



Prepared for Rosecorp Pty Ltd

August 2007

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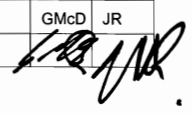
Catherine Hill Bay Statement of Heritage Impact

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1.0 Introduction

1.1 Background

Catherine Hill Bay is an unusual combination of picturesque coastal village and industrial landscape, the result of coal mining over the last 130 years. Rich in natural and cultural attributes, the area comprises a number of heritage buildings, including a remnant colliery railway and coal loader jetty, set amongst wooded and grassy topography, sandy beaches and rugged shoreline.

The Catherine Hill Bay Village Concept Plan arises from the requirement to provide a framework for the residential development of the site, its conservation of cultural and natural significance, and the adaptive reuse of its heritage buildings. This report is concerned with the impact of the proposed Concept Plan development on the natural and built heritage of the subject site.

The Statement of Heritage Impact together with the Concept Plan, provides a comprehensive assessment of the existing conditions, identifies key opportunities, and provides an expanded section with conservation policies, directing the future development and management of the Catherine Hill Bay precinct. An application will be made to the Department of Planning for consent under Part 3A, Major Projects under the *Environmental Planning and Assessment Act 1979*.

1.2 Site and Ownership

Catherine Hill Bay is 26 km south of Newcastle and 100 km north of Sydney, located on the Wallarah Peninsula, which is between the south eastern arm of Lake Macquarie and the Pacific Ocean (Figure 1.1). The subject site, known as the Moonee Hamlets, extends from adjacent to the Lindsley Street/Flowers Drive intersection in the north, the rear of the lots of the historic village forming a western boundary south to Montefiore Street, extending south of Montefiore Street over the area of the former coal workings of the Moonee colliery, and across to the ocean cliff top to the east.

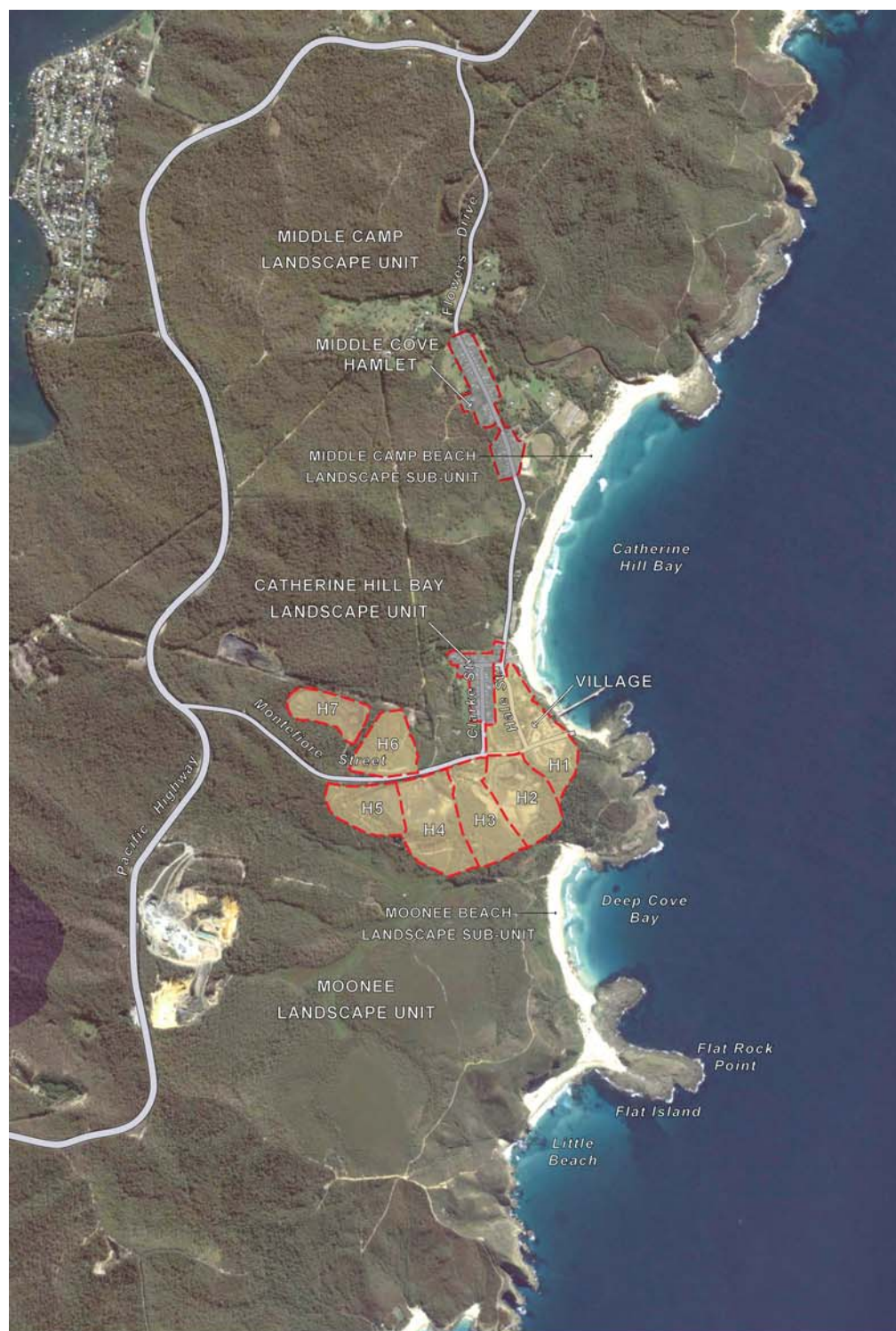
The Moonee Colliery site, previously owned by the mining operator Coal Operations Australia Limited, is currently owned by Coastal Hamlets Pty Ltd.

1.3 Study Area

The study area includes the Moonee Hamlets site as described above under Section 1.2. The subject site is in part, contained within the Catherine Hill Bay Heritage Conservation Area of the Lake Macquarie City Council Development Control Plan, and is also adjacent to heritage listed properties, which are primarily the historic village of Catherine Hill Bay and the Jetty. The study area therefore includes the Conservation Area in terms of curtilage, views and vistas, and development in the vicinity of heritage items.

1.4 Methodology

This Statement of Heritage Impact has been prepared in accordance with guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance, 1999*, known as *The Burra Charter*, the NSW Heritage Office's *Guidelines on Conservation Management Documents*, and James Semple Kerr's, *The Conservation Plan* (sixth edition) 2004.



- Development Area
- Existing Hamlets
- Hamlet Boundary
- Hamlet Number
- Roads

Image Courtesy of Google Images 2007
Scale: 1:15,000

Figure 1.1 Location and Site Plan of the Study Area

The report includes a description of the subject site (including condition and level of significance), description of the proposal, impact assessment and evaluation of measures proposed to mitigate any impacts of heritage significance. It also includes a section containing Conservation Management Policies to provide guidance for the next stages of development.

1.5 Author Identification

Garry McDonald, Senior Heritage Specialist, of Conybeare Morrison International prepared the report, and Judith Rintoul, Heritage Associate, reviewed the report. Darrel Conybeare was Project Director.

The author inspected the site on the 21 June 2007.

1.6 Acknowledgements

The author gratefully acknowledges the assistance of the owners for access as well as EJE Architecture for the provision of documents for the preparation of this report, and which include:

Conservation Management Plan, Wallarah & Moonee Collieries, Catherine Hill Bay, NSW, prepared by EJE Architecture, June 2003;

Statement of Heritage Impact for Catherine Hill Bay/Gwandalan Concept Plan, prepared by EJE Heritage, December 2006;

1.7 Limitations

Previous documentation has been prepared for the site and no further primary investigations have been carried out. This report refers to the EJE SoHI for the History section of this report.

2.0 History

This history is an edited version from the Statement of Heritage Impact prepared for the subject site by EJE Heritage (2006), for a previous concept plan. As noted in the EJE report, this history has been prepared from available sources, which include archival material relating to the Wallarah Coal Company, official documents, relevant secondary sources and newspapers.

The history of the coalmines at Catherine Hill Bay and the township of that name are closely intertwined. The town exists because of the mines. In order to provide the reader with a clear understanding of this relationship, the history has been written within a chronological rather than thematic framework. However, the relationship of the site to historical themes is addressed at the conclusion of the history.

2.1 Pre-European Settlement in the Study Area

Before the arrival of European settlers, the Lake Macquarie area was inhabited by Aboriginal people of the Awabakal clan. While information specific to Aboriginal occupation of the Catherine Hill Bay area is limited, its abundant supplies of fish, birds and fauna would have been a great attraction to the various groups which lived around the Lake. It is also likely that they came into contact with the Rev. Lancelot Threlkeld, who established a mission in 1825 on the eastern shores of Lake Macquarie. Success of the mission was limited, and in 1828 the London Missionary Society withdrew financial support. Undeterred, Threlkeld obtained a land grant in the area now known as Toronto and, with the support of a Government salary, continued his work with the Aboriginal people of the area until 1841 when declining numbers led to closure of the mission. By 1900, all forms of tribal life had disappeared from the Lake Macquarie area and only a handful of Aboriginal people remained, often living on the outskirts of European settlement.¹

2.2 Early Coalmining in the Newcastle Area

The establishment of European settlement in the Hunter region is directly linked to the presence of coal in the area. The first recorded discovery of coal by Europeans in Australia was made just south of Newcastle in 1791 by a party of escaping convicts led by William and Mary Bryant. Coal was also found in "a bay near Port Stephens" by fishermen in 1796, but although Governor Hunter forwarded samples to England he was disinclined to treat the find seriously because he believed that "the fellows [were] so full of trick and deception"². However, following the discovery of coal at the mouth of the Hunter River in September 1797 by Lieutenant John Shortland R.N., small craft began visiting the area to collect coal for export to India. During this early period, coal was gathered from the ground or broken from the cliffs with a pickaxe.

Official interest in the area intensified following the arrival of Governor King in NSW in 1800. Anxious to develop the colony's coal deposits, he ordered Lieutenant James Grant, commander of the *Lady Nelson*, to visit Hunter's River in June 1801 with a small party to survey the river, assess the coal deposits and determine "the most eligible place ... to form a settlement".³ Within a month, a small settlement had been established and the Governor had

¹ J. Turner and G. Blyton, *The Aborigines of Lake Macquarie: a brief history*, Lake Macquarie Council, 1995.

² Governor John Hunter to Sir Joseph Banks, cited in John Cobley, *Sydney Cove 1795-1800*, Angus & Robertson, 1986, p.69

³ King to Grant, 9 June 1801. F.M. Blayden, *Historical Records of New South Wales, Vol.4, 1800-1802*, P:\2007\07020\6.2 REPORTS\Working Text\Heritage Impact Statement\070730 CHB Statement of Heritage Impact.doc July 2007

issued a General Order declaring the Hunter River coal to be the exclusive property of the Crown. However, problems with discipline in the settlement had led to its abandonment by December 1801.⁴

In March 1804, the penal settlement at Newcastle was re-established to provide a place of secondary punishment for convicts who had offended in the colony. The first to be sent to the settlement were a number of rebellious Irish convicts, some of whom were put to work mining coal in the area of Colliers Point. Additional mines were subsequently developed in the area, but coalmining in Newcastle during this period has been described as "small scale and primitive", with outputs ranging from 150 tons in 1805 to a peak of 3,915 tons in 1820.⁵

Following closure of the penal settlement in 1821, it was planned to lease the mines to private interests but the government's mining activities in Newcastle continued until 1828. At that time, an Agreement made with the Colonial Office gave the Australian Agricultural Company (A.A. Company) a virtual monopoly of the coal industry in NSW for the next 31 years, in return for supplying the Government's coal requirements at prime cost, and those of the public at a reasonable price.⁶ The A.A. Company was granted 2,000 acres of land in the Newcastle area with the right to mine for coal.

A successful challenge to the A.A. Company's monopolistic status in 1847 cleared the way for other mining companies to establish collieries in the Newcastle area. The coal industry rapidly expanded, and small villages sprang up near the various mines, while other villages in the area were established as inner-city residential areas. This pattern of settlement resulted in a ring of eleven isolated, politically independent municipalities, with a high degree of home ownership, around the original area of settlement.⁷ Although the villages of Merewether and Stockton initially remained in the hands of the Merewether family, this land was released for sale in the early years of the 20th Century. As settlement expanded, the municipalities merged in both the physical and political sense. In 1938, the eleven local government areas amalgamated to become the City of Greater Newcastle, with the early villages retaining their names but as suburbs of Newcastle.

2.3 Discovery of the Wallarah Seam

Early coalmining centred around the easily accessible Newcastle coalfields, but coal deposits had also been noted in the lower Hunter Valley in the 1840s by the Anglican clergyman and geologist, Rev. William Branthwaite Clarke. Clarke had also measured a coal seam in an area south of Newcastle, now known as Catherine Hill Bay.⁸ Known as the Wallarah seam, it became a scene of mining activity in the mid-1870s.

The Wallarah seam is the top seam of the upper coal measures of the Lake Macquarie and Newcastle districts, lying 746 ft. above the Victoria Tunnel seam. The Victoria Tunnel Seam and the much deeper Borehole Seam were the most productive in the district.

Facsimile reprint, Mona Vale, 1979, pp.390-391

⁴ J.W. Turner, *Coal Mining in Newcastle 1801-1900*, Newcastle History Monograph No.9, Newcastle 1982, p.16

⁵ *ibid.*

⁶ P. Pemberton, *Pure Merinos and Others: the Shipping Lists of the Australian Agricultural Company*, Canberra, 1986, p.8

⁷ J. Docherty, *Newcastle: The Making of an Australian City*, Sydney, 1983, p.20.

⁸ M. Martin, "Catherine Hill Bay: a development history", April 1996, p.3.

In 1947 the Wallarah seam was described as having a thickness of between 11ft. and 14ft., of which 7ft. to 9ft. was mined. Bands of shale provided a good roof and floor in the mine. Conditions were very uniform with no faults or dykes and few rolls and there was no gas in the mine. The coal was hard, free from pyrite and broke well, rendering it highly suitable for raising steam.⁹

Interest in exploiting the Wallarah seam can be traced to 1865 when Jacob Montefiore and Thomas Hale took out a mining lease on 265 acres (Lot 20), completing purchase of the allotment ten years later. At the same time, Robert Saddington and Charles Parbury acquired a total of 635 acres in the area (Lots 17, 18 and 19) All portions were in the Parish of Wallarah.¹⁰ It is known that Hale had previous mining experience, having established a mine at Bellambi in 1859 but it is not known whether any of the other members of the group had prior involvement in the mining industry.

2.4 1867: The Wreck of The Catherine Hill

Known by the local Aboriginal people as "Toolouweraraba", Catherine Hill Bay acquired its European name following the wreck the *Catherine Hill* on 21 June 1867.¹¹ Built in the previous year for Thomas Hill of Market Street, Sydney by George Greentree at Wisemans Ferry, the *Catherine Hill* was a wooden, 2 masted topsail schooner of 65 tons, measuring 74.0 ft. x 17.2 ft. x 7.5 ft..¹² News of the wreck reached Sydney via Captain Adams, of the steamer *Coonanbara*, which was sailing from Newcastle to Sydney.

He reported that he had:

... observed a schooner ashore, about three miles north of Bird Island Point. She is standing broadside on to the beach and perfectly upright, with her masts and yards all standing. She appears to be about 80 tons burthen, and is painted either black or a dark green, with a white streak. The yards and mastheads were white, and the mainmast had more take than the foremast

... There was some person standing on the beach, but as there was no signal made Captain Adams did not decree it prudent to go too near, as the sea was breaking heavily. The schooner was lying inside the outer beach, and the crew could easily walk to Lake Macquarie.¹³

Details of the disaster were published a few days later, following the arrival in Newcastle of Captain Crawley, master of the *Catherine Hill*. With the owner, Thomas Hill on board, the vessel had left Richmond River the previous Monday in "dark and gloomy" weather with "light variable winds and heavy rain", and headed towards Newcastle. According to Captain Crawley,

On Wednesday it blew a heavy gale from N.E. to E., with heavy squalls, thunder and lightning; the ship was hove-to under single-reefed fore trysail, there being a high confused sea at the time; ship labouring heavily, and shipping a great quantity of water.

⁹ H. Elford and M. McKeown, *Coal Mining in Australia*, Melbourne, 1947, pp.130-1.

¹⁰ L. Nilsen (ed), "Catherine Hill Bay", *Lake Macquarie: Past and Present*, Lake Macquarie, 1985, p.29.

¹¹ K. Clouten, *Reids Mistake*, Lake Macquarie, 1967 p.192

¹² J. Purtell *The Mosquito Fleet: Hawkesbury River Trade and Traders 1794-1994*, Berowra Heights, 1995, p.188.

¹³ Sydney Morning Herald, (SMH) 26 June 1867.

On Friday morning made the land on the lee bow, close in shore, between two reefs of rocks; tried to make sail on ship to get her off shore, but the attempt was unsuccessful. Kept her away for [sic] the beach, and, while doing so, shipped a heavy sea, which took overboard the mate and cook, who were never seen afterwards. All the other hands reached the shore in safety; stayed on shore all night and next day without clothing or food, when a settler came and made a fire and provided us with provisions.

The vessel is bilged, tide ebbing and flowing in her on to the beach. The cargo consists of cedar and pine. There are no hopes of getting the vessel off, and the crew are engaged in stripping vessel and saving all they can of the wreck.¹⁴

2.5 1873: The New Wallsend Coal Mining Company

2.5.1 Establishment

Early in 1873, exploratory work was carried out Catherine Hill Bay by Mr. Pembledon, who then suggested the floating of a company to exploit the coal resources of the area.¹⁵ Little more is known of Pembledon, but it was Thomas Hale who promoted the Catherine Hill Bay coal, displaying samples in his Sydney office in mid-1874.

Hale became Managing Director and his partner, Jacob Montefiore, became Chairman of the Board of Directors of the new concern, to be known as New Wallsend Coal Mining Company.

In July 1873, the directors reported that under the supervision of manager Anders deFlon, a seam was being worked close to the water's edge at the south end of the bay and a pile jetty was under construction, running "right into the face of the workings". Transport of coal to the Sydney market by sea was crucial for the success of the new venture as previous attempts to mine coal in the Lake Macquarie area had failed because of difficulties in moving cargoes through the channel at the lake's entrance.¹⁶

2.5.2 The Jetty

The directors were slightly premature in their claim that a jetty was "under construction" in mid-July, as work on the structure did not commence until 4 August. In the following December, it was announced that 500ft. of the jetty had been built and the first coal would be shipped within fourteen days. However, before being used for its intended purpose the new jetty provided a landing site for company officials and owners of "coal lands adjoining". After coming ashore, the party witnessed a ceremony in which the Union Jack was hoisted on the flagstaff for the first time.

The jetty was reported to be "a very substantial structure", built on piles which had been "drawn a distance of seven miles":

At the shipping end it is more than 20 feet above high water, with a double line of iron rails laid down for the coal trucks, which run out of the mine on to the jetty, where they are tipped into a long iron shoot, hanging over the vessel's hold.¹⁷

The first shipment of coal from the New Wallsend Coal Mine was loaded from the jetty into the steamer *Tasmania* on 23 December 1873.¹⁸

¹⁴ SMH, 28 June 1867.

¹⁵ Miners Advocate (MA), 10 June 1874.

¹⁶ SMH, 17 July 1873.

¹⁷ MA, 20 December 1873.

Despite the company's assertions that the jetty was "very substantial", it was described by a journalist in 1876 as being:

...merely a make shift, being a rough structure, tumbled together with apparently no other intention than getting a few hundred tons of coal shipped to Sydney as quickly as possible after the opening of the mine. We observed that many of the piles were "tea tree", not very stout; and what was worse, they were piped, and not being sheathed to protect them from cobra, they must soon rot.

Indeed, I observed that new piles had been introduced, and that the jetty, on the side where the steamer loads, had sunk a foot or more, causing the structure to be lopsided, and therefore dangerous. Altogether it is too narrow, and we were not astonished at being told that the company had lost two horses by falling over into the sea.¹⁹

It remained standing until the mid 1880s when it was burnt down.²⁰

2.6 1873: Mining Operations Begin

The mine worked a 14 foot seam which, in December 1873, extended 150ft. in a southerly direction with bords to the east and south-east.²¹ By June 1874 it was producing about 300 tons per week and provided employment for 45 miners and about twenty wheelers and labourers. Two tunnels were driven into the face of the cliff, one containing two 20 horse power engines and Cornish flue boilers, one for draining the mine and one for haulage purposes.²² By 1875 between 60 and 70 miners were employed, producing from 800 to 1,000 tons of coal weekly, and the town possessed "indications of advancing civilisation".²³ 25

2.7 1875: The Township of Cowper

Within a few months of establishing the mine, a house had been built for the manager and a number of "good weather-board shingled cottages" had been completed for the workmen, with several more under construction.²⁴ By June 1874 there were about twenty small, substantially built houses of uniform design and several tents in the village, with a butchers shop and store.²⁵

A visitor to the home of the manager, Anders deFlon, wrote that the house was "situated on a hill and commands an excellent view of the ocean, the pit works, and the surrounding hills which are, for the most part, very barren looking".²⁶

In February 1875 the New Wallsend Coal Mining Company subdivided part of its land to create the Township of Cowper (Figure 2.1), probably in an attempt to raise much-needed capital. It is probable that the town was named for Sir Charles Cowper, former Premier of NSW while some of the streets were named for directors and shareholders of the company (Frazer, Hale, Montefiore and Lindsley). Usher Street may have been named for mining engineer John

¹⁸ MA, 27 December 1873

¹⁹ MA, 26 February 1876.

²⁰ M. Martin, "Catherine Hill Bay: a Development History", April 1996, p.12.

²¹ MA, 20 December 1873.

²² M. Martin, "Catherine Hill Bay: a Development History", p.5.

²³ Sydney Mail, 17 July 1875.

²⁴ MA, 20 December 1873.

²⁵ MA, 10 June 1874.

²⁶ MA, 10 June 1874.

