

HERITAGE ASSESSMENT REPORT

WILLS HILL ROAD LOVEDALE, NSW



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1. PHYSICAL DESCRIPTION

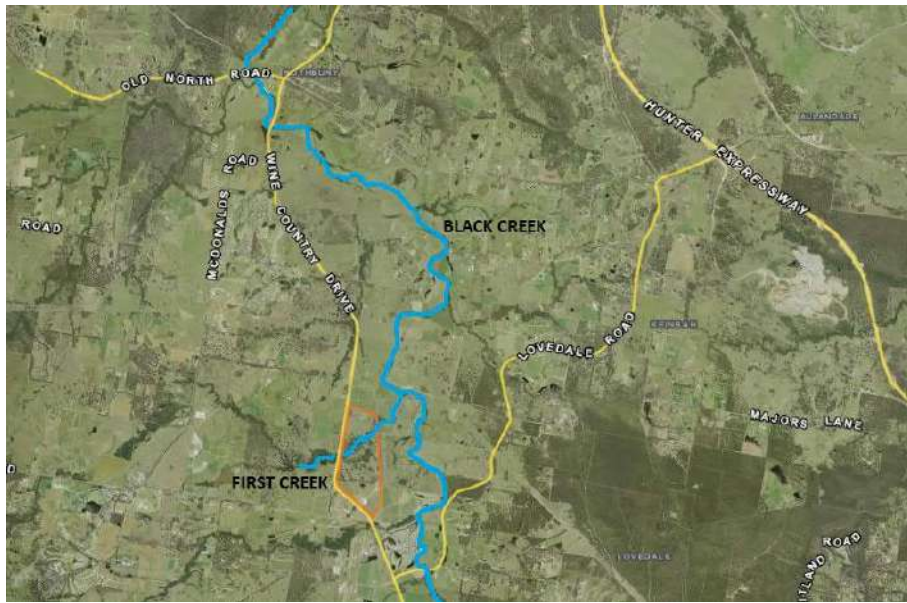


Figure 1: Aerial photo of locality of Lovedale showing the roads (traced in yellow) surrounding Wills Hill Road (outlined in orange). Black Creek and First Creek are highlighted in blue. Source Google Maps



Figure 2: Closer image of the subject site showing properties along Wills Hill Road. First creek is shown crossing through the middle of the image. Source SIX Maps.

1.1 Context of Lovedale

Lovedale is located north of Cessnock and east of Pokolbin in the Wine Country District. It is an area of large properties and has no centre or town but relies on the neighbouring centres for social and shopping requirements. Lovedale Road traverses the area from Southwest to Northeast connecting Wine Country Drive to Allandale.

The various properties within the area are predominantly rural and used for primary production. The primary production lots have historically been used for crops and cattle and there are still traces of these uses in the district. Many have been cultivated for vineyards and contribute to Wine making and the tourism that it brings. A number of Cellar Doors can be found in Lovedale.

Other uses which can be found in Lovedale are Tourist Accommodation facilities which range from self-contained accommodation to Boutique Hotels to the Crown Plaza Hunter Valley Resort. To the south eastern corner of Lovedale lies the Werakata National Park.

1.2 Northern end of Wills Hill Road

The North end of Wills Hill Road includes the Glenmore Cemetery and Glenmore property. Another rural / residential property at 189 Wills Hill Road lies on the southern side of this section of road corridor. North of the road corridor are other rural / residential properties which have their addresses either on Wills Hill Road or Wine Country Drive.

The Glenmore Cemetery is a very old cemetery located next to Wine Country Drive. It is situated on the North end of Wills' Hill Road. Some sources say it was established by members of Methodist and Presbyterian Churches, circa 1867 when it was known as Peacock Hill Cemetery. The cemetery's own signage indicates that it was established in 1870. Legible Headstones contain inscriptions dating between 1874 and 1996.¹

The land for the cemetery was originally a grant from the McDonald's family and was donated to the Presbyterian Church by George McDonald, one of the early vigneron of the area.

Pioneer families of Rothbury were buried in this site, some of them are now known for their wineries. As well as being recognised with a local heritage listing, the cemetery is also recognised by the National Trust.²

The road itself is a single lane with a dirt and gravel surface. For most of the length it is an even surface across the width of the road. In a couple of places it dissipates into twin wheel tracks as some foliage appears in the centre.

¹ <https://austcemindex.com/cemetery.php?id=615>

² <http://www.interment.net/data/aus/nsw/hunter/glenmore/index.htm>



Figure 3: Aerial photo showing approximate boundary of Glenmore Cemetery in red outline. The two sections of cemetery located on the North East corner and the South West corner. Source SIX Maps

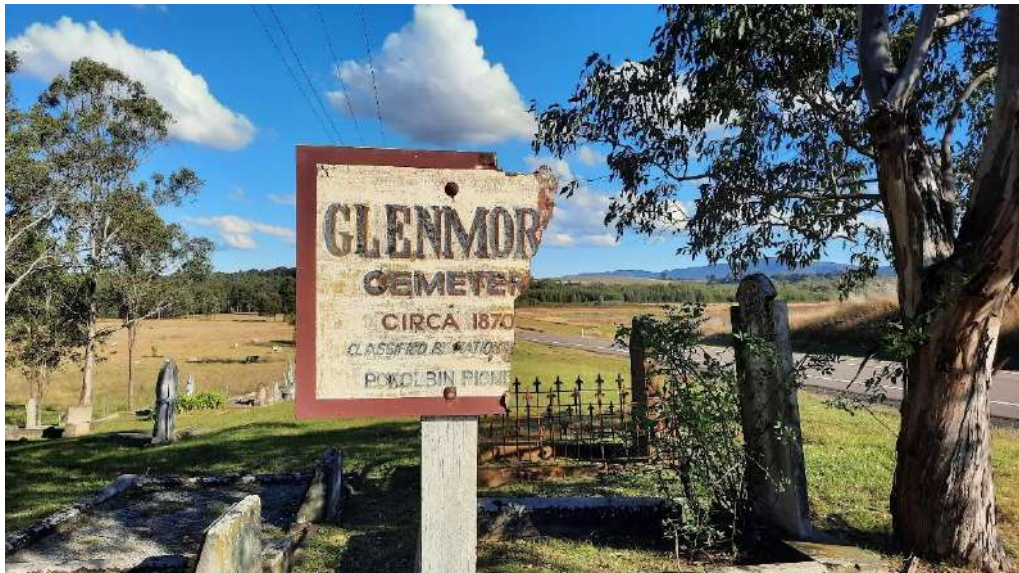


Figure 4: Signage located along Wine Country Drive. Photo EJE



Figure 5: Some of the headstone located few meters away from Wine Country Drive. Photo EJE



Figure 6: Headstones are visible from the Wine Country Road. Photo EJE



Figure 7: Wine Country Drive has been built up to smooth the gradient and now sits high above Wills Hill Road. Wills Hill Road thus turns to the south to where the levels coincide. Photo EJE



Figure 8: Extension of the Wills Hill Road where it connects back to Wine Country Drive. Photo EJE



Figure 9: The northern end of Wills Hill Road near the cemetery. Photo EJE



Figure 10: Access gate from Wills Hill Road to a private residence at 189 Wills Hill Rd. Photo EJE



Figure 11: The residence at 189 Wills Hill Road. Photo EJE



Figure 12: Properties on the north side of Wills Hill Road. Photo EJE



Figure 13: Gated property on the North side of Wills Hill Road. Photo EJE



Figure 14: The Glenmore Property gate near the north end of Wills Hill Road. Photo EJE

1.3 Central Section of Wills Hill Road

The central part of Wills Hill Road contains near intact original road corridor with substantial trees either side, a lower storey undergrowth supporting wildlife. Very few property entrances disturb the corridor meaning the avenue of vegetation is consistent. Rural fencing is sometimes visible to the sides of the road behind the thick undergrowth.

There are no noted heritage items or curtilages along the central stretch of Wills Hill Road, however the intactness of the character of this section of road is considerable.

The crossing of First Creek is the only place where obvious new material has been incorporated. The creek crossing has been poured in concrete to reduce damage during flooding events.



