local history, particularly the development of nineteenth-century commercial and government premises and the road network. Excavations at the site have demonstrated that the G2B H14 archaeological deposits have the potential to yield information that will contribute to an understanding of site function(s), the spatial organisation of the urban landscape at Broughton Creek, and site chronology and formation processes.

The remaining deposits at G2B H14 are rare within the local Berry context as the only remnants of this northernmost portion of the urban landscape and as a representative example of a relatively undisturbed portion of a nineteenth century street frontage.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The site of the former Berry Estate tenant farm at G2B H48 is not a place that could be described as important in the course, or pattern, of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

On the basis of the available historical and archaeological information regarding this item, it does not appear to have a strong or special association with the life or works of a person or group of local or State importance.

G2B H48 is assessed as not having significance against this criterion

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The site is not of importance in terms of demonstrating aesthetic characteristics or a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for this item; it is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

While it appears likely that construction of the twentieth century farmhouse has disturbed, or removed a portion of, the potential archaeological deposit at this site, potential remains for G2B H48 to yield information regarding late nineteenth century settlement. In particular, it has the potential to contribute to an understanding of the chronology, social status, living conditions and architecture of nineteenth century tenant farms on the Berry Estate.

The archaeological deposits at G2B H48 are assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Berry Estate tenant farms, both extant houses and places with potential archaeological deposit, are not locally rare or endangered.

This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

Given that this site has been disturbed by later phases of occupation, it is not a particularly good example of its type.

This item is assessed as not having significance against this criterion.

Statement of heritage significance:

The potential archaeological deposits at G2B H48 are locally significant as a site that may contribute to an understanding of life on Berry Estate tenant farms.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The site of the former Berry Estate tenant farm at G2B H52 is not a place that could be described as important in the course, or pattern, of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

On the basis of the available historical and archaeological information regarding this item, it does not appear to have a strong or special association with the life or works of a person or group of local or State importance.

G2B H52 is assessed as not having significance against this criterion

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The site is not of importance in terms of demonstrating aesthetic characteristics or a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for this item; it is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

Although the integrity of deposits at this location have not been confirmed, its proximity to a former highway alignment that was bypassed in the mid 1930s means that this is the only surviving archaeological site of a former Berry tenant estate farm which retains its original configuration with the 1856 and 1870s highway alignment. As such, it forms part of a complex of recordings (including G2B H25, G2B H26 and G2B H27), and it has the potential to contribute to an understanding of the history of road alignment modifications as well as the history and nature of Berry Estate tenant farms as a whole.

This item is assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

As outlined above, this item is unusual as the only known local example of a former Berry tenant estate farm which retains its original configuration with the 1856 and 1870s highway alignment. It is also likely to be one of the less disturbed archaeological deposits associated with a Berry Estate tenant farm.

The potential archaeological deposits at G2B H52 are assessed as having local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

Because this site appears to be a relatively rare example of a former Berry tenant estate farm which retains its original configuration with the 1856 and 1870s highway alignment, it is also important as a site that demonstrates the interrelationship between these early transport corridors and the locations of early farms.

The site is also important as an example of archaeological deposits for an early tenant farm that appears to potentially be relatively undisturbed.

Statement of heritage significance:

The potential archaeological deposits at G2B H52 relate to a nineteenth century Berry Estate tenant farm. This site is of local significance as a place that has the potential to yield information about tenant farms and the interrelationship between such sites and sequences of transport corridor modifications through the nineteenth and early twentieth centuries. It is also locally important as an example of a former tenant farm that maintains its original configuration with the 1856 and 1870s highway alignment and as a representative example of such a site.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The site of the former Berry Estate tenant farm structure at G2B H53 is not a place that could be described as important in the course, or pattern, of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

On the basis of the available historical and archaeological information regarding this item, it does not appear to have a strong or special association with the life or works of a person or group of local or State importance.

G2B H53 is assessed as not having significance against this criterion

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The site is not of importance in terms of demonstrating aesthetic characteristics or a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for this item; it is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

While it appears likely that the potential archaeological deposit at this site have been disturbed by more recent vegetation clearance and driveway construction, potential remains for G2B H53 to yield information regarding late nineteenth century settlement. In particular, it has the potential to contribute to an understanding of the chronology, social status, living conditions and architecture of nineteenth century tenant farms on the Berry Estate.

The archaeological deposits at G2B H53 are assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Berry Estate tenant farms, both extant houses and places with potential archaeological deposit, are not locally rare or endangered.

Given the relatively limited extent of this site, this item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

Given that this site has appears to have been disturbed by later phases of occupation, and given the apparently limited extent of deposits, it is not a particularly good example of its type.

This item is assessed as not having significance against this criterion.

Statement of heritage significance:

The potential archaeological deposits at G2B H53 are locally significant as a site that may contribute to an understanding of life on Berry Estate tenant farms.

Analysis against significance criteria*Criterion (a): important in the course, or pattern, of cultural history*

The archaeological deposits at G2B H59 are potentially directly associated with the original land grant of Anthony Finn. This grant is of local importance as the only early small-scale land grant amongst the larger Berry *et al* grants. It is also important as a grant made in relation to Anthony Finn's role in apprehending a bushranger.

Due to this site's place in the local pattern of land alienation G2B H59 is assessed as having local significance against *criterion a*.

Criterion (b): strong or special association with the life or works of a person, or persons

The archaeological deposits at G2B H59 are on portion 181, a 100 acre block associated initially with Anthony Finn and later with Dicky Woods. Anthony Finn was an individual of local importance as someone granted land, due to his role in the apprehension of a bushranger, in an area dominated by larger estates.

The deposits at G2B H59 are provisionally – to be confirmed through additional archaeological/historical investigations confirming this as the site of the Finn settlement – to be of local significance against *criterion b*.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The archaeological deposits at G2B H59 are not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for this item; it is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

This site appears to display relatively high levels of integrity in terms of the potential archaeological deposits. G2B H59 has the potential to yield information, through archaeological excavation/survey, to an understanding of early European settlement on a relatively small land grant. Investigations at this site may clarify the timing and nature of Finn's settlement and the subsequent occupation by the Woods. This is a period of local history, and a location, for which there are relatively few historical records; archaeological investigations would thus contribute significantly to an understanding of this aspect of local history.

The potential archaeological deposits at G2B H59 are assessed as being of local significance against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Portion 181 was an unusual land grant as it was such a small parcel of land amongst much larger estates. The potential archaeological deposits at this site are also relatively unusual as an example of early to mid-nineteenth century occupation that appears to have been subject to limited disturbance from later phases of occupation.

The potential archaeological deposits at G2B H59 are assessed as having

local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

This item is important as an example of nineteenth century occupation on a small land grant. The potential archaeological deposits at this location appear to be a relatively well preserved example of a site with multiple phases of occupation dating back to the 1840s.

This item is assessed as having local significance against *criterion g* as a representative example of archaeological evidence for a small nineteenth century farm.

Statement of heritage significance:

The potential archaeological deposits at G2B H59 are of local significance as a site associated with early land alienation, in particular an unusually small land grant amongst a series of larger estates. The site also appears to be directly associated with Anthony Finn, an individual of local importance.

The potential deposits at G2B H59 have the potential to contribute to an understanding of the nature and phases of nineteenth century occupation. This site is also important as a relatively intact, rare and representative example of archaeological deposits relating to a local, small nineteenth century farm.

H.6 Miscellaneous site types

Recording ID: G2B H54

Name/Description: Dry Stone Wall

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The dry stone wall at G2B H54 is not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

The dry stone wall at G2B H54 does not have strong or special association with the life or works of a person or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

While the dry stone wall at G2B H54 is largely obscured by vegetation, dry stone walls are regionally (within the Illawarra) recognised as items with important aesthetic characteristics. As such, this item has the potential to be of local significance against *criterion c*.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the dry stone wall at G2B H54. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The dry stone wall at G2B H54 has potential to yield information that is not readily available from other sources, given that it is a geographic outlier from the main distribution of walls and this may provide a revealing basis for comparison. It may be found that it reflects the traits of a separate builder, or owner. This item is assessed as having local significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

There are no other dry stone walls recorded on Toolijooa Ridge (although this does not mean that they do not exist). This recording is potentially the southernmost site of its type in the broader Illawarra region. Furthermore, dry stone walls built as retaining walls are rare: this recording currently acts as a retaining wall, although it is unclear whether it was originally built as such.

This item is potentially of local significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The dry stone wall at G2B H54 has been constructed using the 'double dyke' technique, which is characteristic of the Kiama and Foxground walls. It is locally important as the only known example demonstrating a construction technique that is locally characteristic.

This item is assessed as being of local significance against *criterion g*.

Statement of heritage significance:

The dry stone wall at G2B H54 is of local significance in terms of its aesthetic values, research potential, and its rarity as a fence type and regional outlier.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

This shed was not notable in the course or pattern of local cultural history. The item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

Based on currently available information, the shed G2B H60, does not have strong or special association with the life or works of a person, or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The shed G2B H60, is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the shed G2B H60. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The shed G2B H60, appears to have been constructed using materials and methods that are typical and conventional for its time. However, the design of the skids, towing attachments, and their method of attachment to the floor of the shed may not be represented or easily found in contemporary documentation. This component of the structure may have potential to contribute to an understanding of the economic, technical and social dynamics of works sites from the early to mid twentieth century. This item is assessed as having local significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The construction of sheds on skids is a common solution to the requirement for a periodically portable shed. The G2B H60 example, based on its design is suggestive of a shed used on a construction or similar work site where security and robustness was required. Owing to the lack of a suitable reference database, it has not been possible to determine if work-site sheds of this type, mounted on skids, and dating from around the middle of the twentieth century are rare. Certainly it is a reasonable proposition to consider that sheds of this type due to their function and context would have been subject to considerable use-wear, deterioration, and attrition/replacement. It is also likely that, as a category, they are absent or poorly represented in museum collections or reserves. With this background in mind, and taking a precautionary approach, this item is assessed as having local significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The G2B H60 shed is a relatively well preserved example of its type and is representative of the design and functional requirements of such a building.

This item is assessed as having local significance against this criterion.

Statement of heritage significance:

The G2B H60 work-site shed on skids is a relatively well preserved and representative example of its type and demonstrates the design and functional requirements of such a structure. It is likely to be a rare example of this shed type, which is unlikely to be well documented, or represented in collections, museums or reserves. It is considered to have local significance under criteria e, f and g.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

This item is not notable in the course or pattern of local cultural history; it is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

There is no evidence for a strong or special association between this item and the life or works of a person, or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The quarried rock outcrop at Broughton is not notable in terms of aesthetic characteristics nor does this item demonstrate a high degree of technological or creative achievement. This item is assessed as not having significance against this criterion.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the quarried rock at Broughton. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The rock outcrop does not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Sandstone rock quarries such as this are not uncommon or rare sites. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The quarried rock outcrop at Broughton is a well preserved and representative example of a local quarry for stone, probably used for early road construction.

This item is assessed as having local significance against *criterion g*.

Statement of heritage significance:

Quarried rock at Broughton (G2B H61) is a locally representative example of a small sandstone quarry for rock, probably used in early road construction.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

This item is not notable in the course or pattern of local cultural history; it is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

There is no evidence for a strong or special association between this item and the life or works of a person, or persons of local importance. This item is assessed as not having significance against this criterion.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

The Poplar trees planted at Woodhill Mountain Road are important in demonstrating the aesthetic characteristics of a planned avenue of trees. This recording has landmark values in a local context.

The recording G2B H62 is assessed as being of local significance against criterion c.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the Poplar trees at G2B H62. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The trees at G2B H62 do not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The trees at G2B H62 are not rare or uncommon. There are numerous local examples of similar tree plantings. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The Poplar trees at G2B H62 are not important in demonstrating the principal characteristics of a tree planting; only six of the original nine trees are alive. This item is assessed as not having significance against this criterion.

Statement of heritage significance:

The Poplar trees planted at G2B H62 are a locally significant landmark and aesthetic landscape component.

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

Mark Radium Park is not notable in the course or pattern of local cultural history. This item is assessed as not having significance against this criterion.

Criterion (b): strong or special association with the life or works of a person, or persons

Mark Radium Park is named in commemoration of Jack McGee's show ring pony (Mark Radium), that held high jump records at Adelaide, Albury and Melbourne (1938). Between 1947 and 1955 Mark Radium was defeated only once in competition. Jack McGee and his pony are of sufficient local importance to have a park named after the pony, and as such, this item is assessed to be of local importance against *criterion b*.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

Mark Radium Park has landmark qualities as a local picnic area with native plantings, ornamental pond and associated landscaping.

This item is assessed as being of local significance against *criterion c*.

Criterion (d): strong or special association with a particular community or cultural group

There are no known strong or special community or cultural associations for the Mark Radium Park. This item is assessed as not having significance against this criterion.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

Mark Radium Park does not have the potential to yield information that is not readily available from other sources. This item is assessed as not having significance against this criterion.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

Recreation areas such as Mark Radium Park are a relatively common site type. This item is assessed as not having significance against this criterion.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

Mark Radium Park is not particularly notable as an example of a modern recreation area. This item is assessed as not having significance against this criterion.

Statement of heritage significance:

Mark Radium Park is listed on the Shoalhaven LEP heritage schedule as a place of local importance due to its aesthetic qualities and historical association with Jack McGee and his pony Mark Radium.

H.7 Cultural landscapes

Recording ID: SICPH CL Name/Description: Southern Illawarra Coastal Plain and Hinterland Cultural Landscape

Analysis against significance criteria

Criterion (a): important in the course, or pattern, of cultural history

The SICPH CL is of importance in the course of local history as an artefact of over 150 years of pastoral activity.

The cultural landscape contains readily identifiable evidence for a variety of historically significant themes including general land clearance and alienation, establishment and operation of the Berry Estate, development of nineteenth and twentieth century homesteads and development of the transport network that interlinked these places and joined them to places across the broader landscape of NSW.

The SICPH CL is assessed as being of local significance against *criterion a*.

Criterion (b): strong or special association with the life or works of a person, or persons

Creation of the SICPH CL has direct links to Alexander and David Berry through their roles in the establishment and operation of the Berry Estate. The evolution of this landscape can also be linked to important groups of people such as other early land grantees, tenant farmers and Robertson Land Act selectors, all of whom were important in local history.

The SICPH CL is assessed as being of local significance against *criterion b*; this is primarily due to the readily identifiable physical evidence of private towns, in particular Berry, and tenant farms created as components of the Berry Estate.

Criterion (c): important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement

One of the most significant aspects of the SICPH CL is the aesthetic value of the cleared pastoral landscape nestled at the base of the wooded Illawarra Escarpment. This striking contrast in natural landforms and differing extent of human impact creates a unique landscape quality. There is no comparable landscape displaying this aesthetic characteristic within NSW.

The SICPH CL is assessed as being of State significance against *criterion c*.

Criterion (d): strong or special association with a particular community or cultural group

The area encompassed by the SICPH CL has a strong and special association with the local Aboriginal community in terms of places with cosmological, ceremonial, traditional and historical importance. It includes elements such as Coolangatta Mountain and Toolijooa Ridge that are examples of places of particular significance to the local Aboriginal community. The SICPH CL also includes Aboriginal pathways, historical encampments and Aboriginal reserves.

The SICPH CL is assessed as being of local significance against *criterion d*.

Criterion (e): potential to yield information that would contribute to an understanding of cultural history

The SICPH CL contains evidence for a variety of phases of human occupation, including evidence of a variety of activities and historical themes. Given that this southern portion of the Illawarra coastal plain hinterland has been subject to relatively limited impacts from twentieth century urban development, there is enormous potential for archaeological and historical research into this landscape at micro and macro levels. Such research would have the potential to contribute significantly to an understanding of settlement history within the Berry Estate, the Illawarra as a whole and the history of land use across NSW as a whole.

The SICPH CL is assessed as being of local importance in particular, and to a lesser extent State significance, against *criterion e*.

Criterion (f): possesses uncommon, rare or endangered aspects of cultural history

The combination of nineteenth century landscape structure with the aesthetics of the landforms present in the SICPH CL makes this cultural landscape unique within NSW. The juxtaposition between the Illawarra Escarpment and the coastal plain is of itself unique within the State. Moreover, the Southern Illawarra component is the only portion of this landscape that has not been significantly impacted by urban infill over the past 50-100 years. As such, the SICPH CL is a rare and endangered landscape at local and State levels.

The SICPH CL is assessed as being of local and State significance against *criterion f*.

Criterion (g): important in demonstrating the principal characteristics of a class of cultural place

The SICPH CL is important at local and State levels as a landscape that demonstrates readily identifiable and interpretable examples of nineteenth century private towns, tenant farms, private road transport corridors and the influence of these features on the modern landscape (eg the way in which the alignment of the current highway relates to homesteads and roads established by David and Alexander Berry). This item is an excellent example of a cultural landscape with multifaceted layers that are quite easily discerned by the viewer. It is also an excellent example of the relationship between European pastoral practices and broader topographic landforms.

Statement of heritage significance:

The Southern SICPH CL is of local significance in terms of its historical associations and importance in the pattern of local history. It is also locally significant in terms of its strong and special association with the local Aboriginal community.

More notably, it is of local and State significance in terms of its aesthetic qualities, which relate in part to the unique natural character of the junction of the coastal plain with the Illawarra escarpment, and in part from the striking contrast between the culturally modified elements of the landscape and the more natural elements. The clearly identifiable nineteenth century structure of the landscape also contributes to the aesthetic value of the SICPH CL.

The SICPH CL is a rare landscape type, both in terms of its natural features and also the retention of such clear examples of the late nineteenth and early twentieth century pastoral landscape and associated private towns. It is the only remaining such portion of the broader Illawarra cultural landscape that has not been substantially impacted by urban infill. As such it is also representative of its type and displays considerable research potential in terms of historical themes at local and State levels.

Appendix I

Statements of heritage impact

Statements of heritage impact

I.1 Introduction

Statements of Heritage Impact are provided in this section for all field recordings subject to direct impact (18), or indirect impact only, such as to their visual and landscape context (13 recordings).

The following items, not subject to direct or indirect impacts, are not covered in this section (G2B H20, 26, 27, 51, 52, 57 and 60).

I.2 Nineteenth century road remnants

Recording ID: G2B H19	Name/Description:	Remnant of Berry Estate road (west of Gembrook lane)
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Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Construction of the bypass would result in the loss of the whole of the known extent of the item.