Usher, Keene Street for geologist, William Keene, Morrice Street for pastoralist and former MLA John Morrice, and Clarke Street for the Rev.W.B. Clarke.²⁷

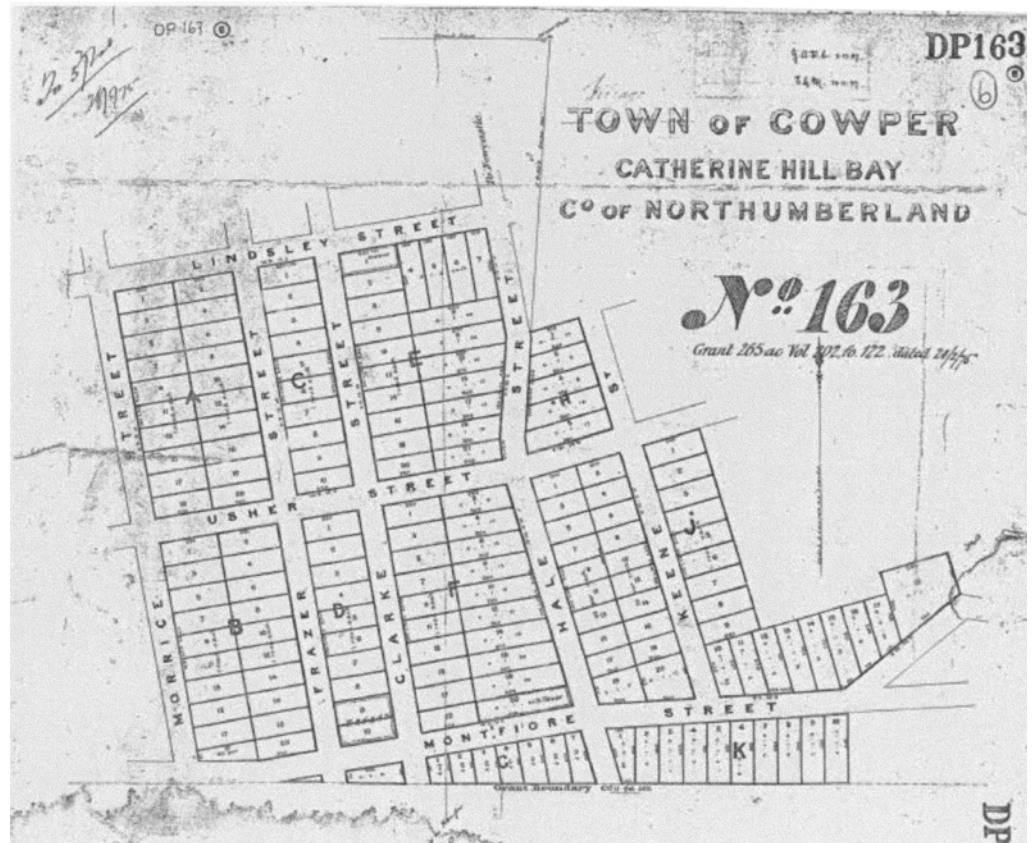


Figure 2.1 Image of the proposed town of Cowper, 1875. Note the present day village layout consists of Clarke, Lindsley and Montefiore Streets

Newcastle auctioneer J.C. Bonarius offered sixty seven allotments for sale in June 1875 but only a few were sold to speculative buyers.²⁸ Although the town appeared to be progressing, with several "comfortable residences" under construction as well as a new hotel, the cost of food and other provisions was high, prompting one resident to complain: "We are paying fearful prices for all articles of consumption ... for small potatoes, not much larger than marbles".²⁹ A further deterrent to potential purchasers was the inaccessibility of the area. As the company's vessel was not licensed to carry passengers and land access was primitive, the usual method of reaching Catherine Hill Bay was to take a ferry down the lake to Reeces' wharf, then travel three miles overland to the town.³⁰

²⁷ M. Martin, "Catherine Hill Bay: a Development History", April 1996, p.4.

²⁸ *ibid.*

²⁹ K. Clouten, *Reids Mistake*, p.195.

³⁰ K. Clouten, *Reids Mistake*, p.178 and *Miners Advocate* 19 June 1875.

2.8 1875: Decline

A severe blow to the company occurred in July 1875 with the loss of its steamer the *Susannah Cuthbert*, en route to Sydney with a full cargo of coal.³¹ Production at the mine began to slacken off and in September the miners faced a reduction in wages. According to the *Miners Advocate*, the directors "could not possibly have expected the men to accept it, and to our mind it looks like a quiet way of shutting up the colliery for a time."³²

In February 1876, rumours began to spread that the pit was about to be closed. DeFlon announced that less than a dozen men would be employed until the company enlarged the jetty and made enough skips to hold 200 tons of coal so that vessels could be loaded more economically.³³

A visitor to Catherine Hill Bay noted the problems faced by the mining company, which could not load coal in the bay in unfavourable weather. As the company had no means of stowing any more than a few tons of coal, the mine lay idle until weather conditions improved. "This drawback", declared the reporter, "coupled with the want of energy and pluck on the part of the shareholders, has kept the mine laying idle for some months, and as a necessary consequence has rendered the place almost too poor for any man to live in."³⁴

The downturn in mining activity impacted on the community, by then "a scattered settlement, containing thirty or forty habitations amongst which there are two hotels" and a store with attached post office, but efforts by the residents to persuade the government to establish a school had been unsuccessful. In the absence of a reading room or other place of amusement, it was suggested at the time that the two hotels must have been well patronised by the unemployed miners. In the opinion of a visitor to the town,

*That supposition ..would appear to be verified by the fact that there is a policeman stationed here. Fancy a place like this, situated on the coast so many miles from the centres of population, and numbering only a few scores of souls, having a "limb of the law" all to themselves, while the Wallsend, after which this place is named, with some seven thousand souls, has only one constable.*³⁵

2.9 1876: Closure

In March 1876 it was announced that the New Wallsend Coal Mining Company had been established with insufficient capital, and was unable to continue working the mine. Operations were suspended and the company wound up, but it was twelve months before Anders deFlon and the few remaining maintenance workers left Catherine Hill Bay for the South Coast area to work at Little Bulli mine.^{36 37}

The opening of a new colliery and sawmill at Lake Macquarie in October 1879 by Messrs. Lamb, Knox and Parbury effectively brought the settlement at Catherine Hill Bay to an end. The entry for Catherine Hill Bay in the *Newcastle Directory* 1880/1 described the town's decline, with a hint of sadness at the lost potential of the site:

³¹ MA, 10 July 1875.

³² MA, 18 September 1875.

³³ MA, 19 February 1875.

³⁴ MA, 26 February 1876.

³⁵ MA, 26 February 1876

³⁶ MA 4 March 1876

³⁷ NMH, 6 April 1877

*It has all collapsed now, Messrs. Lamb, Knox and Parbury having purchased the plant, stock, and houses have re-erected most of the latter on their estate at Lake Macquarie entrance. Business people, houses, and all have disappeared to pastures new, and a place which should have been a flourishing little township, is now a thing of the past.*³⁸

With few traces of the early settlement remaining, the site remained deserted until 1888 when interest was revived in the area's coal resources.

2.10 1888-1957: The Wallarah Coal Co. Ltd

The late 1880s were profitable years for the Australian mining industry, particularly in Newcastle where coal owners were reaping the benefits of a Vend which set a minimum price with members free to sell at a higher price.³⁹ Investors were attracted to the industry, drawing comment from the *Newcastle Morning Herald* in 1889:

*There is at present a greater amount of capital being expended in opening out new mines than there has ever been before in the history of the district. Within 20 miles of the port there are 18 companies opening out new collieries, the expenditure in many instances exceeding £50,000 before even a ton of coal is obtained. In every case the necessary capital has been obtained outside the district, the majority of the companies having been floated in Melbourne and London.*⁴⁰

Among those companies was the Wallarah Coal Company, formed in London in September 1888 with a capital of £100,000.⁴¹ The Board of Directors included Charles Parbury, Director of the Union Bank of Australia, who had been a director of the company which established a coalmine at Lake Macquarie in 1879.

A Local Board, based in Sydney comprised the Hon. Samuel A. Joseph, John De Villiers Lamb and Robert Saddington. Joseph had been a shareholder and director of the New Wallsend Coal Company, and Lamb and Saddington had been partners with Parbury in the Lake Macquarie mining venture.⁴²

After receiving a favourable report from an independent expert, Thomas Parton, the Wallarah Coal Company purchased 1200 acres at Catherine Hill Bay which had been offered for sale by Messrs. Parbury, Saddington and Lamb. The land comprised Lots 16, 17, 18, 19 and 20 of Wallarah Parish, bounded on the west by Lake Macquarie and on the east by a three mile ocean frontage.

Parton was a mining engineer, a Fellow of the Geological Society and a past president of the South Staffordshire and East Worcester Mining Institute. He saw great potential in the Catherine Hill Bay site in terms of coal production and also spoke highly of the "vast supplies of mining timber available on the estate". Parton was also attracted to the site by its sheltered bay which would favour the construction of a jetty, thereby allowing coal to be exported by sea.

³⁸ W.H. Shaw, *The Newcastle Directory*, 1880/81, Facsimile Reprint, Sydney, 1978, p.58

³⁹ J.W. Turner, *Coal Mining in Newcastle 1801-1900*, Newcastle City Council, 1982, p.100.

⁴⁰ cited in *ibid.*, p.108.

⁴¹ *ibid.*

⁴² M. Martin, "Catherine Hill Bay: a development history", 1996, p.12.

Thomas Parton was appointed as the first Manager of the Wallarah Colliery in London on 28 September 1888. By the end of November he had arrived at Catherine Hill Bay, charged with the task of establishing the mine and associated jetty, railway line and village.⁴³

2.11 1888-1890: Establishment of the Colliery

Parton's first task was the selection of a site for the colliery. He decided to tunnel in on the No.1 or upper seam, at a point about 2½ miles north-east of the bay on a hill some 250ft. above sea level. Having made this decision, plans could be made for the construction of a railway line to carry coal to the jetty where it would be loaded onto ships for transport to various destinations.⁴⁴ Another early project was the erection of a sawmill to provide timber for railway sleepers, buildings and pit props, using timber on the estate.⁴⁵

2.11.1 The Jetty

Crucial to the success of the Wallarah venture was a jetty, for the initial setting up of the mine and associated facilities and then for the transport of coal. With this in mind, the London investors secured a special lease "for the purpose of a jetty on piles" in June 1888.⁴⁶ As soon as the company was formed in the following September, a tender from "Atlas" Co. was accepted for shoots at the jetty⁴⁷ and authority was cabled from London for the commencement of the jetty construction at a site near that of the earlier structure previously built by the New Wallsend Company.⁴⁸

While the location for the jetty was selected because it was the most protected part of the bay, it was nevertheless an exposed and difficult construction site. As the bottom was nothing but rock, every pile used had to be fitted with an iron bolt at the end, which was drilled into the rock by divers.

At the present time this wharf runs out for a distance of 1,020 ft. and some 40ft. yet remains to be accomplished. In appearance, it is much like any other substantial wharf, except its great height, the planking being 30ft. above high water mark, so as to enable vessels of 3,000 tons to coal at the shoots. It is fitted with two shoots which can be adjusted to suit the state of the tide or the size of the ship, and it is estimated that 1,000 tons of coal can be shipped in eight hours. On arriving over the receiver of the shoots, the bottoms of the railway wagons are opened and the coal rushes into the hold of the vessel, and as there is a double line of rails the full trucks keep on one set while the empties are taken away on the other.

To protect the structures during heavy easterly gales four large iron cylinders are to be sunk at the end, while near the shoots are two fenders connected with separate piles, so that the rolling of a vessel will not damage the main piles.

The depth of water at the shoots is from 25ft. to 35ft. at low water, and as this amount exists for nearly 600ft. there is ample room for the largest steamer. During the recent heavy south easterly weather the sea was breaking clean over the end of the wharf, but not the slightest

⁴³ NMH 14 October 1890

⁴⁴ NMH 7 February 1890

⁴⁵ NMH 8 February 1890

⁴⁶ J & A Brown – Coal & Allied Archives, A7662 (ii), University of Newcastle Archives.

⁴⁷ Wallarah Coal Company, Sydney Minutes, 3 September 1889. ML MSS:3876/1,

⁴⁸ NMH 7 February 1890

damage was done. Mr. Parton considers that when completed it will be equal to the best shipping jetties on the south coast.⁴⁹



Figure 2.2 Image of the jetty c1894, looking east. Note the timber construction of the structure, later replaced. LMCC Library

Hopper wagons were drawn along the jetty to the shoots by an endless rope of flexible galvanised iron which passed over a vertical sheave at the shore end, and two horizontal sheaves at the ocean end. The rope was driven by a two-drum winch, powered by steam from a vertical boiler. Wagons were weighed on a Pooley weighbridge near the jetty before being discharged into the ship's hold.⁵⁰

2.11.2 The Railway

Construction of the railway line was apparently uneventful, but transporting the locomotives and railway stock posed significant problems. Two locomotives had been ordered from Fowler & Co., Leeds but as the only land access to Catherine Hill Bay was a bridle track from Swansea, Parton found it necessary to bring the locos to Sydney in pieces, then ship them to Catherine Hill Bay for assembly at the mine. As there was a gradual incline toward the wharf, the trains were "unusually large".

A similar procedure was adopted for the 100 hopper-shaped wagons which were shipped from England in pieces and assembled at the site. Made with opening bottoms for loading the coal into vessels at the jetty, they were described as being "exceptionally large, holding 12 tons of coal without being heavily topped". When fifty additional wagons were landed at the site in January 1894, they were assembled in machine shops which were also equipped to carry out a variety of repairs to ironwork.⁵¹

⁴⁹ NMH 8 February 1890

⁵⁰ F. Danvers Power, *Coalfields and Collieries of Australia*, Melbourne, 1912, p.257

⁵¹ NMH 23 January 1894.

By January 1890 the railway had been completed and was described as "one of the best laid lines in the northern district, the rails being of steel, weighing 70lb. to the yard, while it is well ballasted and secured".⁵²

2.11.3 The Town

Accommodation for those working at the new colliery was provided by the Company, which retained ownership of the land and buildings. Parton chose to establish the town on the same site as the former "Cowper" township, with his home in the same position as deFlon's, overlooking the village and the bay (Figure 2.3). The well-known Newcastle architectural firm, Bennet & Yeomans, was engaged to design the house, and they called for tenders for its construction in April 1889.⁵³ The new manager's house was described as "one of the finest in the district", with well laid out grounds⁵⁴. Built of weatherboard on brick foundations and with an iron roof, the home had 9 rooms and offices plus garages and stables.⁵⁵ The manager's office was reported in 1897 to be located "just below his residence".⁵⁶

In his report to the English Company in October 1889, Thomas Parton wrote that:

*The Township has grown into respectable proportions. We have fourteen cottages occupied and others in progress. A Church will be erected by the "Church of England" party in the course of a month, and one also by the "Methodist" party. Talbot has built a large store and also a large Hotel is built on the other portion of his property. So altogether we are developing from bush life to a more civilised one.*⁵⁷

Three years later, demand for the company's coal was increasing and Parton found it necessary "to expend a considerable sum upon enlarging the Township".⁵⁸ He asked the directors to approve the purchase of lining timber and Baltic pine, to be used in the construction of "a few more cottages for the married men".⁵⁹

2.11.4 Production Commences

According to a local newspaper report, "there were not wanting people who prophesied that nothing but speedy failure awaited the company which was rash enough to attempt to ship coal from [Catherine Hill Bay]"⁶⁰ The critics were proved wrong, and the first cargo of 600 tons was shipped from the Wallarah mine at the end of January 1890. Before long, the directors were able to report a steady stream of sales on the local market, which they believed was "worth a lot more than the risky foreign trade."⁶¹

A tunnel 10ft. by 12ft. had been commenced in August 1889, following the arrival of miners from England. Two miners from the Newcastle district were also engaged to work with the imported miners, who were under contract to the company for two years.⁶² At the beginning of

⁵² NMH 8 February 1890

⁵³ J.L. Guy, "A History of Newcastle Architecture from 1950 to 1901", unpublished thesis, Newcastle College, University of NSW, 1962. p.42.

⁵⁴ NMH 23/1/1894

⁵⁵ "Valuation of Colliery Plant, equipment, etc.," Wallarah Colliery, 1921, J. & A Brown Records, A7662 (vi) University of Newcastle Archives.

⁵⁶ cited in M. Martin, p.25.

⁵⁷ Notes on the history of the Wallarah Coal Company by Mr. Shaw, Company Secretary, ML. MSS 3876/1

⁵⁸ *ibid.*

⁵⁹ Wallarah Coal Company Limited Records, Sydney Minutes 27 April 1892. ML MSS 3876/12

⁶⁰ NMH 23 January 1894.

⁶¹ Wallarah Coal Company Limited Records, Sydney Minutes 24 August 1890. ML MSS 3876/12

⁶² Notes on the history of the Wallarah Coal Company by Mr. Shaw, Company Secretary. ML. MSS 3876/12

1890 120 men and youths were employed, about half of them being miners who worked eight hours a day for a daily wage of ten shillings. They had formed a miner's lodge, and under the rules of the association were bound not to hew a ton of coal under the usual district price of 4s 2d per ton.⁶³



Figure 2.3 Image of the rear of Wallarah House c1890s, taken looking north. Note the curved verandah roof and details and compare with Figure 2.4. LMCC Library



Figure 2.4 Current images of the east verandah of Wallarah House. The left image is from the rear of the house looking directly down the verandah to the front, and the right image is of the side of the verandah looking at the enclosed front section. Note the original weatherboards on the left but the verandah structure has been replaced

By February 1890 the mine extended 300yds into the outcrop in a westerly direction. The seam was described as being "a somewhat peculiar one, being 8ft. in thickness, with no band or parting of any kind, and owing to its peculiar formation it is very easy to hew". Above the seam was a small band and then another 2 ft. of coal, but it was not intended to work the latter portion.

⁶³ NMH 7 February 1890



Figure 2.5 Image of the Parton family c1894, probably taken in the rear courtyard of Wallarah House. Note the verandah details and compare with Figure 2.3. LMCC Library

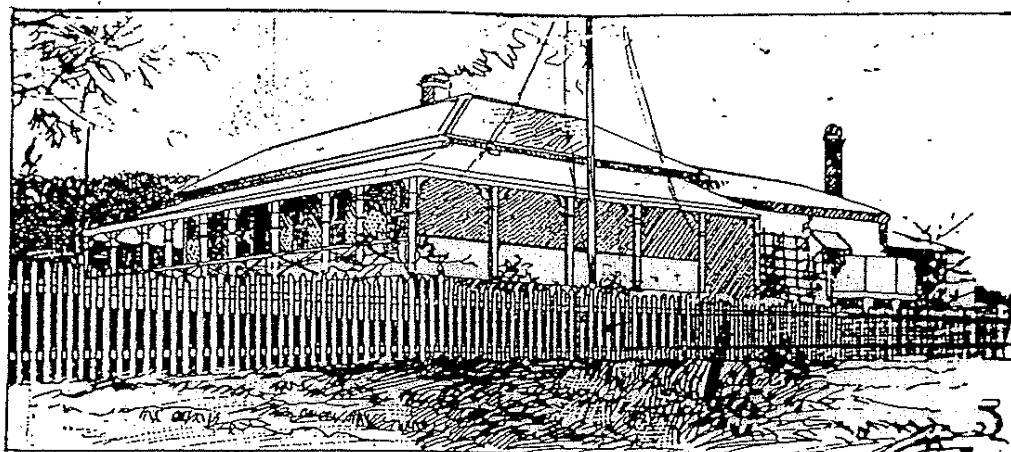


Figure 2.6 Engraved image of Wallarah House, published in the Town & Country Journal, 1897. Note the picket fence and the timber verandah structure

According to an article published in the *Newcastle Morning Herald*, Parton's approach to mining the seam was unconventional by local standards:

The mode adopted in opening the colliery is somewhat different from the course generally obtaining in this district, the intention of the manager being to drive right to the end of the coal, and then take it back. It will be a modification of the long wall system, and the advantages claimed are many, the principal one being that there is comparatively no waste.

The present tunnel will serve for some three hundred acres of land, the seam as it were

*cropping out on either side of the hill, and the headings will be driven right through before the body of coal is touched. When this portion of the estate is worked out another adit may be driven into a second hill in an easterly direction, and as the railway runs between the two it will not need to be shifted.*⁶⁴

This method did not require the costly and powerful machines which were generally found at the large shafts in the district. Consequently, the only machinery at the mine in 1894, apart from the two locomotives, was a small haulage engine near the screens which also drove the sawmill.⁶⁵ The economies arising from Parton's method were a considerable factor in the mine's ability to weather a period of stagnation in the mining industry in the early 1890s. Wallarah, together with the Pacific mine at Teralba, were the only two mines in the area which continued to flourish during that period.⁶⁶

Coal obtained from the Wallarah mine was of inferior quality in comparison to that in the Borehole and Greta seams for gas making purposes, but was of equal quality for steaming purposes. Wallarah coal was relatively hard, giving only 12½% of small coal to the ton. It was streaked with bright bituminous mineral which was believed to cause the coal to light quickly, burn without clinker and keep its heat.⁶⁷

2.11.5 1890-1900: Expansion

Early in 1894, Thomas Parton left for England on a six month holiday, after supervising the opening of a second tunnel at "B" Pit on the second hill. The coal at this site was found to be harder and of superior quality to that first mined. Loaded skips from both mines found their way by gravitation to a screening shed which was erected over the railway, midway between the two tunnels. The weight of the skips descending from the tunnel's mouth to the loading platform pulled the empties up the hill. After screening the coal was loaded onto wagons which were then hauled down a gentle incline to a loading platform at the wharf.

Parton's return to Catherine Hill Bay in August 1894 was marked by a public reception, chaired by the Undermanager Joseph Sperring and attended by about 250 people. An illuminated address was presented to Parton, highlighting his outstanding managerial abilities. "Beautifully mounted and framed, and printed on satin", the address read:

On behalf of the officials and workmen of the Wallarah Colliery and residents of Catherine Hill Bay, we desire to tender you our hearty congratulations on your safe return home and to duty. We trust that your visit to loved ones in England has proved one of unalloyed pleasure and happiness, and that you are mentally and physically benefited thereby. We embrace this opportunity to express in a practical form our appreciation of your high Christian character, the consistency of which has very materially conduced to the moral well being of this community.

In your capacity of general manager of the Wallarah Company's mine, you have evidenced skill, tact, and enterprise; for we are assured that the works of the company in their incipient state, must have been beset by difficulties which are now overcome; and we rejoice with you in the measure of success attained. We also trust that the present amicable relations existing between yourself and the employees, which have been fostered by your courtesy and consideration, may long continue, and that the future may hold for you greater success than you have already achieved

⁶⁴ NMH 7 February 1890

⁶⁵ NMH 20 January 1894.

⁶⁶ NMH 20 January 1894.

⁶⁷ NMH 7 February 1890.

As a further measure of the high regard in which Parton was held, the group presented him with "a splendid silver-mounted morocco writing case and desk."⁶⁸ Parton was succeeded by William Scobie in 1898.⁶⁹

2.11.6 The Township

As the mine developed, more workers were attracted to the area and by 1894 the population had reached about 440. Some thirty families lived in four-roomed weatherboard cottages with individual yards, which had been built by the company. Large numbers of miners, however, built huts or shacks near the various tunnels, deterred from living in the village by the 2½ mile walk to the mine and possibly by the rental – on "easy terms" - charged by the company. A plan of the town drawn in 1891 shows the development of three separate settlements at Catherine Hill Bay – the main township, Middle Camp and Mine Camp. (Dept. of Education Plan)

Four stores, a hotel, two butchers' shops and a bakery had also been established in 1894 as well as a post and telegraph office. Residents had been pressing for the construction of a school on three acres of land which the Dept. of Public Instruction had purchased from the mining company, but no action had been taken due to lack of funding. Consequently, lessons for the town's 100 children were held in the Primitive Methodist Church. The school was finally completed at the beginning of 1895.