Figure 15: Looking west from Wills Hill Road into the neighbouring property. Photo EJE



Figure 16: Looking northwest from Wills Hill Road. The intact corridor of trees which envelops the road. Photo EJE



Figure 17: Photo showing the unsealed road approaching First Creek and the introduced concrete at the crossing. Photo EJE

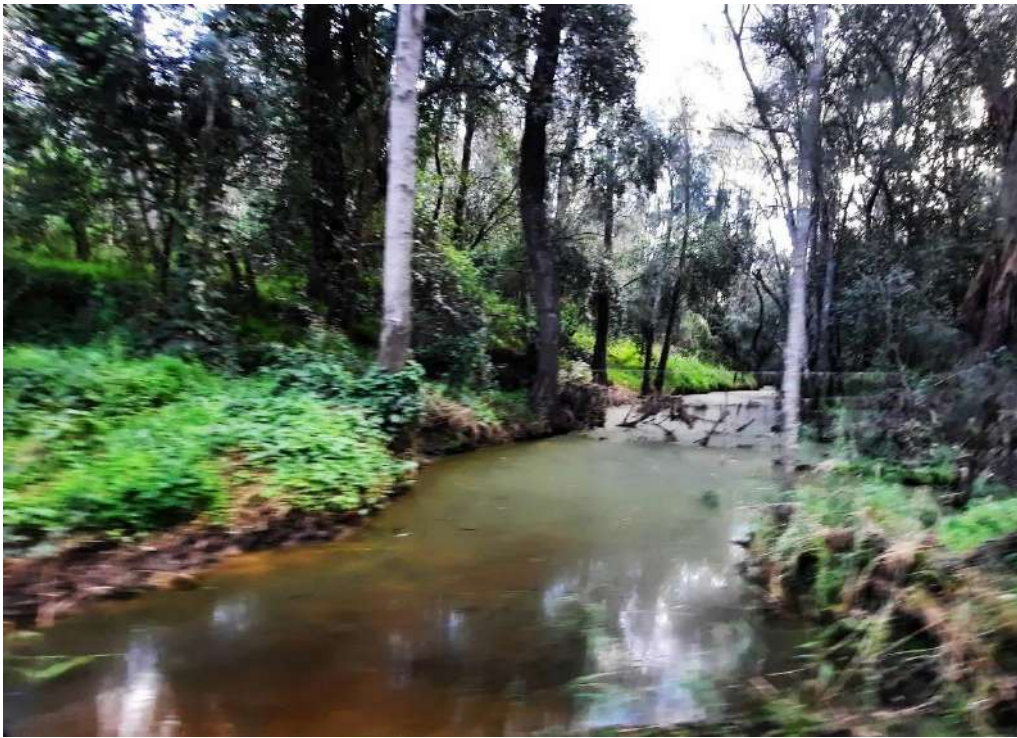


Figure 18: First Creek looking west. Photo EJE

1.4 Southern End of Wills Hill Road

The southern end of Wills Hill Road is vastly different by comparison to the central and even the north end of Wills Hill Road. The differences highlight the serious impact that a road upgrade would have upon the near pristine central section of Wills Hill Road. The road in this southern section, while still being loose surfaced, is two lines wide, smooth graded, with wide runoff areas. All the previous trees have been removed and the views from the road are across wide lawns to domestic landscaping. A handful of trees have been planted along the road boundary but they are still quite small.

The uses of the properties at this southern end of the road have given rise to the road upgrade. These uses include at least two which are generators of either high levels and / or heavy traffic. The uses include a Winery, storage for shipping containers, a holiday resort and a solar farm.



Figure 19: The southern extremity of Wills Hill Road just after it leaves Wine Country Drive. Vineyards are visible beyond, but tree coverage is absent. Photo EJE



Figure 20: The Debortoli Winery just north of Wills Hill Road. The loading facilities at the winery invite regular truck movements. Photo EJE



Figure 21: Further north. Some minor tree planting has occurred on the west side of the road. Rural fencing exist on the east. The central part of Wills Hill Road is visible in the background highlighting the maked difference between the two sections. Photo EJE



Figure 22: Other residences and cleared ground between Wills Hill Road and Wine Country Drive. Photo EJE



Figure 23: At the junction for the Southern section and central sections of Wills Hill Road. Shipping containers are stored in the paddock on the east side. Photo EJE

1.5 Separated Section of Wills Hill Road

A prior, historic portion of Wills Hill Road is landlocked within the private property of the neighbour to the north. This section of the road retains the tree corridor and might otherwise appear similar to the central or northern sections of Wills Hill Road except for the fact that it is no longer in use and no longer accessible to the general public. It is unclear how much of the surface remains and how much has been overgrown.



Figure 24: Looking northeast from Wine Country Drive. The tree corridor which previously lined Wills Hill Road is clear as it converges on the new main road. Source Google Streetview



Figure 25: Looking southeast at the same corridor of trees as it makes its way down from the hill. Source Google Streetview

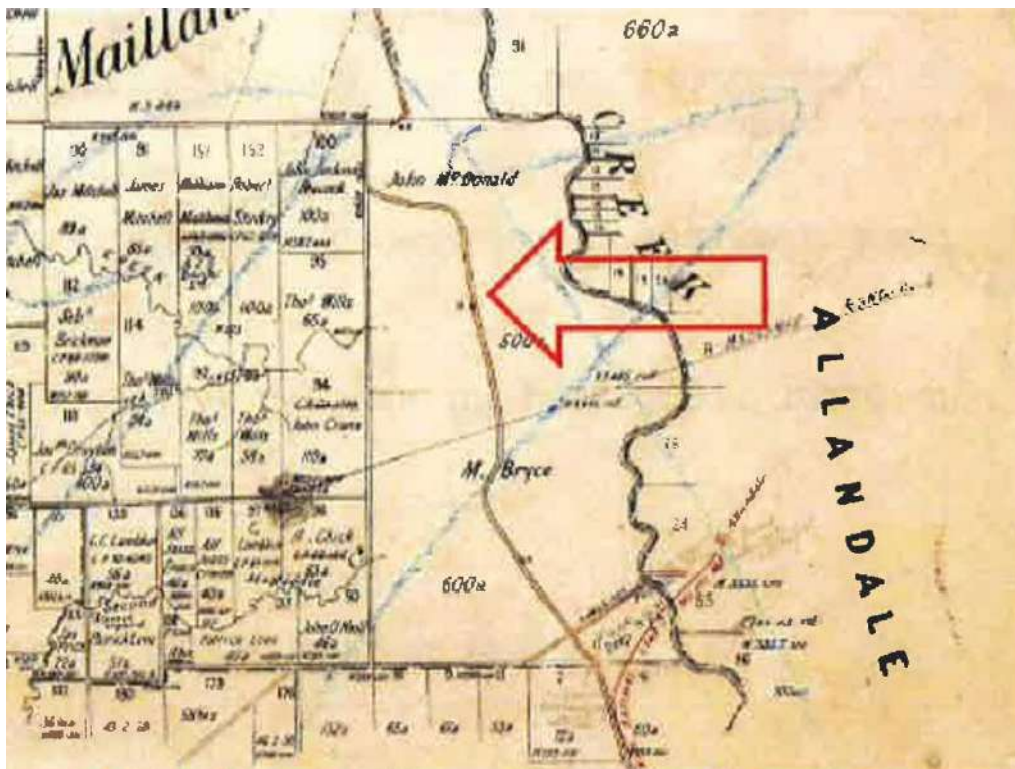
1.6 The Road Corridor Alignment

On John McDonald's property, known as "Glenmore", the line of the road travelled north through the middle of the property until it crossed First Creek whereby it turned to the west to the property boundary. The Peacock Hill/Glenmore Burial Ground (Cessnock LEP 2011 Local Item 1222) is located just south of the intersection of the original Wills Hill Road and the Boundary / line of the new 'Wine Country Drive'.

Wills Hill Road's diversion which forced all travellers from the gate of the McDonald's property to the gate of the McDonald's cemetery is more easily explained by the former presence of a church building on that allotment.

At the Glenmore Cemetery, Wills Hill Road made a right angle turn to the north and followed the property boundary to the corner of the Glenmore property and its neighbour. At the northwest corner of the Glenmore site, the historic line of the road turned back again to the east along the boundary line between John McDonald and Thomas Coulson's property.

Not very far to the east, Wills Hill Road then made another turn of more than ninety degrees to the north where it cut a diagonal line across the bottom corner of Thomas Coulson's property.



This peculiar line of the road persisted until approximately the 1940s when the road on Bryce's property was realigned to intersect with the southwest corner of McDonald's Property and directed north along the property boundary. Wills Hill Road was made largely redundant at this point and only served to reach the historic Glenmore property.

As the road was in such minor use, it did not receive upgrade works until the DeBortoli Winery was established at the southern end of the road. The southernmost 600m was widened and upgraded to provide access into the rear of the DeBortoli site.

The remaining 1.6 km of Wills Hill Road remains as single lane with a dirt surface and very close timber on either side of the corridor. This situation is similar for approximately 300m of the former corridor on Thomas Coulson's property however this corridor is no longer a road reserve and is landlocked within private property.

1.7 The Fabric Which Makes Up Wills Hill Road

1.7.1 Road surface

Wills Hill Road has never been sealed. The history reveals that the surface of dirt and gravel has been attended to on occasion throughout the history of the road however has never been upgraded for the traffic that the majority of Wine Country roads now deal with. The road surface and particularly the single lane width which means that simultaneous two-way traffic is not supported, is a highly significant part of the road character.

1.7.2 Tree corridor

The other highly distinctive element in the character of Wills Hill Road is the tree corridor which consists of visibly old and tall growth which extends across the whole width of the road. The trees are not maintained and are close in spacing and rough in appearance.

1.7.3 Verges and undergrowth

At the base of the trees, the road verge, which lies outside the property boundaries is also little maintained and has grown to be quite thick. This undergrowth supports native fauna as well as flora providing safe shelter.