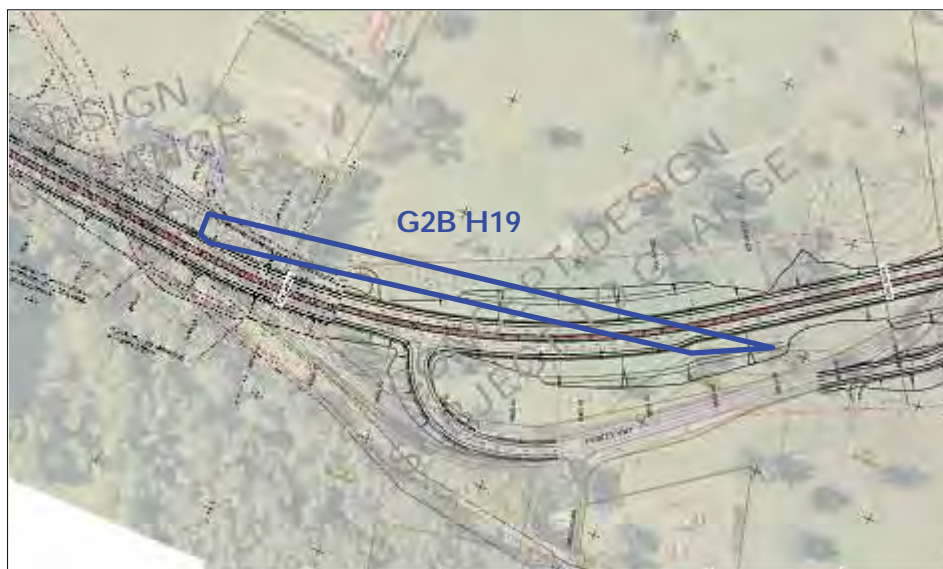


Figure I.1 Location of G2B H19 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, b, e, f & g.
- It is proposed to conduct an archival recording of this item prior to any direct impact. The creation of the record addresses the need to realise the research and information potential of the item. The resulting record would respect those values and provide a degree of mitigation.
- It is proposed to conserve and interpret a representative, and high value remnant of the Berry Estate Road at a separate location, Bink's Corner at Broughton Village (G2B H27). The intent of this action is to compensate for the loss associated with the road remnants that would be directly impacted by bypass construction.

- The construction of the bypass in relative proximity to the Bink's corner remnant of the Berry Estate road (G2B H27) enhances the interpretive value of the remnants in this area by providing a twenty first century example of highway construction for contrast and comparison with the 1856-1970s (G2B H27) and 1870s-1830s (G2B H26) remnants.
- These impact mitigation strategies would provide a means of promoting and communicating knowledge about the former road. In this way, the representative and historical significance of the impacted road remnants would be recognised and respected. Previously, the physical remains of the road have remained unprotected and largely overlooked. The historical importance of the former road has been acknowledged only by scattered references in local historical publications.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting and a section of raised carriageway. This would not only remove the remnant road, but also its immediate landscape setting and visual context.

Impact on existing structures

- This item consists of ground surface relief and possible subsurface traces. There are no existing structures related to this heritage item

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude [earth] 'works' (refer Section 8.1.5 of this report), the 'relic' status of the road remnant is difficult to determine based on the current data. If the road is only evidenced by ground surface relief, then it may not constitute a relic. If there is a subsurface foundation or constructed road surface, then these may constitute a relic.
- Apart from the road remnant, there are no other components of this item which may constitute a relic subject to impact.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.

- The location of the bypass across this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may be associated with the road remnant remains untested. There is potential for subsurface archaeological evidence of the following:
 - Road surface treatment (such as the application of gravels or timbers).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).
 - Artefacts within infill deposits in side ditches.
 - Drainage features, such as cross drains or minor culvert works.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment which avoids direct impact to the heritage item.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Minimise impact to native vegetation.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Balance cut and fill requirements.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Prior to development impact, an integrated program of archival recording, including archaeological excavation, would be conducted across all of the known remnants of the Berry Estate Road effected by the project.
 - In order to compensate for, and mitigate the loss of heritage values associated with direct impact to Berry Estate road remnants; G2B H19, 22, 23, 30 & 55, it is proposed to conserve and interpret a representative, and high value remnant of the road at 'Binks Corner', Broughton Village. This remnant is recording G2B H27, and consists of a 550 metres portion of the road, including a creek crossing and a highly visible cut and benched section. This remnant occurs in close association with a contemporary homestead site (G2B H52), a subsequent highway alignment, abandoned in the 1930s (G2B H26), and an extant early twentieth century homestead, Sedgeford (G2B H25). The length, inclusion of a creek crossing, the highly visible nature of the cut and benched section, and the interrelation of the associated items, makes this a unique and high value remnant. Of all the known remnants, this example presents the greatest potential for public interpretation.
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Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Construction of the bypass would result in the loss of the whole of the known extent of the item.

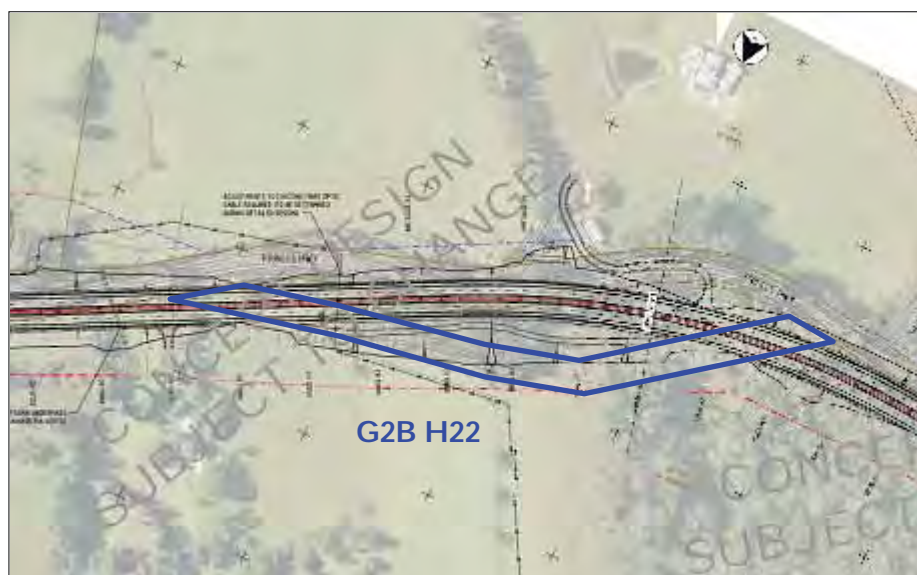


Figure I.2 Location of G2B H22 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, b, e, & f.
- It is proposed to conduct an archival recording of this item prior to any direct impact. The creation of the record addresses the need to realise the research and information potential of the item. The resulting record would respect those values and provide a degree of mitigation.
- It is proposed to conserve and interpret a representative, and high value remnant of the Berry Estate Road at a separate location, Bink's Corner at Broughton Village (G2B H27). The intent of this action is to compensate for the loss associated with the road remnants that would be directly impacted by bypass construction.
- The construction of the bypass in relative proximity to the Bink's corner remnant of the Berry Estate road (G2B H27) enhances the interpretive value of the remnants in this area by providing a twenty first century example of highway construction for contrast and comparison with the 1856-1970s (G2B H27) and 1870s-1830s (G2B H26) remnants.
- These impact mitigation strategies would provide a means of promoting and communicating knowledge about the former road. In this way, the representative and historical significance of the impacted road remnants would be recognised and respected. Previously, the physical remains of the road have remained unprotected and largely overlooked. The historical importance of the former road has been acknowledged only by scattered references in local historical publications.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting and a section of raised carriageway. This would not only remove the remnant road, but also its immediate landscape setting and visual context.

Impact on existing structures

- This item consists of ground surface relief and possible subsurface traces. There are no existing structures related to this heritage item

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude [earth] 'works' (refer Section 8.1.5 of this report), the 'relic' status of the road remnant is difficult to determine based on the current data. If the road is only evidenced by ground surface relief, then it may not constitute a relic. If there is a subsurface foundation or constructed road surface, then these may constitute a relic.
- Apart from the road remnant, there are no other components of this item which may constitute a relic subject to impact.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may be associated with the road remnant remains untested. There is potential for subsurface archaeological evidence of the following:
 - Road surface treatment (such as the application of gravels or timbers).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).
 - Artefacts within infill deposits in side ditches.
 - Drainage features, such as cross drains or minor culvert works.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment which avoids direct impact to the heritage item.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Minimise impact to native vegetation.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Balance cut and fill requirements.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Prior to development impact, an integrated program of archival recording, including archaeological excavation, would be conducted across all of the known remnants of the Berry Estate Road effected by the project.
- In order to compensate for, and mitigate the loss of heritage values associated with direct impact to Berry Estate road remnants; G2B H19, 22, 23, 30 & 55, it is proposed to conserve and interpret a representative, and high value remnant of the road at 'Binks Corner', Broughton Village. This remnant is recording G2B H27, and consists of a 550 metres portion of the road, including a creek crossing and a highly visible cut and benched section. This remnant occurs in close association with a contemporary homestead site (G2B H52), a subsequent highway alignment, abandoned in the 1930s (G2B H26), and an extant early twentieth century homestead, Sedgeford (G2B H25). The length, inclusion of a creek crossing, the highly visible nature of the cut and benched section, and the interrelation of the associated items, makes this a unique and high value remnant. Of all the known remnants, this example presents the greatest potential for public interpretation.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?:

Construction of the bypass would result in the loss of the whole of the known extent of the item.

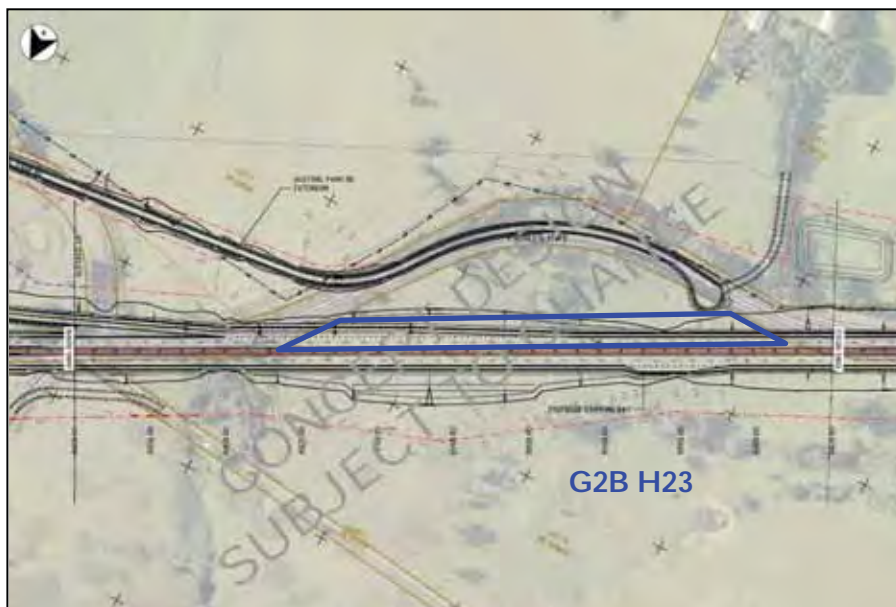


Figure I.3 Location of G2B H23 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, b, e, & f.
- It is proposed to conduct an archival recording of this item prior to any direct impact. The creation of the record addresses the need to realise the research and information potential of the item. The resulting record would respect those values and provide a degree of mitigation.
- It is proposed to conserve and interpret a representative, and high value remnant of the Berry Estate Road at a separate location, Bink's Corner at Broughton Village (G2B H27). The intent of this action is to compensate for the loss associated with the road remnants that would be directly impacted by bypass construction.
- The construction of the bypass in relative proximity to the Bink's corner remnant of the Berry Estate road (G2B H27) enhances the interpretive value of the remnants in this area by providing a twenty first century example of highway construction for contrast and comparison with the 1856-1970s (G2B H27) and 1870s-1830s (G2B H26) remnants.
- These impact mitigation strategies would provide a means of promoting and communicating knowledge about the former road. In this way, the representative and historical significance of the impacted road remnants would be recognised and respected. Previously, the physical remains of the road have remained unprotected and largely overlooked. The historical importance of the former road has been acknowledged only by scattered references in local historical publications.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting and a section of raised carriageway. This would not only remove the remnant road, but also its immediate landscape setting and visual context.

Impact on existing structures

- This item consists of ground surface relief and possible subsurface traces. There are no existing structures related to this heritage item

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude [earth] 'works' (refer Section 8.1.5 of this report), the 'relic' status of the road remnant is difficult to determine based on the current data. If the road is only evidenced by ground surface relief, then it may not constitute a relic. If there is a subsurface foundation or constructed road surface, then these may constitute a relic.
- Apart from the road remnant, there are no other components of this item which may constitute a relic subject to impact.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may be associated with the road remnant remains untested. There is potential for subsurface archaeological evidence of the following:
 - Road surface treatment (such as the application of gravels or timbers).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).
 - Artefacts within infill deposits in side ditches.
 - Drainage features, such as cross drains or minor culvert works.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment which avoids direct impact to the heritage item.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Minimise impact to native vegetation.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Balance cut and fill requirements.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Prior to development impact, an integrated program of archival recording, including archaeological excavation, would be conducted across all of the known remnants of the Berry Estate Road effected by the project.
- In order to compensate for, and mitigate the loss of heritage values associated with direct impact to Berry Estate road remnants; G2B H19, 22, 23, 30 & 55, it is proposed to conserve and interpret a representative, and high value remnant of the road at 'Binks Corner', Broughton Village. This remnant is recording G2B H27, and consists of a 550 metres portion of the road, including a creek crossing and a highly visible cut and benched section. This remnant occurs in close association with a contemporary homestead site (G2B H52), a subsequent highway alignment, abandoned in the 1930s (G2B H26), and an extant early twentieth century homestead, Sedgeford (G2B H25). The length, inclusion of a creek crossing, the highly visible nature of the cut and benched section, and the interrelation of the associated items, makes this a unique and high value remnant. Of all the known remnants, this example presents the greatest potential for public interpretation.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?:

Construction of the bypass would result in the loss of the whole of the known extent of the item.

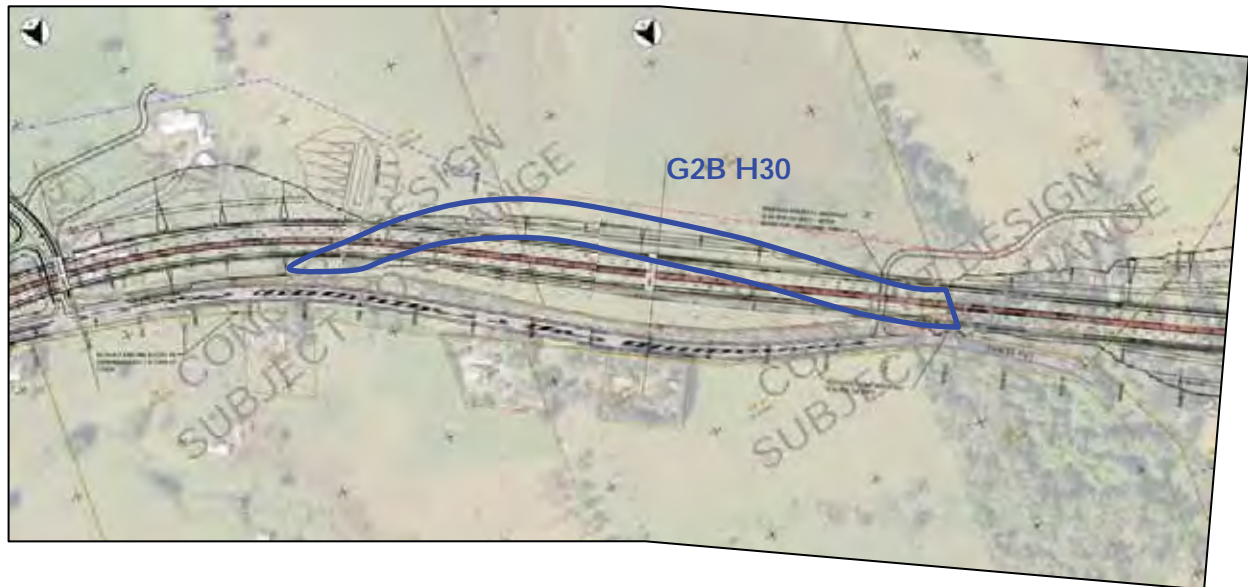


Figure I.4 Location of G2B H30 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, b, e, f & g.
- It is proposed to conduct an archival recording of this item prior to any direct impact. The creation of the record addresses the need to realise the research and information potential of the item. The resulting record would respect those values and provide a degree of mitigation.
- It is proposed to conserve and interpret a representative, and high value remnant of the Berry Estate Road at a separate location, Bink's Corner at Broughton Village (G2B H27). The intent of this action is to compensate for the loss associated with the road remnants that would be directly impacted by bypass construction.
- The construction of the bypass in relative proximity to the Bink's corner remnant of the Berry Estate road (G2B H27) enhances the interpretive value of the remnants in this area by providing a twenty first century example of highway construction for contrast and comparison with the 1856-1970s (G2B H27) and 1870s-1830s (G2B H26) remnants.
- These impact mitigation strategies would provide a means of promoting and communicating knowledge about the former road. In this way, the representative and historical significance of the impacted road remnants would be recognised and respected. Previously, the physical remains of the road have remained unprotected and largely overlooked. The historical importance of the former road has been acknowledged only by scattered references in local historical publications.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting. This would not only remove the remnant road, but also its immediate landscape setting and visual context.

Impact on existing structures

- This item consists of ground surface relief and possible subsurface traces. There are no existing structures related to this heritage item.

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude [earth] 'works' (refer Section 8.1.5 of this report), the 'relic' status of the road remnant is difficult to determine based on the current data. If the road is only evidenced by ground surface relief, then it may not constitute a relic. If there is a subsurface foundation or constructed road surface, then these may constitute a relic.
- Apart from the road remnant, there are no other components of this item which may constitute a relic subject to impact.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Allow the retention of the existing highway as a service road.
 - Take advantage of the elevated topography of the spurline to construct the most effective vertical and horizontal carriageway alignment on the eastern fall of the Toolijooa Ridge.
 - Maintain horizontal and vertical design standards.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may be associated with the road remnant remains untested. There is potential for subsurface archaeological evidence of the following:
 - Road surface treatment (such as the application of gravels or timbers).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).
 - Artefacts within infill deposits in side ditches.
 - Drainage features, such as cross drains or minor culvert works.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment either to the north or south, which avoids direct impact to the heritage item. Both alternatives would require construction of major artificial embankments. A northern alternative would prevent the use of the existing highway as a service road.
- These alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maintain the most effective vertical and horizontal carriageway alignment up to, and from, the planned Toolijooa cutting.
 - Maintain horizontal and vertical design standards.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Prior to development impact, an integrated program of archival recording, including archaeological excavation, would be conducted across all of the known remnants of the Berry Estate Road effected by the project.
- In order to compensate for, and mitigate the loss of heritage values associated with direct impact to Berry Estate road remnants; G2B H19, 22, 23, 30 & 55, it is proposed to conserve and interpret a representative, and high value remnant of the road at 'Binks Corner', Broughton Village. This remnant is recording G2B H27, and consists of a 550 metres portion of the road, including a creek crossing and a highly visible cut and benched section. This remnant occurs in close association with a contemporary homestead site (G2B H52), a subsequent highway alignment, abandoned in the 1930s (G2B H26), and an extant early twentieth century homestead, Sedgeford (G2B H25). The length, inclusion of a creek crossing, the highly visible nature of the cut and benched section, and the interrelation of the associated items, makes this a unique and high value remnant. Of all the known remnants, this example presents the greatest potential for public interpretation.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?:

Construction of the bypass and an associated service road would result in the loss of the whole of the known extent of the item.