Another grievance, reported by the local newspaper, was "the want of a cemetery – for deaths occur at Wallarah just as in other places." Although the company had given three acres of land for the purpose in 1892 (retaining rights to the minerals beneath)⁷⁰ no further action was taken and burials had to be carried out at Belmont, 12 miles away..⁷⁰ In 1894 the local Member of Parliament applied for a grant to fund clearing and fencing of the cemetery, and trustees for the various denominations were subsequently appointed.⁷¹ The oldest remaining gravestones in the cemetery are those of George Dunn (February 1896) and his infant son, who was buried with him one month later.⁷²

Journalists visited the Wallarah site from time to time, reporting on the mine and the village but also commenting on the "eminently picturesque" qualities of the area, the "rugged nature of the country" and the "luxuriant vegetation with which it is clothed".⁷³ Over a hundred years later, these descriptions still apply to the landscape at Catherine Hill Bay.

2.12 1900- 1920: Consolidation

In 1912 the colliery site was significantly increased with the purchase from Charles Parbury of a large area of land known as the Beulah Estate. Located to the south and west of the Wallarah Estate, it was previously held by Messrs. Pope and Hardy.

Of the five small mines, named "A" to "E", which were opened between 1889 and 1906 only two, "B" and "E", were being worked in 1906⁷⁴ (Figure 2.7). The underground workings of the

⁶⁸ *NMH* 8 September 1894.

⁶⁹ Notes on the history of the Wallarah Coal Company by Mr. Shaw, Company Secretary. ML.MSS3876/1,

⁷⁰ Wallarah Coal Company Ltd., Minute Books, Local Board, Sydney, 24 August 1892. ML MSS 3876/12

⁷¹ *NMH* 7 March 1894.

⁷² M. Martin, "Catherine Hill Bay; a development history", 1996, p.25.

⁷³ cited in *ibid.*, p.26.

⁷⁴ G.H. McNally, "Two Centuries of Coal Mining on the Swansea Peninsula: a History of Wallarah and Wallamine Collieries", in Thirty First Newcastle Symposium on Advances in the Study of the Sydney Basin, Dept. of Geology, University of Newcastle, undated. p.31.

two pits were connected, but most of the plant was situated at the mouth of the "E" pit, north-west of Middle Camp. According to local folklore and research carried out by Sean McDonnell, the winding engine room for "D" shaft later became the residence of the Chief Clerk.⁷⁵

In 1906 the workforce at the colliery had reached about 320 and the output was about 1000 tons per day. Most of the coal was being sent to Sydney for ships bunkers but some was also being shipped to South Australia. Joseph Sperring, who had been brought out from England as the first Undermanager, became manager in 1902 and under his direction the "E" tunnel was developed. By June 1906 three boilers were in use, a new Babcock and Wilcock boiler having lately been set in, while two other boilers were in operation at "B" tunnel. In addition it was reported that,

Four coal-cutting machines, driven by electricity, are at work in the new tunnel, and they have given so much satisfaction that others will be put in as development proceeds. The types used are the Sullivan, the Jeffrey and the Goodman. The mine is entirely free from gas, and naked lights are used. There is a thickness of six feet of good coal in the seam, and this is so clean that it can be tipped straight over the screens from the skips. No handling or cleaning is necessary. It is the intention of the company to erect additional screens, and an endless rope will be affixed for drawing the skips out of the mine. The tubs will then be clipped on, as is done in other mines where similar ropes are at work.

Tenders were being called for new and larger hauling engines and a new siding was being built, leading up to the workshop to improve materials handling and shunting facilities. All skips used in the colliery were made and repaired at the workshop.⁷⁶

In his study of Australian collieries published in 1912, geologist F. Danvers Power described the mining process at Wallarah:

The coal was worked by bord and pillar. Bords worked by pick are 8 yds. wide, the pillars between being 12yds. wide; but those worked by machine are 12 yds. wide, and the pillars between 14yds. Very little pillar extraction has been carried out, as there are so many places on the surface where water flows, and the workings being shallow, should the roof cave in, the amount of water admitted to them might cause considerable inconvenience and expense.⁷⁷

Buildings associated with colliery operations included:

the fitting shop with two lathes and machines for shearing, punching, drilling and shaping; the blacksmith's shop [with] two forges, the air for which is supplied by mechanically-driven blowers; also a steam hammer. In the carpenter's shop is a band saw, drilling and morticing machine, and a lathe. In the wagon repairing shed, portable electric drills are used for drilling rivet holes in the plate iron. These are convenient to handle, easy to take apart and all parts being completely covered they are suitable for outdoor work. ... A saw-mill is in course of construction, and a spacious store has just been completed.⁷⁸

A brickmaking plant, located near the "E" Tunnel, came into production at about this time. The claypit and brickworks were connected with the colliery by a small rail line.⁷⁹

⁷⁵ S. McDonnell, "Search of Old Collieries in the Catherine Hill Bay Area", 14 May 1999

⁷⁶ NMH 9 June 1906

⁷⁷ F. Danvers Power, Colfields and Collieries of Australia, Melbourne, 1912, p.245

⁷⁸ *ibid.*, p.257.

⁷⁹ M. Martin, "Catherine Hill Bay: a development history", p.37.

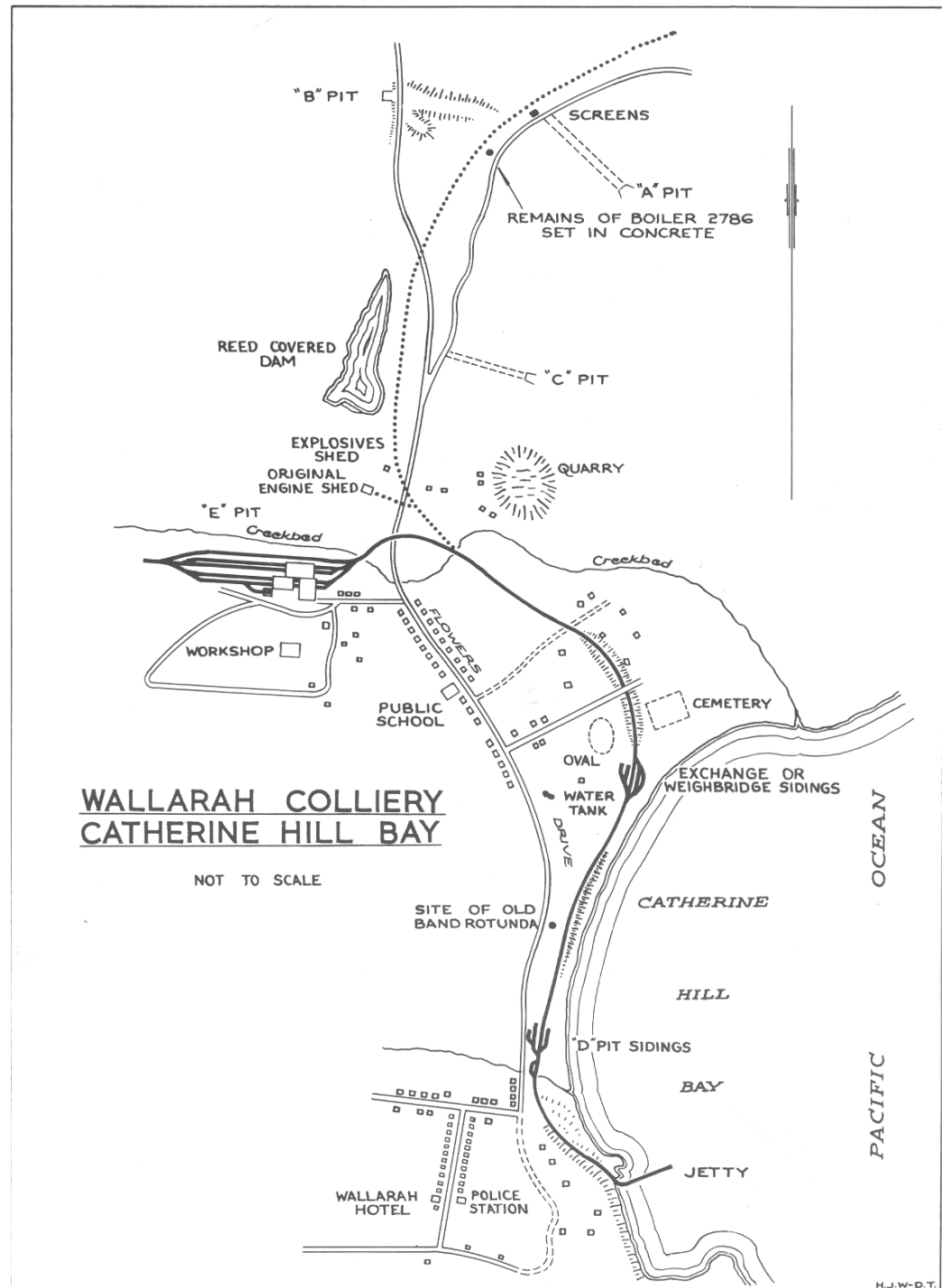


Figure 2.7 Map of the Wallarah Colliery undated. Courtesy EJE

Four shoots were in service at the jetty and night loading was made possible by the provision of electric lights which were powered by a steam driven Siemen Bros. 250 volt 0-20 amp and 400-475 rpm dynamo.⁸⁰

⁸⁰ F. Danvers Power, *Coalfields and Collieries of Australia*, Melbourne, 1912, p.257
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July 2007

In 1921 the jetty was:

1154 feet in length including approach spans constructed of hardwood framing on turpentine piles. Equipped with 4 movable coal shoots, 3 ton jib crane, vertical boiler and warping winch, 4 hand winches, 1 direct coupled engine and generator for lighting, store room, 3 inch water piping from tanks, windmill pump and tanks, boat davits and boat hawsers and moorings for (a) large steamers, (b) small steamers. Two railway lines on main jetty, one line on shore end. Valued at £35,000.⁸¹

By 1924 workings extended a considerable distance from the mouth of the tunnel, requiring the sinking of a ventilating shaft.⁸²

2.12.1 The Township

By August 1900 there were five distinct settlements at Catherine Hill Bay. According to a report associated with the provision of postal services, there were 60 households at the Catherine Hill Bay township, 20 at Middle Camp (a mile distant) 16 at Saw Mill Camp (about ¼ mile further on) and 60 at Mine Cap (about ¾ mile further on).⁸³ There was also a settlement on the shores of the lake. This scattered arrangement was seen by a contemporary observer as a reason for the area's failure to show "those signs of progress exhibited by some of the younger mining townships in the district":

The township at the bay is most important, and the principal buildings are there. If all these groups of dwellings were in one centre, the town would be one of some importance, business would be facilitated, and there would be that strength and vitality which come through concentration in communities as well as individuals.

An excellent position for the town would have been at Middle Camp, and if an area there of, say, 100 acres had been cut up into allotments and sold to the people to make homes for themselves, the population of the locality would probably be double what it is today, and the town, by whatever name it was called, far better known to the people of Newcastle. As it is, many Newcastle residents have a very hazy idea of the position of the bay and the condition of the settlements there; and know as little, too, of the work of the colliery.⁸⁴

Also mitigating against the social cohesion of the Catherine Hill Bay community was the transient nature of the inhabitants, half of them being "birds of passage". Tenants of the company-owned houses were required to sign an agreement to leave at seven days' notice, a condition which did little to encourage the development of community spirit.⁸⁵

Perhaps this situation led to the demolition of the court house at Swansea in June 1906 and its relocation next to the police station at Catherine Hill Bay. According to the *Newcastle Morning Herald*, this move had been made because "the greater part of the work arises" at Catherine Hill Bay. Following completion of the work, it was proposed that the court would sit every fourth Friday.

On a more positive note, the school was well attended, with between 100 and 125 children on the roll. The School of Arts, "a 2-roomed house rented from the company" was "in a fairly

⁸¹ "Valuation of Colliery Plant, equipment, etc.," Wallarah Colliery, 1921, J. & A Brown Records, University of Newcastle Archives, A7662 (vi)

⁸² Wallarah Coal Company Pty. Ltd., Proceedings of 23rd Ordinary General Meeting, 11 June 1925. ML MSS3876/10,11.

⁸³ M. Martin, "Catherine Hill Bay, a development history", p.28.

⁸⁴ NMH 9 June 1906.

⁸⁵ NMH 4 February 1908

prosperous condition" with nearly 50 members. The library held about 700 books and there was always a good selection of papers, periodicals and magazines on the reading room table. A games room was supplied with a billiard table and games such as chess, draughts and cribbage. The building also served as a social venue, and members were hopeful of extending the building to allow for the provision of greater facilities.⁸⁶ This eventuated in 1910, with the construction of a new meeting hall and concert room, which the manager hoped would "prove of great benefit to the Company's employees"⁸⁷.

A post office was built in 1904 near the centre of the township, but its precise location is unclear.⁸⁸ Also provided by the company, in 1922, was timber for the construction of a Methodist church cottage.⁸⁹

While many visitors spoke of the town's failure to thrive, few failed to comment favourably on the area's scenic qualities. As motor cars began to appear, a drive to Catherine Hill Bay became popular and the Wallarah Hotel underwent improvements "to meet the tourist needs"⁹⁰. The natural beauty of Catherine Hill Bay and its seaside location led one reporter to comment on its undeveloped potential as a health resort:

*Favoured by its excellent situation, the sandy nature of the soil, and the fresh breezes which blow from all points of the compass, the bay is a very healthy spot... For children, and for those in need of change and rest, or in search of health, a more ideal spot would be hard to find; and if the place and its attractions in this respect were made known to the public there would be many visitors to the bay.*⁹¹

2.13 1917: The 1917 Strike-Breakers' Camp

Widespread strike action was taken by most major unions in 1917 after the NSW Govt. organised volunteers to carry out the work of striking railway workers. The govt. commandeered all coal mines in the state and recruited volunteers to work them. Strike breakers were accommodated in camps near the mines and the largest camp, housing over 400 men, was at the Wallarah colliery

Tensions in the town were high, as the strike-breakers lived and worked under police guard. On 30 August, two piers of the jetty were damaged by an explosion of gelignite, planted under cover of darkness. The Acting Premier, Fuller, made arrangements for increased security by ordering the jetty area to be lit at night and sending additional police to act as guards.

2.14 1920-1935: "A most economical little mine"

2.14.1 The Township

By the early 1920s the Wallarah Coal Company had created an established town, its extent clearly shown by the following extracts from a valuation carried out in 1921:

At Bay

Manager's residence, weatherboard, brick foundations, iron roof,

⁸⁶ *ibid.*

⁸⁷ Notes on the history of the Wallarah Coal Company by Mr. Shaw, Company Secretary. ML.MSS 3876/1

⁸⁸ M. Martin, "Catherine Hill Bay: a development history", p.32.

⁸⁹ Wallarah Coal Company Ltd., Ledger, Sydney Office 1922-3, ML MSS 3876/14.

⁹⁰ M. Martin, "Catherine Hill Bay: a development history", p.37.

⁹¹ NMH 4 February 1908

9 rooms and offices	£1,500
plus garages and stables	£200
Total	£1,700
Clerk's house w/b, iron roof	£400
Office w/b, iron roof	£150
Wharfinger's House w/b, iron roof	£300
Doctor's House w/b, iron roof	£800
3 Shops	£1,050
42 miners' cottages	£8,400 ⁹²

In evidence to a Royal Commission of Inquiry into the Coal Mining Industry in 1920, Dr. Robert Dick, Medical Officer of Health for the Hunter River Combined Sanitary Districts commented favourably on the newer residences at Catherine Hill Bay:

... the particular company which controls that place has, I think, set an example to some others by putting up decent cottages at very fair rentals for a number of the employees. I may say myself that the manager himself told me he was satisfied that the provision of decent cottages for the workmen was a good thing for the Company, because at Catherine Hill Bay they had often great difficulty in keeping the workmen at employment there, but by providing decent cottages, married men with families came there and stayed.

He described the village as containing "a number of very decent properties" ... "the ordinary sort of cottage you find provided for a workman and his family", but there were also homes of a lower standard, including "quite a number of dilapidated tenements" which were now uninhabitable - "rotten and ant-eaten, and filthy places, festooned with bags". ⁹³

The Commission criticised the condition of the older residences at Catherine Hill Bay, and also those at Minmi, the only other company-owned mining town in the area.. In response to complaints by some of the Wallarah miners, Dick had visited Catherine Hill Bay in 1919 to report on living conditions there. He concluded that a fundamental problem with the original houses erected by the Company was their inability to accommodate a family:

The mine owners originally put up a type of hut, practically very good for a single man or two, but they did not seem to recognise, or have not in the past recognised, that the proper condition for a man is to be married and to have a family. Most of these miners got married and started to have families, but the housing did not expand like a concertina, and the owners would not provide bigger houses. The result is the miner has to make up the additions as best he can. He does that by using any scrap iron or wood out of the bush or procured from the pit; and hence you find that what would have been a reasonable place for a couple of "batchers" is quite unsuitable for a family. No further conveniences are put in or put up for the expanding families; no increased water supply, no increased laundry accommodation.

⁹² Wallarah Coal Company Ltd., Ledger, Sydney Office 1924-5, ML MSS 3876/14-20

⁹³ Extracts from Second and Final Report of the Royal Commission of Inquiry into the Coal Mining Industry and the Coal Trade in New South Wales, Legislative Assembly, NSW, 1920.

He also linked the poor condition of many homes to the inability of miners' to gain the freehold. As tenancy was on a weekly rental basis, there was no security and therefore little incentive to invest in repairs or maintenance.

In an attempt to achieve an improvement in conditions, Dick recommended to Lake Macquarie Shire Council that it take legal proceedings against the Wallarah Coal Company. As a result, two men were permanently employed by the company to repair the residences.⁹⁴

However, by 1924 conditions had worsened, leading Dick to identify Catherine Hill Bay as having "some of the worst examples of bad housing on the coalfields". The relationship between miners and management also began to deteriorate, particularly after a miner was prosecuted by the company and dismissed for "removing five sheets of disused old iron for the purpose of roofing a shack in which to live". An eight week strike followed, during which the *Labour Daily* reported that:

*The 400 odd employees of the mines who live handy to their work are housed in shanties, by courtesy termed houses, and for which the company deduct rent from their pay envelopes. In spite of the generally disgraceful condition of the houses, the demand exceed the supply, and many of the men are forced to travel up to ten miles by 'bus, bike or sulky over some of the worst roads in the state. "Home sweet home" in this mining centre is, in the majority of instances, a decaying, rotten-proofed, propped up, white-ant eaten hovel, according little more than protection in fine weather, and without even the most ordinary conveniences. Whilst in the wet and wintry weather their condition can be better imagined than described.*⁹⁵



Figure 2.8 1920s image of Catherine Hill Bay looking south, with the coal train circling the bay to the jetty, Wallarah house in the centre top, and Clarke Street running up the hill on the right. Note the relatively denuded landscape from the village to the coast. LMCC Library

2.14.2 The Colliery

During the 1920s and 1930s the fortunes of the NSW coal mining industry were largely driven by political and industrial tensions and economic difficulties, including the impact of the Depression. According to historian Robin Gollan, the mining industry was "an acute case of the general malaise that affected the economy at the end of the war and the years immediately after it".⁹⁶

Rather than achieving improved wages and conditions for workers, strike action often resulted in further hardship. In 1929 the Chairman of the company reported that it had been necessary

⁹⁴ Extracts from Second and Final Report of the Royal Commission of Inquiry into the Coal Mining Industry and the Coal Trade in New South Wales, Legislative Assembly, NSW, 1920.

⁹⁵ cited in M. Martin, *Catherine Hill Bay: a development history*, p.47.

⁹⁶ R. Gollan, *The Coalminers of New South Wales: A History of the Union, 1860 to 1960*, Melbourne 1963, p.157.

to close both mines "owing to high prices that must be charged to consumers because of repeated strikes which had led, through the Arbitration Court, to increased production costs".⁹⁷

By 1930, high wages paid to local miners led to the situation where coal shipped from the UK was sold cheaper in Australia than Australian coal.⁹⁸

However, despite the widespread industrial tensions within the industry, Company records from the early 1930s suggest that the industrial situation had improved at Catherine Hill Bay, and that the relationship between the management and miners at Wallarah may not have been as tense it was at other collieries.

In 1931, the company's managing agent reported that he had decided not to join a lock-out of colliery employees which was "to all intents and purposes widespread throughout the Northern coalfields."⁹⁹ During a period when many other Newcastle collieries were either shut down or making heavy losses, Wallarah was described in 1933 by its owners as "a most economical little mine" which continued to make a profit. In the London Office, it was commented that "our employees out there work very well on the whole, and really take a great interest in the whole thing. They area a very loyal lot and ... work very well".¹⁰⁰

A possible explanation for this apparent divergence from the norm could be the isolation of the area, and the relative ease with which coal could be obtained at Wallarah, in comparison to the more dangerous operations at deeper mines which worked seams such as the Victoria Tunnel and Borehole.

2.15 1936: The Impact of Mechanisation

If there was an improvement in industrial relations during the early 1930s, it was virtually cancelled by the introduction of mechanisation into the Wallarah mine. It was one of the first in the district to become mechanised when Joy 8-BU loaders and Samson Arcwall coal cutters were installed in 1936..¹⁰¹

The introduction of mechanisation into the mining industry was often accompanied by stoppages, generally because of fears about the safety of the new equipment..¹⁰² The resulting unemployment was also a cause for unrest at Wallarah, where it was reported in 1938 that more than 150 miners had been unemployed for 12 months, largely due to the introduction of mechanisation into one of the mines.¹⁰³

Tensions also arose between the various unions employed at the mine. This was highlighted in 1937, when a conference between representatives of the Wallarah Coal Company and the Federated Mining Mechanics' Association was told that as a result of "many petty stoppages at the colliery caused by another organisation, the mechanics were laid idle so often they could not earn a decent living".¹⁰⁴

⁹⁷ Wallarah Coal Company Ltd., Chairman's Address, 25th Annual General Meeting, 27 June 1929. ML:MSS 3876/2

⁹⁸ Wallarah Coal Company Ltd., Chairman's Address, 24 June 1930. ML:MSS 3876/2

⁹⁹ Wallarah Coal Company Ltd., 27th Annual Ordinary General Meeting, 25 June 1931, ML:MSS 3876/2

¹⁰⁰ Wallarah Coal Company Ltd., Chairman's Address, 29th Annual Ordinary General Meeting, 29 June 1933. ML MSS 3876/2

¹⁰¹ "Walarah Colliery: First Stage of Big Programme Completed", *The Coal Miner*, February 1959.

¹⁰² AGL Shaw and G.R. Bruns, *The Australian Coal Industry*, Melbourne, 1947, p.51

¹⁰³ *NMH* 10 May 1938

¹⁰⁴ Newspaper clipping dated 27/11/37, M. Diver Scrapbook.

2.16 1939-45: World War II

Wartime legislation also impacted on the profits of the Wallarah mine, which faced price control of coal as well as increasing labour and materials costs.

Production levels also declined during this period, causing the Directors "a great deal of anxiety" with 1942 being a particularly dismal year. .Despite recording a record low in the number of idle days, the output per shift declined in comparison to the previous year's figures.¹⁰⁵ Output continued to decline over the next few years, partly due to war-time difficulties in obtaining replacement parts for a large number of minor breakdowns.¹⁰⁶

Improvements in mining conditions were introduced in 1945 to conform to the requirements of the Coal Mines Regulation Act. Underground transport was installed to convey miners to their working places. At Wallarah an electric storage battery type locomotive was installed, together with a battery charging station. The Act also required the provision of additional bath and changehouse accommodation which was erected according to specifications approved by the Government.¹⁰⁷

2.17 1946: The Joint Coal Board

In 1946 the Commonwealth and NSW State Governments established the Joint Coal Board and the Coal Industry Tribunal to "regulate, assist and rehabilitate the coal industry within the framework of private ownership". Functions of the Joint coal Board included the promotion of the welfare of workers in the coal industry, and the improvement of pit and community amenities.