1.7.4 Fences

The rural properties which are in operation have rural style fencing which not only reflects the current usage of the land but links back to historic land usage also. The fences are most typically old-style post and stretched wires and are not large modern constructions. The fences contribute to the character of the setting.

1.7.5 River crossing

Wills Hill Road has traditionally skirted along Black Creek and crossed First Creek. This section which has actually been upgraded with a concrete culvert to prevent washout damage during flooding reflects the traditional crossing location. While the concrete is notably modern within the general setting of the road, it is less invasive on the character than would be a modern bridge.

1.8 Views and Setting of Wills Hill Road

Views from Wills Hill Road are dominated by the tree coverage which is close to the road and along with the road surface and verges strongly define a corridor which directs views ahead. To either side of the road are glimpses between the trees of open pastoral land which historically has supported crops and grazing.



Figure 26: This image shows the typical canopy and closeness of the trees to either side of the road and the heavy growth of the road verges which define the historic road corridor. Photo EJE



Figure 27: Glimpses to the rural properties between the trees provide an understanding of the early pastoral settlement of the region. Photo EJE

Views towards Wills Hill Road from the surrounding areas generally pick up the tree coverage also. In views from ground level looking toward the east, the tree coverage is lost in the trees lining Black Creek and throughout the National Park beyond.



Figure 28: View towards Wills Hill Road from near the cemetery. The corridor of trees is immediately obvious. Photo EJE



Figure 29: View to Wills Hill Road from the South is highlighted by the tree canopy enclosing the roadway. Photo EJE

2. HISTORICAL CONTEXT

2.1 1824 and 1825 Land Grants

Parcels of land in the parishes of Allandale and Rothbury were granted to settlers for the purpose of agriculture by Governors Macquarie and Brisbane. The active occupation and use of the grants was intended to grow the economy of the then colony and convict labourers supervised by the landowners was an effective way to do so. The earliest grants in Allandale were given to Matthew Bryce (granted 1824), John McDonald (granted 1825) and Thomas Coulson (also granted 1825).

134. JANE COULSON, 2000, Two thousand acres parish of Rothbury on Black Creek; bounded on the north by H. Coulson's grant being lines bearing east 60 chains and north 6 chains to Black Creek; and by the Black Creek; on the east by the Black Creek; on the south by a line bearing west 122 chains; and on the west by a line bearing north 150 chains.
Promised by Sir Thomas Brisbane on 21st February 1825 to Thomas Coulson, and possession subsequently authorised to Mrs. Jane Coulson on 10th March 1828.
Quit-rent £16 13s. 4d. sterling per annum, commencing 1st January 1836.

Figure 30: Grants of Land released by the Colonial Secretary's office date 28th of March 1839. Source New South Wales Gov't Gazette

John McDonald's property, immediately south of Thomas Coulson's also had Black Creek as its eastern border. First Creek crossed the property. McDonald named his property Glenmore; a name which persists to this day. As well as this grant in Allandale, McDonald received at much the same time the very first grant of land in Pokolbin which eventually became the Ben Ean Vineyard.

2.2 1828 Dangar Map

Henry Dangar, surveyor, conducted a survey of the lands of the Hunter Valley and published it in 1828. He recorded all of the land which had been granted to settlers by the NSW Governors to that date and gave a description of the qualities and advantages of the land.

As part of the map, Dangar included within the drawing legend:

- Roads made, or in the process of making,
- Carriage roads and tracks, whereon labor [sic.] has not yet been bestowed
- Accessible tracks, but not yet much used.

On Dangar's map three roads are shown emerging from what is the location of Cessnock / Bellbird. One traverses northeast to Telarah / West Maitland and corresponds with the Cessnock Road through Abermain, Kurri Kurri and Weston. One traverses north to Branxton which corresponds to Wills Hill Road. The last travels North by northwest to Castle Forbes and Singleton.

The route of Wills Hill Road on the Dangar Map is very different to what eventuated and the road to Castle Forbes / Singleton appears to have not been built at all.

The main east / west road from Newcastle through to Singleton corresponds mostly with Maitland Road (the New England Highway) however appears to deviate further south than today. It is not readily correlated with a current existing road and may be another that was still being formed.



Figure 31: Overlay of 1828 Dangar Map. The route of what was to become Wills Hill Rd is shown crossing Black Creek much further south that what was actually built some time later. It is assumed that the road was being considered at the time. The Maitland Road is visible at the bottom right of the image. An east west road marked in dashed yellow is also shown parallel with what was to become the New England Highway.

2.3 Development of Agriculture and subsequent Wineries in the Hunter Valley

A large number of wealthy settlers received grants, typically of 2000 acres each, and by the 1828 census there were 191 properties established in the region.³ Cattle grazing was the main economic driver though the fertile land with ready access to water was able to support crop growing also. It was realised that the vicinity near the Brokenback Mountains was excellent for growing grapes. Much of the rest of the Hunter Valley is unsuitable due to heavy clay or acidity.

Viticulture in the Hunter Valley is thought to have begun around the 1820's, with 20 acres of vines planted in 1823 in the areas of today's Gresford and Dalwood on the banks of the Hunter River.⁴ The origin of the Hunter's winemaking success however is attributed to amateur viticulturalist James Busby who, having studied oenology and undertaking an extensive tour of Spanish and French vineyards, arrived in the NSW colony in 1824 with 700 cuttings of European vines.⁵ Busby arrived with his parents and also his sister Catherine, who had formed a relationship with fellow passenger William Kelman on the voyage from England. The couple were soon married and received some of the first land grants on the upper Hunter River at Kirkton, near today's Morpeth. James Busby donated half his collection of vines to the newly formed Royal Botanic Gardens in Sydney, and the rest were planted on the Kelman estate. From this beginning the Hunter wine industry quickly grew, with registered vineyards in the valley exceeding 500 acres by 1840.⁶ The pioneering families of the Hunter Valley Wine industry had begun to work their craft in the Hunter region in the later part of the 19th century, including the Tullochs, Tyrells, Wilkinsons and Graytons, along with the establishment of a vineyard by Dr Henry Lindeman.⁷

2.4 1846 County of Northumberland Map

In 1846, the County of Northumberland Map showed the existence of the Cessnock road to Telarah / West Maitland which was noted on the 1828 Dangar Map, however the road to Castle Forbes is clearly absent.

The east west road which was shown on the Dangar Map in 1828 still appears but is still not recognisable with a current alignment today.

The road which would become Wills Hill Road is shown only extending as far as about Nulkaba and no further north at this date.

What is also clear in this map is the existence of what is now known as Talga Road and Old North Road which skirts south of the highway and farther south than the line shown on the 1828 and 1846 maps.

³ Johnson S. Hunter Valley Heritage Vineyards: Strategic Study, p7

⁴ <https://www.winecountry.com.au/wine/history-hunter-valley>

⁵ The Sydney Morning Herald (smh.com.au) - Pokolbin, 8 Feb 2004.