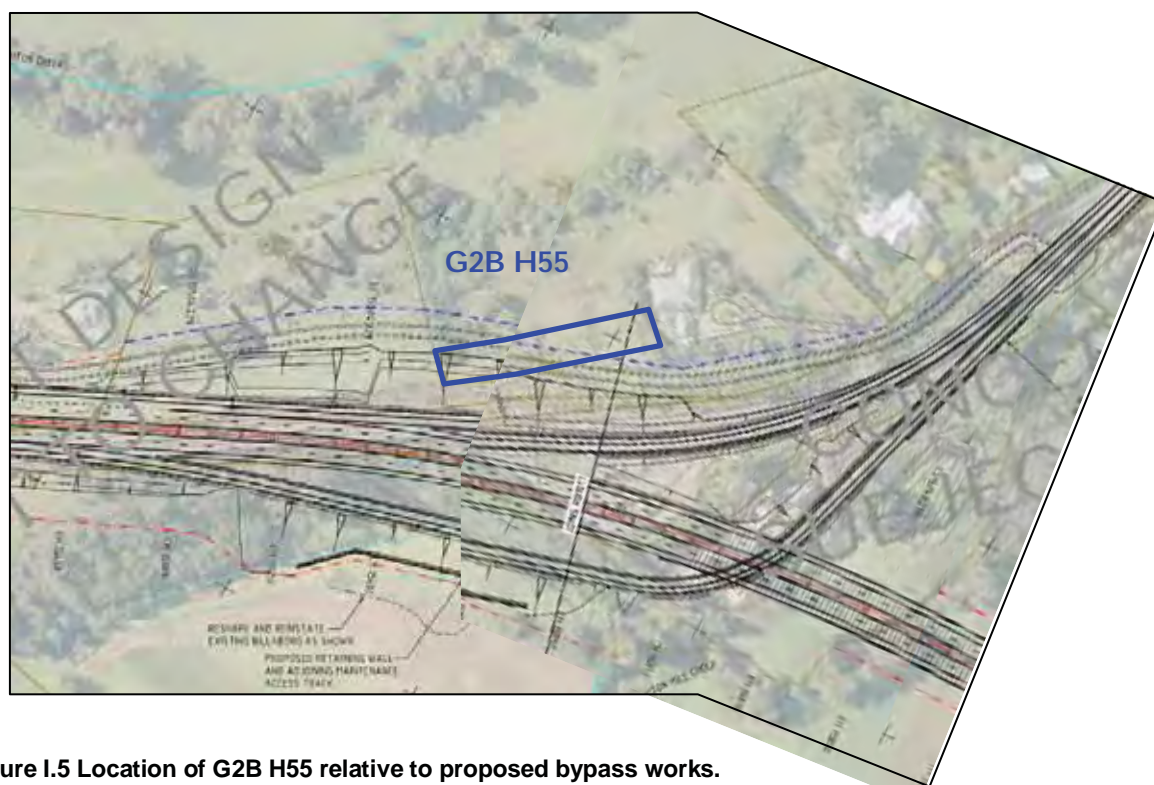


Figure I.5 Location of G2B H55 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, b, e, f & g.
- It is proposed to conduct an archival recording of this item prior to any direct impact. The creation of the record addresses the need to realise the research and information potential of the item. The resulting record would respect those values and provide a degree of mitigation.
- It is proposed to conserve and interpret a representative, and high value remnant of the Berry Estate Road at a separate location, Bink's Corner at Broughton Village (G2B H27). The intent of this action is to compensate for the loss associated with the road remnants that would be directly impacted by bypass construction.
- The construction of the bypass in relative proximity to the Bink's corner remnant of the Berry Estate road (G2B H27) enhances the interpretive value of the remnants in this area by providing a twenty first century example of highway construction for contrast and comparison with the 1856-1970s (G2B H27) and 1870s-1830s (G2B H26) remnants.
- These impact mitigation strategies would provide a means of promoting and communicating knowledge about the former road. In this way, the representative and historical significance of the impacted road remnants would be recognised and respected. Previously, the physical remains of the road have remained unprotected and largely overlooked. The historical importance of the former road has been acknowledged only by scattered references in local historical publications.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting. This would not only remove the remnant road, but also its immediate landscape setting and visual context.

Impact on existing structures

- This item consists of ground surface relief and possible subsurface traces. There are no existing structures related to this heritage item

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude [earth] 'works' (refer Section 8.1.5 of this report), the 'relic' status of the road remnant is difficult to determine based on the current data. If the road is only evidenced by ground surface relief, then it may not constitute a relic. If there is a subsurface foundation or constructed road surface, then these may constitute a relic.
- Apart from the road remnant, there are no other components of this item which may constitute a relic subject to impact.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass and service road across this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Provide access to private property independent of the bypass carriageway.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may be associated with the road remnant remains untested. There is potential for subsurface archaeological evidence of the following:
 - Road surface treatment (such as the application of gravels or timbers).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).
 - Artefacts within infill deposits in side ditches.
 - Drainage features, such as cross drains or minor culvert works.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment which avoids direct impact to the heritage item.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Prior to development impact, an integrated program of archival recording, including archaeological excavation, would be conducted across all of the known remnants of the Berry Estate Road effected by the project.
- In order to compensate for, and mitigate the loss of heritage values associated with direct impact to Berry Estate road remnants; G2B H19, 22, 23, 30 & 55, it is proposed to conserve and interpret a representative, and high value remnant of the road at 'Binks Corner', Broughton Village. This remnant is recording G2B H27, and consists of a 550 metres portion of the road, including a creek crossing and a highly visible cut and benched section. This remnant occurs in close association with a contemporary homestead site (G2B H52), a subsequent highway alignment, abandoned in the 1930s (G2B H26), and an extant early twentieth century homestead, Sedgeford (G2B H25). The length, inclusion of a creek crossing, the highly visible nature of the cut and benched section, and the interrelation of the associated items, makes this a unique and high value remnant. Of all the known remnants, this example presents the greatest potential for public interpretation.

I.3 Twentieth century highway remnants

Recording ID: G2B H12

Name/Description: Remnant portion of twentieth century highway (Stewarts Hill cutting and wayside stop, northern entry to Berry)

Statement of heritage impact

What is the nature and extent of anticipated development Impact?:

Construction of the bypass would result in the loss of the whole of the known extent of the item.

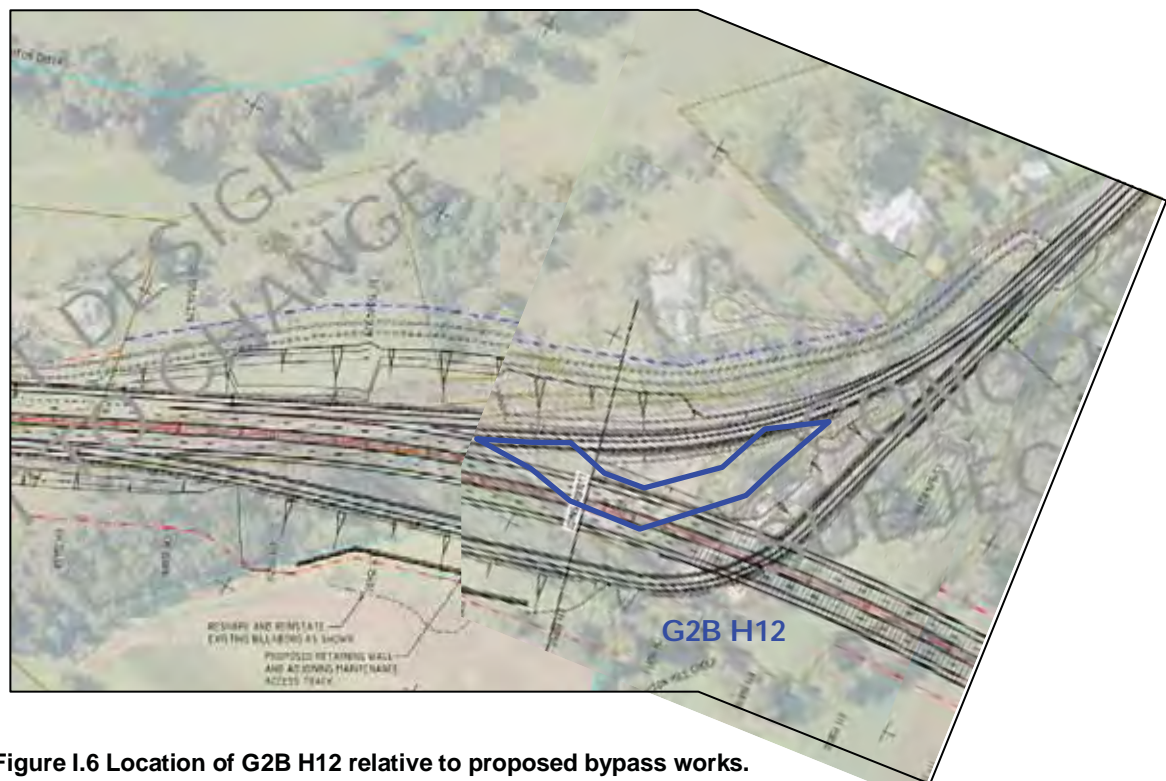


Figure I.6 Location of G2B H12 relative to proposed bypass works.

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

- The significance of this item is assessed as falling below the threshold of the assessment criteria.
- There are no aspects of the proposal which respect or enhance the significance of this particular item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- Construction of the bypass in the area of this road remnant would involve the extension and widening of the existing cutting, and the construction of a north bound on-ramp. This would not only remove the remnant road, but also its immediate landscape setting and visual context.

Impact on existing structures

- This item consists of a remnant bitumised road platform, excavated bench, and boundary fence. Apart from the fence line, there are no existing structures related to this heritage item.

Impact on relics

- The significance of this item has been assessed as falling below the threshold in the assessment criteria specified by the NSW Heritage Branch. As such this item is not consistent with a definition of a relic, which must be of State or Local significance under these criteria.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may form part of the road remnant is assumed but remains untested. There is potential for the following subsurface archaeological evidence, however none of these are likely to have significance above the assessment criteria thresholds:
 - Road surface treatment (such as the application of gravels).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment which avoids direct impact to the heritage item.
- This alternative has been rejected based on the low significance of the item, and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Based on the low significance assessment for the item (below the criteria threshold), no further heritage related management action is recommended for this item.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

This remnant section of highway would continue its current function as a service road but would be directly impacted in two locations, at its northern end by construction of an off-ramp and an additional service road, and towards its southern end by construction of a new intersection with the current highway/new off-ramp. Construction of a south bound off-ramp, along the alignment of the current highway, and an additional service road would result in direct impact to a small proportion of the remnant highway at its far northern end (an interval of up to 30 metres, and north of the driveway to A40A Princes Highway). A new, squared-off intersection with the off-ramp would be constructed near the southern end of the remnant. This would alter the original alignment of the remnant to a certain degree but maintain the integrity of the more significant and better conserved portion in front of the Mananga homestead and gardens. The addition to the remnant of a new service road for nine allotments would mean greater vehicle use of the remnant, and a higher frequency of maintenance and possible upgrading.

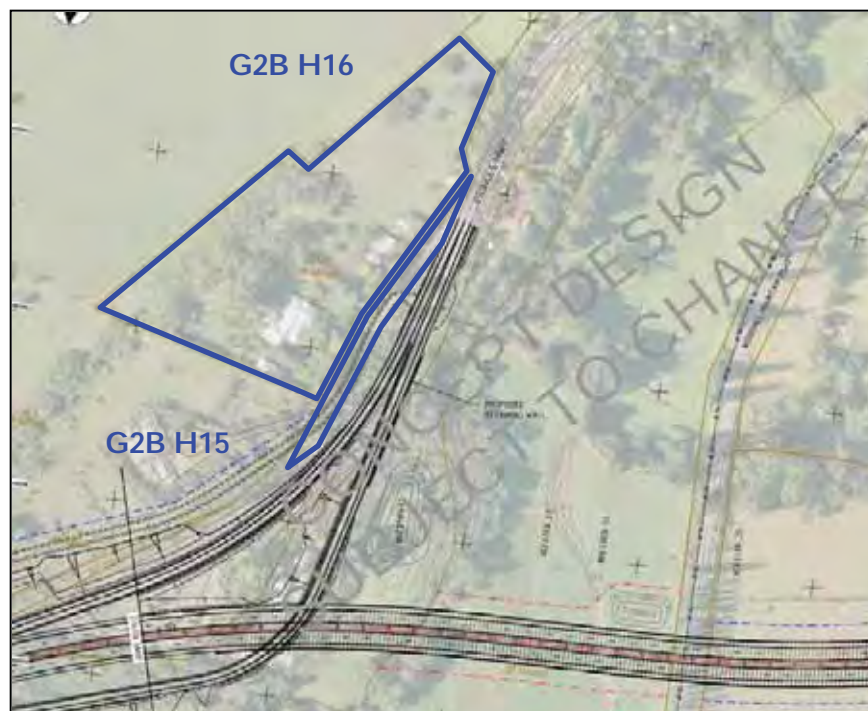


Figure I.7 Location of G2B H15 relative to proposed bypass works and item G2B H16.

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

- This item has an assessed local level of significance under criteria f & g.
- Substantial impact to the better maintained and most significant portion of the road remnant, (which is adjacent to the Mananga homestead and outbuildings), would be avoided. The alignment of the remnant, which remains the same as the original road at the time of the homestead construction, would be maintained as an actively used road. This would maintain the historical context and integrity of the property frontage.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The visual impact of the off-ramp and service road additions would only be marginally greater than the existing situation caused by the current highway carriageway and associated cutting. Although the intrusion of modern infrastructure would be marginally closer to the Mananga property boundary, there would remain an effective spatial margin, and visual barrier provided by existing fences and planted vegetation.

Impact on existing structures

- This item consists of a remnant bitumised road platform. There are no existing structures related directly to this heritage item.

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude [earth] 'works' (refer Section 8.1.5 of this report), the 'relic' status of this road remnant is difficult to determine. The subsurface foundation of the carriageway and the constructed road surface, may constitute a relic.
- There are known archaeological deposits situated on the western side of this road remnant. These are included in a separate recording G2B H14. Please refer to the Statement of Heritage Impact for that recording for an analysis of construction impacts to these deposits.

Summary

- Construction of the bypass would result in direct impact to a minority proportion of the road remnant, and avoid impact to the most significant portion. Impact to contextual values would be marginal only.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass and service road across this heritage item is required in order to:
 - Avoid direct impact to the Mananga homestead property.
 - Provide access to private property independent of the bypass carriageway.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maximise the use of the existing highway easement.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- The extent to which archaeological deposits may form part of the road remnant is assumed but remains untested. There is potential for the following subsurface archaeological evidence:
 - Road surface treatment (such as the application of gravels).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The only alternative to impacting this recording would be to move the bypass alignment further to the north. This would require either an extensive area of landfill and/or an extensive additional bridge interval. This would also result in additional loss of agricultural land.
- This alternative has been rejected based on the relative significance of the portion of road remnant subject to impact, and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Avoid use of bridges where a viable alternative exists.
 - Maximise the use of the existing highway alignment and easement.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Impact to this road remnant would be limited to essential works within the construction footprint at the northern and southern ends of the remnant.
 - Direct impact to the road remnant adjacent to the Mananga property would be minimised.
 - It is proposed to conduct an archival recording of the item, (relative in scope to the type and quality of information which can be recovered), prior to construction impact.
-

Statement of Heritage Impact

What is the nature and extent of anticipated development Impact?

Construction of the bypass would result in the loss of the whole of the known extent of the item.

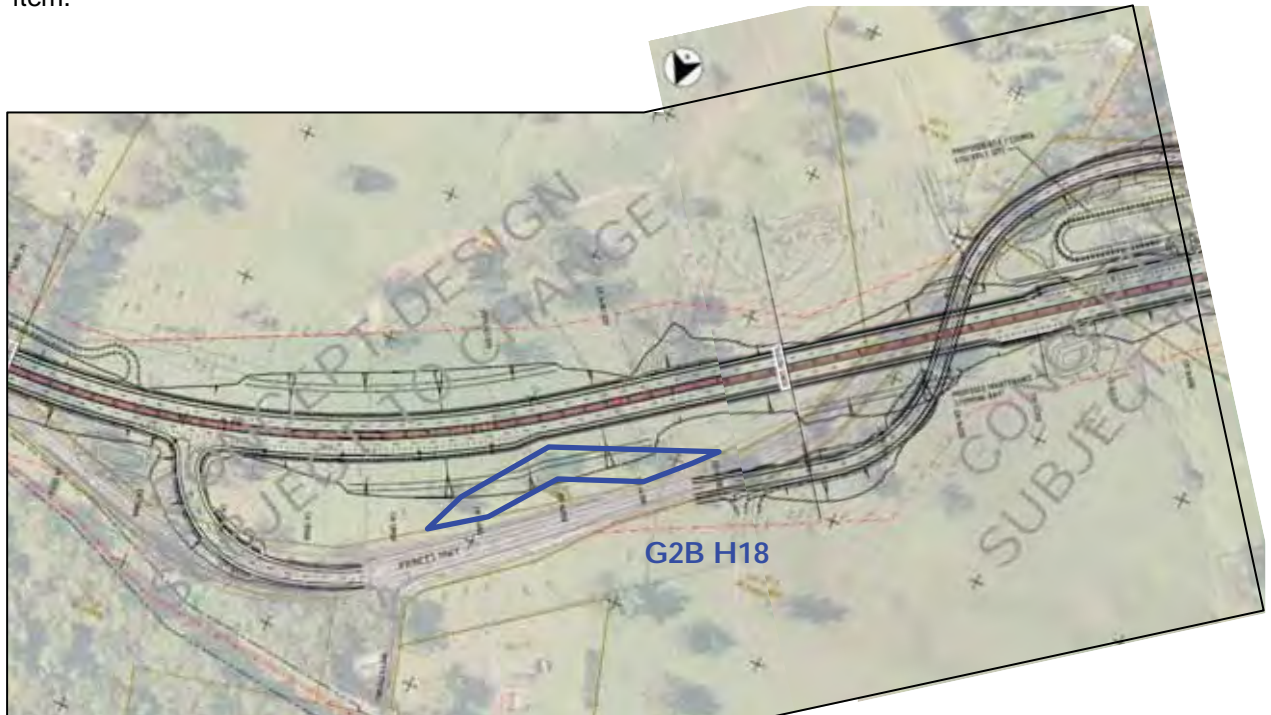


Figure I.8 Location of G2B H18 relative to proposed bypass works.