2.17.1 The Township

For Catherine Hill Bay's 736 residents, at last there seemed to be the hope of improved living conditions. They were "tired of carrying water from a community tap, and of reading and writing at night by candle or kerosene lamp light". The miners were reluctant to take industrial action over their accommodation, as conditions at the pit were good and the men were proud of their record as one of the best mines in Australia for continued production.

The houses were described in 1947 as "mostly four-roomed .. uniform in appearance with narrow verandahs opening on to the street". Closer inspection revealed "corroded guttering, boards falling from exterior walls, broken brickwork, wood so frail from age or termites that a pencil pressed against it goes right through, roofing iron through which rain pours, broken windows, others that will not stay open, stained walls and uneven floors". In some houses there were no stoves, so food was cooked in pots and pans balanced on iron rails over open fires.

Although there was dissatisfaction at the poor housing conditions and the provision of electric light, bathrooms and running water to staff houses, a miner who had lived in the town for 51 years could still describe Catherine Hill Bay as "the best place in the world". "It's been one of the best pits in the world to work for . But the housing conditions are bad."¹⁰⁸

¹⁰⁵ Wallarah Coal Company Ltd., Balance Sheet, 31 December 1942, ML MSS 3876/2

¹⁰⁶ Wallarah Coal Company Ltd., Report of Directors, 12 September 1944 ML MSS 3876/2

¹⁰⁷ Wallarah Coal Company Ltd, Chairman's Statement to Shareholders, 9 August 1946. ML MSS 3876/2

¹⁰⁸ NMH 15 November 1947.



Figure 2.9 Image of Catherine Hill Bay, 1947. Note the roads are not sealed but the essential layout of the town remains the same today. The new jetty and coal preparation area with the Bin Building have yet to be built. LMCC Library

In November 1947 a special meeting of the Wallarah Progress Association was called to discuss the living conditions of miners and their families at Catherine Hill Bay. Despite several years of negotiation with the authorities the situation remained unchanged, and the general feeling was that "nobody was interested in the welfare of the workers in the area", where there was a need for homes, water and electric power.¹⁰⁹ However, under the direction of the Joint Coal Board, the Wallarah Coal Company painted and repaired the Catherine Hill Bay houses. Financial assistance was provided for their connection to the electricity supply, and the Board agreed to meet the full cost of tar sealing the road through the town. A proposal to construct a new town at Swansea for Catherine Hill Bay miners did not proceed.¹¹⁰

2.17.2 Colliery Development

While the township languished, the mine continued to undergo improvements. In 1947 the main tunnel and intake airway was 11,200ft. long, and a parallel tunnel formed the return airway. The intake airway was supplemented by a tunnel 2,700ft. long, two miles south of the main tunnel entrance. The bord and pillar system was still employed, the main roadways being 14ft. by 7ft., bords 18yds wide and pillars 14yds. x 40yds., rectangular in plan. Further details of mining practice at the time were described by H. Elford and M. McKeown in *Coal Mining in Australia*:

Mechanical equipment has been installed for coal cutting, boring and loading. Coal is undercut by Samson arc-wall and Jeffrey B.35 short wall, crawler-mounted machines. The Jeffrey machine undercuts only, but the bar of the Samson cutter can be set for cutting in any position, or for shearing. Two 23ft. arcs are cut to a depth of 9 ft. in the face of a bord,

¹⁰⁹ Newspaper clipping dated 7/11/1947, Scrapbook compiled by M. Diver, copy in possession of Lake Coal Pty. Ltd.

¹¹⁰ NMH 27 July 1950.

the time occupied in cutting each arc being 8 min. A water spray is directed on the cut during the operation.

After cutting, the electrically driven boring machine is plugged in to the nearest junction box and 12 holes, 9 ft. long are bored. Five holes are spaced at 9 ft. intervals, 12 in. below the roof; five midway between roof and floor, and two in the centre of the face, 15 in. above the cut. Cushioned blasting (i.e. the stemming is not pressed on the charge, so that an air space is left) is practised in firing the outer holes to avoid undue shattering of the coal.

Coal is filled into 20 to 23 cwt. capacity skips by crawler-mounted Joy loaders, time for actual loading being 40 sec. per skip, and for changing skips, 15 sec.

Skips are horse-hauled between working places and flats. Two lines of track are laid in each bord, each track terminating at a turntable. The two turntables are cross-connected for transfer of skips from the empty to the full lines, and are advanced in 9 ft. stages with the extension of the face.

The roof is supported by a single row of timber props of 4 in. minimum diameter positioned 6 ft. from the side of the bord. Brattice is nailed along one row of props to direct air into the working place.

Each mechanised unit was operated by a team of 14 men, including 2 cutter men, 3 loader men, 1 platelayer, 2 wheelers (one in and one out), 2 borers, 2 turntable men, 1 shotfirer and 1 brattice man.¹¹¹

A feature of the Wallarah company's operations at that time was its ability to process seven sizes of coal at its screening plant, which was one of the largest in the Commonwealth.¹¹² Further improvements were made in 1949 with the installation of a new mechanical unit, further increasing the daily output of the mine. A new bath and changehouse was also constructed at this time.¹¹³

Improvements in the early 1950s included the construction of buildings at "F" Tunnel and the installation of a new coal box and screening plant, fabricated and installed by Goninans.¹¹⁴ A new bath and changehouse at the jetty was also built at this time.¹¹⁵

2.17.3 1956-2000: J & A Brown Abermain Seaham (later Coal & Allied)

In 1955, the Wallarah Coal Company Ltd. shareholders accepted an offer from J & A Brown Abermain Seaham Collieries Ltd. (JABAS)¹¹⁶ Five years later, JABAS merged with R.W. Miller and Caledonian Collieries to form Coal and Allied Industries.¹¹⁷

Shortly after acquiring the colliery, the new owners initiated a programme of complete modernisation, carried out in two stages. After improving the underground face units and haulage and creating a new entrance into the mine, it was planned to install a new coal preparation plant, together with a conveyor system to transport coal from the new drift to the jetty.

2.17.4 1957: Cragan Bay Drift

¹¹¹ Elford, H. and McKeown, M.R., *Coal Mining in Australia*, 1947, pp.130-131.

¹¹² *ibid.*

¹¹³ Wallarah Coal Company Ltd., Register of Fixed Assets 1948-63, ML MSS 3876/3

¹¹⁴ *ibid.*

¹¹⁵ *ibid.*

¹¹⁶ C. Jay, *The Coal Masters: The History of Coal and Allied 1844-1994*, 1994, p.169.

¹¹⁷ *ibid.*

The new drift, begun in 1957 near the eastern shore of Cragan Bay, met up with a set of existing headings underground. This drift, 1250 ft. long and on a grade of 1 in 3 ½, was driven both from the surface and underground.

Production from the new drive commenced on 30 April 1958, and in February 1959 two panels, about ¼ mile apart, were being worked with two units in each panel. Each unit comprised a Joy 11-BU loader and A.B. Dreadnought Arcwall coal cutter, two Joy 10-SC shuttle cars and Homac electric coal drills.

Coal was discharged from shuttle cars onto elevator conveyors which carried it to a 30 ton bin, from where it loaded on the main trunk conveyor. This conveyor, which was 36" wide and one mile long, was the first cable belt conveyor to be installed in Australia. Of Scottish design and construction, the belt was carried on steel wire ropes which provided the transmission of power throughout the conveyor, instead of the more usual system in which power was carried through the belt itself.

On reaching an elevated point on the hill east of the drift, coal was discharged from the cable belt onto a conventional conveyor which lifted it into a 200 ton circular steel storage bin. Trucks then carried the coal a distance of two miles to the coal preparation plant.

A number of new surface buildings associated with the new drift were also constructed during this phase of development. They included:

- A new bath and change house, incorporating a lamp cabin, ambulance room, undermanager's office and surface crib room on the lower levels of the building
- A transport haulage winch house
- The cable belt drive head house
- Surface electricity sub-station
- Powder magazines
- A 200 ton circular coal bin with 42" elevator conveyor and support structure
- Housing for the transfer point of the underground truck conveyor to the 42" elevator conveyor 118

Although the modernised mining methods brought improved production levels and reduced costs, they also led to retrenchments. Two hundred miners were retrenched early in 1958, followed by further job losses at the end of 1963 when the "E" pit closed and the railway ceased to operate.¹¹⁹ While mining operations were proceeding under the ground at Cragan Bay during this period, recreational camps for schoolchildren were established on an area of the shoreline. These camps were supported by the mine which provided an electricity service.

2.17.5 1964: New Coal Loading Plant

The second phase of the development programme, a new coal loading plant with a capacity of 1,500 tons per hour, came into operation in 1964. It replaced the earlier system by which coal was carried by lorry to the screening plant at Middle Camp, then transported in 10 ton rail cars to the wharf and dumped into the ships.

¹¹⁸ "Wallarah Colliery: First Stage of Big Programme Completed", The Coal Miner, February 1959, pp.16-22

¹¹⁹ M. Martin, "Catherine Hill Bay: a development history", p.53.



Figure 2.10 1958 image taken from the jetty looking west, with the collier 'Wallarah' run aground. Note Wallarah House in the background with the verandah enclosed and brickwork having replaced the original timber posts. Also note the house, since demolished, down the hill from Wallarah House. Courtesy EJE



The only bridge of any note on the line was the 'Skelty Bridge' which provided a double track spanning of a small stream not far from the jetty. The Company offices can be seen on the hill in the background and the rising grade from the bridge to the jetty can also be detected.
(Photo: H. J. Wright)

Figure 2.11 Reproduced from an ARHS article. The photograph was probably taken in the early 1960s. Refer to Figure 3.8 for the section of the bridge remaining. Note the house, since demolished, between the Jetty Master's House in the centre just above the bridge, and Wallarah House in the background. Courtesy EJE

Designed by Mr. E.F. Hewett, the General Superintendent of Coal and Allied, the plant was built over two years by Hexham and Engineering, a subsidiary of Coal and Allied. It comprised the ship-loader, storage bin and washing, crushing and screening plant. The operation of the new plant was described in *Australian Coal, Shipping, Steel and the Harbour* in May 1964:

The ship loader head is mounted on rails on the wharf and can load along the whole length of a ship. It has its own electrical power unit for movement and is controlled by a driver in a cabin in the head. The conveyor belt that brings coal along the wharf to the head is also mounted on rails and can be extended to 1,000 feet. It is retracted into a housing on the wharf when not working to protect it from the weather and the sea air.

Coal is fed onto the conveyor from the 13,500 ton capacity storage bin sunk into the cliff above the wharf. Push-button controls in the ship-loader cabin can feed any one of six sizes of coal from compartments in the big bin on to the conveyor. Coal is brought to the new plant by lorry along a road a mile and three-quarters long, built by the company, from the company's Wallarah Colliery at Cragan Bay.

*Lorries dump the coal into a concrete pit near the plant on the cliff top and a conveyor belt carries it into the washing plant. The coal is crushed after washing and then carried by conveyor belt to the screening plant, where it is graded into six sizes and delivered by belt to the 13,500 ton storage bin.*¹²⁰

2.17.6 1964: Houses for Sale

In 1964, residents of Catherine Hill Bay were finally able to purchase their homes. Coal and Allied sold 81 of the 101 miners' cottages to their occupiers, for an average price of £400, on a time payment system. In many cases, this involved a deduction of £10 a week from their paypackets until the homes were paid off.¹²¹ The remaining dwellings were retained by the company for staff employees' use. Most of the cottages were in the main thoroughfare, Flowers Drive which was named after Septimus Flowers, a former BHP colliery manager and member of the Joint Coal Board.

2.17.7 1975: A New Jetty

Following a severe cyclone in May 1974 the Catherine Hill Bay jetty was so badly damaged that it was necessary to cease loading operations. Early in 1975 the old jetty, of timber decking and piles, was replaced by one of concrete decking and steel piles.¹²²

2.17.8 1982: Moonee Mine

As well as modernising the Wallarah colliery, Coal and Allied opened two new mines: Chain Valley, developed in the 1960s to provide coal for Vales Point Power Station, and Moonee, opened in 1982 to permit recovery of the last coal from the Wallarah seam.¹²³ Moonee colliery was originally opened as "F" Pit in the mid 1940s but was developed as a separate mine after the closure of "E" Pit in 1963.¹²⁴

In 1984 workers at the Moonee Colliery set what was believed to be an Australian record for mine safety when they worked for twelve months without a lost time injury. A ceremony was

¹²⁰ "Speedy new Coal-loader", *Australian Coal, Shipping, Steel and the Harbour*, 1 May, 1964, p.51.

¹²¹ *Newcastle Herald* (NH), 30 May 1987

¹²² *NMH* 5 February 1975.

¹²³ *NH* 27 March 1982.

¹²⁴ G.H. McNally, "Two Centuries of Coal Mining on the Swansea Peninsula: A History of Wallarah and Wallamine Collieries,

held at the pit head to celebrate the achievement, and the company rewarded each of the workers with the gift of a heavy duty allweather jacket.¹²⁵

In 1984 it was estimated that there was enough coal in the Wallarah seam to keep the mine open for five to six years, but development in the Great Northern Seam would extend its life to twenty years.¹²⁶



Figure 2.12 Image of Catherine Hill Bay taken looking south, undated, LMCC Library.

As part of a general upgrading of the colliery in 1987, two shuttle cars used for carrying coal away from the working face were replaced with a monorail conveyor system that could go around corners. This was made possible by the development of a conveyor belt that could stretch while it went around curves but still maintain its tension. The Moonee unit was hung from a monorail suspended by roof bolts and could be operated by one miner using remote controls. Made at Joy Manufacturing Company's Kurri Kurri plant, it was the first conveyor train to be manufactured in Australia.¹²⁷

2.18 1993: Wallarah Joint Venture

By the early 1990s Coal and Allied's three Lake Macquarie mines – Wallarah, Moonee and Chain Valley – had become unprofitable. Operations at Wallarah were substantially reduced in 1992 and 280 mine workers were retrenched.¹²⁸ Work at Moonee ceased and the mine was placed on a care and maintenance basis.¹²⁹

¹²⁵ NH, 11 February 1984.

¹²⁶ "Walarah Colliery, Moonee Colliery, Chain Valley Colliery: Coal & Allied Operations Pty. Ltd." October 1984.

¹²⁷ NH, 6 August 1987

¹²⁸ NH 30 September 1993.

¹²⁹ S. McDonnell, "Longwall Mining beneath the Pacific Highway, Moonee Colliery – an Overview".

Unpublished paper to Australian Surveyors' Conference, 2001

In December 1993, Coal and Allied sold the collieries to the Wallarah Joint Venture, a consortium backed by the AMP Society and the mines were subsequently operated by Coal Operations of Australia (COAL), an organisation formed around former Coal and Allied executive Tony Haraldson and two of his colleagues.¹³⁰

In 1996 the Moonee mine was reopened to work the Great Northern Seam by the longwall method. The Great Northern Seam (which outcrops at the base of the jetty) is a high volatile, low sulphur, medium ash thermal coal, which is used for power generation.¹³¹ The seam was mined to a height of around 3.1 metres. Each longwall panel was developed by continuous miners and a 90m wide longwall miner was then installed to work each longwall panel.

2.19 1990s: Revitalisation of the Township

The heritage significance of the Catherine Hill Bay Township was recognised in 1994 when Lake Macquarie City Council's Heritage Officer declared it to be "an exception in Lake Macquarie where mining developments were apparently less organised". The pattern of development was seen as an important heritage feature because it resulted in unusual streetscapes of neat and uniform rows of houses which made up the character of the town.¹³² These qualities, together with the area's dramatic landscape, attracted filmmakers who used the location for scenes in Mel Gibson's first movie, *Summer City*, produced in 1976.¹³³

In an attempt to protect the remaining residences, Lake Macquarie City Council took legal action in 1994 over the demolition of a miners' cottage in Clarke St. without Council approval. The offences were proven but dismissed in Belmont Local Court.¹³⁴

2.20 2000: Closure

As a result of continued operating losses, COAL officially ceased operations at the Wallarah Colliery in June 2000. The closure led to the unemployment of 87 mineworkers as well as a number of employees at the preparation plant and crewmen on the *MV Wallarah*.¹³⁵ A little over a year later, closure of the Moonee mine was predicted due to "technical challenges" which made mining uneconomical.¹³⁶ These challenges included numerous unpredicted windblast events from goaf falls. Eventually, the combination of limited reserves and high extraction costs caused the mine to be closed in July 2002.¹³⁷

Since the departure of coal mining from Catherine Hill Bay the town has been described by some locals as "a ghost town", as rising rates have forced many older residents and miners' widows to sell and their homes. Only 40 or 50 houses remain in the once thriving village, now described as "a unique historical mining settlement [which] has escaped normal subdivision development."¹³⁸ Dubbed a victim of "weekend syndrome", Catherine Hill Bay is now a magnet for Sydney based investors in search of an isolated retreat.

¹³⁰ NH, 17 December 1993.

¹³¹ S. McDonnell, "Longwall Mining beneath the Pacific Highway, Moonee Colliery – an Overview". Unpublished paper to Australian Surveyors' Conference, 2001

¹³² *Newcastle Times*, 10 June 1994

¹³³ www.hollywoodteenmovies.com/summer%20city.html

¹³⁴ NMH 24 February 1994

¹³⁵ NH 24 June 2000

¹³⁶ NH 25 October 2001

¹³⁷ NH 28 July 2002: P. Hayes, "Risk Minimisation in Longwall Operations in Massive Goaf Conditions using Microseismic and Hydraulic Fracturing Techniques", unpublished paper to the Queensland Mining Council Annual Conference, 2000.

¹³⁸ Local real estate agent Neil Fry quoted in the Daily Telegraph, 29/7/02

On 8 May 2003 the *Newcastle Morning Herald* reported the imminent closure of the area's only general store, adding to a list of recent closures which includes the school, police station and post office. Two parish churches have also closed, leading to a situation where funerals are sometimes held in the bowling club's meeting room.¹³⁹ However, the perception of Catherine Hill Bay as a town in decline has been challenged by members of the local progress association, who claim that they are part of "a community of self-sufficient and determined people who have adapted and survived a lot of bad times in a long and often difficult mining history, and will do so again".¹⁴⁰

2.21 Conclusion

It is almost 130 years since the first coal was mined in the Catherine Hill Bay area by the New Wallsend Coal Mining Company. While the initial mining venture failed, a subsequent colliery established by the Wallarah Coal Company Ltd. was an immediate success and continued to flourish until the early 1990s. Following a decade of declining profitability, mining operations finally ceased in December 2002.

On the Newcastle coalfields it was not uncommon for villages to develop around the various mines but only at Catherine Hill Bay and Minmi did the land and residences remain in the hands of the mining company. While Minmi has now been heavily developed with little recognition of the area's history, Catherine Hill Bay retains its original character and form, shaped by the mine which supported it.

¹³⁹ NH 8 May 2003

¹⁴⁰ B. Cogan, "Catho's Death exaggerated", letter to the Editor, NH, 17 May 2003.

3.0 Overall Physical Context

3.1 Introduction

This section identifies and briefly describes those remaining buildings and structures including curtilage, that may be affected by the subject development application, as well as commenting on the landscape, topography, views and vistas.

The site that is the subject of this Statement of Heritage Impact is located at Catherine Hill Bay (Figure 1.1), formerly the Moonee Colliery. The Coal Preparation Plant at Catherine Hill Bay ceased operation in July 2002, with demolition and dismantling commenced in March 2003.

3.2 Built Form

The remaining built structures within the study area consist of:

3.2.1 Residential Cottages

The cottages of the historic village of Catherine Hill Bay are grouped along Clarke Street, running north-south, the 'T' junction with Lindsley Street running east-west (Figure 3.1), and Flowers Drive which continues north to Middle Camp.

The town is notable for its location on the side of a hill that descends from the Montefiore Street intersection with Clarke Street. This topography creates an impressive stepped appearance of the cottages down to the Lindsley Street intersection. In addition the cottages have a consistency of size, height and materials, which add to the unusual character of the precinct.



Figure 3.1 Catherine Hill Bay, Clarke Street looking south from the Lindsley Street intersection

Buildings are located between the historic village and the coastline:

- Wallarah house, and associated garage at the rear corner of the lot (Figure 3.2);
- Jetty Master's House and associated carport (Figure 3.4);
- A surf club is located outside the subject site boundary just above the beach (Figure 3.3).

Wallarah House has a verandah around three sides (partly enclosed) and occupies a commanding position facing north east with 180° views over the village to the west, across the bay and up the coastline. The Jetty Masters House is further down the hill from Wallarah House and is of a later fibro construction.



Figure 3.2 Image of Wallarah House from the east. Note the enclosed verandah, later brickwork and steel posts that replaced original fabric. The garden steps indicate what may have been quite a formal garden



Figure 3.3 Image of Wallarah House (top), the Jetty Masters House (right) and the surf club (bottom left), looking south



Figure 3.4 Image of the Jetty Masters House from the east. Note the enclosed verandah and the prominent Norfolk pines

3.2.2 Coal Mining Structures

The remaining building structure is the Bin Building situated on a high point above the jetty and at the end of Montefiore Street (Figure 3.5). The area around the Bin building has been cleared of all coal industry structures and only a concrete slab remains over a large area;

- The Coal Loader Jetty below the Bin Building, is a prominent structure that projects out into the bay and was used to transfer the coal via a conveyer to the feeders that loaded the ships (Figure 3.6).
- The Colliery Railway makes a 90° arcing curve from the jetty to run north along the coast, supported on a steel and concrete structure, and then over a cleared 'shelf' in the cliff above the beach (Figure 3.7). From this point there is little that remains of the railway that ran parallel to the coast up to Middle Camp. There is a remnant timber pylon structure at the embankment to the Catherine Hill Creek outfall (Figure 3.8). There are also some remaining timber pylons projecting above the creek bed.



Figure 3.5 Image of the remains of the Bin Building looking north west, with Middle Camp Beach in the background



Figure 3.6 Image of the Coal Loader Jetty



Figure 3.7 Image of the Jetty (in the background) from where the Colliery Railway turns parallel to the coastline and runs north



Figure 3.8 Image of a remnant railway pylon for the Colliery Railway at the Catherine Hill Bay Creek outfall adjacent to Flowers Drive. Note the remains of the timber columns in the creek bed

3.3 Topography and Landscape

The significant landscape elements can be summarised as follows:

- The containment of the Catherine Hill Bay historic village by ridge lines to the north, south and west (Figure 3.9);
- The location of the historic village on the side of a hill (the southern ridge line), presenting a stepped configuration as seen from the northern entry to the town along Flowers Drive, as well as from the picnic area/carpark south of the Surf Club (Figures 3.1 & 3.10) ;
- The relationship of the beach, and the cliff that runs below both Wallarah House and the Jetty Masters Cottage, along to the Jetty itself (Figure 3.11);
- The transition of landscape from coastal and semi-rural to natural landscape to the west and north (Figure 3.12);
- The location of Wallarah House in a dominating position between the cliff edge to the north-east and the historic village to the west, separated by an open turfed gully (Figures 3.13 & 3.14);
- The Clarke Street elevation that allows vistas across to the coast (Figure 3.15);
- The headland of the southern ridge separating Catherine Hill Bay from Moonee Beach (Figure 3.16).