⁶ <http://pokolbin.weebly.com/history.html>

⁷ <https://www.winecountry.com.au/wine/history-hunter-valley>

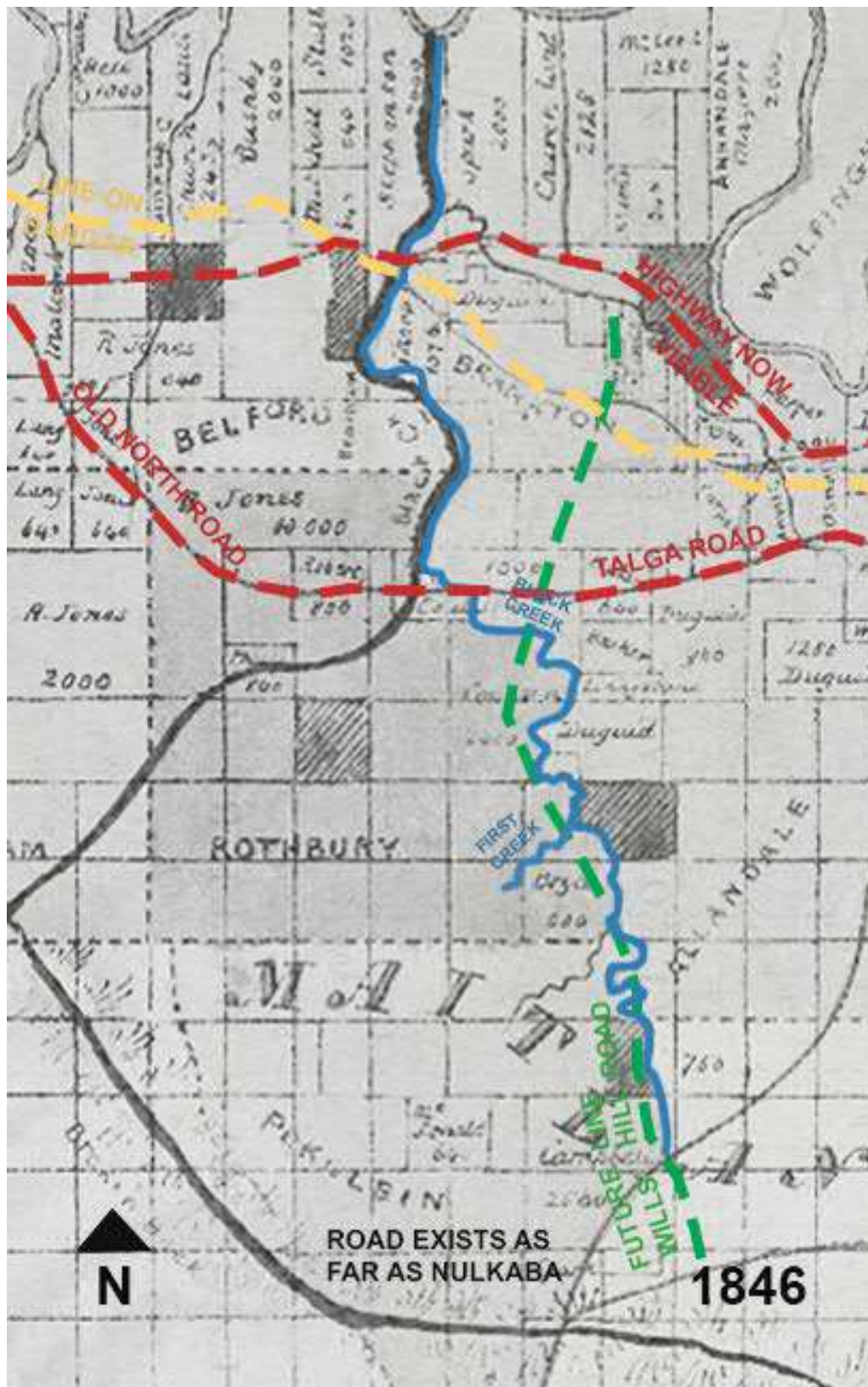


Figure 32: Overlay of the 1846 County of Northumberland Map. The Maitland Road, Talga Rd and Old North Road are clearly in place. Only a small portion of what was to become Wills Hill Rd exists emerging from Cessnock about as far as Nulkaba. The dashed yellow line which corresponds to the 1828 map traces a road on this map also, however does not persist onto the following maps. The line of Maitland Road / the New England Highway is now visible travelling from Maitland through to Singleton.

2.5 John McDonald and the Glenmore Property

As one of the first grants in the region, Glenmore was soon cultivated and was also one of the first established farms in the region. Cattle grazing and crop cultivation both carried out on the property. Wheat is known to have been grown at Glenmore, and Sorghum at the adjacent Peacock Hill. John McDonald commenced building the homestead at Glenmore in 1836⁸, though it has evolved constantly in the years since.



Figure 33: Stooks of sorghum (sacaline variety) on 'Peacock Hill' property – Rothbury.
Source State Library of NSW

John McDonald first attempted growing grapevines at Glenmore in 1854,⁹ but it is doubtful that it was a successful venture as the vines have not persisted. The McDonalds were however very successful with the vineyard that was planted on their property in Pokolbin. In 1870 the "Sunshine Vineyard" was established and became of the Ben Ean Winery.

At the northwest corner of the Glenmore property, the McDonald family gifted a parcel of their land to construct a church and create a cemetery. The church building was alternately used by the Methodists and Presbyterians on Sundays.¹⁰ The cemetery was cut into two sections, one side was Presbyterian and the other was for the Methodist. Published obituaries on the newspapers also included on which side of the cemetery the funeral was to happen.¹¹

2.6 County of Northumberland Maps from 1864 and 1872

These two maps are very clear in their depiction of Wills Hill Road extending from Cessnock through to Branxton. Wills Hill Road is the only North / South travelling road in the vicinity of the vineyards. Wills Hill Road would have been the main thoroughfare to the north and south connecting Cessnock with the Hunter Valley (including Singleton) via the highway, the railway and the river.

⁸ Walker, M. and Pike, P. City of Cessnock Heritage Study 1992-93, Inventory Sheets

⁹ Johnson S. Hunter Valley Heritage Vineyards: Strategic Study, p26

¹⁰ State Heritage Inventory. Peacock Hill / Glenmore Burial Ground listing

¹¹ Cessnock Eagle and South Maitland Recorder, Friday 21 February 1930, page 4

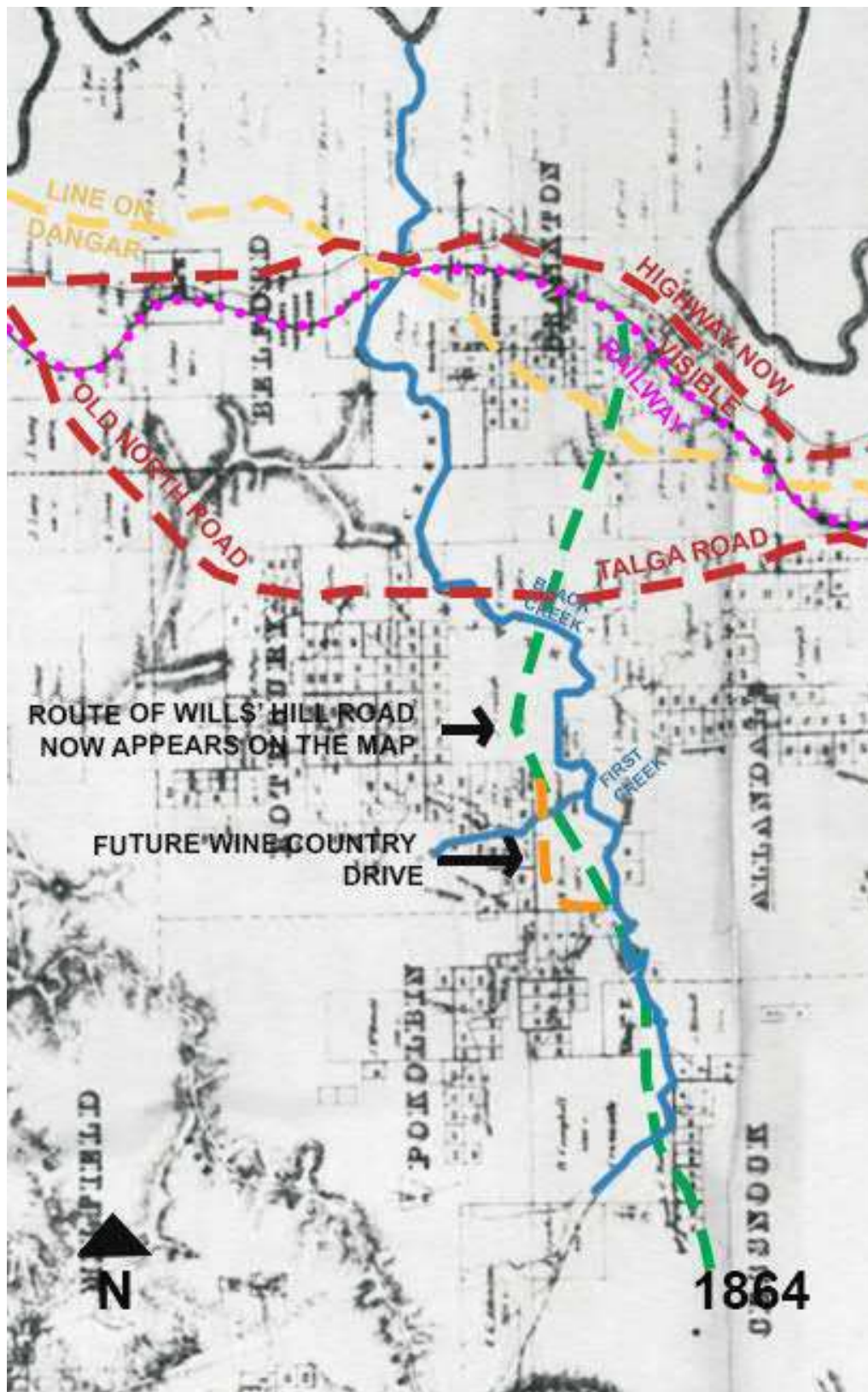


Figure 34: Map overlay showing Rothbury, Pokolbin and Allandale districts on 1864 County Northumberland Map. The line of Wills Hill Rd is faint and difficult to see on this map, but does appear and confirms its existence by this date. Talga Road and Old North Road also appear on this map. The dashed yellow line which corresponded to roads on previous map does not correspond with a road on this map. The Highway is clearly visible and the Railway has now appeared on this map.