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

- The significance of this item is assessed as falling below the threshold of the assessment criteria.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting and changes to the existing highway carriageway. This would not only remove the remnant road, but also substantially alter the immediate landscape setting and visual context.

Impact on existing structures

- This item consists of a remnant road platform, indicated by eroded low ground relief. There are no existing structures related to this heritage item.

Impact on relics

- The significance of this item has been assessed as falling below the threshold in the assessment criteria specified by the NSW Heritage Branch. As such this item is not consistent with a definition of a relic, which must be of State or Local significance under these criteria.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may form part of the road remnant is assumed but remains untested. There is potential for the following subsurface archaeological evidence, however none of these are likely to have significance above the assessment criteria thresholds:
 - Road surface treatment (such as the application of gravels).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).
 - Artefacts within infill deposits in side ditches.
 - What alternatives to the anticipated development impact have been considered? Why are they rejected?
- The alternative would be to construct the bypass on a different alignment which avoids direct impact to the heritage item.

- This alternative has been rejected based on the low significance of the item, and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Based on the low significance assessment for the item (below the criteria threshold), no further heritage related management action is recommended for this item.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?:

Construction of the bypass would result in the loss of the whole of the known extent of the item.



Figure I.9 Location of G2B H21 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criterion e.
- It is proposed to conduct an archival recording of this item prior to any direct impact. The creation of the record addresses the need to realise the research and information potential upon which the significance assessment is based. The resulting record would respect those values and provide a degree of mitigation.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting and replacement of the existing highway carriageway. This would not only remove the remnant road, but also the immediate landscape setting and visual context.

Impact on existing structures

- This item consists of a remnant road platform and upslope cutting. There are no existing structures related directly to this heritage item.

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude [earth] 'works' (refer Section 8.1.5 of this report), the 'relic' status of this road remnant is difficult to determine. The subsurface foundation of the carriageway and the constructed road surface may constitute a relic.
- Apart from the road remnant, there are no other components of this item which may constitute a relic subject to impact.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Maximise the use of the existing highway easement.
 - Maintain horizontal and vertical design standards.
 - Minimise impact to native vegetation.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- The extent to which archaeological deposits may form part of the road remnant is assumed but remains untested. There is potential for the following subsurface archaeological evidence:
 - Road surface treatment (such as the application of gravels).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- Alternatives to impacting this recording would be to move the bypass alignment either further north or south. The northern alternative would cause substantial impact to the contextual values of the Glenvale homestead, impact native vegetation, and require a more extensive cutting. The southern alternative would have high property infrastructure impacts.
- The alternatives have been rejected based on the significance of the item, and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway easement.
 - Maintain horizontal and vertical design standards.
 - Minimise impact to native vegetation.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed to conduct an archival recording of the item, (relative in scope to the type and quality of information which can be recovered), prior to construction impact.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Construction of the bypass would result in the loss of the whole of the known extent of the item.

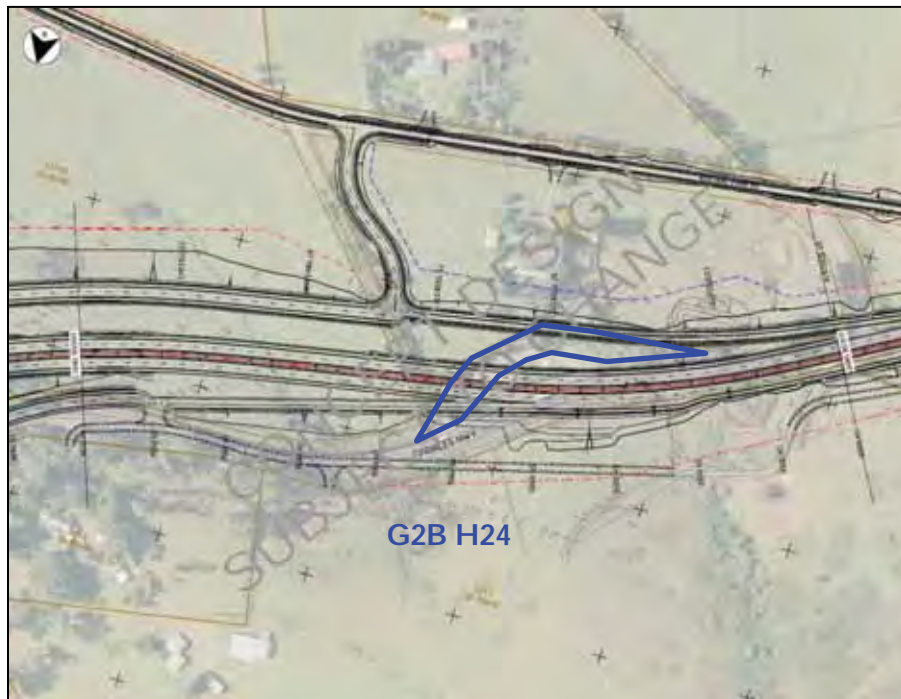


Figure I.10 Location of G2B H24 relative to proposed bypass works.

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

- The significance of this item is assessed as falling below the threshold of the assessment criteria.
- There are no aspects of the proposal which respect or enhance the significance of this particular item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass in the area of this road remnant would involve the creation of a substantial cutting and replacement of the existing highway carriageway. This would not only remove the area of the remnant road, but also the immediate landscape setting and visual context.

Impact on existing structures

- There are no existing structures related to this heritage item.

Impact on relics

- The significance of this item has been assessed as falling below the threshold in the assessment criteria specified by the NSW Heritage Branch. As such this item is not consistent with a definition of a relic, which must be of State or Local significance under these criteria.

Summary

- Construction of the bypass would result in the loss of the whole of the known extent of the item

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Avoid impact to Sedgeford homestead.
 - Maximise the use of the existing highway alignment and easement.
 - Maintain horizontal and vertical design standard.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known former structures or other features associated with this road remnant which may have left archaeological traces.
- The extent to which archaeological deposits may form part of the road remnant is assumed but remains untested. There is potential for the following subsurface archaeological evidence, however none of these are likely to have significance above the assessment criteria thresholds:
 - Road surface treatment (such as the application of gravels).
 - Preparation or maintenance of the road platform (evidenced by transported and compacted materials).
 - Artefacts within infill deposits in side ditches.
 - What alternatives to the anticipated development impact have been considered? Why are they rejected?
- The alternative would be to construct the bypass on an alignment further south, which avoids direct impact to the heritage item and to Sedgeford to the northeast.

- This alternative has been rejected based on the low significance of the item, impact to residential buildings to the south of the item. and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards
 - Minimise land take and property severance.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Based on the poor condition and low significance assessment for the item (below the criteria threshold), no further heritage related management action is recommended for this item.
-

I.4 Standing buildings and structures

Recording ID: G2B H10

Name/Description: Victorian Cottage
72 North St. Berry

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The footprint of a reinforced soil noise barrier and an adjacent footpath on the south side of the southbound off-ramp for the south Berry interchange, will encroach to within two metres of the existing cottage building. Associated property acquisition would include the whole cottage.

Construction of the bypass would result in direct impact to the whole cottage and the front (northern) half of the urban lot. Removal of the house is required either through demolition or the full or partial salvage of the structure.



Figure I.11 Location of G2B H10 relative to proposed bypass works.

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

- The significance of this item is assessed as falling below the threshold of the assessment criteria.
- There are no aspects of the proposal which respect or enhance the significance of this particular item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass would not only remove the cottage, but also the immediate landscape setting and visual context. The noise barrier would obscure existing views to the north across pastoral farmland.

Impact on existing structures

- All structures being part of this item would be directly impacted.

Impact on relics

- The significance of this item has been assessed as falling below the threshold in the assessment criteria specified by the NSW Heritage Branch. As such this item is not consistent with a definition of a relic, which must be of State or Local significance under these criteria.

Summary

- Construction of the bypass would result in direct impact to the whole of the cottage and associated front grounds.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass close to this heritage item is required in order to:
 - Minimise land take and property severance.
 - Maintain horizontal and vertical design standards relative to crossing Kangaroo Valley Road within the most effective and least impactful road interval.
 - Utilise the North Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Maximise the use of the existing highway alignment and easement (especially with regard to aligning with the existing carriageway south of Mark Radium Park) .

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.
- What alternatives to the anticipated development impact have been considered? Why are they rejected?
- The alternative would be to construct the bypass on an alignment further to the north and or east.
- This alternative has been rejected based on the low significance of the item, and the poor balance of outcomes which would result relative to the objectives to:

- Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise land take and property severance.
 - Utilise the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Maintain horizontal and vertical design standards relative to crossing Kangaroo Valley Road within the most effective and least impactful road interval.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Based on the low significance assessment for the item and the absence of direct impact, no further heritage related recording or documentation is recommended for this item.

Summary

- Construction of the bypass would result in direct impact to the whole of the house and associated grounds.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Minimise land take and property severance.
 - Utilise the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Maintain horizontal and vertical design standards relative to crossing Kangaroo Valley Road within the most effective and least impactful road interval.
 - Maximise the use of the existing highway alignment and easement (especially with regard to aligning with the existing carriageway south of Mark Radium Park) .

Will any known or potentially significant archaeological deposits be subject to development impact?

- There is potential for archaeological deposits to be associated with this heritage item, notably refuse dumps, under floor deposits, and the remains of former outbuildings. All would be directly impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on an alignment further to the north and/or east, or to the south. A southern alternative is unviable as it would require the demolition of multiple urban town lots, including St Patrick's former convent and St Patrick's Church (both of which are of local heritage significance). A northern and/or more eastern alternative would exclude the use of the North Street corridor and cause significant property severance.

- The alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise land take and property severance.
 - Utilise the North Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Maintain horizontal and vertical design standards relative to crossing Kangaroo Valley Road within the most effective and least impactful road interval.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed to conduct an archival recording of the house and grounds prior to any development impact. Ground disturbance in the area of G2B H11 would be monitored by an archaeologist with the aim of recording any features relevant to the archival recording, and recovering any significant relics.
- It is also recommended that RMS consider providing financial and/or logistical support in the event that an agent proposes to conserve all or part of the G2B H1 structure by moving it to a new location within or near Berry. In the event of simple demolition, suitable materials (such as bricks and stone masonry) would be recovered and reused (with commemorative identification) in appropriate local, infrastructure such as interpretive or entrance features, way-side stop facilities, landscaping or artwork.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The cottage would not be directly impacted. The bypass works would be situated between 90 and 45m of the cottage, and consequently pose a loss of contextual heritage value.

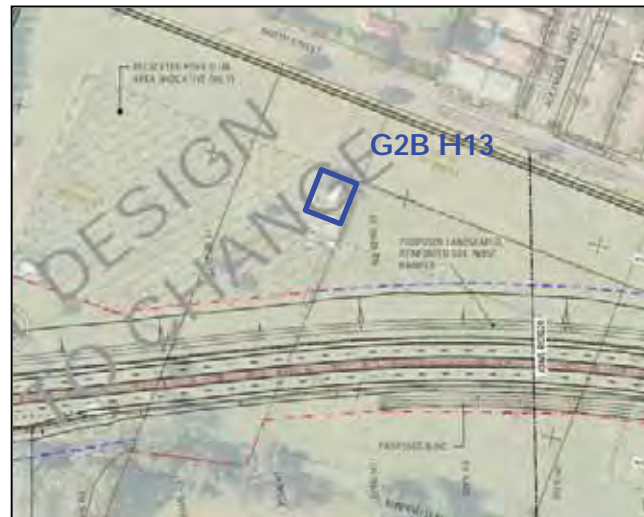


Figure I.13 Location of G2B H13 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criterion g.
- One of the determining factors for the selection of the bypass alignment was the avoidance of direct or close indirect impact to this Cottage residence. Previously contemplated alignment proposals, would have directly impacted the structure, or traversed the front grounds, resulting in a severe loss of contextual values.
- The visual impact of the bypass, from the south, would be mitigated by the construction of a landscaped barrier on the southern and eastern side of the bypass adjacent to Berry. This would provide a visual barrier that was consistent with the rural setting, and would obscure the main carriageway and its traffic from south side viewers. The upper portion of the existing escarpment vista would be unaffected for viewers positioned further away from the barrier.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- The main bypass carriageway would be constructed within 65m of the rear of this cottage. An associated landscaped noise barrier would be positioned on the southern side and extend to within 45 metres of the cottage. This would foreshorten the lower portion of the existing pastoral views to the north and west. Views from the cottage of the upper escarpment slopes would be unaffected by the barrier.

Impact on existing structures

- The bypass would not impact existing structures related to this item.

Impact on relics

- Based on the local level of assessed significance for this item (criterion g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The bypass would impact upon the visual context of the cottage with foreshortening of the valley floor views to the north and west.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass in the relative proximity this heritage item is required in order to:
 - Minimise land take and property severance.
 - Minimise impact to the sporting fields to the east, by locating the bypass on the north of Bundewallah Creek and then crossing the creek west of the fields and turning south to run parallel with the North Street corridor.
 - Utilise the North Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on an alignment further to the north.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise land take and property severance.
 - Utilise the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- The visual impact of the bypass, from the south, would be mitigated by the construction of a landscaped barrier on the southern and eastern side of the bypass adjacent to Berry. This would provide a visual barrier that was consistent with the rural setting, and would obscure the main carriageway and its traffic from south side viewers. The upper portion of the existing escarpment vista would be unaffected for viewers positioned further away from the barrier.
 - Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The complex (including the associated land holding) would not be directly impacted. Construction of a south bound off-ramp from the bypass would pass within 30 metres of the property boundary and would approximate the alignment of the existing highway. An additional service road would be appended to the northern end of a highway remnant which acts as the current access to the Mananga homestead and adjoining lot. There would be a marginal loss of contextual heritage value.

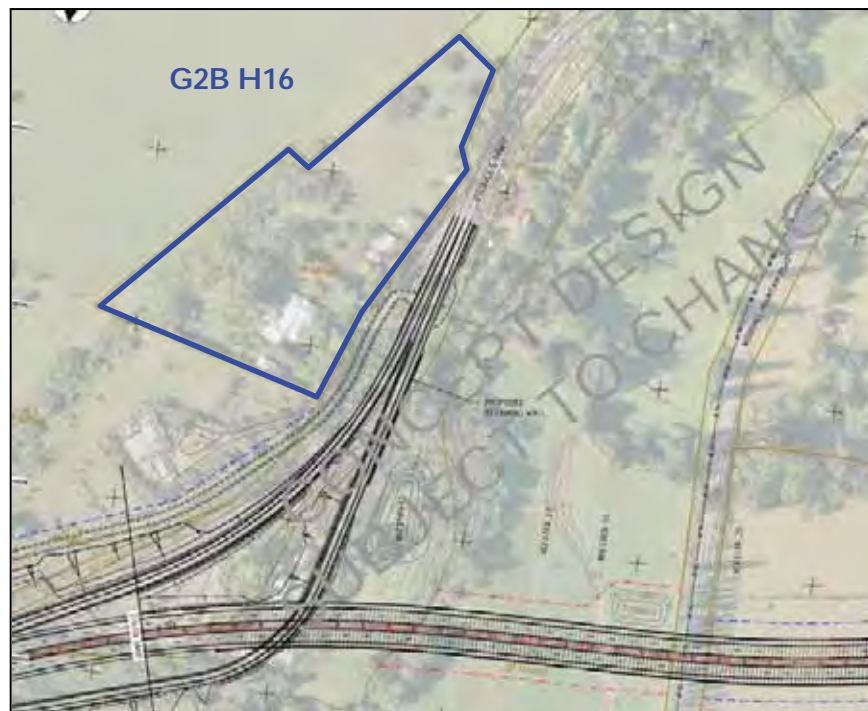


Figure I.14 Location of G2B H16 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, b, c, e, & g.
- One of the determining factors for the selection of the bypass alignment was the avoidance of direct impact to the Mananga homestead and property, and the minimisation of indirect impacts. A former alignment proposal, would have traversed the rear grounds of the homestead, resulting in a severe loss of contextual values, and impact to archaeological deposits.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The visual impact of the new access road, bypass off-ramp, and carriageway would only be marginally greater than the existing situation created by the current highway carriageway and neighbouring lot driveway. There would remain an effective spatial margin, and visual barrier provided by existing fences and planted vegetation.

Impact on existing structures

- The bypass would not impact existing structures related to this item.

Impact on relics

- Based on the local level of assessed significance for this item (criteria a, b, c, e & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The bypass would marginally impact upon the contextual values of the complex.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass works in the relative proximity this heritage item is required in order to:
 - Avoid direct impact to the Mananga homestead property.
 - Provide for car access to nine lots situated further to the northeast.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maximise the use of the existing highway easement.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.
- What alternatives to the anticipated development impact have been considered? Why are they rejected?
- The only alternative to impacting this recording would be to move the bypass alignment further to the north. This would require either an extensive area of landfill and/or an extensive additional bridge interval. This would also result in additional loss of agricultural land.

- This alternative has been rejected based on the relative significance of the portion of the remnant subject to impact, and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Avoid use of bridges where a viable alternative exists.
 - Maximise the use of the existing highway alignment and easement.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping.
- Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The homestead would not be directly impacted. The bypass works would be situated approximately 38m from, and upslope of the front of the homestead. A service road would be situated 30 metres away. The boundary of the bypass easement would be approximately 14m from the front of the homestead. This cartilage is a little larger than a former front yard enclosure around the homestead evident in a 1958 aerial photograph (refer Figures 6.115 & 6.116). Some garden plantings at the front of the cottage would be directly impacted. All of these plantings post date 1960. Due to the elevated bypass carriageway and associated embankments, there would be a substantial loss of contextual heritage value on the front (entrance) side of the homestead.



Figure I.15 Location of G2B H17 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria e, f & g.
- One of the determining factors for the selection of the bypass alignment was the avoidance of direct impact to the Hillview homestead.
- The original southern entrance to the property will be maintained by the proposed service road access.
- The distance between the bypass easement boundary and the homestead is in excess of the front yard enclosure evident in 1958.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The bypass works would be situated approximately 38m from the homestead, and would include the carriageway on an elevated embankment. The carriageway and embankment would place a visually intrusive landscape element into the front (southern) aspect of the homestead and obscure the original relationship of the building with the highway.