Figure 3.9 Image from Flowers Drive (rising up to the north ridge line) looking south, with Catherine Hill Bay on the left and the village to the right. Note the south ridge line across the horizon, running around to the west ridge line on the right



Figure 3.10 Image of Catherine Hill Bay cottages from the carpark north of the surf club. Note the consistency of materials, colour and scale



Figure 3.11 Image of Catherine Hill Bay looking south east to the jetty with the surf club on the right and the Bin Building on the horizon. Note the rise of the topography up to Wallarah House above the surf club



Figure 3.12 Image from the rear of the Wallarah Hotel looking north west. Note the semi rural transition from the rear of the cottages on the right to the natural landscape to the left



Figure 3.13 Image from Flowers Drive looking to the south, with Wallarah House on the top left and the village on the right. Note the relatively open nature of the gully that runs between Wallarah House and the village

Walarah House



Figure 3.14 Image from the rear of a Clarke Street cottage looking across the gully to the east, with Wallarah House in the distance



Figure 3.15 Image from the east side of Clarke Street (mid way up the hill) looking north with Middle Camp Beach in the distance



Figure 3.16 Image from Montefiore Street looking east with the headland in the distance right, between Catherine Hill Bay and Moonee Beach

The landscape has been degraded in places by the activities of the colliery and are generally confined to:

- areas around the Bin building overlooking the cliff and jetty;
- 2 areas on the south side of the southern ridge overlooking Moonee Beach;
- and 2 smaller areas further west towards the Pacific Highway.

3.4 Views and Vistas

As a consequence of the topography, the significant 'external' vistas as seen from the ridges referred to above are:

- from the Montefiore/Clark Street intersection to Moonee Beach to the south east (Figure 3.17);
- from the Montefiore/Clark Street intersection to the north and north east to Middle Camp Beach (Figure 3.18);
- from Flowers Drive looking in an arc from the south east to the south west, and which takes in most of the built structures of the historic village and Wallarah House Figure 3.9);



Figure 3.17 Image from Montefiore Street looking south east to Moonee Beach in the distance



Figure 3.18 Image from near Montefiore Street looking down Clarke Street to the north (left) and north east (right) to Middle Camp Beach

The 'internal' views of significance are:

- The existing village landscape with views between the cottages through to the distant landscape to the rear, both to the west and the east, which has distant views of the ocean (Figure 3.12, 3.14 & 3.15). There are generally no fences or carports to obstruct these views;
- from Wallarah House to the 'stepped' village to the west (Figure 3.19);
- from Wallarah House to the west, north and east (Figures 3.20, 3.21 and 3.22);
- down Hale Street looking north, with the gully to the west and Wallarah House to the right (Figure 3.23);
- 360° views from the vicinity of the Bin Building (Figures 3.24 – 3.27).



Figure 3.19 Image from Wallarah House looking west to the historic village with the western ridge in the background. Note the open lawn area in the foreground



Figure 3.20 Image from Wallarah House verandah looking west to the natural landscape of western ridge. Note the intrusive steel posts and brickwork balustrade



Figure 3.21 Image from Wallarah House looking north with Middle Camp Beach and Flowers Drive on the far left, rising up the hill of the northern ridge



Figure 3.22 Image from in front of Wallarah House looking east to the jetty and the paling fence that lines the western boundary of the property



Figure 3.23 Image from Hale Street looking north with Flowers Drive in the distance, the gully on the left and Wallarah House on the right (out of sight)



Figure 3.24 Image north of the Bin Building looking down to Middle Camp Beach



Figure 3.25 Image looking down to the Bin Building on the edge of the cliff, with the Middle Camp headland in the distance

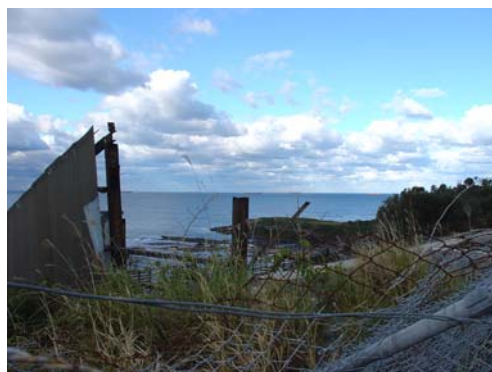


Figure 3.26 Image looking east, down from the Bin Building to the headland beyond the jetty



Figure 3.27 Image looking south, from the Bin Building to the headland

3.5 Existing Curtilage

The various levels of curtilage for the Catherine Hill Conservation Area are (refer to Section 7.5 for a summary of types of curtilage):

- The lot boundary curtilage of a heritage listed house, that is the area contained within the boundaries of an item such as Wallarah House;
- The expanded curtilage of Wallarah house that provides the traditional rural setting of the house. For Wallarah House this is the area encompassed from the beach to the north-east, around to the historic village to the north-west, with a northern limit to the Hale and Lindsley Streets intersection. This curtilage will also include the Jetty Master's Cottage;
- The curtilage of Catherine Hill Bay historic village, which is contained within the ridge lines to the north, west and south, and over to the coastline.

4.0 Planning and Statutory Regulations

The subject site is affected by a number of statutory controls, policies and guidelines that are relevant to this assessment of heritage impact. The site also straddles two local council areas with the Local Government boundary running in an east-west line in the vicinity of Montefiore Street. The site will be assessed by the Department of Planning as a Major Project under Part 3A of the *Environmental Planning and Assessment Act 1979*.

4.1 NSW Heritage Act 1977

The Heritage Act of NSW is an item of legislation administered by the Minister for Planning on the advice of the Heritage Council of NSW. The Heritage Act creates opportunities for administration, control, protection, maintenance, preservation, restoration, enhancement and conservation of natural and built heritage in NSW. The act is binding on all State Government agencies. Items of heritage significance are protected by Interim Heritage Orders or by listing on the State Heritage Register. A search of the Register has revealed no listing of any sites at Catherine Hill Bay.

As the site will be assessed by the Department of Planning however, any proposal will be referred to the Heritage Office for comment.

4.2 Lake Macquarie City Council Local Environmental Plan 2004

The subject site is covered by *Part 6 Heritage Provisions* of the Lake Macquarie City Council Local Environmental Plan 2004, with the following applicable clauses:

43 Objective

The objective of this Part is to protect and conserve archaeological sites and places of Aboriginal, natural or European cultural significance. It does this by making provisions that conserve the remaining fabric, relics, settings and views, and evidence of the cultural significance of heritage items and the environment of heritage conservation areas.

44 Protection of heritage items and heritage conservation areas

The following development may be carried out only with development consent:

- a) *demolition of, or movement of the whole or a part of, a heritage item,*
- b) *demolition of, or movement of, a building, structure, work, relic or tree within a heritage conservation area,*
- c) *alteration of, or any addition to, a heritage item that makes substantial structural or non-structural changes to its exterior, such as its detail, fabric, finish or appearance,*
- d) *alteration of a building, a structure, work, relic, or tree within a heritage conservation area by making substantial structural or non-structural changes to its exterior, such as to its detail, fabric, finish or appearance,*
- e) *alteration of a heritage item by making substantial structural changes to its interior,*
- f) *disturbance or excavation of a place of Aboriginal heritage significance or an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,*
- g) *erection of a structure on, or subdivision of, land on which a heritage item is located or which is within a heritage conservation area.*

47 Assessment of heritage significance

- (1) *Before granting consent required by this Part, the consent authority must assess the extent to which the carrying out of the proposed development will affect the heritage significance of the heritage item or heritage conservation area concerned.*
- (2) *In the case of proposed development that would affect a heritage item, that assessment must include consideration of a heritage impact statement that addresses:*
 - (a) *the heritage significance of the item as part of the environmental heritage of Lake Macquarie City local government area,*
 - (b) *the impact that the proposed development will have on the heritage significance of the item and its setting, including any landscape or cultural features,*
 - (c) *the measures proposed to conserve the heritage significance of the item and its setting,*
 - (d) *whether any archaeological site or potential archaeological site will be adversely affected by the proposed development,*
 - (e) *the extent to which the carrying out of the proposed development will affect the form of any historic subdivision.*
- (3) *In the case of proposed development in a heritage conservation area, that assessment must include consideration of a heritage impact statement that addresses the following:*
 - (a) *the heritage significance of the heritage conservation area and the contribution which any building, work, relic, tree or place affected by the proposed development makes to this heritage significance,*
 - (b) *the impact that the proposed development will have on the heritage significance of the heritage conservation area,*
 - (c) *the compatibility of the proposed development with nearby original buildings and the character of the heritage conservation area, taking into account the size, form, scale, orientation, setbacks, materials and detailing of the proposed development,*
 - (d) *the measures proposed to conserve the significance of the heritage conservation area and its setting,*
 - (e) *whether any landscape or horticultural features will be affected by the proposed development,*
 - (f) *whether any archaeological site or potential archaeological site will be affected by the proposed development,*
 - (g) *the extent to which the carrying out of the proposed development in accordance with the consent will affect any historic subdivision pattern.*

52 Development in the vicinity of a heritage item

- (1) *Consent must not be granted for a development in the vicinity of a heritage item unless the consent authority has considered a heritage impact statement that includes recommendations for the size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works, and for any modification that will reduce the impact of the proposed development on the heritage significance of the heritage item.*
- (2) *Development is in the vicinity of a heritage item for the purpose of this clause if, in the opinion of the consent authority, the development:*
 - (a) *may have an impact on the setting of a heritage item, for example, by affecting a significant view to or from the item or overshadowing, or*

- (b) may undermine or otherwise cause physical damage to a heritage item, or*
- (c) will otherwise have any adverse impact on the heritage significance of a heritage item or of any heritage conservation area within which it is situated.*
- (3) Before granting consent for development to which this clause applies, the consent authority must take into account the impact of the proposed development on the heritage significance of the heritage item, on any heritage conservation area within which it is situated and on the visual curtilage and setting of the heritage item.*
- (4) A heritage impact statement required by this clause should include recommendations for the size, shape and scale of, setbacks for, and the materials to be used in, any proposed buildings or works and details of any modification that would reduce the impact of the proposed development on the heritage significance of the heritage item.*

54 Development in heritage conservation areas

- (1) Before granting consent for the erection of a building within a heritage conservation area, the consent authority must be satisfied that the features of the proposed building will be compatible with the heritage significance of the heritage conservation area, having regard to the form of, and materials used in, buildings that contribute to the heritage significance of the heritage conservation area.*
- (2) In forming that opinion, the consent authority must consider, where relevant:*
 - (a) the scale, bulk and form, including detailing and articulation, of the building, and*
 - (b) the pitch and form of the roof, and*
 - (c) the style, size, proportion and position of the openings for windows or doors, and*
 - (d) the colour, texture, style, size and type of finish of the materials to be used on the exterior of the building, and*
 - (e) any other matter that the consent authority considered relevant to the assessment of the application.*

4.3 Lake Macquarie City Council Development Control Plan (DCP) No.1

DCP No.1 provides additional guidance to the Lake Macquarie LEP 2004 and is intended to act as an integrated planning instrument that manages the development of land. Part 2 of this DCP contains the General Principles of Development. Section 2.4: Heritage, deals with the City Council's heritage and intends to:

..secure the proper care and management of the City's built, natural and Aboriginal heritage as a means of understanding the present form and character of the City and to ensure that development surrounding items of heritage significance, do not compromise their levels of significance.

The principles of this section are designed to reflect the comparative heritage significance of the item, property or site currently known and thus the level of management considered appropriate.

The Heritage Principles of Development outlined in this Section relate to:

2.4.1 European Heritage Items (refer to the LMCC LEP 2004, Schedule 4)

2.4.2 The Catherine Hill Bay Heritage Conservation Area

2.4.3 Aboriginal Heritage Items and Sites

2.4.4 Natural Heritage Items

Sub Section 2.4.2 in turn, includes:

- Identification of the Catherine Hill Bay Heritage Conservation Area,
- Listed heritage Items in the Catherine Hill Bay Heritage Conservation Area

The detailed provisions within this section should be read in conjunction with the Lake Macquarie Heritage Guidelines 2004 to DCP No.1.

4.3.1 Heritage Guidelines Supporting Development Control Plan No.1 Principles of Development

The Lake Macquarie Heritage Guidelines 2004 provide supporting documentation to DCP No.1. The overriding purpose of these guidelines is to build on the Heritage Provisions contained in the *Hunter Regional Environmental Plan 1989 (REP)*, *Lifestyle 2020 Strategy and Local Environmental Plan 2004* and Part 2.4, Heritage of DCP No.1 Principles of Development.

The Guidelines also provide further advice on how to ensure proper management of the City's heritage resources, including natural, indigenous and European Heritage Items, Catherine Hill Bay Conservation Area, and Heritage Precincts identified in DCP No.1, Principles of Development.

Section 4.0 directly relates to Catherine Hill Bay Heritage Conservation Area, the aims and objectives which are:

- retain the surviving fabric of the original settlement,
- preserve the unique and significant features of the local townscape,
- preserve the outstanding natural setting of the township and maintain established relationships of the town to the setting,
- ensure new development is in scale and character with the existing, as viewed from all major vantage points,
- preserve the existing character as a continuing record of the settlement's unique history, while allowing for gradual change, which may include complementary and sensitive new development.

Further Sub Sections include development provisions for the Conservation Area:

- Heritage Considerations
- Respect for Fabric
- Fitting In/Streetscape
- Break up the Bulk

4.4 Wyong Shire Council

The area of the subject site, generally south of Montefiore Steet, is within Wyong Council's Development Control Plan No. 13 and is an Interim Conservation Area.

4.5 National Parks and Wildlife Act

The National Parks and Wildlife Act 1974 has provisions that apply to Aboriginal sites and objects. The previous EJE Statement of Heritage Impact contained an Aboriginal Heritage Assessment Report (July 2004) prepared for the Moonee Colliery site, that is Moonee Hamlets 2-5 in the proposed Concept Plan. The conclusion of the report was that “.. the development will not impact on any Aboriginal cultural heritage sites” and recommended that:

1. *The study area is not considered to be archaeologically sensitive therefore suitable for development.*
2. *The Bahtahbah LALC requires that a LALC representative be in attendance when construction work commences.*

Although the subject site covers a larger area, that is for the areas covered by Hamlets 1, 6 and 7, they are also confined to despoiled areas of the previous coal works.

4.6 Identification of Significant Items

Part of the development site is located within the Catherine Hill Bay Conservation Area as identified on the Lake Macquarie City Council Local Environmental Plan 2004,

4.6.1 Catherine Hill Bay Heritage Conservation Area

The Conservation Area is bounded by the:

- LMCC local government boundary with Wyong Council to the south;
- The Pacific Highway to the west and north;
- From the intersection of the Pacific Highway and Flowers Drive, in a line running to the east and meeting the coastline, and forming the eastern boundary down the coast.

The significance of the Catherine Hill Bay Conservation Area has been extensively addressed in reports of the area including the Lake Macquarie Heritage Study as having a “high” level of significance at the State level and “high” and “very high” at the Regional and Local levels respectively.

Within the Conservation Area, Schedule 4 of the LMCC LEP includes the following heritage items that are within the subject site:

Item No.	Significance	Item	Address	Property Description
CH-13	Local	“Wallarah House”	1a Keene Street	Lot 2031, DP. 841175
CH-16	Local	Catherine Hill Bay Colliery Railway	Mine Camp to the coal loader jetty	

4.6.2 Wallarah House – The Mine Manager’s Residence

The Mine Manager’s House, initially built in 1889 of weatherboard on brick foundations, had nine rooms and offices, a kitchen wing plus garages and stables.

The house was originally designed as a simple “Victorian Georgian” residence with timber walls, three hipped corrugated iron roofs, simple chimneys and surrounding ogee roofed verandah cantilevered from the face wall and supported on slender posts simply decorated with timber treillage. To the rear of the building a separate masonry wing was attached to the kitchen wing.

Major additions have encircled the original house, including the partial enclosure of the verandah, and the replacement of the kitchen wing with two modern timber skillion additions. The original verandah has been removed and replaced with a partly open brick balustrade verandah with window openings in places.

None of the original roof form is evident. The three hipped bayed roof form has been replaced with a single hipped roof and the ogee style verandah has been simplified to a pent cantilevered roof form. Few if none, of the original fittings remain, including the chimneys and timber joinery.

A double garage, rectangular with gabled roof and two roller doors has been added to the rear of the property.

None of the additions are considered sympathetic with the original design of the house. The architectural image of the house is generally an eclectic mix of Interwar Bungalow and Victorian Georgian.

Its unique location on the side of the hill overlooking the village of Catherine Hill Bay is symbolic of the mine managers role and importance within the community. The buildings siting and gardens are highly significant.

The building is in good condition structurally but requires conservation work to deal with the restoration of original style, character and form.

4.6.3 The Colliery Railway Line

The railway line connected the early coal workings with the jetty. Coal wagons were hauled by steam locomotive to the jetty where they were dumped into chutes feeding the ships. Only remnants of the rail system remain. Approximately, 370m of the original alignment of the line can be seen as evidenced by cuttings in the cliff face extending to the jetty and outer boundary of the site.

There are a number of remnant network railway lines outside the field of the study area. For example timber piers and buttressing remain of the railway bridge over the Catherine Hill Bay Creek, located north of the ship loader.

4.6.4 Development in the Vicinity of a Heritage Item

The subject site is located within the vicinity of a number of listed heritage items in Schedule 4 of the LMMC LEP 2004. Under the statutory provisions above, the following items are required to be taken into consideration in any assessment of the Concept Plan:

Item No.	Significance	Item	Address
CH-03	Local	Police Station	23-27 Clarke St
CH-04	Local	Wallarah Hotel	24 Clarke St
CH-05	Local	Cottages	10-12 Clarke St
CH-06	Local	Cottages	19-21 Clarke St
CH-07	Local	Cottage	17 Clarke St
CH-08	Local	Cottage	3-9 Clarke St
CH-10	Local	Cottage	3 Lindsley St
CH-12	Local	Cottage	11 Lindsley St
CH-14	Local	Coal Loader Jetty	Southern end of the beach

Heritage items listed in Flowers Drive are located in Middle Camp and are not visible to the subject site.

4.6.5 Significant Heritage Items in the Vicinity of the Subject Site:

The Coal Loading Jetty

Constructed in 1975, the jetty consists of a concrete deck supported on steel piles. At the landward end a small section of timber exists and provides an example of the type of construction used in the original structure. The jetty supports the travelling shiploader at the eastern end, which allows ships to be loaded continuously. The shiploader travels on rails mounted on the jetty deck. The jetty supports the conveyor which feeds coal from the bins to the shiploader. It is fitted with fender piles on the northern side in the area where the ship berths.

The earliest sections of the jetty no longer exist, the later stages, are still intact and give example of the form of construction and the durability of the timber used. The timber piers located to the south of the jetty most likely pre-date the 1975 structure.

Clarke Street cottages

East side of the street: Nos 3, 5, 7, 9, 17, 19, 21, 23-27 (Police Station);
West side of the street: Nos 10, 12, 24 (Wallarah hotel)

Lindsley Street cottages

North side of the street: Nos 3, 11

The above cottages generally date from the 1890s to the 1920s and are originally simple four room timber structures, clad in weatherboards and gable iron roofs¹⁴¹. They are characterised by ridge lines running parallel to the street alignment and verandahs that are on the front boundary. The dwellings are consistently of a similar size, form, materials and colour.

Other Items

Although not listed, the Jetty Master's Cottage has some heritage significance as noted in the *The Wallarah and Moonee Collieries Conservation Management Plan, 2004*, and is retained for adaptive reuse.

¹⁴¹ Lake Macquarie City Council Heritage Guidelines, 2004 Section 4.0
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July 2007

5.0 Assessment of Significance

5.1 Principles

The basis of an assessment of heritage significance is the methodology and terminology of the Burra *Charter* 1999 and the criteria of the NSW Heritage Office. Article 26.1 of the Burra Charter states that:

Work on a place should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines

Once the place has been studied, the cultural significance can be assessed. Cultural Significance philosophically aids the establishment of value. Places and items of significance are those which display an understanding of the past and enrich the present. They allow values to be continually interpreted for future generations.

The significance of the place is determined by the analysis and assessment of the documentary, oral and physical evidence presented in the previous sections of this document. Having an understanding of significance allows decisions to be made about the future management of the place. However, it is important that these future decisions do not endanger the cultural significance of the place.

The NSW Heritage Manual prepared by the NSW Heritage Office and Department of Urban Affairs and Planning, outlines the same four broad criteria and processes for assessing the nature of significance, along with two criteria for assessing comparative significance of an item.

Since the preparation of the Heritage Manual, the Heritage Act 1977 (NSW) was amended in 1999. As part of this amendment, the NSW Heritage Council has adopted revised criteria for assessment of Heritage significance. The evaluation of cultural significance in the following section is based on the approach adopted by the Burra Charter and the NSW Heritage Manual, but considers whether and, if so, the study site meets the current (revised) criteria.

5.2 Levels of Significance

The Lake Macquarie City Council Local Environmental Plan 2004 and Development Control Plan No.1 – Catherine Hill Bay Conservation Area, require that the consent authority's assessment of any development proposal displays an understanding of the heritage significance of the conservation area and heritage items.

The following levels of significance described below have been taken from the CMP:

HIGH

Items of considerable significance, original or early fabric. Can be easily interpreted and understood providing information about the changing patterns of the use of the place. They are often of a high level of design and workmanship and are crucial elements of the place's operation.

MEDIUM

Items of significance, including significant changes, relating to function and development, but are not crucial to the functional or aesthetic value of the place and are capable of being interpreted.

NEUTRAL

Items that do not impact on the significance of the place or may be unsympathetically altered early fabric or additions. This includes modification where, although they indicate the changes in use over time, the actual fabric is not significant. Some items may be difficult to interpret or may be detracting from the significance of the place and fabric of greater significance.

INTRUSIVE

Items that, in their present form, adversely affect the significance of the place and have been assessed as intrusive. This includes fabric that may have resulted in damage or is visually intrusive to significant fabric, which obscures the interpretability of the significant uses and periods of development.

The recommended treatment of each level of significance was listed as follows:

HIGH

Aim to retain all fabric. Preserve, restore, reconstruct in accordance with the Burra Charter. If adaptation is necessary for the continued use of the place, minimise changes, do not remove or obscure significant fabric. Design changes so they are reversible. In this case the condition of some of the buildings will affect the feasibility of conserving them.

MEDIUM

Aim to retain most of the significant fabric. Conservation of the overall form and configuration is desirable. Some of these items are already substantially altered internally and can accommodate further major changes. Compatible new construction can be added and fabric may be removed in part as necessary to accommodate new uses. If adaptation is necessary, more changes can be made than would be possible for fabric of state significance, but the same principles apply. Retention may depend on issues other than heritage value, such as financial viability.

NEUTRAL

Fabric may be retained, modified or removed as required for the future use of the place, provided that its removal causes no damage to more significant fabric.