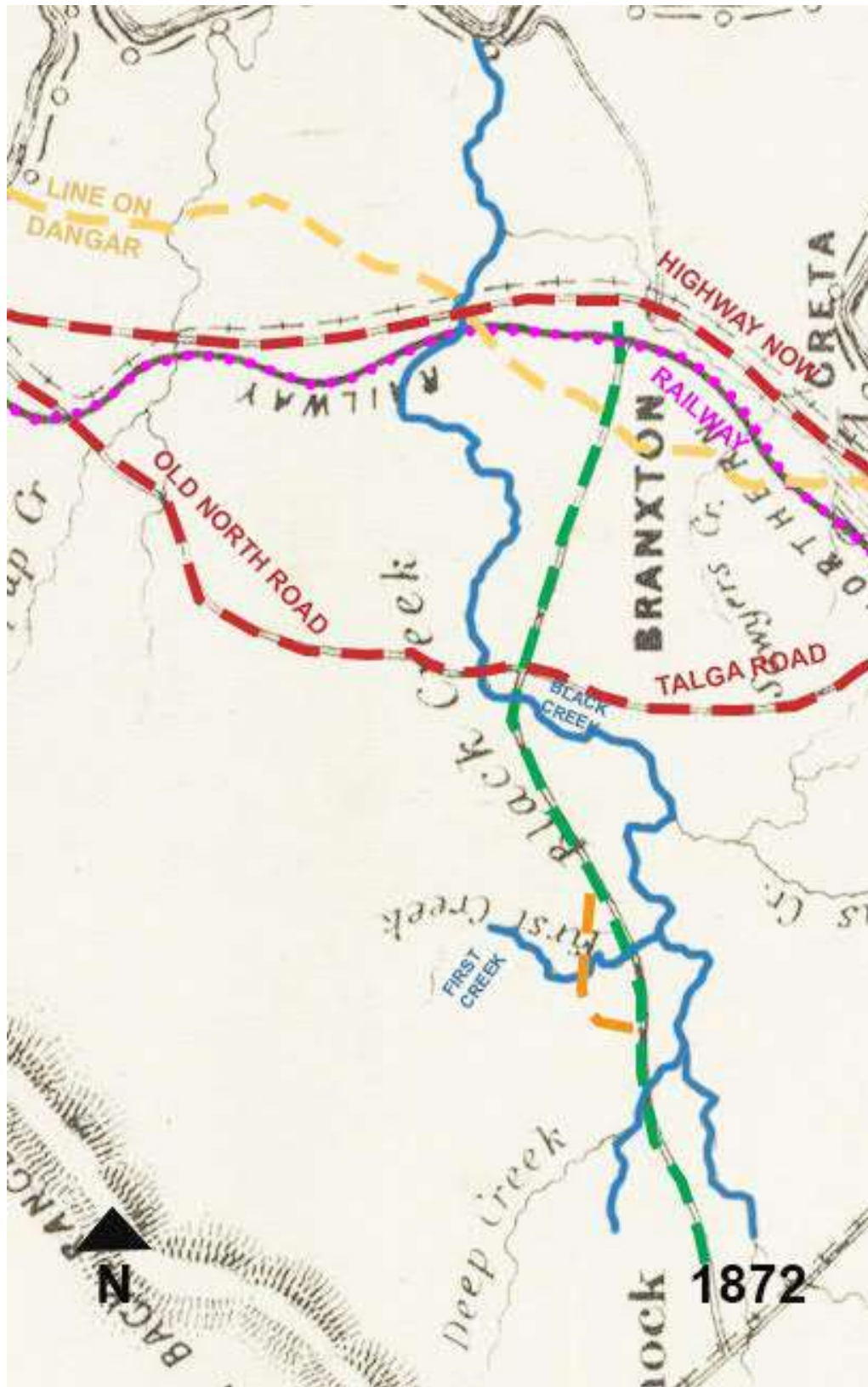


Figure 35: Overlay of the 1872 County of Northumberland Map. Wills Hill Rad is very clearly shown. We have indicated the line of the later bypass to create Wine Country Drive in orange. Talga Road, Old North Road, the Highway and the Railway are all clearly shown also.

2.7 Wills Hill Road in the Early Twentieth Century

At the turn of the century the road is at this time known as the Wills Hill Road and is also denoted as a Mail Road where it appears in articles and advertisements. It is clearly being used to carry the mail and other important deliveries between Cessnock and the settlements to the north.

Road tenders to upgrade the road to Branxton were opened in 1900 at Maitland. The stretch of road work was intended to run from Pokolbin to Wills Hill Road. The lowest tender was submitted by G.D. Matthews with a price of £37¹². The difficulties that this section of road continued to cause enough concern that plans to bypass the problems and correct the circuitous route of the road were made. The closure of the isolated section of Wills Hill Road on Thomas Coulson's property was announced in the Government Gazette of the 29th of May 1942.¹³

A new bus route to Wills' Hill was created in 1942 to bring people to work.¹⁴ The licence applications for bus run were submitted by two proprietors: Rover Motors and Peden and Batterham. In response to these applications, few issues were raised and led to a joint meeting of two councils of Cessnock and Kearsley. Some individuals complained about the expensive bus fares and were compared to that of Newcastle. There was also a confusion which company will run the new route since the two councils did not approve the same proprietor. In the meeting, the committee learnt some concerns about incapability of doing the bus run and selling of licence to other proprietors. It was decided in the end that there will be alterations of runs and assigned pick-up points. Carrying of parcels also was permitted.¹⁵

The Parish Map reveals that Wills Hill Road was bypassed in the 1940s and the main traffic route was established along the original boundary line of the McDonald Property.

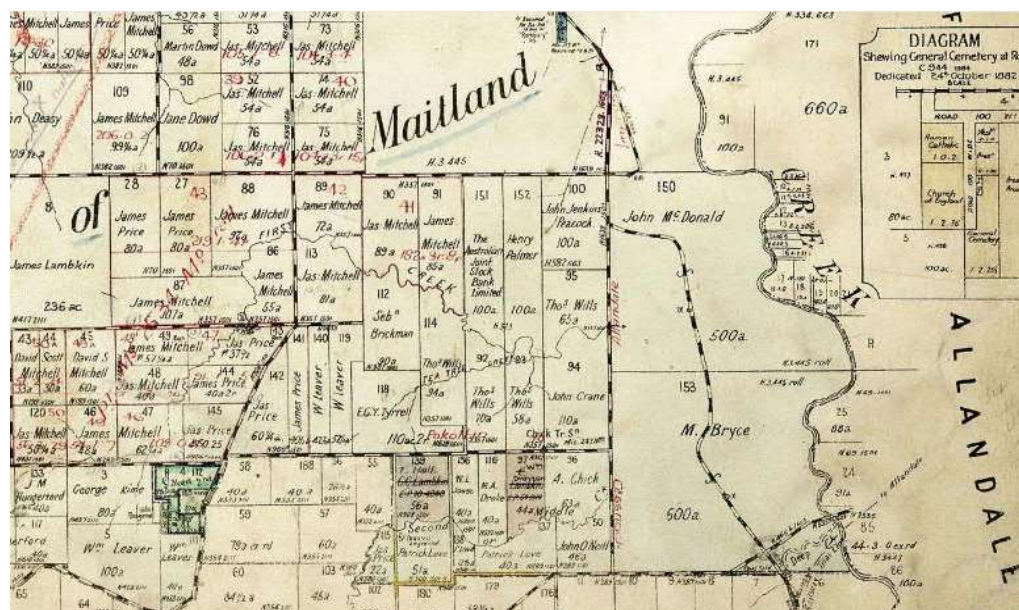


Figure 36: Parish Map of Rothbury dated 1922.

¹² Maitland Weekly Mercury (NSW : 1894 - 1931), Saturday 8 September 1900, page 4

¹³ Government Gazette of NSW 29th May 1942, Volume 81 p1800

¹⁴ Cessnock Eagle and South Maitland Recorder, Friday 24 July 1942, page 6

¹⁵ Cessnock Eagle and South Maitland Recorder, Friday 31 July 1942, page 3

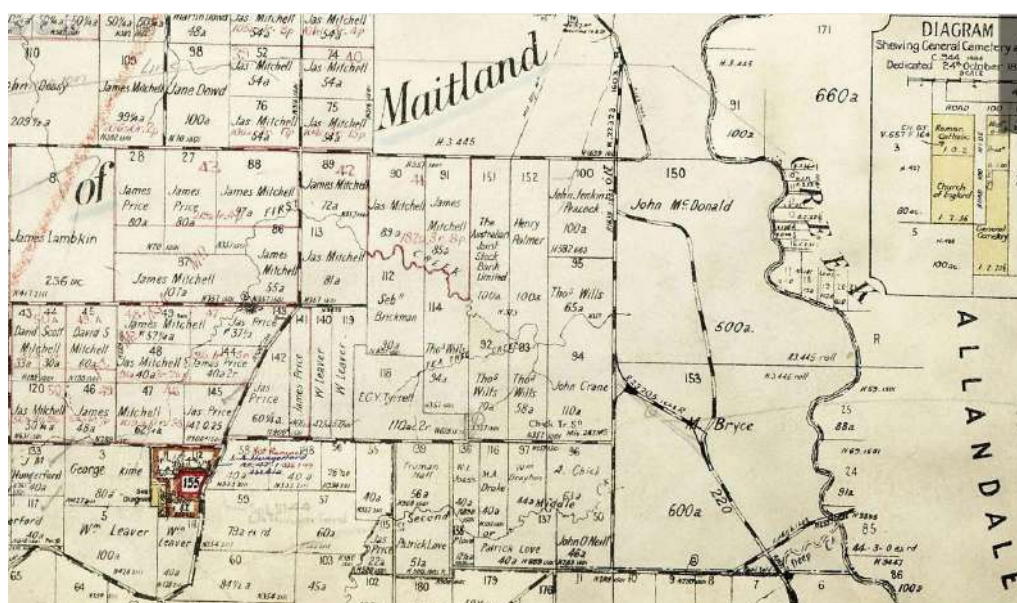


Figure 37: The Parish Map from 1942 showing the road deviating on Bryce's property to the southwest corner of McDonald's property. The section of Wills Hill road on Thomas Coulson's property becomes isolated at the same time. The new road alignment is formed directly along the McDonald's property boundary and projects north till it joins with the old corridor again on Coulson's property.