Impact on existing structures

- The bypass would not impact existing structures related to this item.

Impact on relics

- Based on the local level of assessed significance for this item (criteria e, f & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The bypass would substantially impact upon the south facing contextual values of the homestead.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass in the proximity of this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternatives to the indirect impact to this recording would be to move the bypass alignment either to the north or south. The southern alternative would involve direct impact to three residences together with extensive landfill and earthworks. The northern alternative would require a major alignment change which would involve direct impact to two farmhouses, significant property severance, and require an alternative crossing of Broughton Mill Creek and Woodhill Mountain Road. .
- These alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping.
- It is recommended that, where feasible, the existing front yard plantings which would fall within the bypass easement (and particularly the Oak tree) should be retained. This may require a minor deviation of the proposed service road.
- Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Neither the homestead nor its grounds would be directly impacted. The existing highway carriageway is located along the southern boundary of the homestead grounds, and the bypass works would not encroach further from this alignment. The eastern half of the current highway carriageway would be reused as a service road, the western portion would be modified as upslope end of an off-ramp onto that road. Existing tree plantings provide a visual buffer and barrier between the homestead and grounds, and the highway easement. There would be considerable impact to local landscape context values to the south of the existing highway, where construction of the bypass carriageway would involve a substantial cutting and downslope embankment. The main carriageway would be situated approximately 90 metres to the south of the homestead, and the off-ramp, approximately 70 metres.

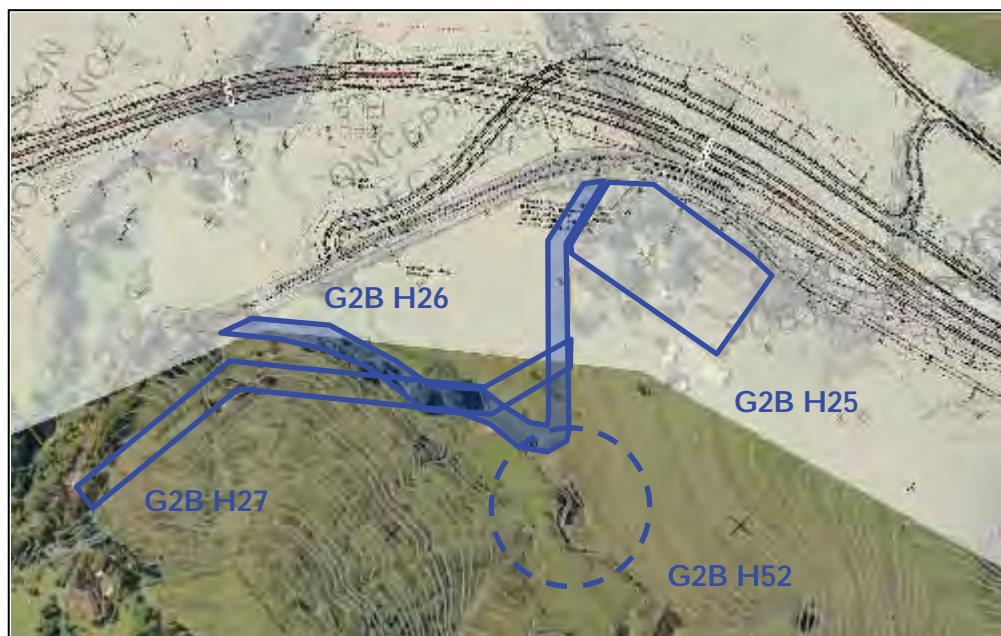


Figure I.16 Location of G2B H25 relative to associated recordings in the 'Bink's Corner' group, and the proposed bypass works.

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

- This item has an assessed local level of significance under criteria b & g.
- One of the determining factors for the selection of the bypass alignment was the avoidance of direct impact to the Sedgeford homestead and grounds. A former alignment proposal, which was shorter and therefore cheaper, would have required demolition and removal of both the buildings and grounds.
- The spatial relationship between the homestead, its grounds, and the current and a former highway alignment (G2B H26), is a valuable component of the heritage and interpretive values of the Bink's Corner grouping of heritage items (G2B H25, 26, 27 & 52). The bypass design respects this relationship by allowing for the continued vehicle use of the existing highway as a service road, and avoiding direct impacts on the eastern and northern side of the existing highway.

- The construction of the bypass in relative proximity of the Bink's Corner grouping of heritage items, enhances the interpretive value of the road remnants by providing a twenty first century example of highway construction for contrast and comparison with the 1856-1970s (G2B H27) and 1870s-1830s (G2B H26) examples.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- There would be considerable impact to local landscape context values to the south of the Sedgeford grounds (boundary runs adjacent to the existing highway), where a substantial cutting and downslope embankment would be constructed. The main carriageway would be situated approximately 90 metres to the south of the homestead, and the off-ramp, approximately 70 metres. Existing tree plantings would provide a visual buffer and barrier between the homestead, its grounds, and the highway easement.

Impact on existing structures

- The bypass would not impact existing structures related to this item.

Impact on relics

- Based on the local level of assessed significance for this item (criteria b & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The bypass would substantially impact upon the contextual values of the homestead.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass in the proximity of this heritage item is required in order to:
 - Avoid direct impact to the Sedgeford homestead and grounds, and the Brookside homestead, 400 metres to the northeast.
 - Maintain horizontal and vertical design standards.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternatives to the indirect impact to this recording would be to move the bypass alignment either substantially to the north, or further south. The northern alternative is limited by a major ridge slope, with the consequence that the nineteenth and twentieth century road remnants (G2B H27 and 26) would be directly impacted. The southern alternative would require a major alignment change which would involve direct impact to potentially two farmhouses, and significant property severance.
- These alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping
 - Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The bypass carriageway, which at this point is a bridge over Broughton Creek, would be situated approximately 75 metres to the southeast (and to the rear) of the *Brookside* homestead building. A separate, recently constructed cottage (incorporating some recycled materials) would be within 45 metres of the carriageway. The bridge is approximately 190 metres in length and would form a dominant visual backdrop in south and east directed views of the homestead. The bridge would cross the Broughton Creek at an oblique angle and would be angled upwards towards a spur in the southwest.

The northern property boundary of the required bypass easement passes through the rear storage shed and associated former dairy platform, and a former building platform on basal slopes on the opposite side of a small tributary southwest of the homestead grouping. The resumed land for the bypass easement would also include the former orchard and pump remains.

Construction of the bypass would require the demolition of the storage shed, possible impact to the former building platforms, and a substantial impact to local landscape context values to the east and south.

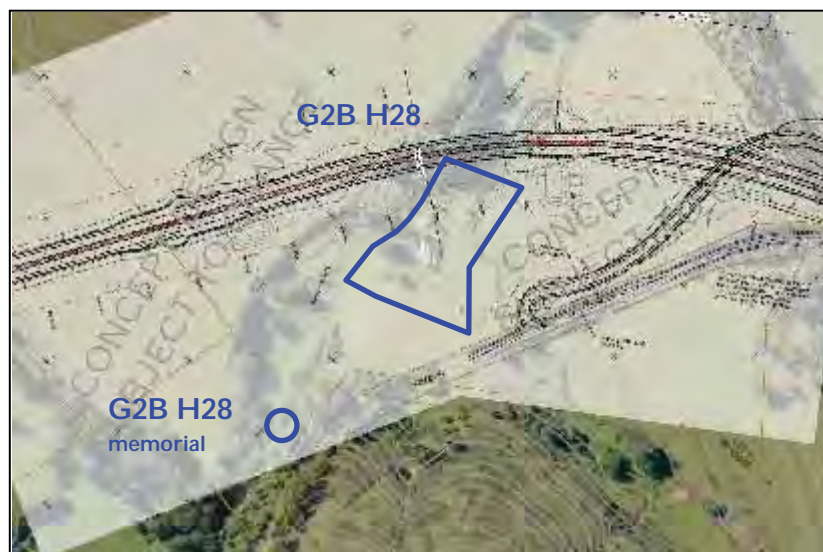


Figure I.17 Location of G2B H28 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria e & g.
- One of the determining factors for the selection of the bypass alignment was the minimisation of direct impact to the Brookside homestead. A former alignment proposal, which was shorter and therefore cheaper, would have required demolition of the homestead.

- It is proposed to conduct an archival recording of this item prior to any impact. The creation of the record addresses the need to realise the research and information potential of the item. The resulting record would respect those values and provide a degree of mitigation.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- There would be a substantial impact to the landscape context values of this item. The bridge and adjoining carriageway embankments would form an immediate backdrop and a dominant twenty-first century, visually intrusive element to the context of the homestead. This would significantly detract from the current early twentieth century character of the homestead, and dramatically shift the aesthetic values of its context. The maintenance of the creek corridor, and the visual continuity of viewsheds via the under-bridge space, are important moderating elements to this impact. Both the creekline and the bypass present strong directional landscape elements which could be appreciated as complementary and aesthetic landscape elements.

Impact on existing structures

- The bypass would directly impact the storage shed and associated small outbuilding.

Impact on relics

- Based on the local level of assessed significance for this item (criteria b & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. The incorporated elements of a former dairy, now part of the storage shed, would be impacted by the project. In the event that the construction of easement boundary fencing requires levelling and ground preparation, then archaeological deposits associated with former dairy and out-building platforms would be impacted.

Summary

- The bypass would directly impact upon a storage shed, remnants and traces of a former dairy complex, and substantially impact upon the contextual values of the homestead.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.

- The location of the bypass in the proximity of this heritage item is required in order to:
 - Minimise direct impact to the Brookside homestead group and avoid direct impact to the Sedgeford homestead and grounds, 400 metres to the southwest.
 - Maintain horizontal and vertical design standards.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There is potential for archaeological deposits to be associated with the platforms for a former dairy complex and former outbuilding, which would be subject to direct impact.
- What alternatives to the anticipated development impact have been considered? Why are they rejected?
- The alternatives to the impact to this recording would be to move the bypass alignment either to the east, or west. The eastern alternative would require a major alignment change involving a substantially longer carriageway and significant land take and property severance issues. The western alternative could not reduce indirect impacts due to limited space imposed by a major ridge slope. A consequence is that the nineteenth and twentieth century road remnants (G2B H27 and 26) would be directly impacted. These alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Prior to impact, it is proposed to conduct an archival recording at the Brookside homestead (G2B H28), inclusive of those features subject to direct impact, and the homestead building which incorporates structures previously moved from site G2B H59.
- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping.

- The natural character of the Broughton Creek and its banks in the vicinity of the bypass bridge, immediately south of the Brookside homestead, would be maintained and enhanced as much as feasible. The aim of this strategy is to ameliorate impact to the landscape context by maintaining and reinforcing the visual quality of the creek corridor. This can be achieved by maintaining and augmenting native bank side vegetation, and maximising the distance between the banks and bridge abutments.
 - Where there is no anticipated direct construction impact to components of this site, it is recommended that measures be instigated, where and as considered warranted, to protect these components from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

This heritage listed bridge would not be directly impacted by the project development. A new bypass bridge would be constructed immediately downstream of the existing bridge. The function and integrity of the existing bridge would be maintained through the retention of the existing highway carriageway as part of a local service road between the Toolijooa Rd intersection and *Sedgeford*.

The landscape context of the bridge would be substantially altered by the addition of the new and higher bypass bridge on its downstream side.

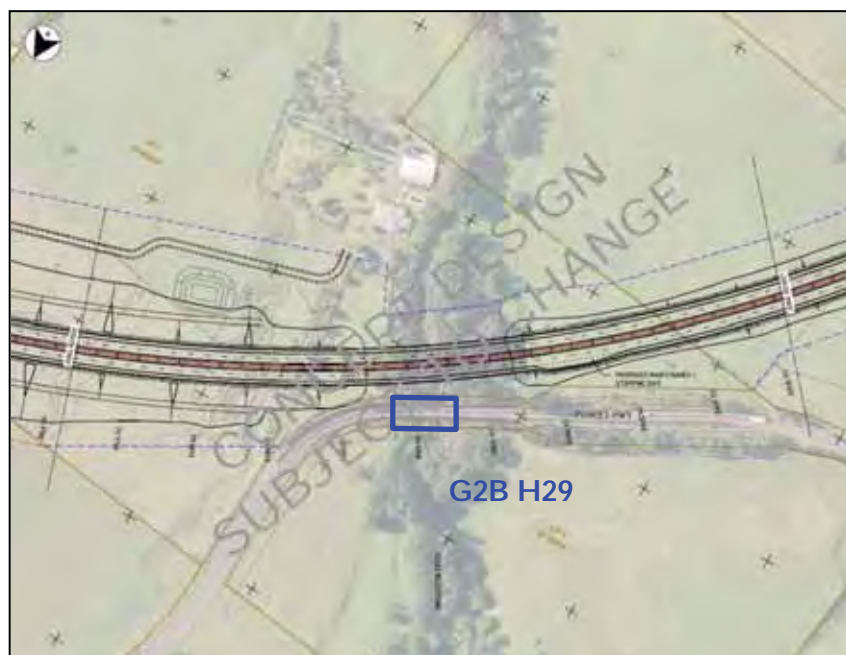


Figure I.18 Location of G2B H29 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, c, f & g.
- The existing bridge structure would not be directly impacted by the development.
- The construction of the bypass bridge immediately adjacent to the existing bridge would provide an interpretive opportunity to contrast and compare differences and developments in concrete bridge construction. The continued use of this crossing point continues a practise first established by perhaps the first European pathway along the valley floor, indicated on the 1860s county map (refer Figure 6.216 & 217).
- The reduction in vehicle traffic on the existing highway provides an opportunity to make it easier for visitors to stop and inspect the heritage bridge.

- It is proposed to promote, interpret and present the cultural values of this site to a public audience using formats, locations and strategies defined in a Heritage Interpretation Plan (HIP) to be developed as part of the project. This would recognise and enhance the heritage significance of the site by promoting the largely un-appreciated heritage of concrete structures and the development of highway bridge design. Such a program could potentially integrate interpretation with other related items, such as the 'Bink's Corner' highway remnants (refer Statements of Heritage Impact for G2B H19, 22, 23, 30 and 55).

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- The construction of the new bypass bridge would pose a substantial change to the landscape context of this item. The consequential loss of aesthetic quality is however, compensated by the interpretive opportunity and functional continuity represented by the new bridge. The new bridge

Impact on existing structures

- The bypass would not directly impact the heritage bridge.

Impact on relics

- Based on the local level of assessed significance for this item (criteria b & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. There are no known or suspected relics within the area of the adjacent bypass.

Summary

- The bypass would not directly impact the heritage bridge. The landscape context of the bridge would be substantially altered by the proximity of the new bypass bridge. This indirect impact is however, compensated for by the functional continuity of the new bridge, and the interpretive opportunities.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass in the proximity of this heritage item is required in order to:
 - Minimise disturbance to the ecological values of the Broughton Creek corridor.
 - Minimise the extent of excavation and batter length (and therefore also visual impact) associated with the Toolijooa Ridge cutting.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or suspected archaeological deposits within the area of the adjacent bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternatives to the indirect impact to this recording would be to move the bypass alignment further downstream (south). This would involve direct impact to a farmhouse, the creation of a new disturbance corridor across the Broughton Creek riparian vegetation/corridor, and potentially greater excavation along the Toolijooa Ridge cutting in order to accommodate horizontal design (curve) requirements. This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise disturbance to the ecological values of the Broughton Creek corridor.
 - Minimise the extent of excavation and batter length (and therefore also visual impact) associated with the Toolijooa Ridge cutting.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed to promote, interpret and present the cultural values of this site to a public audience using formats, locations and strategies defined in a Heritage Interpretation Plan (HIP) to be developed as part of the project. This would recognise and enhance the heritage significance of the site by promoting the largely un-appreciated heritage of concrete structures and the development of highway bridge design. Such a program could potentially integrate interpretation with other related items, such as the 'Bink's Corner' highway remnants (refer Statements of Heritage Impact for G2B H19, 22, 23, 30 and 55).
- Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Neither the homestead nor its grounds would be directly impacted. The closest sections of the bypass are situated on the same corridor of the existing highway. The construction footprint of the bypass comes within 150 metres of the homestead. Existing tree plantings provide a visual buffer and barrier between the homestead, its grounds, and the bypass easement. There would not be an appreciable impact to landscape context values of the homestead.

The listing of the *Glenvale* homestead on the Shoalhaven Local Environmental Plan Heritage Schedule includes the whole property, and the southern margin of the property would be discontinuously and directly impacted by the bypass development. Included in this category is direct impact to two remnants of the 1856 Berry Estate Road (G2B H22 & 23). These remnants are likely to have been contemporary with the *Glenvale* homestead and their loss would therefore pose an impact to the associative heritage values of the homestead.

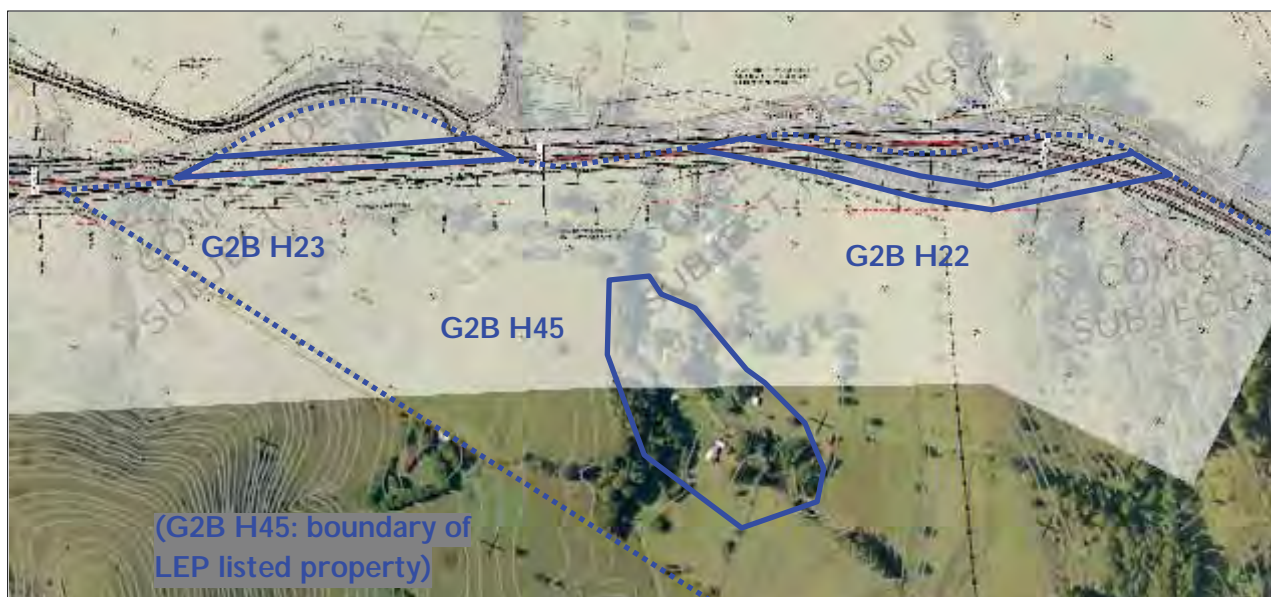


Figure I.19 Location of G2B H45 relative to associated recordings and proposed bypass works.