INTRUSIVE

Remove or alter intrusive fabric to reduce the adverse impact when the opportunity arises, whilst minimising damage to adjacent fabric of significance.

5.3 The Catherine Hill Bay Conservation Area

The Lake Macquarie City Council Heritage Guidelines, 2004, outlines the following factors that contribute to the significance of the Catherine Hill Bay Conservation Area:

The extended settlement of Catherine Hill Bay has significance for its landscape and its buildings, but also because of its unique history of development.

Catherine Hill Bay has picturesque and distinctive historic townscapes, and land/seascapes unrivalled in Lake Macquarie, as well as a binding historic theme.

Catherine Hill Bay village has the oldest group of buildings in Lake Macquarie. The buildings form a number of integrated streetscapes and are a constant reminder of the settlement's origins as a nineteenth century mining village.

Both Catherine Hill Bay village and Middle Camp, village are rare examples of 'Company Town' developments in Lake Macquarie.

Company town infrastructure survives in the Upper Hunter and other parts of Australia but Lake Macquarie mine developments were generally less organised. Uniform development of these villages has produced unique townscapes.

Distant views over the town are as important as close up views. The distinctive urban pattern of the main village set within its coastal and bush landscape can be appreciated from a range of vantage points, particularly from the important northern approach.

The high visibility of the main precinct, including rear yard areas, with natural bushland edges, makes it highly sensitive to new development. There are already a few examples of out-of-scale additions.

The original buildings, a majority of which date from the 1890's to the 1920's, were mostly small vernacular cottages. There were very few buildings recognisable as belonging to a particular style, or period.

All dwellings display a high degree of consistency in size, scale, form, setbacks, siting and materials. This integrity is also unique, relative to other older precincts in Lake Macquarie.

5.3.1 Contributory Value of the Site to the Catherine Hill Bay Conservation Area

The Wallarah and Moonee Collieries and the Coal Preparation Plant areas and associated significant elements are contributory to the Catherine Hill Bay Conservation Area as they are representative of the development of the Catherine Hill Bay village and industry in the region through railway, maritime pursuits and associated industrial activities.

The subject site is currently an unused "brown field" site. The site currently allows for:

- The retention of surviving historically significant fabric.
- Preservation of a unique and significant feature of the townscape.
- Preservation of the outstanding natural setting of the township of Catherine Hill Bay and maintain established relationships of the site to the setting.
- Preservation of the character of the site as a continuing record of the settlements unique history.

5.4 Significance of Individual Components

There are two buildings / structures in the subject site that will require assessment against the proposed Concept Plan. Both of these structures, Wallarah House (Mine Managers Residence) and the Colliery Railway, are 'Highly' significant elements of the Moonee Colliery.

5.4.1 Wallarah House – Mine Manager's Residence

The Wallarah and Moonee Collieries Conservation Management Plan, 2004 refers to the Mine Managers Residence as having High Heritage Significance for the following reasons:

High: Historically this building is of high-level significance, having been built during the earliest period of the collieries development. It provides rare evidence in the region of the period of establishment of the colliery. The managers residence was designed by the locally significant Newcastle and Hunter architectural firm Bennett and Yeoman. A substantial structure of a

style typical of the period and the siting and landscape demonstrate the eminent role of the Mine Manager in the workings of the collieries.

5.4.2 The Catherine Hill Bay Colliery Railway

The Wallarah and Moonee Collieries Conservation Management Plan, 2004 refers to the remaining relics of the Coastal Railway Line on the site as having High Heritage Significance for the following reasons:

High: The remaining relics on the site represent an important phase in the development of transporting coal – the mechanisation of the transporting system and subsequent closure of the railway. The Railway alignment provides a physical skeleton upon which the layout and evolution of mining in Catherine Hill Bay can be determined. It is an important component in the former working colliery's environment, remaining historically rare in the area. It has social associations with the village of Catherine Hill Bay providing an identifiable landmark for over 100 years. It has provided the community with a sense of identity during this time, remaining now as an important reminder of the reasons for settlement and development of the Catherine Hill Bay Village.

5.5 Heritage Items in the Vicinity of the Subject Site

5.5.1 The Coal Loader Jetty

The Wallarah and Moonee Collieries Conservation Management Plan, 2004 refers to the Jetty as having High Heritage Significance for the following reasons:

High: The Jetty carries a great deal of significance locally and regionally, both as a barometer of the economic growth which occurred in the region since the late 1880s and as a symbol of the on-going struggle with the natural elements which constantly worked to hinder the development of the area. The Jetty has landmark value from the land and the sea, as a dominant feature of the coastal area of Catherine Hill Bay and as a visible link to the collieries, the community and the European history of the area.

5.5.2 The Cottages of Catherine Hill Bay village

An assessment of significance of the cottages was outside the scope of *The Wallarah and Moonee Collieries Conservation Management Plan, 2004*, however given their importance to the significance of the village as a whole, they can be assessed as having a High level of significance.

High: The cottages each form an element within the village, and as such contribute individually to the significance of the whole village. Although modest structures in themselves, they display a simple vernacular of consistent roof forms, verandah fronts, timber wall linings and detailing. They are sited on the front boundary alignment but with generally no fences to the side boundaries. They also do not have any carports or other structures between the cottages, thus presenting a repetitive series of blocks stepping up Clarke Street, the main thoroughfare. The result of this arrangement is that the street has permeability, with the landscape forming a natural background.

Generally the landscape between and surrounding the cottages is a grassed area, providing a 'flat' plane which gives emphasis to the regular geometry of the cottages and provides a distinct demarcation with the natural landscape beyond.

6.0 Issues and Opportunities

6.1 Key Issues

6.1.1 The Built and Natural Setting

The key issues that apply to the development of the subject site and the surrounding area, that is the Catherine Hill Bay Conservation Area, can be summarised as follows:

- The landscape and topographical setting of the Conservation Area, which includes the coastline, headlands, ridges, and a range of vegetation types and conditions, both indigenous and introduced;
- The conservation of identified heritage items, including items in the vicinity of the subject site;
- The retention of the various levels of curtilage of the heritage items as well as the Conservation Area;
- The retention of the significant views and vistas of the Conservation Area, not only from a distance, but within the area. This is also related to the conservation of curtilage;
- The relationship of the subject site and adjacent sites in terms of landscape as well as built items;
- The treatment of the landscape, including those areas that have been degraded by the activities of the coal extraction industry.

6.1.2 NSW Heritage Council Advice

In terms of addressing the key issues of the current project, reference is made here to correspondence between the New South Wales Heritage Council and the Department of Planning, dated 15/2/07 (refer Appendix B), with regard to the previous Concept Plan, dated January, 2007 by EJE Architecture. A response to the Heritage Council comments have been made in terms of addressing these identified issues, and which have guided the approach of the proposed Concept Plan, subject of this Statement of Heritage Impact.

Heritage Council comments (*in italics*):

- *Extend the existing settlement in a manner which retains its existing coastal village character and retains its natural setting.*

Response: the current Concept Plan does not attempt to extend the existing village, unlike the EJE Concept Plan, but rather provides new residential areas completely separate from the historic village. The proposed development is only located in despoiled areas and has been broken up into small Hamlets, similar in size to the existing village, and separated by bush corridors that meld into the perimeter natural landscape.

- *Ensure the retention and enhancement of significant views to and from Catherine Hill Bay village.*

Response: complies with this comment - refer to Sections 7.3.5 below.

- *Protect the headland; its rock outcrops and original vegetation as well as the nature character of all coastal open space within the village extension footprint.*

Response: other than the despoiled areas, including the remaining concreted former coal preparation area, the headland is to remain as is, including rock outcrops along the coast and remaining open space.

- *Establish a high level of continuity to the existing village through access links, built form, landscape and open space connectivity.*

Response: the primary means of connection with the existing village will be through the proposed public park to the east, which will be enhanced and accessible. Also refer to Section 7.3.5 above with regard to 'Internal' views with Wallarah House.

- *Conserve existing heritage items with compatible uses and ensure adjacent development is sympathetic in scale and character,*

Response: refer Section 7.2.3 below

Further Stated Objectives with regard to any new residential development are:

- *Any new development needs to be consistent with Lake Macquarie City Council's DCP No. 1.*

Response: the proposal responds to the heritage guidelines of the DCP by having no detrimental physical impact on any heritage buildings in the visual context of the site. The heritage buildings and structures will remain intact and identifiable as individual elements.

The development complies with the Catherine Hill Bay Conservation Area of the DCP, by identifying, recording and protecting the natural and cultural elements of the places' significance; respecting the significant elements of the site and its landscape by being in scale with existing built forms; utilising similar shapes, massing, materials, colours and vegetation in the vicinity; is visually and physically not intrusive; and does not alter the existing landform.

- *Any new residential area should be concentrated within the Moonee village area in preference to following the original 'Town of Cowper' layout.*

Response: the Concept Plan complies with this comment.

- *In general, new residential development should not encroach further along the headland to the east.*

Response: the proposal does not encroach any further to the east than the existing despoiled areas.

- *The identified heritage precinct Area 6 is a key area complementing the heritage significance of the village and should be included as open space.*

Response: this area remains as open space – refer to Section 7.3.6 below.

- *The proposed concentric subdivision pattern (the EJE Concept Plan) for the new Moonee villageshould be amended to provide a more sympathetic design to the existing layout such as rectangular grids.*

Response: the Concept Plan complies with this comment.

- *The commercial area should be relocated to a less visually prominent area such as the 'Bin Building' and could become a focal point on the coast along with the jetty for visitors and the local community.*

Response: the Concept Plan complies with this comment. In order to ensure the success of a focal point, the Concept Plan proposes a mixed use Village Centre with the Bin Building at its centre. There would be a risk of 'isolating' the commercial reuse of the Bin Building if there was not supportive and associated mixed uses adjacent to it.

- *Conditions should be included on any approval to address building height and materials, side and rear setbacks, fencing, landscaping and site coverage.*

Response: the Concept Plan restricts all residential dwellings to single storey or two storey, with the second level incorporated into the roof space to appear as a single storey structure with a pitched roof. The retail buildings in the Village Centre consist of two storey structures with pitched roof that may accommodated a loft space with dormer windows.

- *Key views ... should be protected.*

Response: the Concept Plan complies with this comment – refer to Section 7.3.5.

- *The proposed new residential development of Moonee Village should be screened from interrupting these view lines, by retaining a buffer strip of vegetation along Montefiore Street of 10m and that new housing is kept below the ridgeline of the street.*

Response: the Concept Plan complies with this comment.

- *A number of brick buildings remain on the Moonee site which could be adaptively reused and provide for interpretation of the site.*

Response: advice has been received that these buildings have been demolished.

- *Given the discrepancy on dwellings numbers ... clarify the total number of dwellings and tourism beds ...in accordance with the Memorandum of Understanding.*

Response: The Concept Plan does not include any tourism beds and consists of 600 dwellings.

In summary, the proposed Concept Plan has eliminated the majority of the concerns raised by:

- not extending the historic village of Catherine Hill Bay;
- not attempting to complete any part of the Cowper Plan;
- removing the village centre (the EJE proposal) from the Montefiore Street ridge line overlooking Moonee Beach;
- retaining significant views and vistas;
- the provision of a cliff top walk.

6.2 Opportunities

The Concept Plan presents opportunities which can be summarised as follows:

- The rehabilitation of the despoiled landscape;
- The dedication of private land back to the public realm;
- Allow greater public access to the whole of the subject site, previously and currently restricted due to the activities of the coal mining industry, over more than 100 years;
- The re-direction of development that will ease pressure on Catherine Hill Bay historic village as well as the Middle Camp village, and facilitate in their conservation;

- Allow an opportunity to inform the public at large with the interpretation of the history of the site, particularly as a coal mining industry;
- Allow the potential future use of the jetty as a great visitor attraction, as well as a significant element of engineering structure in association with the tunnel/shaft and the Bin Building;
- Allow the on-going economic support for a historic town that has had its economic base removed when the coal industry ceased in 2002.

7.0 Statement of Heritage Impact

7.1 Introduction

The basis of an assessment of heritage impact is to assess the Concept Plan against the applicable statutory requirements listed in Section 4.0, and the impact that the proposal will have on the identified heritage items and significant areas as noted in Section 5.0. Assessment will also consider the proposal in terms of the issues and opportunities discussed in Section 6.0.

7.2 The Concept Plan Proposal

The Concept Plan provides the framework for the future development of the subject site as follows:

7.2.1 Village Centre Hamlet 1

Located on the former coal processing area centred on the Bin Building, Hamlet 1 is a mixed use area of neighbourhood retail, commercial and residential. This hamlet is confined to the former coal preparation area, thus avoiding encroachment into adjacent natural landscape.

The village centre will have shops with residences above, arranged around a central green space, which opens to the east where the top of the former Bin Building will be used as a 'viewing' platform. Arranged around this retail and commercial centre will be dwellings in a dense urban cluster.

7.2.2 Hamlet Residential

The provision of residential 'hamlets' with a mix of dwelling types that have been located in the previously despoiled areas of the former Moonee Colliery:

- Hamlets 2-5 are located on the south side of Montefiore Street with a landscaped buffer zone;
- Hamlets 6 and 7 located north of Montefiore Street, and west of the north-south ridge separation from the Catherine Hill Bay historic village.

Each of the numbered hamlets are separated by a 'bush corridor' that runs north-south and feeds into the adjacent natural landscape. In the case of Hamlets 1-4 this allows greater access to Moonee Beach and the headland reserve.

7.2.3 Adaptive Reuse

The Heritage listed buildings and structures within the subject site will be conserved with appropriate curtilage. Other items with historic interest will also be utilised to benefit the heritage interpretation of the site. Thus Wallarah House (listed) and the Jetty Master's House (non-listed) will be restored and adaptively reused. The former Bin Building structure (non-listed) will remain incorporated into Hamlet 1, with its current top level slab used as a 'viewing' platform for the Village Centre. The remnant Colliery Railway (listed) will be conserved and interpreted in connection with a cliff top walk.

The retention of former coal mining structures will allow the future incorporation of the jetty as a part of the interpretation and public access of the site.

7.2.4 Community Recreation and Open Space

Community facilities are provided in the form of a community centre, playing fields, tennis courts as well as landscaped open space.

7.3 Itemised Impact Assessment

The impact of the Concept Plan on the significant cultural heritage of the Catherine Hill Conservation Area and listed heritage items, together with statutory requirements, is as follows:

7.3.1 Impact on Catherine Hill Bay Conservation Area

The proposed development of Hamlets 2-7, are located on the other side of the southern and western ridge lines, and will not be visible from either the village (Clarke and Lindsley Streets) or further north from Flowers Drive (Figures 7.1 & 7.2).

As noted below under point 7.3.4, Hamlet 1 is separated from the historic village by a substantial area of bushland. Consequently the new buildings either do not have a direct visual connection with the heritage items within the conservation area, or the visibility is of a minor nature in which the impact will be negligible.



Figure 7.1 Catherine Hill Bay historic village from Flowers Drive looking south. Proposed Hamlets 2-5 will be located behind the distant southern ridge, which runs across the horizon with the line of trees. The Hamlets will not be visible



Figure 7.2 Catherine Hill Bay historic village from Wallarah House looking west, with the western ridge on the horizon. Proposed Hamlets 6 and 7 will be located behind the distant ridge on the left, and will not likely be visible

Approximate
location of Bin
Building beyond

Wallarah House



Figure 7.3 Image taken from the vacant land next to No.23 Clarke Street (on the right), looking east in the direction of the Bin Building where Hamlet 1 is proposed. Note the roof of Wallarah House is just visible (left)

Even though the visual connection between the proposed buildings and the heritage buildings is limited, the Concept Plan has taken the character of the historic village as a design influence to ensure visual compatibility within the Conservation Area.

In terms of LEP Clause 54, the design of the new buildings will be compatible with the heritage buildings of the Conservation Area by:

- a) the scale of the proposed dwellings is generally of single storey, or the appearance of single storey, utilising the roof form as a loft space;
the form of the design is either of a lot width similar in proportion to the existing or the bulk of the larger dwellings is broken up into smaller forms;
- b) the pitch and form of proposed roofing is similar to the existing in the use of gable shapes and metal sheeting;
- c) the window openings facing the street have been kept in a similar proportion to the existing;
- d) the detailing and use of timber joinery, including windows, balconies, balustrades, fences, privacy screens, fascias and trim relate to the existing use of timber materials;
External walls will be a combination of weatherboard, coursed rendered brick or flush jointed brickwork. This will provide a mixture of materials, some of which will relate to the existing fabric (weatherboards) and some of which will reflect a more contemporary design approach that will provide a degree of careful contrast, so as to avoid the risk of monotony over a wide development area.

The proposal will make a contribution to the Catherine Hill Bay Conservation Area by:

- Interpreting the history of the coal mining industry, associated village and its setting, the main reason for the establishment of the Conservation Area;
- Remediating and developing those areas, including landscape, that have been despoiled or neglected;
- Dedicating a significant portion of the subject site to the public and hence greater public access to the Conservation Area;

- Ensuring a consistency of approach to built and landscape design that will eliminate a potentially piecemeal visual appearance, if the development was the subject of individual landholders;
- The 'completion' of the Conservation Area by removing the current degraded nature of the subject site.

7.3.2 Impact on Heritage listed Item within the Site: Wallarah House

The only proposed development near Wallarah House is Hamlet 1 to the south. There is substantial bush and trees that separate Wallarah House from the nearest proposed residential lots (Figure 7.4). Furthermore, these lots have the same orientation as Wallarah House so as to maintain compatibility.

Impact: little

It is noted that Clause 44 (c) of the LEP requires development consent for any alterations or exterior changes to Wallarah House.

Approximate
location of Bin
Building beyond



Figure 7.4 Images taken from the rear of Wallarah House looking south-east (left) and south (right) in the direction of Hamlet 1

7.3.3 Impact on Heritage listed Item within the Site: Colliery Railway

There is no proposed development near the railway line other than landscaping associated with the cliff top walk.

Impact: none

7.3.4 Impact on Heritage listed Items in the Vicinity of the Site:

Coal Loading Jetty

There is no proposed development near the jetty. Although there is development adjacent to the Bin Building, which is on the cliff above the jetty, the new dwellings are set back so that their visibility is minimised.

Impact: little

Listed cottages in Clarke and Lindsley Streets

With regard to Hamlet 1, the nearest point to the heritage listed items on the east side of Clarke Street (nos 17-23), a substantial area of bush vegetation is located between the village and the proposed development to the east. Figure 7.3 demonstrates that the proposal will have minimum visibility.

Impact: little

Further north, near the intersection of Clarke and Lindsley Street, there is no development near the cottages (Nos 3-9) other than landscaping associated with the proposed public park, between the rear of the Clarke Street cottages and Hale Street. For the cottages on the west

side of the street (Nos 10, 12, & 24) their views to the east towards the coast will remain.

Impact: little

7.3.5 Impact on Views and Vistas

External vistas:

- From Flowers Drive looking south (Figure 7.5), the only proposed development that may be visible would be of Hamlet 1 adjacent to the Bin Building. The new structures in this area however are set back from the cliff top, and potential visibility is mitigated by existing and additional vegetation (Figure 7.6).

Impact: little

- From the Montefiore/Clarke Street intersection to the north and north-east (Figure 3.18), there is no new development that will compromise this vista

Impact: non

- From the Montefiore/Clarke Street intersection to Moonee Beach to the south-east (Figures 3.17), the vista will be interrupted by proposed Hamlet 2. However this has been mitigated by the 'transfer' of the view to the south-east corner of the proposed oval, with a 'new' vista down to Moonee Beach between Hamlets 2 and 3.

Impact: some impact, but mitigation has been designed into the proposal.



Figure 7.5 Image from Flowers Drive looking south, with Catherine Hill Bay village to the right. Note the roof of Wallarah House top centre and the vegetation to its left.



Figure 7.6 Image looking south, with the jetty to the left and surf club on the right. Note the roof of the Bin Building above the jetty and the extent of the vegetation between it and Wallarah House, which is behind the surf club

Internal Views

- The views between Wallarah House, as well as the Jetty Master's Cottage (Figure 3.19), and the historic village to the west, and vice versa, will not be compromised by any new development between the heritage items, other than a proposed public park. The proposed landscaping in this area needs to be carefully planned so that these views are not compromised.
- Views north and east from Wallarah House will also remain as is (Figures 3.21 & 3.22).

Impact: non

- The significant views from the Bin Building, up and down the coast, will not be affected as proposed adjacent buildings are set back from the cliff edge as well as behind the front of the Bin Building. Public access to the Bin Building 'viewing platform' will greatly enhance the viewpoints from this location (Figures 3.24, 3.25 & 3.26).

Impact: Coastline views will be accessible and enhanced.

7.3.6 Impact on Curtilage: Wallarah House

The curtilage of Wallarah House, both lot boundary and expanded, will not be affected by any new structures in its vicinity.

Impact: non

7.3.7 Impact on Curtilage: Catherine Hill Bay historic village

The curtilage of the individual cottages and the whole village within the perimeter ridge lines will not be compromised by any proposed development.

Impact: non

8.0 Conservation Management Policies

8.1 Introduction

This section is to provide policies, which have not only guided the current Concept Plan, but will also assist future development applications that may be submitted for approval.

8.1.1 Conservation Approach

Conservation can be regarded as the management of change. It seeks to safeguard that which is important in the built environment within a process of change and development. As such, it is one of the functions of this document to establish criteria, policies and recommendations for the conservation and on-going use of the buildings and site as an appropriate and desirable response to proposed development. In this way the owners and managers of the place will be able to formulate proposals within a known framework of acceptable directions, and planning authorities will be able to assess those proposals against the stated criteria.

The following **Policy** sections identify the basic mechanisms with which to achieve the conservation and on-going use of the subject site, in the context of its rehabilitation, adaptive re-use and upgrade of the various building components. The **Policies** identify basic conservation initiatives, which are required to be met. A brief **Background** provides the context for each of the policies. The Policies are supported by **Guidelines**, which provide a more detailed explanation of direction for Development Application submissions, and where applicable, Policies should be clearly identified by the proponent and discussed in terms of the compliance of the proposal.

The purpose of conservation policies is to outline courses of action to be followed in the consideration and development of long term use, care and maintenance for the complex of buildings and landscape settings, such that the cultural significance is retained and enhanced and not diminished.

The policies have been formulated to:

- preserve the cultural significance of the buildings and site;
- retain and enhance the character and quality of the buildings and their settings;
- facilitate the introduction of uses, elements or buildings, compatible with the character and quality of the existing buildings and the precinct;
- nominate intrusive components in need of modification or removal;
- nominate a person or organisation responsible for the long term co-ordination of the conservation process (refer below).

8.2 Application of the Burra Charter

The *Australia ICOMOS Charter for Places of Cultural Significance*¹⁴², known as *The Burra Charter*, is widely accepted in Australia as the underlying methodology by which all works to sites/buildings, which have been identified as having national, state or local significance, are undertaken.

¹⁴² *The Burra Charter: The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance 1999.*
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As the Catherine Hill Bay precinct is of demonstrated cultural significance, procedures for managing changes and activities at the site should be in accordance with the recognised conservation methodology of the *Burra Charter*. Where applicable, the following Policies are referenced to the relevant Articles of the *Burra Charter*.