2.8 Heritage Recognition of the Area around Pokolbin and Lovedale

Borne out of a movement in the United Kingdom, the National Trusts were the first bodies to take steps to protect places affected by European settlement in Australia. A NSW chapter of the National Trust was formed in 1945 followed by the other states until eventually in 1965 a National Body was formed which united the state chapters.¹⁶ It was the National Trust NSW Chapter that first recognised the winery region of the Hunter Valley as being significant in the development of Australia through the listing of the Pokolbin Cultural Landscape during 1982.

The Australian Heritage Commission was created in 1973 under the recently elected Whitlam Government.¹⁷ Their purpose was the creation of a Register of the National Estate which was the first statutory heritage list in the country. The register was compiled through submissions from citizens all over the country and of course included sites from the entire nation. Listing of the Pokolbin Valley Landscape Conservation Area on the Register of the National Estate occurred circa the 1990s and the description of the area made particular reference to Black Creek which Wills Hill Road runs roughly parallel with.

Both the property of Glenmore (Ref 199) and the corridor of Wills Hill Road (Ref 277) were identified in the City of Cessnock Heritage Study 1992-93 prepared by Penelope Pike & Meredith Walker and recommended for inclusion in the Cessnock LEP schedule. The brief Statement of significance for Wills Hill Road in this study stated: 'Evidence of early and continuing agricultural and grazing use of land in this area from the 1830s. Illustrates the character and components of a 19th [century] rural landscape.'¹⁸ This particular recommendation was not carried out however.

¹⁶ Yencken, D. Valuing Australia's National Heritage, p31

¹⁷ Ibid, p44

¹⁸ Walker, M. and Pike, P. City of Cessnock Heritage Study 1992-93, Inventory Sheets

2.9 The McDonald Family vacate Glenmore

The McDonald Family held on to the property of Glenmore for numerous generations. They resided and worked the land there until early 2002 when the property was subdivided and the current titles created. This date concluded the McDonald Family's association with the site which had commenced in 1825. One hundred and seventy seven years.

2.10 The Increased Use of the Hunter Valley Region for Tourism

Vineyards had of course existed in the region for many years. Trade had occurred between the vineyards and the city merchants. As access to motorised vehicles grew, vineyards with established cellar doors invited day trips from surrounding regions such as Cessnock, Maitland and Newcastle.

The Great North Road, and then the Pacific Highway from 1930 made personal travel possible from Sydney, however it was still a long and arduous trip. The completion of the F3 Freeway (now M1 Motorway) in the early 1980s made it far easier to make a day trip up from Sydney.

The airfield, which was constructed by the Department of Main Roads during World War II would have catered for buyers and business people from interstate following the War. As air travel became more accessible and affordable, it also permitted visitors from these far-flung locations.

Side businesses such as the Hunter Valley Zoo, Hunter Valley Gardens, Balloons Aloft and Cypress Lakes widened the potential tourist audience from just those who appreciate wine and opened opportunities for families to visit the region. All of this increased the numbers of tourists in the region and the duration that these visitors would want to stay. Various forms of accommodation were created to allow trips to be longer than just the day. The winery region was becoming a destination for holidays.

Lindeman's Wines was a major sponsor of the Sydney 2000 Olympics. The Lindeman's Brand with its flagship Winery and Cellar Door on the doorstep of Sydney projected the Hunter Valley onto television screens around the world and invited international tourism. Tourists from overseas were able to Fly in to Sydney and then transfer onto a smaller aeroplane to reach the Hunter Valley.

The huge influx of tourists from all over the country and all over the world soon proved that the roads in the region were completely inadequate. All thoroughfares were upgraded out of necessity – with increase of width of carriageway, width of verges either side, surface materials, grading for drainage, barriers, markers and signage. These factors all radically altered the appearance of the former rural tracks and there was no going back.

Wills Hill Road, which was in such minor use, did not receive upgrade works until the DeBortoli Winery purchased the allotment at the southern end of the road. The southernmost 600m was widened and upgraded to provide access for heavy vehicles into the rear of the DeBortoli site. It was graded and levelled and widened. All adjacent planting was removed and as such the character of this section is markedly different than even just a few metres north of the upgraded section. Like the other roads in the region – once the upgrade was completed, there was no way to return to the former situation. What was seen as progress was only permitted to go forward.

2.11 Current development proposals

There is no doubt that the region of the Hunter Valley Wineries has become popular and has every reason to remain so. More and more tourists in the region provide opportunities for more and more attractions and accommodation options. The pressure to develop properties to maintain economic momentum is clearly recognisable.

The need to conserve parts of the region so that future generations will be able to understand how this region came into being has long been recognised. First by the National Trust and then by the Register of the National Estate. The region is made up of numerous parts and Wills Hill Road is an important historic link which connected to the property of one of the earliest landowners.

A recently approved development upon Wills Hill Road DA8/2020/20875/1 involves a Solar Farm of 4.95MW capacity being inserted into what was historically one of the paddocks of Glenmore. Council have approved the development with conditions of consent to minimise the visual impact upon the setting of Wills Hill Road. These conditions include the limitation of construction traffic on Wills Hill Road, the prevention of vegetation removal from Wills Hill Road, and the creation of a wide landscape buffer to protect the rural setting visible from the road. The site of the now approved Solar Farm has an advantage that, if needs be, access may be gained from Wine Country Drive.

There are currently three development proposals which affect the properties on the east side of Wills Hill Road including the allotment containing the Glenmore Homestead. These properties do not share a boundary with Wine Country Drive and must be accessed via Wills Hill Road

DA8/2021/21250/1 is a proposed museum of 536m² and
DA8/2021/21333/1 is a proposed Art Gallery of 1038m²
DA8/2021/21634/1 is the proposed conversion of an existing Rural Shed into a Function Centre

Each of these has the potential to impact the rural / agricultural setting of Wills Hill Road. Each of these proposals raise the potential for future road upgrades in order to cater for traffic travelling to and from them and parking requirements. The road upgrades are likely to be as invasive as that which was executed to gain access to the rear of the DeBortoli Site and therefore a direct comparison between before and after is easily discovered.

3. ARCHAEOLOGICAL POTENTIAL

Wills Hill Road was the primary corridor between Cessnock and the Hunter Valley and the first north / south road in the Winery Region. It is likely to have sustained substantial traffic (relative to the population and level of development) between the 1860s and the 1940s.

The roughness and the route of the road would have caused wear and tear upon vehicles travelling along the route. Potential exists for ironmongery of carts which historically used the road and may have been damaged doing so. This could include bolts and nails to metal springs or rims.

Historic farming equipment of metal may be discoverable belonging to the McDonalds who owned the property either side of this portion of the road.

4. HERITAGE ASSESSMENT CRITERIA

The NSW heritage assessment criteria encompass four generic values in the Australian ICOMOS Burra Charter 2013: historical significance; aesthetic significance; scientific significance; and social significance.

These criteria will be used in assessing heritage significance of the place.

The basis of assessment used in this report is the methodology and terminology of the Burra Charter 2013; James Semple Kerr, *The Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance*,¹⁹ and the criteria promulgated by the Heritage Branch of the NSW Office of Environment and Heritage. The Burra Charter 2013, Article 26, 26.1, 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.

Places and items of significance are those which permit an understanding of the past and enrich the present, allowing heritage values to be interpreted and re-interpreted by current and 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. An understanding of significance allows decisions to be made about the future management of the place. It is important that such decisions do not endanger its cultural significance.

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

Heritage Significance Criteria

The NSW assessment criteria listed below encompass the following four values of significance:

- ☐ Historical significance
- ☐ Aesthetic significance
- ☐ Research/technical significance
- ☐ Social significance

¹⁹ (7thed). Burwood: Australia ICOMOS, 2013.

Listed below are the relevant Heritage Assessment Criteria identified in the Heritage Act:

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

An Assessment of Significance requires that a level of significance be determined for the place. The detailed analysis uses the levels of significance below:

LOCAL	Of significance to the local government area.
STATE	Of significance to the people of NSW.
NATIONAL	Exhibiting a high degree of significance, interpretability to the people of Australia.