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

- This item has an assessed local level of significance under criteria e, f & g.
- The construction of the bypass would not directly impact this item.
- It is proposed to conduct an archival recording of two Berry Estate road remnants prior to any direct impact. The creation of the record respects and addressed the research potential of the spatial relationship between the homestead and early estate roadway. It would also provide a degree of mitigation for the loss of associative and contextual values.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- There would not be any appreciable impact to the contextual landscape values of the homestead. Existing tree plantings would provide a visual buffer and barrier between the homestead, its grounds, and the bypass easement.

Impact on existing structures

- The bypass would not impact existing structures related to this item.

Impact on relics

- Based on the local level of assessed significance for this item (criteria e, f & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The homestead and grounds would not be directly impacted by the bypass. The indirect impacts of the bypass would not be appreciable given the extent of the visual and spatial buffers around the homestead. Direct impact to two remnants of the Berry Estate road on the same property holding would impact on associative heritage values shared by these items.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass in the proximity of this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with the homestead which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative to the indirect impact to this recording would be to move the bypass alignment further to the north. This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards.
 - Minimise impact to native vegetation.
 - Balance cut and fill requirements: and
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping
 - Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The church and former convent and their grounds would not be directly impacted. The grounds of these two associated buildings comprises Lot 1 DP86897, approximately 0.8 hectares. The lot is bounded in the north by North Street, which provides rear access to both buildings. The bypass works in the vicinity of this item would be limited to the North Street easement, and further to the north.

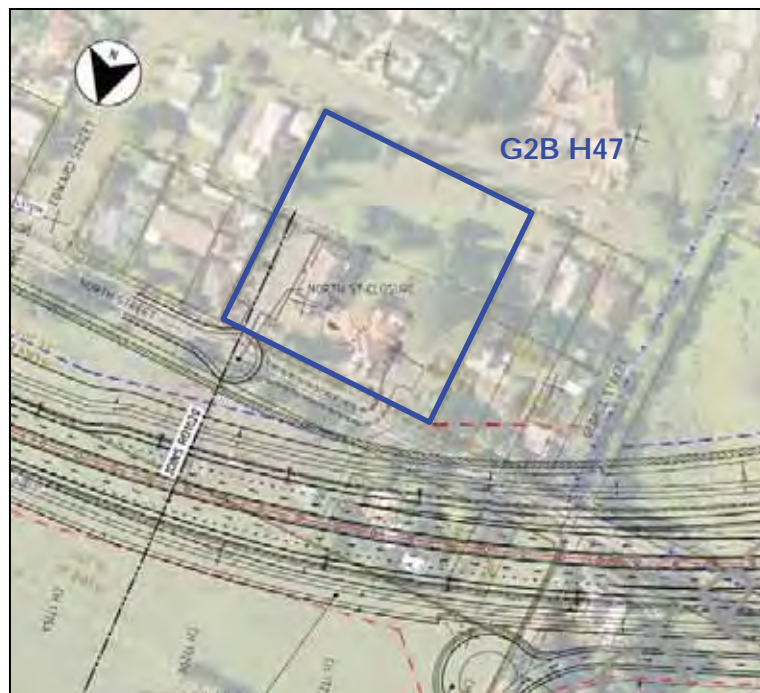


Figure I.20 Location of G2B H47 relative to proposed bypass works.

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

- These items have an assessed local level of significance under criteria d, f & g.
- The construction of the bypass would not directly impact this item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- Despite the proximity of the bypass, the integrity of the large town lot on which the church group is situated would not be compromised. The contextual values of these buildings would not be significantly impacted based on the following reasons:
 - The 'front' and entrance aspects of both the church and former convent buildings are to the south and east.
 - An existing high boundary fence and associated border vegetation along the North Street frontage obscures potential short and mid-distance vistas to the north. This indicates that these components of the site's context are not an important part of current usage or appreciation of the site.
 - Relative to the surrounding urban lots, the spatial buffer around each building is already substantial.

Impact on existing structures

- The bypass would not impact existing structures on this lot.

Impact on relics

- Based on the local level of assessed significance for this item (criteria d, f & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The bypass works would not directly impact this item. The indirect impacts of the bypass would not be appreciable given the southerly aspect of the heritage buildings, the existing spatial buffers and visual barriers.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass close to this heritage item is required in order to:
 - Minimise land take and property severance.
 - Utilise the North Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on an alignment further to the north.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise land take and property severance.
 - Utilise the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Neither the farmhouse nor its grounds would be directly impacted. The closest section of the bypass carriageway is 100 metres to the south. Existing tree plantings provide a visual buffer and barrier between the homestead, its grounds, and the bypass easement. An open field is situated between the farmhouse grounds and the bypass. There would not be an appreciable impact to the landscape context values of the farmhouse.



Figure I.21 Location of G2B H49 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria e & g.
- The construction of the bypass would not directly impact this item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- There would not be any appreciable impact to the contextual landscape values of the farmhouse. Existing tree plantings would provide a visual buffer and barrier between the homestead, its grounds, and the bypass easement. At least 200 metres of an open field system separates the homestead grounds from riparian vegetation situated to the south and west.

Impact on existing structures

- The bypass would not impact existing structures related to this item.

Impact on relics

- Based on the local level of assessed significance for this item (criteria e & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The farmhouse and grounds would not be directly impacted by the bypass. The indirect impacts of the bypass would not be appreciable given the extent of the visual and spatial buffers around the homestead.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass in the proximity of this heritage item is required in order to:
 - Minimise impact to the Berry sporting fields.
 - Minimise land take and property severance.
 - Maintain horizontal and vertical design standards.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with the farmhouse which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternatives to the indirect impact to this recording would be to move the bypass alignment further to the south. This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise impact to the Berry sporting fields.
 - Minimise land take and property severance.
 - Maintain horizontal and vertical design standards.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping
 - Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The cottage is located on the northern side of the current highway and would not be directly impacted. The bypass carriageway would be situated on an embankment, on the southern side of the current highway, within 35 metres of the cottage. The current highway would be retained as a service road. The construction of the carriageway on an elevated embankment to the northwestern corner of the cottage would pose an impact to the visual and landscape context of the item.

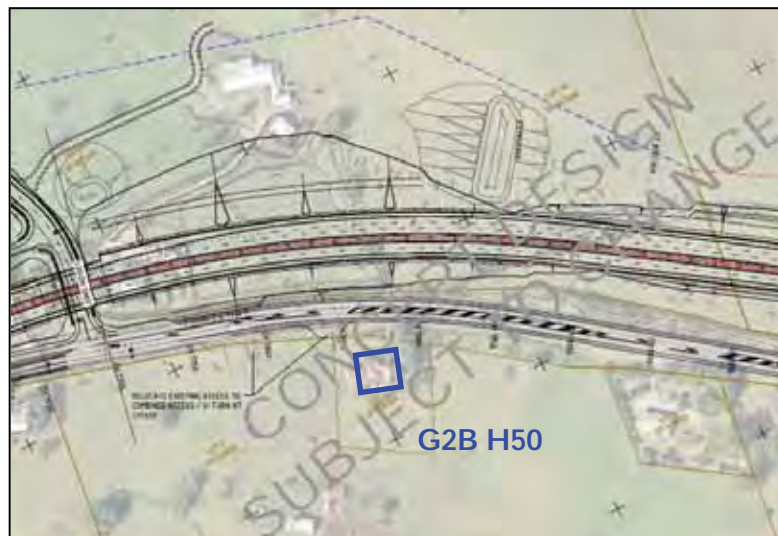


Figure I.22 Location of G2B H50 relative to proposed bypass works.

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

- The significance of this item is assessed as falling below the threshold of the assessment criteria.
- The construction of the bypass would not directly impact this item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual Impact

- The construction of the carriageway on an elevated embankment to the northwestern corner of the cottage would pose an impact to the visual and landscape context of the item.

Impact on existing structures

- The bypass would not impact existing structures on this lot.

Impact on relics

- The significance of this item has been assessed as falling below the threshold in the assessment criteria specified by the NSW Heritage Branch. As such this item is not consistent with a definition of a relic, which must be of State or Local significance under these criteria.

Summary

- The bypass would substantially impact upon the contextual values of the cottage.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass close to this heritage item is required in order to:
 - Allow the retention of the existing highway as a service road.
 - Take advantage of the elevated topography of the spurline running adjacent to the cottage, to construct the most effective vertical and horizontal carriageway alignment on the eastern fall of the Toolijooa Ridge.
 - Provide for a suitable degree of carriageway elevation to accommodate an underpass for the Toolijooa Road intersection.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on an alignment further to the south or north.
- These alternatives have been rejected based on the low significance of the item, and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Allow the retention of the existing highway as a service road.
 - Take advantage of the elevated topography of the spurline running adjacent to the cottage, to construct the most effective vertical and horizontal carriageway alignment on the eastern fall of the Toolijooa Ridge.
 - Provide for a suitable degree of carriageway elevation to accommodate an underpass for the Toolijooa Road intersection.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- Based on the low significance assessment for the item and the absence of direct impact, no further heritage related management is recommended for this item.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The concept design allows for the retention of that portion of the existing Schofields Lane which is adjacent to and parallels the eastern boundary of the *Graham Park* property. This section includes the *Graham Park* entrance gates and sculpture which are an important, and publically accessible heritage feature of the former research station. This retention would be possible due the concept design specification for a new highway intersection with Schofields Lane 50 metres to the north.

As a consequence of the retention of the current Park entrance and adjacent portion of Schofields Lane, there would be no direct impact to the significant fabric of the *Graham Park* site.

The edge of construction works for the bypass carriageway would extend to approximately 20 metres of the eastern boundary of Graham Park. This would not pose an appreciable impact to the visual and contextual values of the site.



Figure I.23 Location of G2B H51 relative to proposed bypass works.

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

- This item has an assessed State level of significance under criteria a, b, c & g, and local significance under criteria a, c, e, f & g.
- The relocation of the bypass intersection with Schofields Lane has the consequence that the existing portion of Schofields Lane which includes the Graham Park entrance can be retained and continue to function. This will maintain the heritage values and integrity of the entrance way. Previously considered options for this intersection would have required a new entrance to the facility, and possibly also repositioning of the entrance feature.

- It is proposed that the design of any access roadworks in the vicinity of the *Graham Park* entrance should not exclude the capacity for visitors to pull over and safely inspect the entrance feature. If necessary, allowance should be made in the design for the potential future installation of interpretive signage.
- The increased proximity of the highway, and the associated vegetation clearance would make the entrance sculpture more visible to bypass users. This could both increase public awareness and curiosity about the site.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Despite the proximity of the bypass, the contextual landscape and visual values of this item would not be appreciably compromised. The contextual values of the former research station would not be significantly impacted based on the following reasons:
 - The bypass at this point simply duplicates the existing carriageway on its northern side.
 - Despite the proximity of the required bypass construction footprint, the area immediately in front of the existing Graham Park already consists of a public road, being an alteration to the Schofields Lane alignment and intersection with the highway, constructed sometime between 1992 and 2006.
 - The existing circular driveway behind the entrance provides an effective open space buffer (17 metres) in front of the former station buildings.

Impact on existing structures

- The bypass would not directly impact any of the significant structures which form part of Graham Park.

Impact on relics

- Based on the State and local level of assessed significance for this item (criteria a, b, c, e, f & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. There are no known relics which would be directly impacted by the bypass development.

Summary

- The bypass would not directly impact significant items, and would have no appreciable impact on contextual values.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.

- The location of the bypass in the proximity of this heritage item is required in order to:
 - Maximise the use of the existing highway easement.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternatives to the close proximity of the bypass to this recording would be to move the bypass alignment to the east. This would directly impact upon a modern farmhouse and native vegetation. This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Minimise impact to native vegetation.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is recommended that the design of any access roadworks in the vicinity of the *Graham Park* entrance should not exclude the capacity for visitors to pull over and safely inspect the entrance feature. If necessary, allowance should be made in the design for the potential future installation of interpretive signage.
- Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
- During the period of bypass construction, temporary fencing would be erected around the feature to identify a 'no-go' area.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

This disused homestead and dairy would not be directly impacted. The bypass would be situated approximately 50 metres to the south of the site, and consequently pose a loss of landscape context value.



Figure I.24 Location of G2B H56 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria e & g.
- The bypass would not directly impact this item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The bypass works would be situated relative closely to the east and south of this item, coming as close as 50 metres to the south. This would place a visually intrusive landscape element into the current pastoral context of the homestead and dairy.
- This impact is substantially lessened by the fact that the homestead is now disused and in a ruinous state. The ruin is obscured by dense vegetation, and there are currently no practical outward looking vistas available from the building. Similarly, views towards the homestead provide no obvious indication of its presence.

Impact on existing structures

- The bypass would not impact existing structures related to this item.

Impact on relics

- Based on the local level of assessed significance for this item (criterion g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- The bypass would impact upon the landscape contextual values of the homestead and dairy to the south and east.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass in the relative proximity this heritage item is required in order to:
 - Minimise land take and property severance.
 - Utilise the North Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Minimise impact to the sporting fields to the east, by locating the bypass on the north of Bundewallah Creek and then crossing the creek west of the fields and turning south to run parallel with the North Street corridor.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on an alignment further to the north.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise land take and property severance.
 - Utilise the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping.
 - Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

This former church building, until recently situated on the south side of North Street, and now re-positioned 50 metres to the south and, facing Albert Street, would not be directly or indirectly impacted. The building entrance now faces south, away from the bypass, and vistas from the building no longer include the pastoral view on the north side of North Street. The bypass would be situated 200 metres away to the northwest. Existing buildings occur between the former chapel and the bypass.



Figure I.25 Location of G2B H58 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, d, f & g.
- The construction of the bypass would not directly or indirectly impact this item.
- One of the determining factors for the selection of the bypass alignment was the avoidance of indirect impact to this building in its former location. Previously contemplated alignment proposals, would have had an indirect impact due to construction in close proximity next to North Street.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The visual and landscape context of this former church building would not be impacted by the bypass. This conclusion is based on the following points:
 - The bypass would be situated 200 metres away, on the opposite side of North Street.
 - The recent re-positioning of this building means that the entrance now faces south, away from the bypass, and the front of the building forms part of the Albert Street frontage.

- Buildings and an avenue of mature tree plantings are situated between the former chapel and North Street, and these provide a considerable visual buffer and boundary.

Impact on existing structures

- The bypass would not impact existing structures on this lot.

Impact on relics

- Based on the local level of assessed significance for this item (criteria a, d, f & g), above ground structures which contribute to this significance, and any related archaeological deposits comply with the definition of a relic. No such relics would be directly impacted by the bypass.

Summary

- This item would not be impacted, either directly or indirectly by the bypass.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass relative to this heritage item is required in order to:
 - Minimise land take and property severance.
 - Utilise the North Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Minimise impact to the sporting fields to the east, by locating the bypass on the north of Bundewallah Creek and then crossing the creek west of the fields and turning south to run parallel with the North Street corridor.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this heritage item which would be impacted by the bypass.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on an alignment further to the north and northwest.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise land take and property severance.
 - Utilise the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- This item would not be impacted, either directly or indirectly by the bypass.

I.5 Known or potential archaeological deposits

Recording ID: G2B H14	Name/Description: Archaeological Deposit Former buildings at northern end of Broughton Creek township, Princes Highway, Berry
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Statement of heritage impact

What is the nature and extent of anticipated development Impact?

The north Berry interchange would include a south bound off-ramp positioned along the current highway alignment. Construction of the off-ramp would include widening and other works along the existing carriageway. This would encroach upon the G2B H14 archaeological deposit which extends up to the edge of the existing road shoulder on the eastern side. The degree of encroachment would vary and may extend up to five metres from the current shoulder edge.

An associated northbound on-ramp would be constructed on the western side of the existing highway alignment. This ramp would diverge from the current alignment opposite the *Mananga* homestead and descend to a level below the main bypass carriageway bridge. This alignment probably includes the location of the Berry butter factory building and the original (now filled) steep slope to Broughton Mill Creek. The latter may have been a refuse disposal area for the factory. Construction related excavation in this area may impact archaeological deposits which potentially remain beneath the existing road platform and the adjacent slopes.

The intersection of the new off-ramp with the former 1955 highway remnant (G2B H15), would be moved 100 metres further north, allowing the construction of a safer 90 degree angle of approach. This would involve direct impact to a roughly 190 m² (12.5 x 15 metres) portion of the G2B H14 archaeological deposit



Figure I.26 Location of G2B H14 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, e, f & g.
- It is proposed to conduct a program of archaeological salvage excavation within those portions of the G2B H14 deposit subject to direct impact. The archaeological record generated by this action would address the need to realise the research, interpretation and information potential of the deposit. The resulting record would respect those values and provide a degree of mitigation.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the interchange and associated on and off-ramps would not impact upon the visual and landscape context of the archaeological deposit to any greater degree than has already occurred since the 1955 upgrade. Existing elements which are important to the landscape and visual context of the deposit are the former 1955 highway alignment (and now service road) G2B H15, and the Mananga homestead and grounds (G2B H16). The Mananga homestead and grounds will not be directly impacted. The significant portion of the remnant highway, that section adjacent to the Mananga homestead, will also remain intact.

Impact on existing structures

- This item does not include above ground structures.

Impact on relics

- Based on the local level of assessed significance for this item (criteria a, e, f & g), the sub-surface artefacts and archaeological deposits which comprise this item comply with the definition of a relic.
- The loss of deposit outlined in the first question corresponds to impact to relics.

Summary

- Construction of the bypass would result in direct impact to two known areas of archaeological deposit (a margin adjacent to the existing highway and 190 m² under a new access road intersection), and to potentially occurring deposits underlying the existing highway and adjacent slopes.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.

- The location of the bypass and service road across this heritage item is required in order to:
 - Avoid direct impact to the Mananga homestead property.
 - Provide access to private property independent of the bypass carriageway.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Maximise the use of the existing highway easement.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- Construction of the bypass would result in direct impact to two known areas of archaeological deposit (a margin adjacent to the existing highway and 190 m² under a new access road intersection), and to potentially occurring deposits underlying the existing highway and adjacent slopes.
- Impact to archaeological deposits is outlined in the answer to the first question.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The only alternative to impacting this recording would be to move the bypass alignment further to the north. This would require either an extensive area of landfill and/or an extensive additional bridge interval. This would also result in additional loss of agricultural land.
- This alternative has been rejected based on the relative significance of the portion of the remnant subject to impact, and the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Avoid use of bridges where a viable alternative exists.
 - Maximise the use of the existing highway alignment and easement.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that prior to development impact, a program of archaeological salvage be conducted within those portions of the deposit subject to direct impact.
- For those sections of the deposit not subject to direct impact, it is recommended that measures be instigated, where and as considered warranted, to protect them from accidental or incidental impact during construction, or other form of RMS use.