Consistent Terminology

In order to achieve a consistency in approach and understanding of the meaning of conservation by all those involved, a standardised terminology for conservation processes and related actions is to be adopted. The terminology in the *Burra Charter* is a suitable basis for this, and *Article 1* of the *Burra Charter* gives the following definitions:¹⁴³

Place means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

- Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.
- Places may have a range of values for different individuals or groups.

Fabric means all the physical material of the place including components, fixtures, contents, and objects.

Conservation means all the processes of looking after a place so to retain its cultural significance.

Maintenance means the continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

Reconstruction means returning the *place* to a known earlier state and is distinguished from *restoration* by the introduction of new material into the *fabric*.

Adaptation means modifying a *place* to suit the existing use or a proposed use.

Use means the functions of a place, as well as the activities and practices that may occur at the place.

Compatible use means a use which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

Setting means the area around a *place*, which may include the visual catchment.

¹⁴³ *ibid*, p. 2.

Related place means a place that contributes to the *cultural significance* of another place.

Associations mean the special connections that exist between people and a *place*.

Meanings denote what a *place* signifies, indicates, evokes or expresses.

Interpretation means all the ways of presenting the *cultural significance* of a *place*.

8.3 Asset Management

8.3.1 Introduction to Conservation Principles

The setting of the heritage structures on the site contributes to the cultural significance of the place. The site of Catherine Hill Bay as a whole, has outstanding historical and social significance as outlined in Chapters 2 and 5.

The overall purpose of the following Conservation Management Policies is to preserve and enhance the heritage significance of the precinct, its remnant buildings and their landscape settings.

The conservation of this site can best be achieved by:

- The conservation and adaptive re-use of the significant buildings.
- The conservation of the setting of these buildings and their associated historic landscapes.
- The accommodation of a use or uses which will enhance public appreciation of the cultural significance of the place and ensure the conservation of the important buildings and landscape features.
- The control of development of neighbouring areas within Catherine Hill Bay to safeguard the conservation of the identified heritage sites and their elements.
- The establishment of curtilages for not only individual heritage buildings, but for the conservation area.
- The identification of key vistas and views.
- The control of the significant landscape and oceanfront setting, and public access ways to ensure the cultural landscape is retained and conserved.

8.3.2 Statutory Requirements and Approvals

Background

The whole of the Catherine Hill Bay precinct is within a Conservation Area as well as individual structures within the area are listed as heritage items on the Lake Macquarie City Council Local Environmental Plan. It will therefore be necessary to submit a Development Application for any proposed work which alters the place, internally or externally. It should be noted, however that as the site is under Section 3A control, an application will be made to the Department of Planning.

The compliance of the buildings to the requirements of the Building Code of Australia in terms of fire safety, will have to be examined, while at the same time, preserving the historic fabric of the group of buildings.

Policy

Policy 1.1 A Development Application should be submitted for all works which may alter the interior or exterior of the culturally significant buildings and their setting on the site.

Policy 1.2 Upgrading of a building to comply with the requirements of the Building Code of Australia and the Disability Discrimination Act should be undertaken in a way which does not damage the cultural significance of the group of buildings and their setting.

Guidelines

- All works, except for exempt maintenance, requires a development application submission to Council. This will also require a Statement of Heritage Impact to accompany the DA.
- Confirm the provisions for exempt maintenance with the Heritage Office.
- Ensure the early involvement of a conservation architect in the preparation of a DA so that design proposals are 'realistic' in terms of heritage conservation.
- Depending on the nature of the works, pre-DA consultation with the Department may be beneficial in ensuring planning officers are acquainted with the proposal and all requirements of the submission are included.

8.3.3 Conservation Advice

Background

This site contains a number of building elements and landscape items and the conservation of such items requires the expertise of a suitably qualified person such as a conservation architect.

Policy

*Policy 1.3 All conservation work, including adaptive reuse, infill and new works, undertaken within the Catherine Hill Bay precinct, should be in consultation with qualified and experienced conservation and landscape architects acting within the guidelines of the Conservation Management Policies within this document.*¹⁴⁴

Guidelines

Depending on the nature and size of the proposed work, a heritage architect should be consulted on any work that is to be undertaken on heritage buildings or in their vicinity.

8.3.4 Integrity of Design

Background

The introduction of new facilities or buildings, as well as gardens, should consider the architectural aesthetic of the existing significant buildings and their setting, but should not be an imitation of the original work.

Policy

Policy 1.4 Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place.

Policy 1.5 Proposed development should be planned to enhance the overall pattern formed by the extant group of cottages in the landscape context.

¹⁴⁴ Burra Charter, Articles 4 & 30

*Policy 1.6 New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.*¹⁴⁵

Guidelines

Consideration is given to the adverse impact of the surf club in terms of its prominence and location within what will be the Colliery Railway curtilage, and whether for future planning, its size and location can be altered.

8.3.5 Building/Structure Utilisation

Background

An essential part of conservation and asset management, is the on-going viable utilisation of a heritage building so that it is properly maintained into the future.

Policy

Policy 1.7 As a part of Conservation Planning, priority should be given to the compatible utilisation of heritage buildings where appropriate.

Policy 1.8 Consideration is given to the conservation and sympathetic adaptive reuse of the following structures:

- i) Wallarah house (listed heritage item);*
- ii) Bin Building (not listed);*
- iii) Jetty Masters House (not listed);*
- iv) The Jetty (listed item but not on the subject site)*
- v) The Colliery Railway (listed item, should be maintained and interpreted).*

Guidelines

- Refer to Section 7.6.3, Policies 4.6-4.8.
- An investigation by others on the viability of opening the jetty for public access and interpretation. The sheds on the Jetty could house a museum of the coal industry.

8.3.6 Building Height

Background

The heritage structures on the site, as well as the adjacent village with a few exceptions, are no more than one storey high as viewed from the street, a characteristic of coastal towns. Planning is required so that the heritage buildings are not dominated by new structures.

Policy

*Policy 1.9 Residential buildings located within the Conservation Area, should be single storey or, single storey with a room in the roof space.
Commercial/retail buildings should be a maximum height of two storeys with dormers only in the roof space*

Policy 1.10 If the Bin Building is to be adaptively re-used, retain the current height of the building so that views can be maintained over the structure to the ocean.

Guidelines

- Dormers in roofs should be confirmed as not adversely affecting views and not protruding above topographical ridge lines to the south and west of Catherine Hill Bay village.
- Small kiosks, such as a coffee shop that are minimal and relatively transparent, could be located on the current slab level of the Bin Building to increase visitor amenity.

¹⁴⁵ Burra Charter, Article 8

8.3.7 Infrastructure

Background

An audit and review of the whole of the site should be carried out to identify items that can be regarded as intrusive, and possibly identify 'missed' items of heritage significance.

Policy

- Policy 1.11*
- i) *Careful consideration is given to the location of new infrastructure, including power lines and sub-stations, away from heritage buildings, or in locations to minimise visual impact;*
 - ii) *Public car parking should be located in clearly defined and landscape screened areas, which limit the impact on the landscape setting;*
 - iii) *Ensure a consistency of paving finishes and road material;*
 - iv) *Fencing for new dwellings should be consistent in the use of materials, height and finish. If front fences are used they should have a traditional picket fence height to avoid a streetscape dominated by solid walls;*
 - v) *Consistent use of garbage bins and appropriate outdoor furniture.*

Guidelines

- It is important that the heritage consultation process begins at the planning stage before any decisions are made that will be difficult to reverse.

8.3.8 Signage and External Lighting

Background

The design and placement of information and directional signage, as well as street lighting is an important visual element, particularly in a 'self contained' town setting.

Policy

- Policy 1.12*
- i) *Review the system of signs and lighting within Catherine Hill Bay in terms of design and placement, and integrate with an Interpretation Plan.*
 - ii) *Avoid the placement of signs on buildings other than for building identification.*
 - iii) *Assess the need for illumination as a form of highlighting architectural and landscape features.*

Guidelines

- New signage should be developed in consultation with a Conservation Architect.
- All signage on site should have consistency of appearance, and avoid visual intrusion. It should be manufactured of quality and durable materials and located so as not to damage significant fabric of a heritage item.

8.3.9 Interpretation of the Site and its Buildings

Background

Interpretation means all the ways of presenting and informing the cultural significance of a place. Interpretation should encourage a wide public appreciation of cultural heritage sites as places and sources of learning and reflection about the past.

The study of the background history of Catherine Hill Bay informs an understand of why it was chosen, how it was used, who used it, when they used it and how its nature and function changed over time. In other words what makes a place special. Interpretation in its various forms, including signage, should present this information in an easily accessible form to the public.

Forms of Interpretation

Interpretation of heritage significance can take many forms including:

- Interpretative signage on site
- Self guided walking trails
- Guided tours utilising volunteers
- Interpretative literature (books, brochures, souvenirs)
- Conservation, adaptation and reconstruction of historic structures and landscapes
- Public art and activity programs
- Interpretation of movable heritage items connected with the site
- The establishment of a museum as noted above under 7.3.5 Guidelines
- Facilitating understanding through promotion and publicity.

Policy

- Policy 1.13 An Interpretation Strategy is to be implemented and prepared by an experienced consultant, or by a conservation architect.¹⁴⁶*
- Policy 1.14 The interpretation of Catherine Hill Bay should be seen as an important element in the conservation of the place.*
- Policy 1.15 Adequate financial resources should be made available for the professional preparation of an Interpretation Plan and its implementation.*
- Policy 1.16 Signage, both interpretative, directional and informational should be coordinated in terms of design and colour.*
- Policy 1.17 The Interpretation Strategy is to include the Colliery Railway corridor, in conjunction with the Jetty.*

Guidelines

- Utilise alternative and innovative means to interpret the place.
Inform and capture the essence of the place, its history and uses, and cultural significance in an easily accessible manner.
- An Interpretative Strategy should be developed with the next stage of development.

8.3.10 Public Access

Background

Access to Catherine Hill Bay allows the community at large to be aware of its history and the associated development of the colliery, as well as providing examples of how heritage buildings can be adaptively re-used.

Policy

- Policy 1.18 Ensure the public domain of the site, including the residential hamlets and village centre, remains accessible to the public.*
- Policy 1.20 Allow for future access to the Jetty.*

¹⁴⁶ Burra Charter, Article 25

8.3.11 Potential Archaeology and Aboriginal Sites

Background

The Concept Plan proposes development in areas previously used by the Moonee Colliery as a coal preparation area (Hamlet 1), which is currently covered by a concrete slab, or as coal storage areas (Hamlets 2-7). Only those areas that have been significantly disturbed are to accommodate the proposed works, and are unlikely to contain archaeological remains or relics. This has been partly confirmed by the *Aboriginal Heritage Assessment Report*, carried out in 2004 (refer Section 4.6 above).

There may be potential for European archaeology in other areas, such as adjacent to the historic village or Wallarah House, given the different phases of the town with the ebb and flow of the coal industry over a 130 year period. Particular attention has to be given to the area of the remnant colliery railway. Future installation of infrastructure may disturb potential archaeology in these areas.

Policy

Policy 1.21 An Archaeological Strategy, both for potential European and Aboriginal sites and relics, be prepared for the site, incorporating the findings of the Aboriginal Heritage Assessment Report (2004).

Guidelines

- Generally the approach to archaeology is to minimise disturbance of the site.
- An archaeological assessment with recommendations will facilitate development and minimise unexpected discovery.

8.4 Views and Vistas

8.4.1 Open Space

Background

The development and amenity of the place can be greatly enhanced by the quality of the spaces contained by buildings, between groups of buildings, as well as vistas and views from within the place outwards and from a distance, external to the place. The topography of the place is a significant determinant of how it is viewed and remembered. Careful consideration of views and vistas, their retention and enhancement is a significant requirement of conservation planning.

Policy

Policy 2.1 The development and reinforcement of the spaces between structures, including those proposed, should be a part of the planning of the place, including landscaping that emphasises the topographical character of the site.

Policy 2.2 Ensure the interpretation of Catherine Hill Bay as a Company Town by maintaining the open space as a single entity between Wallarah House and the village. Minimise the impact of the proposed Hale Street.

Policy 2.3 Consideration should be given to develop planned access to the beach. This can be developed in relation to a public pathway that runs along the cliff top just above the beach. This can also be coordinated with an Interpretation Plan for the colliery railway and jetty.

Guidelines

- Wallarah House can be enhanced to become a landmark structure for the area.
- Wallarah House and the historic village were originally built as a company town and therefore should be regarded as one visual entity.
- Wallarah House can be defined by a picket fence similar to the original as per Figure 2.6. Also refer to Policy 5.6 below.

8.4.2 Vistas from Without

Background

The significance of Catherine Hill Bay stems, in part, from the topography in which the village has been located. Both road entry points along Montefiore Street from the west and from Flowers Drive from the north, provide dramatic vistas of the whole area, including to Moonee Beach.

Policy

Policy 2.4

Ensure retention of the distant vistas:

- *from the vicinity of the Montefiore/Clark Street intersection to Moonee Beach to the south east;*
- *from the Montefiore/Clark Street intersection to the north and north east to Middle Camp Beach;*
- *from Flowers Drive looking in an arc from the south east to the south west.*

Policy 2.5

Reinforce but not obstruct the above vistas with the careful placement of landscape.

8.4.3 Views from Within

Background

Important visual connections from within the conservation area are essential for an understanding of the relationship between the buildings as well as between the buildings and the landscape. The existing village landscape has views between the cottages through to the distant landscape to the rear. There are no fences or carports to obstruct these views.

Policy

Policy 2.6

Visually retain the status of Wallarah House within the village to the west, by not over planting the gully area running north south, as well as retaining the plane of this turfed area.

Policy 2.7

Views from Wallarah House are to be maintained to the west, north and east.

Policy 2.8

Ensure the retention of the view down the proposed Hale Street looking in the direction of Flowers Drive

Policy 2.9

180° views from the vicinity of the Bin Building to be maintained and reinforced.

Policy 2.10

View corridors are to be developed and reinforced with the careful placement of new structures to allow vistas to open up to the 'exterior' landscape.

8.5 Curtilage

8.5.1 Introduction

As defined in the Heritage Office guidelines Heritage Curtilage (1996), there can be several types of curtilage pertaining to a heritage item. The types of curtilage include the following:

- **Lot Boundary Heritage Curtilage:** the most common type of heritage curtilage comprises the boundary of the property containing the heritage item as shown on the lot plan.
- **Reduced Heritage Curtilage:** This type applies when the heritage curtilage is less than the property boundary, and the significance does not relate to the total lot, but to a lesser area. This type of curtilage is often only defined when subdivision occurs.
- **Expanded Heritage Curtilage:** This type applies when the heritage curtilage may need to be greater than the property boundary. An expanded curtilage may be required to protect the landscape setting or visual catchment of a heritage item.
- **Composite Heritage Curtilage:** This type generally applies to heritage conservation areas.

The objective in understanding curtilage types is to apply them systematically to heritage items as well as the conservation area of Catherine Hill Bay.

8.5.2 Catherine Hill Bay Conservation Area

Background

The conservation area has a Composite Heritage Curtilage as it contains not only a number of individual heritage items, each with its own curtilage, but requires an expanded rural and natural landscape context as its curtilage.

Policy

Policy 3.1 The Conservation Area curtilage is to be maintained in terms of prominent observation points from which Catherine Hill Bay can be viewed, interpreted and appreciated.

Guidelines

- Planning of new development should take into account the visual catchment of the whole of the Catherine Hill Bay area.

8.5.3 Wallarah House and the Jetty Master's Cottage

Background

Walarah House not only has a Lot Boundary Heritage Curtilage, but an Expanded Heritage Curtilage as it is contained within a semi rural setting. This will include the Jetty Master's Cottage.

Policy

Policy 3.2 Expand the curtilage of Wallarah House to include the Jetty Master's cottage, with a visual curtilage extending west to the historic village, to retain the significance of the relationship of this precinct to its landscape setting.

Guidelines

- Wallarah House, given its prominent location, has the potential to become a landmark for the Catherine Hill Bay area. Carefully locate future planting so that it does not obscure the House, particularly from the north and west.

8.5.4 Colliery Railway Line

Background

Although there are only remnants of the railway left, it is nevertheless important for the area of the line to remain open to allow interpretation.

Policy

Policy 3.3 Maintain the corridor of the railway line as curtilage, as well as retaining any remnant structures, and allow for interpretation.

Guidelines

- The railway curtilage should extend to the jetty and take into account the surf club.
- Investigate for any remains of the railway and include in the scope of an archaeological strategy – refer to 8.3.11 *Potential Archaeology and Aboriginal Sites*.

8.6 Landscape Setting

8.6.1 Landscape and Landscape Setting

Background

The significance of Catherine Hill Bay is in large part attributable to the topography and landscape of the conservation area as well as its original formation as a company town.

Policy

- Policy 4.1 The development of the area is to take into consideration the main ridge lines that define the hamlet/village nature of the setting.*
- Policy 4.2 Rehabilitate the cliff edge above the beach for pedestrian access and colliery railway interpretation.*
- Policy 4.3 Retain the semi-rural setting of Wallarah House and its connection with the Jetty Master's cottage.*
- Policy 4.4 Allow continuity of the landscape from the western side of Wallarah House to the eastern side of the historic village across the gully, treating this area in landscape terms as a single entity.*
- Policy 4.5 Retain the visual connection between Wallarah House and the historic village to the west, by the careful placement of landscaping between these 2 heritage items.*
- Policy 4.6 Minimise the impact of Hale Road in the area between Wallarah House and the existing village by the exclusion of kerbside carparking*
- Policy 4.7 Ensure the views from the north verandah of Wallarah House are not obscured, and vice versa, enhance the dominant landmark quality of*

Wallarah House by avoiding the over planting of trees to the north and west.

Policy 4.8 *Maintain and enhance the screen planting to the south of Wallarah House.*

Guidelines

- Ensure a multi-disciplinary approach to landscape design and component selection, including consultation with a Conservation Architect.
- The existing paling fence along the western boundary, particularly the northern section down to the cliff, is inappropriate and should be replaced – refer 8.7.3 *Policy and Guidelines* below.

8.7 Adaptive Reuse and New Development

8.7.1 Introduction

Future development of the place and its existing buildings, will include the following four broad areas that may impact on significant curtilage and fabric:

- i) **Existing use in an existing building**, which may entail alteration to an existing structure in order to accommodate expanded use or changing use requirements.
- ii) **A new use in an existing building or adaptive reuse**, which may necessitate fabric intervention in order to accommodate new functions.
- iii) **Infill** of new structures adjacent to, or between, existing buildings. This may also involve a new connection to an existing structure.
- iv) **New stand alone building**.

8.7.2 Future Development

Background

Where new works are proposed, an overall approach that respects the existing significance of the Catherine Hill Bay precinct is required.

Policy

Policy 5.1 *Ensure future development of the place is based on an understanding of its cultural significance.*

Policy 5.2 *Ensure future development does not obscure original fabric or the configuration of the place.*

Policy 5.3 *The introduction of new works or fabric to a heritage building should not result in a lessening of the original significance of the place. New work should be identifiable as such and should, where possible, be capable of being reversible or removed without damage to significant fabric or spaces.* ¹⁴⁷

Policy 5.4 *The preferred new uses for the significant buildings on the site, are uses that enhance the appreciation of the significance of the place and ensure the conservation of the place and its setting.*

¹⁴⁷ Burra Charter, Article 22

*Policy 5.5 The preferred uses of site areas designated as capable of redevelopment, are uses which respect the significance and setting of the heritage precinct and items.*¹⁴⁸

8.7.3 Alterations and Additions, including Adaptive Reuse

Background

This type of work by its nature, requires a comprehensive understanding of the levels of significance of the original building, and a sensitive approach to design.

Policy

Policy 5.6 Restore Wallarah House to a known earlier state using the evidence of an 1890s photograph and engraving (Figures 2.3 & 2.6), additional research and on-site investigations of building fabric. The front and rear gardens of Wallarah House, as well as proposed fencing, can be restored or interpreted based on the same investigative approach.

Policy 5.7 Adaptively reuse the Bin Building and the Jetty Master's House

Policy 5.8 Change to an original structure should retain the building's cultural significance and be sympathetic to its character in terms of use of materials and the introduction of new forms.

Guidelines

- Reference to photographs and engravings of the era provide evidence of the original materials such as the timber verandah and picket fence. Any proposed fence at the north end of the property should be terminated in an appropriate manner as a part of the enhanced landscape for the area.
- Alteration within a building should be minimised and relate to the significance of the fabric – refer to section 8.8 Management of Significant Fabric below..
- Additions should generally be simpler and contemporary in design;
- Alterations and additions should be reversible without affecting significant fabric;
- Distinguish old from new work;
- Relate new and old roof forms and materials
- The construction system of the new structure should relate to the original construction.

8.7.4 Infill and New Works

Background

Within the context of Catherine Hill Bay, new work and infill should aim to preserve the special qualities that give the place character in a way that respects the old but reflects the new. Infill and new building work should be sympathetic with the existing buildings and streets, and relate to the topography and landscape of the precinct.

The following design criteria can be applied to the precinct heritage buildings:

- **Character** is defined by the combination of the particular characteristics or qualities of a place.

The Catherine Hill Bay precinct can be described as late 19th century and early 20th century timber cottages, consistently arranged in small lots along a main street townscape within a semi-rural setting, but with a background of natural landscape.

¹⁴⁸ Burra Charter, Article 7

- **Scale** is the size of a building and its relationship with its surrounding buildings or landscape.

The Catherine Hill Bay precinct, with one exception, has single storey buildings. There are a few instances where the fall of the land to the rear of a dwelling has allowed the incorporation of a lower floor level below street level.

- **Form** of a building is the overall shape and volume and the arrangement of its parts.

The precinct buildings fronting Clarke Street are predominately simple gable roofed block structures, with the ridge parallel to the street alignment. They generally have a small front verandah either with a lean-to roof or with the main roof extended over the verandah space. Some of the cottages have hipped roofs as does Wallarah House. The rear of the properties range from the traditional lower pitched lean-to, new skillion roofs and more substantial additions with a whole new pavilion that reproduces the original form.

- **Siting** is the relationship of a building to the boundaries of the site, the landscape, and orientation towards the sun.

The Catherine Hill Bay village has the main street, Clarke Street, running in a north-south direction with Lindsley Street forming a 'T' junction at the north end. Clarke Street runs down a hill, from a high point at the south end to a low point at the Lindsley Street intersection. The front of the cottages are generally aligned along the front boundary and no fencing on the side boundaries. The town therefore, takes on a consistent stepped form as it rises up the hill towards the south intersection with Montefiore Street.

- **Materials and colour** tend to be predominately light coloured timber weatherboards with corrugated metal roofing. Wallarah House, however has been altered with the addition of intrusive face brickwork
- **Detailing** consists of timber framed windows and architraves, timber framed verandahs with vertical balusters.

Policy

Policy 5.9

New works, where applicable, should address the following major design criteria in relation to the heritage precincts and items:

- *Character – maintain the characteristic quality of the place*
- *Scale – avoid domination of the existing heritage structures with the use of single storey structures or buildings with loft spaces in the roof*
- *Form – design harmonious massing and repetitive forms to maintain the rhythm established by the extant village*
- *Siting – complements the existing setting with small lot sizes*
- *Materials and colour – compatibility of materials and colour*
- *Detailing – distinguish old from contemporary* ¹⁴⁹

Policy 4.10

If a proposed use of Wallarah House requires additional floor space, this can be located in separate, discreet pavilion structures located to the south, subject to further investigation confirming the extent of the original garden.