4.1 Analysis Of Significance

Historical Significance

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

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> Shows evidence of a significant human activity Yes - Wills Hill Road is a part of one of the first roads in the winery region, being the first north / south road. It was the main thoroughfare between Cessnock and the Upper Hunter Valley. Is associated with a significant activity or historical phase Yes - Wills Hill Road was first pre-empted around the time of the first land grants in the region, appearing upon the 1828 Dangar Map of the Hunter Valley. It was clearly established by the time of the development of the wineries of the Pokolbin region being clearly visible and in operation on maps from the 1860s and 70s. Its route which remains current today is clearly depicted on the Parish Maps of the 1880s. Maintains or shows the continuity of a historical process or activity No – only in comparison with Wine Country Drive can the historical process of road infrastructure upgrades in the winery region be fully interpreted. 	<ul style="list-style-type: none"> Has incidental or unsubstantiated connections with historically important activities or processes N/A – the maps demonstrate that the connections are strong. Provides evidence of activities or processes that are of dubious historical importance N/A – agriculture and particularly the development of wineries in this region is of great importance Has been so altered that it can no longer provide evidence of a particular association No – Wills Hill Road has been somewhat stalled in time since the 1940s which has conserved its integrity and intactness.

The alignment of Wills Hill Road was clearly defined on the 1880s Parish Map, and in the 1860s and 70s maps of the County of Northumberland is shown to be established. It may date back as an informal track as early as the 1830s which is very close to the date of the earliest land grants in this vicinity but was certainly well established and operable at the time of the winery development of the region. Wills Hill Road was not substantially upgraded during its common use and the majority has not been upgraded since the 1940s when it was bypassed by Wine Country Drive. It retains the alignment as well as a majority of the character of the early track-like road which happened to be the main thoroughfare through this important landscape. It was the first established north / south road in the wineries district which served to connect Cessnock to the Hunter Valley. Wills Hill Road may demonstrate historic significance locally and most likely regionally

Criterion (b) An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history (or the cultural or natural history of the local area).

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> Shows evidence of a significant human occupation No – The road was never occupied per se. 	<ul style="list-style-type: none"> Has incidental or unsubstantiated connections with historically important people or events No – the connections with the McDonalds are not incidental.

<ul style="list-style-type: none"> Is associated with a significant event, person, or group of persons Yes - Wills Hill Road has clear and inextricable associations with the McDonald Family whose property it crossed and whose residence it connected to. The unusual circuitous route which the road took is believed to have some connection with the McDonalds. 	<ul style="list-style-type: none"> Provides evidence of people or events that are of dubious historical importance No – the McDonalds are an important family in the region of Pokolbin and the Hunter Valley wineries; and Yes - The Road is named after Thomas Wills, another nearby landowner but his importance is not substantive. Has been so altered that it can no longer provide evidence of a particular association No – Wills Hill Road has been somewhat stalled in time since the 1940s which has conserved its integrity and intactness.
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Wills Hill Road has associations with a number of the earliest settlers in this vicinity: Thomas Wills after whom the road and presumably the hill is named; and John McDonald who was one of the first grantees in the county of Allandale (and the first grantee in the parish of Rothbury) and one of the early vigneron in the winery region. The remaining section of Wills Hill Road crossed the McDonald's Glenmore Property and provided direct access to the Glenmore Homestead. The McDonald family lived on this property until the year 2002 when the property was subdivided into the current lots. Wills Hill Road is able to demonstrate local significance due to its historical associations. Its associations with the McDonald Family who were influential in the early stages of the wine industry of the Hunter Valley and important in the Winery region may meet the threshold for State significance.

Aesthetic And Technical Significance

Criterion (c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area).

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> Shows, or is associated with, creative technical innovation or achievement No Is the inspiration for a creative or technical innovation or achievement No Is aesthetically distinctive Yes – Due to its landscaping and condition which has been left to run its course typically without maintenance or upgrade. Has landmark qualities Yes – Due to its landscaping and condition which has been left to run its course typically without maintenance or upgrade. Exemplifies a particular taste, style or technology Is characteristic of nineteenth century road establishment 	<ul style="list-style-type: none"> Is not a major work by an important designer or artist Yes Has lost its design or technical integrity No – the road is not necessarily designed or technical Its positive visual or sensory appeal or landmark qualities have been more than temporarily degraded No Has only a loose association with a creative or technical achievement Yes

Wills Hill Road is able to demonstrate the aesthetic character of a 19th century road bounded by agricultural land which would have been common at that time but is now rare in the region of the Hunter Valley Wineries whose roads have largely been widened and sealed to cope with tourist traffic. Wills Hill Road may meet the threshold for significance locally and possibly regionally for its aesthetic representation of a nineteenth century roadway in this region.

Social Significance

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

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> Is important for its associations with an identifiable group Yes – Wills Hill Road is held in high esteem by the local community who are concerned for the conservation of the road corridor for a number of reasons. Is important to a community's sense of place Yes – A number of the concerned community have addresses on this road and the approach to their properties is definitely important to their sense of place. 	<ul style="list-style-type: none"> Is only important to the community for amenity reasons No – conservation of the road is likely to be counter to the amenity of the community, however will be positive for the retention of significance. Is only retained in preference to a proposed alternative No – retention of Wills Hill Road is the prime preference.

Previous professional studies have identified the significance of Wills Hill Road and the genesis of this Heritage Assessment Report has been generated by members of the local community who are concerned for the conservation of the historic road corridor. The significance of the road means more to the local community than would the convenience of upgrading the road for smoother access. Wills Hill Road might demonstrate significance locally for the esteem by which it is held in the community.

Research Significance

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

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> Has the potential to yield new or further substantial scientific and/or archaeological information Yes - The remainder of that which was Wills Hill Road (now Wine Country Drive) has been widened, straightened, graded, tar-sealed, and lined with barriers. Wills Hill Road is the last remaining portion of the 19th century main road between Cessnock and the Hunter Valley and one of very few nineteenth century roads in the district which remains intact. It has potential to provide information accurate about road establishment and construction in the 19th century in the region of the Hunter Valley as well as the aesthetic character of rural roads in this region at that time. The reason for the unusual circuitous route of the road corridor appears to have something to do with the McDonald's Glenmore property, and to research this factor would be to reveal unknown information. 	<ul style="list-style-type: none"> The knowledge gained would be irrelevant to research on science, human history or culture N/A – The wineries of the Hunter Valley region are important in Australia and known worldwide. Information and evidence of the early days of their settlement will be important to retain.

<ul style="list-style-type: none"> • Is an important benchmark or reference site or type Yes – Wills Hill Road is an important reference site which can inform the studies of other nearby main road corridors • Provides evidence of past human cultures that is unavailable elsewhere Yes – All other roads of this vintage in the Winery region have been upgraded, typically multiple times over. The evidence discoverable here is unlikely to be available elsewhere. 	<ul style="list-style-type: none"> • Has little archaeological or research potential N/A • Only contains information that is readily available from other resources or archaeological sites No – it is unlikely that the information discoverable here will be able to be found readily elsewhere.
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Wills Hill Road provides an opportunity to understand the makeup, character and appearance of a nineteenth century main rural road within the Hunter Valley as well as the potential difficulties which faced travellers of the period. The alignment of the road, which turns toward and away from the established property boundaries provides a point to research of which unknown information may be discovered. Due to the integrity and intactness of this section; Wills Hill Road has the potential to reveal information which is not likely to be available elsewhere.

Rarity Significance

Criterion (f) An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> • Provides evidence of a defunct custom, way of life or process Yes – This nineteenth century main thoroughfare is nothing like that which is expected and routinely constructed nowadays. • Demonstrates a process, custom or other human activity that is in danger of being lost Yes – Due to the increased (and increasing) traffic in the winery region, all roads are under pressure to upgrade to cater for Tourist Coaches and the like. • Shows unusually accurate evidence of a significant human activity Yes – The road has undergone very little in the way of upgrades since it was bypassed in the 1940s and therefore the evidence it provides of nineteenth century road establishment and construction is unusually accurate. • Is the only example of its type Yes – in the winery region of the Hunter Valley; and No – there may be other roads similar in appearance and character beyond the winery region and into other LGA's. The Great North Road has a high level listing, however the purpose and the duration of active service of the Great North Road is very different to Wills Hill Road. 	<ul style="list-style-type: none"> • Is not rare No • Is numerous but under threat No – this is one of two identified seminal roads in the winery region and the only example that remains substantially intact.

<ul style="list-style-type: none"> • Demonstrates designs or techniques of exceptional interest Yes – the way in which the road, which was a thoroughfare, was established upon such a circuitous route responding to the Glenmore property and infrastructure is of great interest. • Shows rare evidence of a significant human activity important to a community Yes – Wills Hill Road is able to demonstrate life and transport conditions during the early days of the establishment of the Winery region of the Hunter Valley. 	
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Wills Hill Road is the first north / south thoroughfare which connected Cessnock to the Hunter Valley. It is rare in this vicinity as the only section of nineteenth century road connecting two substantial centres which remains largely intact. It is likely to meet the threshold for rarity significance locally and possibly regionally.

Representative Significance

Criterion (g) An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural places; or cultural or natural environments).