Recording ID: G2B H48

Name/Description: Potential Archaeological Deposit
Site of former Berry Estate Tenant
Farm 161 Princes Highway
Broughton Village

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Two mature tree plantings mark the approximate location of this former homestead site. Based on an assessment of the tree locations and locally elevated micro-topography, it is estimated that the potential area in which the homestead was located falls outside of, but immediately adjacent to, the proposed bypass and associated easement.

A modern farmhouse has been constructed on the site of the former G2B H48 homestead. In the event that this building needs to be demolished, there could be an associated risk of impacting archaeological deposits related to the earlier occupation of the former homestead, and to the remnant tree plantings.

The bypass would be situated approximately 50 metres to the southeast of this item, and consequently pose a loss of landscape context value.

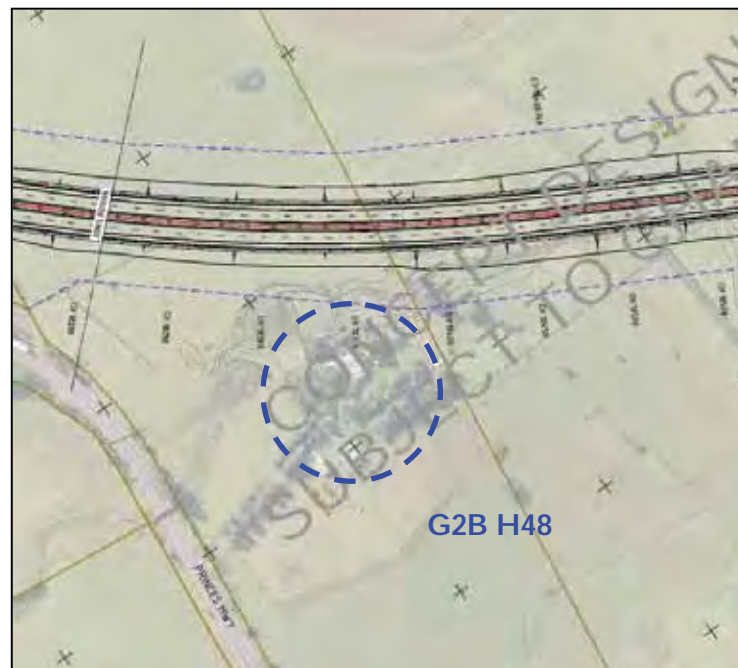


Figure I.27 Location of G2B H48 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criterion e, subject to confirmation through test excavation.
- The construction of the bypass would not directly impact this item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The bypass works would be situated relatively close to this item, coming as close as 50 metres. This would place a visually intrusive landscape element into the current pastoral context of the site. This impact is substantially lessened however by the fact that the site has already been substantially impacted by the construction of a modern farmhouse and its grounds. The significance of this item is based on its potential research value through archaeological investigation. The impact of the bypass on the landscape context of this item would not have a significant impact on this value.

Impact on existing structures

- This item does not include above ground structures. No structures associated with this recording would be impacted by the bypass.

Impact on relics

- Based on the local level of assessed significance for this item (criterion e), the sub-surface artefacts and archaeological deposits which may comprise this item would comply with the definition of a relic.
- It is considered unlikely that construction of the bypass poses a risk to relics given the distance from the former homestead and the lower ground surface of the construction footprint.
- If, due to constraints on re-sale and re-use, demolition of the current farmhouse becomes necessary, then there would be potential for the demolition to impact remnant archaeological deposits, and the remnant tree plantings.

Summary

- Construction of the bypass would result in the minor loss of contextual values, but is unlikely to result in direct impact to the deposit unless demolition of the modern farmhouse is required to satisfy re-sale constraints.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The close proximity of the bypass to this heritage item is required in order to:
 - Minimise disturbance to the ecological values of the Broughton Creek corridor.
 - Minimise the extent of excavation and batter length (and therefore also visual impact) associated with the Toolijooa Ridge cutting.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Will any known or potentially significant archaeological deposits be subject to development impact?

- It is considered unlikely that construction of the bypass poses a risk to potential archaeological deposits given the distance from the former homestead and the lower ground surface of the construction footprint.
- If, due to constraints on re-sale and re-use, demolition of the current farmhouse becomes necessary, then there would be potential for the demolition to impact remnant potential archaeological deposits.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternatives to the close proximity of the bypass to this item would be to move the bypass alignment further south. This would involve a new disturbance corridor across the Broughton Creek riparian vegetation/corridor, and potentially greater excavation along the Toolijooa Ridge cutting in order to accommodate horizontal design (curve) requirements. This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise disturbance to the ecological values of the Broughton Creek corridor.
 - Minimise the extent of excavation and batter length (and therefore also visual impact) associated with the Toolijooa Ridge cutting.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that in the event that construction related impacts are to occur at the G2B H48, then an archaeological program of monitoring and/or salvage excavation, as appropriate, be conducted with the aim of recording and recovering any artefacts or other information which relates to the former Berry Estate tenant farm at this location.
- In the event that demolition of the modern farmhouse is required, it is recommended that a program of archaeological monitoring by an archaeologist be conducted with the aim of recording and recovering any artefacts or information which relate to the former Berry Estate tenant farm.
- It is recommended that the remnant tree plantings, which predate the modern farmhouse, be conserved and protected from damage.

Name/Description: Potential Archaeological Deposit
Site of former Berry Estate Tenant
Farm 403 Princes Highway
Broughton Village (Toolijooa Ridge)

What is the nature and extent of anticipated development Impact?

This engineering plan view shows a section of a road project. A large diagonal watermark reads "CONCEPT DESIGN SUBJECT TO CHANGE". Key features include:

- A dashed blue circle highlighting a specific area on the right side of the main road alignment.
- Labels for "PROPOSED PROPERTY UNDERPASS 16 5m BOX CULVERTS - REFER 40225 PDB LONGITUDINAL PROFILE" at the top left.
- A label for "DEDICATED PALMA UNDERPASS 11 5m BOX CULVERTS" at the bottom left.
- The label "PRINCES HWY" followed by "G2B H53" in blue text near the center-right.
- Various stationing points along the road, such as 7+850, 8+000, 8+150, 9+000, 9+150, 10+000, and 10+150.
- Dashed red lines indicating boundaries or alignments.

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

- The following aspects of the proposal would detrimentally impact on heritage significance:*

- Construction of the bypass would involve the creation of a number of substantial cuttings. These would not only remove the potential archaeological deposit and alignment of stones, but also their immediate landscape setting and visual context.

Impact on existing structures

- This item includes an alignment of stone rubble which may be the eroded or disturbed remnants of a dry stone wall. This feature would be directly impacted by bypass construction.

Impact on relics

- Based on the local level of assessed significance for this item (criterion e), the sub-surface artefacts and archaeological deposits which may potentially be present at this site would comply with the definition of a relic.
- All relics which constitute this item would be directly impacted.

Summary

- Construction of the bypass would result in the complete loss of the potential archaeological deposit and alignment of rock rubble which constitute this item.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Allow the retention of the existing highway as a service road.
 - Take advantage of the elevated topography of the spurline to construct the most effective vertical and horizontal carriageway alignment on the eastern fall of the Toolijooa Ridge.
 - Maintain horizontal and vertical design standards.

Will any known or potentially significant archaeological deposits be subject to development impact?

- All potential archaeological deposits occurring at this site would be subject to direct impact.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment either to the north or south, which avoids direct impact to the heritage item. Both alternatives would require construction of major artificial embankments. A northern alternative would prevent the use of the existing highway as a service road. A southern alternative would require a much deeper and larger cutting through the upper portion of Toolijooa Ridge.

- These alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maintain the most effective vertical and horizontal carriageway alignment up to, and from, the planned Toolijooa cutting.
 - Maintain horizontal and vertical design standards.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that prior to development impact, a program of archival recording and archaeological salvage excavation be conducted at this site, as appropriate, and as required by the nature and significance of the relics encountered.
-

Recording ID: G2B H59

Name/Description: Archaeological Deposit and
Remnant Plantings
Site of homestead on former
Portion 181, Broughton Village

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

This site would not be subject to direct impact from the bypass. The bypass would be situated over 100 metres to the west.

The bypass would be clearly visible from the site, given its lower elevation and the surrounding pasture. The bypass would have an indirect impact on the heritage values of the wider landscape context of the site.



Figure I.29 Location of G2B H59 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria a, b, e, f & g.
- The construction of the bypass would not directly impact this item.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The bypass works would be situated in relative proximity to this item. This would impose a modern and intrusive element into the wider pastoral and largely nineteenth century landscape context of the site.

Impact on existing structures

- No structures associated with this recording would be impacted by the bypass.

Impact on relics

- Based on the local level of assessed significance for this item (criteria a, b, e, f & g), the above and below ground artefacts and archaeological deposits which comprise this item would comply with the definition of a relic. No relics would be directly impacted by the bypass.

Summary

- Construction of the bypass would pose an indirect impact to the heritage values of the wider landscape context of the site.

Why is the bypass required to traverse through/near the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The relative proximity of the bypass to this heritage item is required in order to:
 - Minimise direct impact to the Brookside homestead group and avoid direct impact to the Sedgeford homestead and grounds.
 - Maintain horizontal and vertical design standards.

Will any known or potentially significant archaeological deposits be subject to development impact?

- No known or potential archaeological deposits associated with this item would be subject to development impact.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternatives to the relative proximity of the bypass to this item would be to move the bypass alignment further to the west. This would require major, if not full direct impact to the Brookside (G2B H28) and Sedgeford (G2B H25) homesteads. This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise direct impact to the Brookside homestead group and avoid direct impact to the Sedgeford homestead and grounds.
 - Maintain horizontal and vertical design standards.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that where there are anticipated indirect impacts to the visual and landscape contextual values of heritage item(s), the design, construction and finishing of the bypass in the vicinity of the item(s) would be realised with the aim of minimising the visual impact caused by the road and its infrastructure. Possible means of achieving this aim include: minimising the height of the road platform and associated fencing or noise barriers; and careful selection of appropriate road side plantings and landscaping.
 - Where there is no anticipated direct construction impact to heritage items, it is recommended that measures be instigated, where and as considered warranted, to protect these structures from accidental or incidental impact during construction, or other form of RMS use.
-

I.6 Miscellaneous sites

Recording ID: G2B H61

Name/Description: Quarried rock outcrop
A350 Princes Highway
Broughton

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Construction of the bypass would result in the loss of the whole of the known extent of the item. Although the footprint of the bypass carriageway is situated immediately adjacent to this site, it's location on a drainage line which would be directly impacted by culvert works means that full direct impact is most likely.

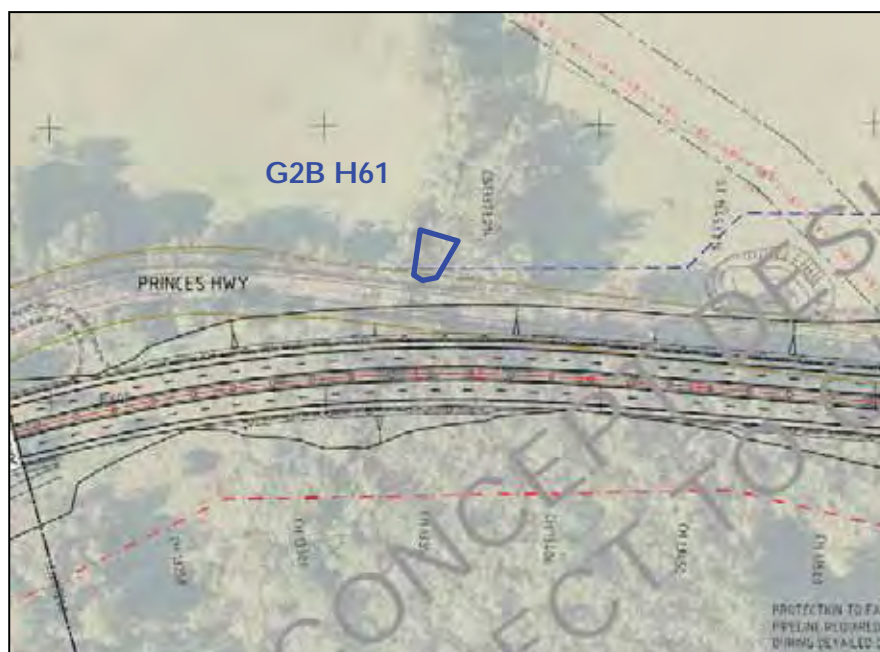


Figure I.30 Location of G2B H61 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criterion g.
- It is proposed to conduct an archival recording of this item prior to construction impact. The archaeological record generated by this action would address the research potential and representative value of the site. The resulting record would respect those values and provide a degree of mitigation.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass and any associated culvert works would result in both the loss of the site, and its immediate landscape setting and visual context.

Impact on existing structures

- This item does not include above ground structures.

Impact on relics

- Given that the definition of a 'relic' (s.4 Heritage Act 1977), is interpreted by the NSW Heritage Branch to exclude 'works' (refer Section 8.1.5 of this report), the 'relic' status of this quarried rock face is difficult to determine.
- Apart from the quarry and stone extraction marks, there are no other components of this item which may constitute a relic subject to impact.

Summary

- Construction of the bypass would result in the complete loss of the heritage item, and its context.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Maximise the use of the existing highway alignment.
 - Maintain horizontal and vertical design standards
 - Minimise land take and property severance.
 - Minimise impact to native vegetation.

Will any known or potentially significant archaeological deposits be subject to development impact?

- All potential archaeological deposits occurring at this site would be subject to direct impact.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment which avoids direct impact to the heritage item. A more northern alignment would impact native vegetation, both northern and southern alignments would have property severance implications.
- These alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maximise the use of the existing highway alignment.
 - Minimise impact to native vegetation.
 - Maintain horizontal and vertical design standards.
 - Minimise land take and property severance.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed that prior to development impact, an archival recording of the site be conducted.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Construction of the bypass would not involve direct impact to the remaining six poplar trees in this avenue, (which originally included nine trees). The bypass would be constructed in close proximity to the northern most tree, at right angles to the alignment.

A younger and more densely planted avenue of poplar trees, extends to the north of the northern most recorded tree in the G2B H62 avenue. Some of these trees would be directly impacted by the project. This younger avenue does not form part of the G2B H62 recording.



Figure I.31 Location of G2B H62 relative to proposed bypass works (dead or removed trees are shown by a dashed circle).

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

- This tree avenue has an assessed local level of significance under criterion c.
- The bypass avoids impact to this avenue
- It is proposed to temporarily fence the northern most tree for the duration of construction works in order to protect the root zone and prevent accidental impacts.
- Any post construction planting of the bypass easement in the area of the tree avenue (Woodhill Mountain Road) would aim to reinforce and replicate the existing landscape character created by the planted avenues of poplar trees.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass would interrupt the intended visual structure and rhythm of the tree avenue, which parallels Woodhill Mountain Road. The visual impact of the avenue is currently reinforced by younger plantings of poplar trees which are situated on both sides of Woodhill Mountain Road and extend to the north of the original avenue. These younger poplars are not included in the Shoalhaven LEP heritage listing upon which the G2B H62 recording is based. The bypass would directly impact an avenue interval of approximately 50 metres (approximately twelve trees along the eastern road side). This, together with the construction of the bridge at right angle to the avenue would pose a substantial visual interruption to the lengthwise appreciation of the whole avenue.
- The current effectiveness of the whole avenue (inclusive of unlisted trees) is lessened by:
 - The truncation of most of the trees on the west side of road to allow for overhead powerline clearance.
 - Gaps in the avenue and variable planting intervals.
 - Varying tree heights due to multiple stages of planting.

Impact on existing structures

- There are no existing structures related to this heritage item.

Impact on relics

- Based on the local level of assessed significance for this item (criterion c), the trees which comprise this item would comply with the definition of a relic. None of the trees in the G2B H62 recording will be directly impacted.

Summary

- Construction of the bypass would not directly impact upon the G2B H62 tree avenue, however there would be impacts to the visual context of the avenue and to the appreciation of the avenue.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.

- The location of the bypass in close proximity to this heritage item is required in order to:
 - Minimise property severance and loss of agricultural land.
 - Minimise visual and noise impacts as identified by Berry Community focus groups
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Minimise impact to the sports fields on the south side of Bundewallah Creek.
 - Maximise the use of the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Maintain horizontal and vertical design standards.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this item.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass further north of the avenue. This however would involve greater loss of agricultural land due to field severance.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Minimise property severance and loss of agricultural land.
 - Provide elevation for the bridge crossing of Broughton Mill Creek and Woodhill Mountain Road.
 - Minimise impact to the sports fields on the south side of Bundewallah Creek.
 - Maximise the use of the north Street corridor (which is based on a balanced appreciation of town related economic, community and social factors).
 - Maintain horizontal and vertical design standards.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed to temporarily fence the northern most tree for the duration of construction works in order to protect the root zone and prevent accidental impacts.
- Any post construction planting of the bypass easement in the area of the tree avenue (Woodhill Mountain Road) would aim to reinforce and replicate the existing landscape character created by the planted avenues of poplar trees.

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Construction of a southbound on-ramp for the southern Berry interchange would require the loss of a narrow margin of land from the western boundary of the park, adjacent to the current Princes highway. This margin may be as wide as 25 to 30 metres at its southern end, and narrower at its northern end.

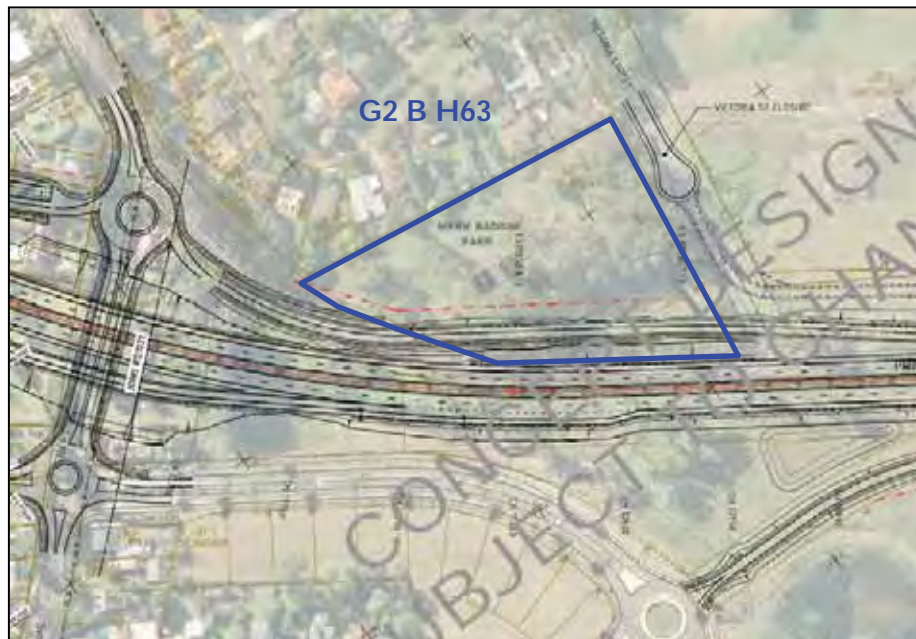


Figure I.32 Location of G2B H63 relative to proposed bypass works.