¹⁴⁹ NSW Heritage Office, *Design in Context*

Guidelines

- The appropriate location of any new structures to the south of Wallarah House should be subject to a Conservation Management Plan as per *Policy 6.2* below.
- Contemporary architecture should reflect the era in which it was designed and should not attempt to copy or replicate the detailing of the original building design.
- New structures should relate to the existing character of the precinct in terms of proportion.
- New work should be sympathetic in scale and mass to the existing buildings. If new structures are large, such as the retail buildings, they should have a broken up mass so that they do not dominate the heritage character.
- Necessary additions should be attached to the less significant façade of the existing building, allowing for the visual dominance of the original.
- Preserve and enhance the existing views of the original town and its landscape setting.
- Colours for new structures should be recessive.
- Period detailing should only be used for the purpose of reconstruction of original structures where there is clear evidence of the original detail (either remaining in the fabric or in documents) such as for Wallarah House.

8.8 Management of Significant Fabric

8.8.1 Approach to Changes to the Fabric

Background

The fundamental principle of the *Burra Charter* is one that requires the least intervention in the fabric as possible while achieving the desired results. It is a minimal approach which attempts to retain as much of the original building fabric as possible. This approach recognises the intrinsic value of the fabric and its ability to tell an important story.

A policy of retention, enhancement and retrieval of the cultural significance of the place shall be adopted. It should be implemented when and as the opportunities arise, and take into consideration the differing needs of various future uses.

Policy

Policy 6.1 While recognising the need for change, the approach to the significant building fabric should be one of minimal intervention.

Guidelines

- The approach to changes to the fabric, can be summarised by Article 3 of the *Burra Charter*, which in part states, conservation "... requires a cautious approach of changing as much as necessary but as little as possible."¹⁵⁰

8.8.2 Investigations before Intervention

Background

In terms of works to heritage items such as Wallarah House or the Jetty Masters Cottage, there will be a need for an assessment of the building's fabric to determine Levels of Significance, as nominated by the NSW Heritage Office. Additional investigations are required to be undertaken prior to undertaking any conservation, maintenance or upgrading works to:

¹⁵⁰ Burra Charter, Article 3

- a) assess the suitability of specific adaptive reuse works required for the accommodation of a new use or for the upgrading of facilities for an existing function;
- b) determine and assess the impact of proposed works on the elements, spaces or components of significance;
- c) include for the removal of unsympathetic additions which may or may not reveal or deface the significant fabric.

Policy

Policy 6.2 *Prior to undertaking any conservation, maintenance or upgrading works on any part of a significant building's fabric or spaces, a Conservation Management Plan shall be prepared for Wallarah House to:*

- *Augment the assessment of cultural significance, by undertaking more detailed investigation, recording and assessment of the documentary and physical evidence.*
- *Determine the Levels of Significance of the building's fabric.*
- *Identify intrusive elements.*
- *Determine appropriate conservation policies.*
- *Set out a comprehensive schedule of conservation actions, based upon conservation policies.*¹⁵¹

Guidelines

- Investigations will assist any proposed conservation works including an examination of original structure and roof forms, window and door locations and original joinery details, colour schemes, garden elements and setting etc.

8.8.3 Current Building Fabric

Background

Conservation and maintenance of heritage buildings often involves identifying intrusive accretions that have accumulated over the years. These intrusions can be removed and can be prevented in the future when timely and proper consultation is carried out and as detailed in this Impact Statement.

Policy

Policy 6.3 *Carry out a survey of the fabric of heritage buildings to identify intrusive elements that can be scheduled for removal when the opportunity arises. For example:*

- i) *Wallahar House – removal of intrusive later brickwork and steel posts to the verandah;*
- ii) *Jetty Master's House – assess the significance of the building and its individual elements, and reinstate verandahs*

Guidelines

- Intrusive elements would also be identified in a CMP for Wallarah House.

¹⁵¹ Burra Charter, Articles 6, 26

8.8.4 Treatment of the Fabric

Background

An essential requirement of conservation is how the fabric is treated when repair or intervention becomes necessary. A consequence of the poor treatment of fabric is the eventual loss and degradation of heritage significance.

Policy

Policy 6.4 The treatment of existing components and fabric shall be in accordance with their assessed level of significance.

Policy 6.5 Reconstructing elements to a known earlier state is acceptable if it is required for the conservation of adjacent elements, if it enhances the significance of a group of elements, if it does not distort existing evidence and is clearly identified as reconstruction.

Policy 6.6 Individual elements and fabric of identified significance levels should be treated with the corresponding conservation policies outlined in the following table:

LEVELS OF SIGNIFICANCE		RECOMMENDATIONS FOR THE IDENTIFIED LEVELS OF CULTURAL SIGNIFICANCE
A	EXCEPTIONAL	Preserve, restore, reconstruct and adapt in accordance with the Burra Charter, in conjunction with minimum adaptation for new function or use
B	HIGH	Restore, reconstruct and adapt in accordance with the Burra Charter, in conjunction with adaptation or supplementary new construction if required for function.
C	MODERATE	Consider adaptation or remodelling of the space or element to allow for conservation of fabric of greater significance. Removal in part or in full is acceptable if necessary. Retention may depend on factors other than the assessed heritage value, eg. Its functional qualities in and new adaptive re-use schemes .
D	LOW	Retain, recycle, add compatible new construction and/or remove in part or in full, minimising adverse impact on fabric of exceptional or high significance and having the least possible impact on fabric of moderate significance. Improvements are required which will contribute to the overall significance, aesthetic quality and functioning of a building.
E	NEUTRAL	Retain, recycle, remove or modify as required in any adaptive reuse proposal for a building.
F	INTRUSIVE	Remove or modify, in the long term, to reduce adverse impact on the overall significance, aesthetic quality and functioning of a building

Guidelines

- In the case of Wallarah House, a known earlier state can be established with reference to an 1890s photograph and engraving.
- Further guidelines issued by the NSW Heritage Office (eg. "How to carry out works on heritage buildings & sites") provide details for the treatment of materials and should be incorporated into trade specifications and schedules of works.

8.8.5 Maintenance

Background

Maintenance is the single most important process in the long term conservation of the place. This requires regular inspections and prompt follow up repair when required.

Policy

Policy 6.7 Establish a Maintenance Plan with applicable 'Maintenance Record' sheets.

Policy 6.8 Ensure the cyclic inspection program is adhered to and recorded as per the Maintenance Plan.

*Policy 6.9 Seek to maintain the existing original fabric rather than introduce new materials.*¹⁵²

Guidelines

- One of the most important aspects of maintenance is ensuring that water is not allowed to enter the building or undermine the foundations. Therefore roof maintenance is essential as well as the monitoring of stormwater drainage.

8.8.6 Retention of Fixtures, Fittings and Moveable Items

Background

Any components that are relics of the site's historic use, or that contribute to an understanding of a building's use should be retained. It is often the details that contribute to a place's characteristic patina.

Policy

*Policy 6.10 Fixtures and features associated with the historic use of the site should be retained and preserved, ideally in their original location.*¹⁵³

Policy 6.11 An audit should be carried out of any moveable heritage items both on and off site

Guidelines

- The conservation of these features should be a part of the design stage for adaptive re-use.
- Schedules or inventories of fixtures should be maintained for the site or developed with each project.
- Moveable items should be stored in a weather protected and secure location.
- During construction these fixtures should be tagged and protected.

8.8.7 Archiving and Maintaining Records

Background

An integral part of conserving and protecting a heritage significant site is the maintaining of all applicable records that are associated with the site and the individual buildings.

Policy

Policy 6.12 Establish inventories and catalogue all documentary material relating to the site, including:

- *drawings, whether of old or new buildings;*

¹⁵² Burra Charter, Article 16

¹⁵³ Burra Charter, Article 10

- *historic research primary documents;*
- *photographs including archival recording;*
- *material collected during construction work;*
- *records of the decision making process;*
- *record of colour schemes and finishes.*

Guidelines

- The collection and archiving of material, particularly of drawings and photographs, is a very useful reference for updating documentation and future works, as well as understanding methods that were used at the time of construction.
- Photographs should be taken of building works in progress.
- Documentation should include as-built drawings.
- Records should include investigations, fabric condition and Consultants reports.
- A program can be implemented of collecting and archiving new sources of information and material that can contribute to a further understanding of the history and cultural significance of the place.

8.8.9 Recording of Change and Documenting Works

Background

When decisions are made requiring changes to the building fabric, a process of recording those changes should be immediately instituted. The record of these changes should become part of a permanent archive kept on site.

Policy

Policy 6.13 All changes to the building fabric should be carefully recorded and archived.¹⁵⁴

Guidelines

- Systematic recording of maintenance works will ensure the timely replacement of materials before failure, and a review of the methods used in accordance with the Maintenance Program for heritage buildings.

8.8.10 Minimum Standards of Repair

Background

As referred to in the Introduction, the approach toward the maintenance of the historic and culturally significant fabric should be in accordance with the Australia ICOMOS Burra Charter, which is widely recognised by conservation professionals in Australia as the standard for conservation practice.

Policy

Policy 6.14 The asset owner is to ensure that identified heritage items are maintained and repaired to standards that are not less than the minimum standards imposed by the 1999 Amendments to the NSW Heritage Act.

Policy 6.15 All work done to the historic fabric of the significant buildings and their setting should be done in accordance with the principles of the Burra Charter.

¹⁵⁴ Burra Charter, Article 32

Guidelines

An Asset Maintenance Plan should be prepared.

9.0 Conclusion

The subject site of the Concept Plan is partially located within the boundaries of the Catherine Hill Bay Heritage Conservation Area, as well as within the vicinity of a number of listed heritage items. The village of Catherine Hill Bay was formed to accommodate miners and their families, who worked in the local coal mining industry, which included the extraction, preparation and transport of coal. Although the subject site is currently disused, and demolition of coal preparation buildings has occurred, the heritage value of this site within its significant landscape setting is high, particularly for its historical coal mining associations.

The proposed Concept Plan has built on the previous EJE Concept Plan (Jan 2007) by addressing the concerns expressed by the NSW Heritage Council, with the result that potential impacts on significant cultural heritage have been considerably reduced, if not eliminated.

The Concept Plan:

- Retains the remaining significant buildings and structures from the coal mining industry, incorporated and adaptively reused as a permanent reminder of the site's coal mining history.
- Allows access to a site previously closed off from the public. Access to the site will serve to continue the connection between the local community and its coal mining history. The proposed use of the site allows for full community and public access to open spaces and improved access to the coastal zone. Change of use of private access roads to public access roads will provide better public access to Catherine Hill Bay and Moonee Beach in general.
- Provides for the reuse of significant open spaces to create a series of new parks, while preserving and creating links with the natural and historical features surrounding the site.
- Provides for mixed use of the site, which:
 - are sympathetic to the configuration of existing buildings of significance
 - utilises traditional access points and site layout
 - retain and enhance visual catchments
 - provide a varied and wide use of interpretative devices for the public and community
 - provides for maintenance and interpretation of significant fabric and historic context.
- Provides for residential precincts built entirely on the despoiled lands that were the location for the Moonee Colliery, the washery and associated hard stand and coal dump areas. Built forms are drawn generally from the existing housing stock at Catherine Hill Bay and Middle Camp. The forms range from the simple gable roof, dormers and front verandahs, to the more spacious buildings with enclosed courtyards. By subtle variations in forms, material, detailing and colours, an individual 'identity' has been achieved across different areas, while still retaining a 'cohesive' village appearance.
- Locates the residential areas within existing sheltered visual catchments. The dwellings are generally single storey or ground plus roof loft space, thereby reducing the visual

height of the buildings. The maximum building height is two storeys for the central buildings of the Village centre.

- Is not a historic reproduction of the existing Catherine Hill Bay village, but rather is evocative of the unique character and ambience of the existing village. As such the historic significance of the site has been expressed in a contemporary idiom, clearly differentiating the new form from the old.

With the retention of all heritage items and areas, their curtilage, views and vistas of the Catherine Hill Bay Conservation Area, the proposed development will not have an adverse impact on the cultural and natural significance of the site, ensuring the future conservation and preservation of a State significant site.

10.0 References

EJE Architecture: *Conservation Management Plan, Wallarah & Moonee Collieries, Catherine Hill Bay, NSW*, June 2003;

EJE Heritage: *Statement of Heritage Impact for Catherine Hill Bay/Gwandalan Concept Plan*, December 2006;

Lake Macquarie City Council LEP and DCP

Lake Macquarie Heritage Guidelines 2004

Correspondence to the Department of Planning from:

- Department of Environment and Conservation NSW, 9 February 2007
- NSW Heritage Council, 15 February 2007
- NSW Department of Primary Industries, 28 February 2007

Submissions to the Department of Planning from:

- Lake Macquarie City Council submission, 1 March 2007
- Dr Deborah Dearing, 24 February 2007
- Tropman & Tropman Architects, 17 February 2007
- Architectus, 17 February 2007
- Richard Lamb & Associates,

Verge Landscape Architects, *Review of Factors Impacting on Visual Quality*, 2006

Appendices

Appendix A: Heritage Listings

Working with the community to know, value and care for our heritage



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Click on the BACK button of your browser to return to the search.

Statutory Listed Items

Information and items listed in the State Heritage Inventory come from a number of sources. This means that there may be several entries for the same heritage item in the database. For clarity, the search results have been divided into two sections.

- Section 1. contains items listed by the **Heritage Council** under the NSW Heritage Act. This includes listing on the State Heritage Register, an Interim Heritage Order or protected under section 136 of the NSW Heritage Act. This information is provided by the NSW Heritage Office.
- Section 2. contains items listed by **Local Councils & Shires and State Government Agencies**. This section may also contain additional information on some of the items listed in the first section.

Section 1. Items listed under the NSW Heritage Act.

Click on an item name to view the full details.

The search results can be re-sorted by clicking on the **(sort)** option at the top of each column.

Item Name (sort)	Address (sort)	Suburb (sort)	LGA (sort)	Listed Under Heritage Act
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There were no records in this section matching your search criteria.

Section 2. Items listed by Local Government and State agencies.

Item Name (sort)	Address (sort)	Suburb (sort)	LGA (sort)	Information Source (sort)
Anglican Church	71 Flowers Drive	Catherine Hill Bay	Lake Macquarie	LGOV
Catherine Hill Bay		Catherine Hill Bay	Lake Macquarie	GAZ
Catherine Hill Bay Colliery Railway	From Mine Camp, north of the township, to the coal loader	Catherine Hill Bay	Lake Macquarie	LGOV
Catherine Hill Bay Colliery Railway	Mine Camp to the coal loader jetty (also see RT-18)	Catherine Hill Bay	Lake Macquarie	LGOV
Cemetery	8 Northwood Road	Catherine Hill Bay	Lake Macquarie	LGOV
Coal Loader Jetty	Southern end of the beach	Catherine Hill Bay	Lake Macquarie	LGOV
Cottage	17 Clarke Street	Catherine Hill Bay	Lake Macquarie	LGOV
Cottage	3 Lindsley Street	Catherine Hill Bay	Lake Macquarie	LGOV
Cottage	11 Lindsley Street	Catherine Hill Bay	Lake Macquarie	LGOV
Cottages	10 Clarke Street and 12 Clarke Street	Catherine Hill Bay	Lake Macquarie	LGOV



Cottages	21 Clarke St 19 Clarke Street	Hill Bay	Macquarie	LGOV
Cottages	9 Clarke St, 7 Clarke St, 5 Clarke St, 3 Clarke Street	Catherine Hill Bay	Lake Macquarie	LGOV
Group of cottages	27 Flowers Dr, 29 Flowers Dr, 31 Flowers Dr, 33 Flowers Dr, 35 Flowers Dr, 37 Flowers Dr, 42 Flowers Dr, 44 Flowers Dr, 46 Flowers Dr, 48 Flowers Dr, 50 Flowers Dr, 54 Flowers Dr, 56 Flowers Dr, 58 Flowers Drive	Catherine Hill Bay	Lake Macquarie	LGOV
Hall	1 Northwood Road	Catherine Hill Bay	Lake Macquarie	LGOV
House	26 Flowers Drive	Catherine Hill Bay	Lake Macquarie	LGOV
House	38 Flowers Dr (off Colliery Rd)	Catherine Hill Bay	Lake Macquarie	LGOV
House "Wallarah House"	1a Keene Street	Catherine Hill Bay	Lake Macquarie	LGOV
House and 4 Norfolk Pines	38 Flowers Drive	Catherine Hill Bay	Lake Macquarie	LGOV
Police Station and Lock Up	23-27 Clarke Street	Catherine Hill Bay	Lake Macquarie	LGOV
Wallarah Hotel	24 Clarke Street	Catherine Hill Bay	Lake Macquarie	LGOV

There were **20** records in this section matching your search criteria.

There was a total of **20** records matching your search criteria.


Key:

LGA = Local Government Area

GAZ = NSW Government Gazette (statutory listings prior to 1997), HGA = Heritage Grant Application, HS = Heritage Study, LGOV = Local Government, SGOV = State Government Agency.

Note: The Heritage Office seeks to keep the State Heritage Inventory (SHI) up to date, however the latest listings in Local and Regional Environmental Plans (LEPs and REPs) may not yet be included. Always check with the relevant Local Council or Shire for the most recent listings.

Appendix B: Heritage Office Letter



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File: H03/00198/003
Our Ref: HRL43855
Your Ref: MP06_0330

Mr Jim Corrigan
A/Director
Strategic Assessment
Department of Planning
GPO Box 39
SYDNEY 2001

Attention Ms Liz Peterson

Dear Mr Corrigan

STATE SIGNIFICANT SITE AND CONCEPT PLAN PROPOSAL – CATHERINE HILL BAY AND GWANDALAN

Thank you for your letter dated 29th December 2007 referring a copy of the State significant site study, Concept Plan and Environmental Assessment (EA) documentation for the State Significant Site in Schedule 3 of the State Environmental Planning Policy (Major Projects) 2005 to facilitate the redevelopment of the Catherine Hill Bay and Gwandalan site.

The Heritage Council considered the proposal at its meeting of the 7th February 2007 when it resolved;

That the Heritage Council:

1. Is concerned that the proposed development does not comply with the Concept Plan objectives and in its present form will have a very significant impact on the potential State heritage values of the area.

and to provide the following comments:

The objectives which guide any future development in the area are listed in section 3.4 of the concept plan.

These include:

- Extend the existing settlement in a manner which retains its existing coastal village character and retains its natural setting.
- Ensure the retention and enhancement of significant views to and from Catherine Hill Bay Village.
- Protect the headland; its rock outcrops and original vegetation as well as the nature character of all coastal open space within the village extension footprint.
- Establish a high level of continuity to the existing village through access links, built form, landscape and open space connectivity.

Helping the community to conserve our heritage

- Conserve existing heritage items with compatible uses and ensure adjacent development is sympathetic scale and character.

In addition, the Heritage Council believes further objectives be added to ensure that any new residential development should:

- be of a type and intensity which is sympathetic to the heritage values and character of the Catherine Hill Bay Precinct and comply with Lake Macquarie City Council's DCP.
- aim to complement existing buildings and subdivision patterns.
- be focussed in areas away from key views and vistas.
- be restricted to simple one storey structures in the areas near the village and key view lines to reinforce compatibility with existing cottages and
- elsewhere are no more than two storeys.

While the Concept Plan objectives (p13) are supported, it appears that the current proposal does not meet these objectives.

- Any new development needs to be consistent with Lake Macquarie City Council's Development Control Plan No 1.
- Any new residential area should be concentrated within the proposed Moonee Village area in preference to following the original 'Town of Cowper' layout.
- In general, new residential development should not encroach further along the headland to the east.
- The identified heritage precinct Area 6 (p13 Concept Plan) is a key area complimenting the heritage significance of the village and should be included as open space.
- The proposed concentric subdivision pattern for the new Moonee Village will not satisfy the objectives stated in the Concept Plan and will adversely affect the character and heritage values of the existing village. It should be amended to provide a more sympathetic design to the existing village layout such as rectangular grids.
- The commercial area should be relocated to a less visually prominent area such as the Moonee Village green area or consideration be given to utilising an existing building such as the 'Bin building'. It is considered that the scale and location of the 'Bin building' would 'lend itself' to commercial development and could become a focal point on the coast along with the jetty for visitors and the local community.
- Conditions should be included on any approval to address building height and materials, side and rear setbacks, fencing, landscaping and site coverage.

The character and appearance of the existing village is predominantly, single storey modest timber residential dwellings with pitched roofs and front verandahs, with buildings located to the front of the allotment with very little set back from the street frontage. The village area has very few boundary fences, with dwellings separated by grass strips and limited formal landscaping around the dwellings. Development in the Catherine Hill Bay Heritage Area is controlled by LMCC DCP 1 which sets out performance criteria for future development; including fencing so that it does not compromise the significance of existing buildings, their curtilages and settings with a maximum site coverage of 35%.

The township is currently well hidden by existing vegetation with buildings nestled in the basin of Catherine Hill Bay. Views are limited from the west along Montefiore Street until you approach the intersection with Clarke Street and from the north along Flowers Drive until the crest of the hill and down to the beachfront car parking area. It is important that any future development respects and maintains these views

- These key views as further described below should be protected.

"The first and most familiar impression of Catherine Hill Bay is gained from the south at the corner of Clarke Street and Montefiore Street where the dramatic landforms of the headland and beach dominate the rows of small houses stepping down the hill.

The second and most familiar impression is gained from the view north along Flowers Drive prior to the rows of small houses in Flowers Drive where the jetty and headlands are sighted.

Another key view is visible from Flowers Drive looking south to the original Cowper town Plan defined by Clarke St and Lindsley St which provides an image of the developed character of Catherine Hill Bay. This group of buildings dating back to 1888 link the various stages of the subdivision and development of Catherine Hill Bay which expanded to Middle Camp and Mine Camp.

The intersection of Clarke and Lindsley Streets marks the beginning of Cowper Town which follows the boundaries of the original Plan of Cowper town of 1870 and 1888. Only two of the proposed eight streets have been developed but the street alignment remains as paddocks which act as a constant reminder of development proposed but never realised. While the landscape features provide a strong backdrop, the quality of the streets is derived from the low scale built form and highly consistent pattern of predominantly one storey weatherboard cottages. This reflects the historical association with the company".

- The proposed new residential development of Moonee Village should be screened from interrupting these view lines, by retaining a buffer strip of vegetation along Montefiore Street of 10m and that new housing is kept below the ridgeline of the street.
- A number of brick buildings remain on the Moonee site which could be adaptively reused and provide for interpretation of the site.
- Given the discrepancy on dwelling numbers as set out in the Concept Plan p 28 & 47 it is requested that the Department of Planning clarify with the proponent the total number of dwellings and tourism beds and that this number is in accordance with the Memorandum of Understanding.

If you have any further questions regarding the matter please contact Jenny Climas at the Heritage Office on (02) 98738588.

Yours sincerely

Ra. McDougall
Reece McDougall 15/12/07
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 Heritage Office
 Department of Planning