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

- This Mark Radium park has an assessed local level of significance under criteria b & c.
- The bypass minimises impact to the park by re-using as much of the original highway carriageway as possible.
- The change in use of the existing highway from main single carriageway to an on-ramp, means that this bordering roadway will undergo a reduction in vehicle traffic with possible positive results for the public amenity and safety of the park.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The bypass development will reduce the width of the park and create a wider corridor of carriageways and ramps along its western boundary.

Impact on existing structures

- The bypass may impact the western abutment of a low wall which impounds an ornamental pond located in the southwestern portion of the park.

Impact on relics

- Based on the local level of assessed significance for this item (criteria b & c), those components of the park which constitute the significant fabric of the item would comply with the definition of a relic. It is debatable if any of the specific park items to be impacted by the bypass - a number of trees, other plantings, footpaths and potentially the ornamental pool wall, could be considered the significant fabric of the park.

Summary

- Construction of the bypass would result in the loss of a margin of land along the western park boundary, and visual impact associated with a wider highway corridor.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Fulfil the requirements of the proposed southern interchange for Berry.
 - Minimise impacts to urban lots.
 - Maintain horizontal and vertical design standards relative to crossing Kangaroo Valley Road within the most effective and least impactful road interval.
 - Maximise the use of the existing highway alignment.

Will any known or potentially significant archaeological deposits be subject to development impact?

- There are no known or potential archaeological deposits associated with this item.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The only alternative would be to move the main carriageway further to the west. This would have a substantial impact to the Huntingdale Park Estate.
- This alternative has been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Fulfil the requirements of the proposed southern interchange for Berry.
 - Minimise impacts to urban lots.
 - Maintain horizontal and vertical design standards relative to crossing Kangaroo Valley Road within the most effective and least impactful road interval.
 - Maximise the use of the existing highway alignment.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed to minimise construction impact to Mark Radium Park wherever feasible.
 - Where there is no anticipated direct impact to Park components, it is recommended that measures be instigated, where and as considered warranted, to protect these components from accidental or incidental impact during construction, or other form of RMS use.
-

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

Construction of the bypass would probably result in direct impact to at least the southern end of the wall, and possibly a greater portion, depending on the batter and stepping requirements of the northern face of the cutting through Toolijooa Ridge.

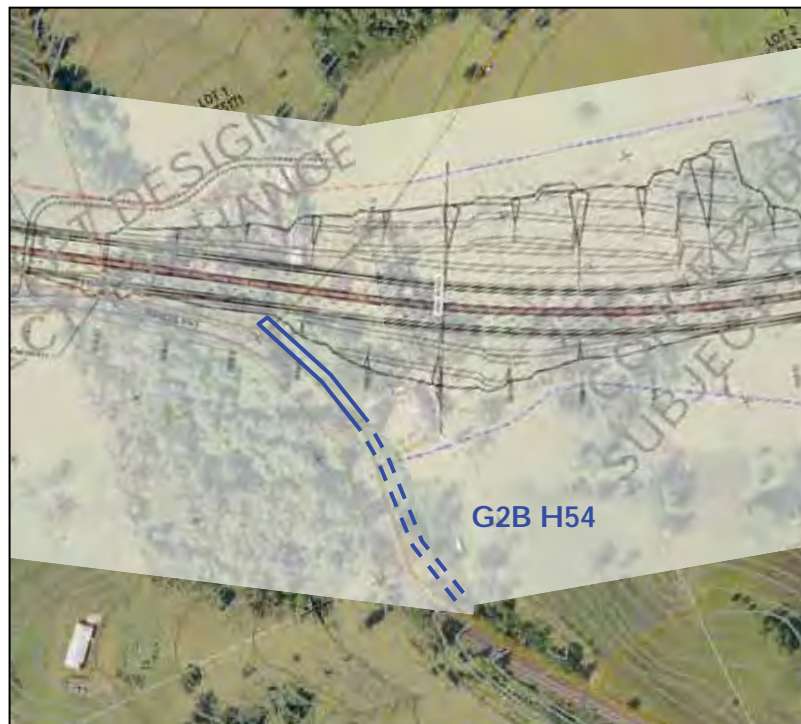


Figure I.33 Location of G2B H54 relative to proposed bypass works.

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

- This item has an assessed local level of significance under criteria c, f & g.
- It is proposed to avoid direct impact to the wall wherever feasible, and to actively conserve and manage the feature.
- It is proposed to conduct an archival recording of the wall prior to any construction impact. The archaeological record generated by this action would address the research potential and representative values of the site. The record would respect those values and provide a degree of mitigation.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- Construction of the bypass would involve the creation of a large, deep and visually imposing cutting immediately adjacent to the wall. Despite this, the immediate landscape context of the wall would be retained, due to the retention of the existing highway carriageway as a local access and service road. The wall is situated

upslope of this carriageway and probably served as a boundary wall for the original road easement.

Impact on existing structures

- Construction of the bypass would probably result in direct impact to at least the southern end of the wall, and possibly a greater portion, depending on the batter and stepping requirements of the northern face of the cutting through Toolijooa Ridge.

Impact on relics

- Based on the local level of assessed significance for this item (criteria c, f & g), the above and below ground elements of the wall, together with any sub-surface artefacts and archaeological deposits would comply with the definition of a relic.
- Those elements of this site that may be subject to direct impact (a portion of the wall at its southern end, and potentially any archaeological remains within the fill on the upslope side of the wall), would all constitute relics.

Summary

- Construction of the bypass would probably result in direct impact to at least the southern end of the wall, and possibly a greater portion. Despite this, the majority of the immediate context of the wall would probably be retained as part of the continuing function of the current highway as a service road.

Why is the bypass required to traverse through the identified heritage item?

- The project design has been determined following the consideration of multiple environmental, social, economic, design and engineering factors. Many of the constraints and opportunities posed by these factors present conflicting values and objectives. In these cases, project design has been drafted following a comparative assessment of the impacts and relative values. With regard to cultural heritage values, the project alignment was formulated with the following objectives:
 - Avoid impact to cultural heritage values where feasible or where significance values warrant compromise in other factors.
 - Minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - All anticipated impacts can be mitigated to a substantial degree through the conduct of management and salvage actions.
- The location of the bypass across this heritage item is required in order to:
 - Allow the retention of the existing highway as a service road.
 - Take advantage of the elevated topography of the adjacent spurline to construct the most effective vertical and horizontal carriageway alignment on the eastern fall of the Toolijooa Ridge.

Will any known or potentially significant archaeological deposits be subject to development impact?

- The upslope fill behind the wall may include archaeological material, and would be impacted if and where the wall itself was directly impacted.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- The alternative would be to construct the bypass on a different alignment either to the north or south. Both alternatives would require construction of major artificial embankments downslope of the wall. A northern alternative would prevent the use of the existing highway as a service road. A southern alternative would require a much deeper and larger cutting through the upper portion of Toolijooa Ridge.
- These alternatives have been rejected based on the poor balance of outcomes which would result relative to the objectives to:
 - Avoid or minimise impact to cultural heritage values where feasible and where warranted by significance values.
 - Maintain the most effective vertical and horizontal carriageway alignment up to, and from, the planned Toolijooa cutting.
 - Allow the retention of the existing highway as a service road.
 - Maintain horizontal and vertical design standards.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed to avoid direct impact to the wall wherever feasible, and to actively conserve and manage the feature.
 - It is proposed to conduct an archival recording of the wall prior to any construction impact.
 - Any rock material displaced from the wall as a result of construction works, should be retained for use in the repair and conservation management of the original wall.
-

I.7 Cultural landscapes

Recording ID: SICPH CL **Name/Description:** Southern Illawarra Coastal Plain and Hinterland

Statement of heritage impact

What is the nature and extent of anticipated development Impact?

- The bypass would impose a modern structural component onto the landscape. The formal traits of the bypass would contrast with those of the existing landscape:
 - The horizontal alignment of the bypass would be curvilinear within the constraints of standardised and even radius curves. This would contrast with most of the existing broad scale man made landscape features which are based on grids, right angles, or straight intervals joined by relatively tight curves.
 - The vertical alignment of the bypass would be gradual and incremental, and would include ramps, embankments and cuttings to maintain standard rates of climb or descent. This is in contract to most of the existing broad scale man made landscape features which are more reflective of natural gradients and elevations.
 - The width of the bypass corridor (including the carriageways, ramps and associated easement) would vary from around 100 metres to up to 200 metres. This is in major contrast to existing man made corridors which are nearly all less than 50 metres in width.
 - Unlike the alignment of existing roads which, through their curves, and opportunistic alignments, manifest the natural topography they are traversing, the bypass alignment would create its own topography of cuttings and embankments as required by limited tolerances in vertical and horizontal alignment. As a consequence the bypass may run contrary to the natural flow of ridges, valley orientation, and slope contours.
- Whereas the overwhelming character of property boundaries, field delineation, artificial lowland drainage, and secondary and minor roads is one of a grid and rectangular divisions, the bypass would superimpose this patchwork with a visually dominant and curvilinear corridor, following its own independent directional agenda.
- In the general proximity of Berry, the bypass would:
 - Impact upon the short and mid-distance view-sheds from the town streetscapes.
 - Impose a contrasting and modern road form relative to those parts of the town structured on a grid pattern.
 - Impact upon some remnant pastoral open space situated along the northern margin of the town grid. This margin provides a visually appealing contrast between the urban and rural and contributes towards a general pastoral character for the town.



Figure I.34 Location of proposed bypass works relative to the SICPH CL. (After Figure 13 in Clarke and Duyker 2010; and The boundary of the Berry – Bolong Pastoral Landscapes (Shoalhaven Heritage Inventory) (base image: Google Earth Pro 2009)

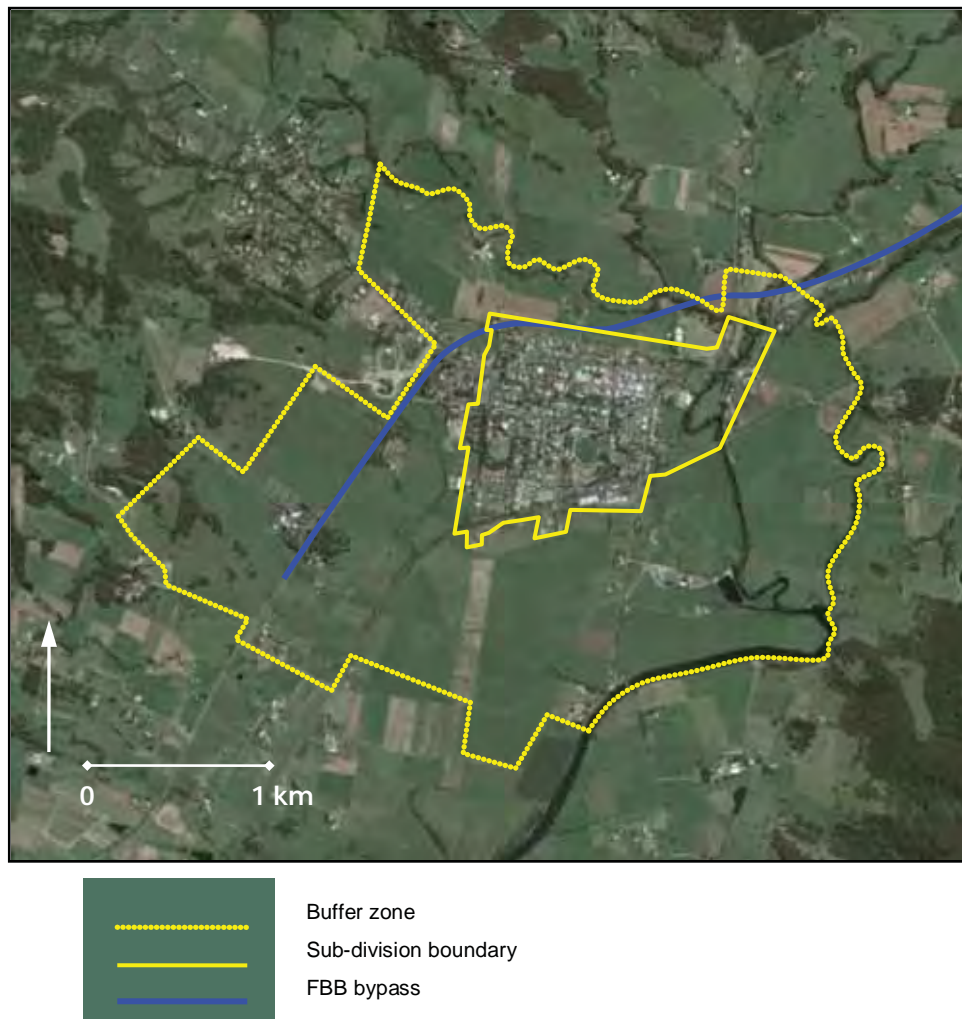


Figure I.35 Location of proposed bypass works relative to the Buffer Zone and Subdivision Boundary of the National Trust defined Berry Township Urban Conservation Area (After Figure 13 in Clarke and Duyker 2010) (Google Earth Pro 2006).

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

- This item has an assessed local level of significance under all criteria: a, b, c, d, e, f & g.
- Apart from substantial deviations across the Broughton Creek valley and around Berry, the bypass would generally follow the original corridor of the first European road constructed for vehicles between Berry and Gerringong – the 1856 Berry Estate Road. This provides a degree of historical and functional continuity to the bypass. It would remain a modern manifestation of an original mid nineteenth century access and transport corridor.
- The construction of the Berry bypass would avoid the need to widen and transform one of the town grid streets to accommodate the highway traffic. If the latter option was adopted it would irrevocably change the amenity and heritage character of the town, and require the full or partial demolition of many properties with heritage value.
- It is proposed to minimise and ameliorate adverse visual impacts of the bypass, through careful design of the bypass corridor and its infrastructure, minimising cuttings, embankments and carriageway elevation where feasible, and the establishment of vegetation.

- The visual impact of the bypass, from the south, would be mitigated by the construction of a landscaped barrier on the southern and eastern side of the bypass adjacent to Berry. This would provide a visual barrier that was consistent with the rural setting, and would obscure the main carriageway and its traffic from south side viewers. The upper portion of the existing escarpment vista would be unaffected for viewers positioned further away from the barrier.

The following aspects of the proposal would detrimentally impact on heritage significance:

Visual impact

- The bypass would impose a visually obtrusive and modern contrasting structural feature across a largely nineteenth century and rectilinear landscape character.
- The soil noise barrier that would be constructed on the southern side of the bypass near Berry would foreshorten views across the valley floor to the north and west.

Impact on existing structures

- A very limited number of structures would be impacted by the bypass. Only one of these, GlenDevan (G2B H11) contributes to the overall visual and heritage character of the landscape and would be subject to full direct impact (demolition).

Impact on relics

- The identification of relics sits uncomfortably with the scale of cultural landscapes. Due to the constraints inherent in its statutory definition and interpretation the identification of relics remains most effective at the smaller scale of sites, structures, objects and deposits. Refer to the individual impact statements for each item for the assessment of relics.

Summary

- The bypass would impose a visually obtrusive and modern contrasting structural feature across a largely nineteenth century and rectilinear landscape character.
- As a consequence of the visual barrier function of the noise barrier that would be constructed adjacent to Berry, views across the valley floor towards the north and west would be foreshortened.

Why is the bypass required to traverse through the identified heritage item?

- The bypass is required to upgrade the safety, functionality and efficiency of the Princes Highway between two key population and economic nodes within the region.

Will any known or potentially significant archaeological deposits be subject to development impact?

- The following items consist of, or include, known or potential archaeological deposits which would be subject to direct impact from bypass construction: G2B H14, 28, 48, 53, and 54.

What alternatives to the anticipated development impact have been considered? Why are they rejected?

- There are no feasible alternatives to the upgrading of the Princes Highway in such a way that its form and visual impact would not pose a significant impact to the heritage values of the cultural landscape it traverses.
- Amongst a number of alternative upgrade alignments previously considered at a route selection assessment stage of the program, one included the construction of a tunnel through the Toolijooa Ridge (Maunsell Australia 2008). This alternative would have substantially reduced the visual and landscape impact of the bypass but was rejected given the poor balance between cost and other determining factors.

Has the advice of a heritage specialist been sought? Has the consultant's advice been implemented/adopted?

- This assessment constitutes the advice sought and accepted from a heritage specialist (Navin Officer Heritage Consultants Pty Ltd), to the proponent (RMS).
- The advice of the consultant is incorporated as the recommended management strategies in this report.

How is it proposed that development impact be avoided, minimised or mitigated?

- It is proposed to minimise and ameliorate adverse visual impacts where feasible through the appropriate design, construction and finishing of the FBB easements, embankments and cutting faces, and the re-establishment of vegetation.
- The establishment of appropriate forms of vegetation along the bypass easement and adjacent areas would be an important strategy in mitigating the broad scale landscape and visual impacts of the bypass corridor. This would be conducted with an awareness of maintaining important vistas from the road corridor, and the use of vegetation boundaries and alignments which conform to the rectangular patchwork of the surrounding landscape and serve to breakup or scatter the dominant curvilinear of the bypass corridor.
- Where there is an opportunity to incorporate artistic elements in structures adjacent to the carriageway, (such as bridgework, tunnel portals, and retaining and noise abatement walls), it is proposed that designs derived from local cultural heritage themes be considered, especially at locations in close association to places of significance.
- The design, construction and finishing of the bypass in the general vicinity of the Berry Township would be realised with the aim of minimising visual obstruction to views from the streetscape across the surrounding pastoral landscape to the Illawarra Range.
- The visual impact of the bypass, from the south, would be mitigated by the construction of a landscaped barrier on the southern and eastern side of the bypass adjacent to Berry. This would provide a visual barrier that was consistent with the rural setting, and would obscure the main carriageway and its traffic from south side viewers. The upper portion of the existing escarpment vista would be unaffected for viewers positioned further away from the barrier.