Guidelines for INCLUSION	Guidelines for EXCLUSION
<ul style="list-style-type: none"> • Is a fine example of its type No – it is a well intact and unusual example, but not necessarily a fine example of its type • Has the principal characteristics of an important class or group of items Yes – demonstrates the principal characteristics of a nineteenth century main thoroughfare. • Has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity Yes – has attributes which are able to demonstrate how necessary transport was undertaken in the Winery region of the Hunter Valley • Is a significant variation to a class of items No • Is part of a group which collectively illustrates a representative type No • Is outstanding because of its setting, condition or size Yes – it is outstanding for its condition and intactness due to the minimal application of upgrade works over the last 80 years. • Is outstanding because of its integrity or the esteem in which it is held No 	<ul style="list-style-type: none"> • Is a poor example of its type No • Does not include or has lost the range of characteristics of a type No • Does not represent well the characteristics that make up a significant variation of a type Yes – Wills Hill Road is not an example of a significant variation of a type.

Wills Hill Road might be considered to be a representative example of a nineteenth century main thoroughfare in the Hunter Valley Region of NSW due to its intactness and the curiosity of its historic route. It might meet the threshold for significance for its representative values.

5. COMPARATIVE ANALYSIS

Assessment of the relative heritage significance of Wills Hill Road in a local context is arrived at through its comparison with similar items within the City of Cessnock Local Government Area and / or of similar age in similar regions.

5.1 Isolated Section of Wills Hill Road

This short section of road which lies to the north of the road that is the subject of this Heritage Assessment. This section of road is actually included in the description of the “Weronga” heritage listing which due to a strange turn of events is not included in the gazetted curtilage of the item.

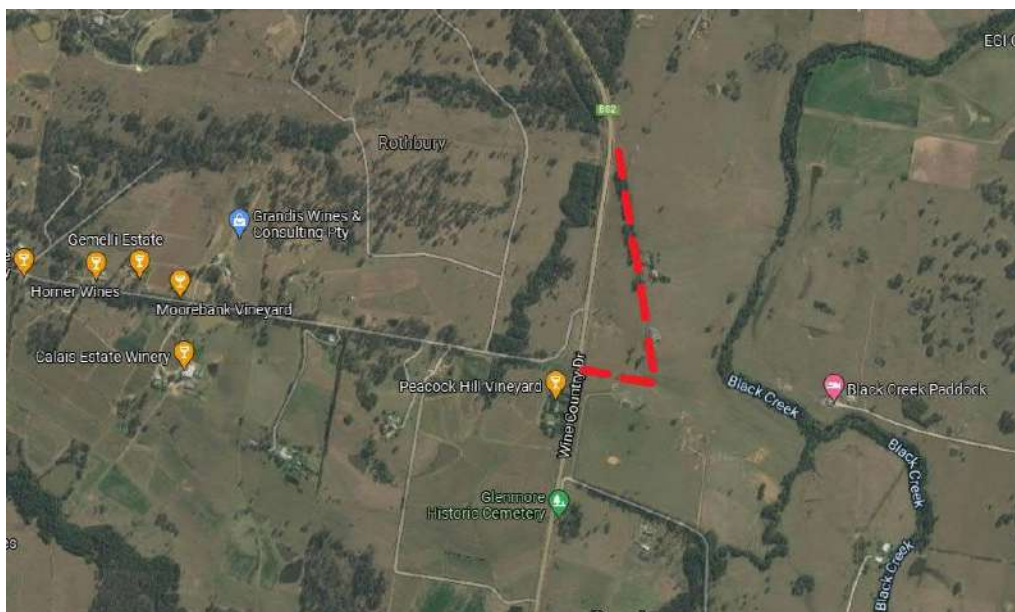


Figure 38: The former route of Wills Hill Road (shown dashed) can still be recognised in the avenue of trees crossing the property. Source Google Maps



Figure 39: Looking northeast from Wine Country Drive. The tree corridor which previously lined Wills Hill Road is clear as it converges on the new main road. Source Google Streetview



Figure 40: Looking southeast at the same corridor of trees as it makes its way down from the hill.
Source Google Streetview

The Isolated section of Wills Hill Road is the most similar to the section of road that is the subject of this Heritage Assessment sharing much of the same reasons for significance. There are some substantial points of difference however which mean that the isolated section of Wills Hill Road is of lesser significance over the subject section of road:

1. It does not lie on the McDonald's historic Glenmore allotment so has lesser historic association with the McDonalds.
2. It does not so well demonstrate the circuitous route of the subject section of road which is a point of potential research
3. It is not so readily interpretable as being associated with the Glenmore Cemetery. The alignment of the isolated section of road appears to avoid the cemetery, whereas the subject road clearly encounters the cemetery.
4. While the isolated section of road has also gone without upgrades, it has gone without regular traffic also and is likely to be overgrown to some extent which increases the difficulty of interpretation.
5. The isolated section of road is not publicly accessible for the opportunity of interpretation. It lies wholly within private property and must be viewed either at a distance or with permissions from the landowner. These factors increase the difficulty of interpretation.

If the obscure situation regarding the curtilage of the "Weronga" item can be rectified, it will be a good outcome to have this section of road protected under a local heritage listing. The factors listed above however explain that this isolated section of Wills Hill Road is of lesser significance and greater difficulty for interpretation. To rely on the corrected listing for this section of road is to say that this section of road "is only retained in preference to a proposed alternative".

5.2 Great North Road

The Great North Road, known in some parts as the Old Northern Road already exists on the National Heritage List and as an Australian Convict Site is actually nominated for a World Heritage Listing. It is likely to represent the pinnacle of significance for a nineteenth century main thoroughfare and in many ways is more significant than the road that is subject of this Heritage Assessment. For example:

1. It was constructed to link Sydney with the Hunter Valley
2. It was constructed using convict labour
3. It has strong associations with Governor Darling and was one of his three "Great Roads"
4. It was necessary to construct it using massive engineering features

5. There are many examples of constructed works or elements such as convict graffiti which give clear evidence interpreting the construction processes of the road.

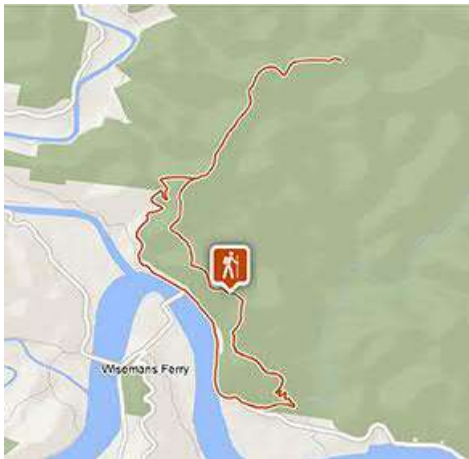


Figure 41: Great North Road walking track provides a 9km loop utilising an original route and a section which was created later. Source National Parks and Wildlife



Figure 42: Great North Road bike ride provides 43 km (one way) of track graded as hard. Source National Parks and Wildlife

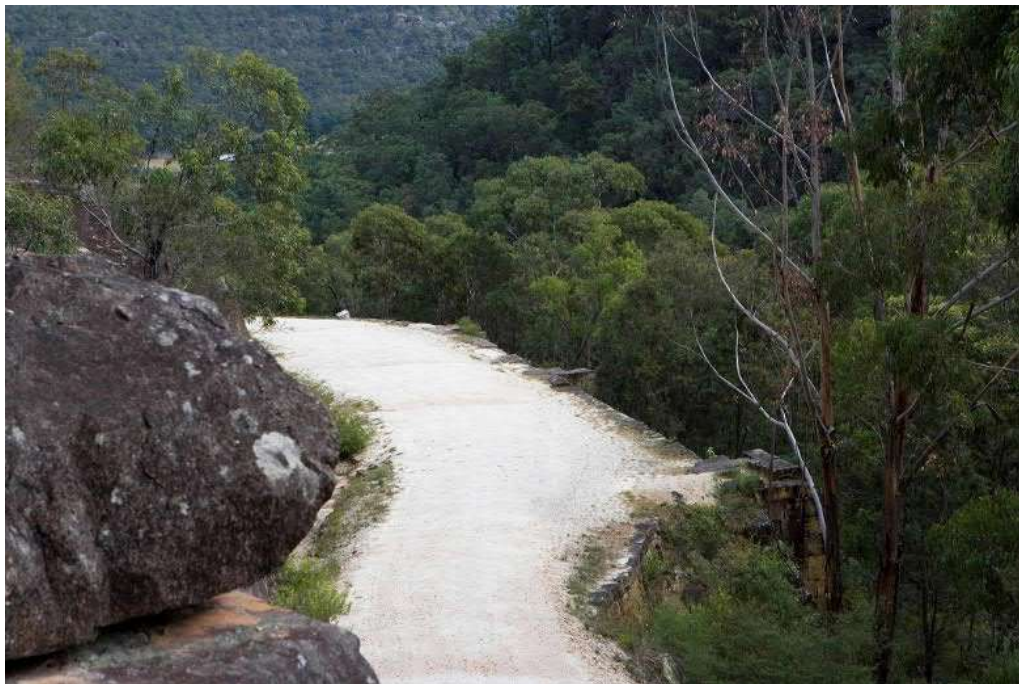


Figure 43: An image of the protected section of the Great North Road. It is very different in character, topography and location to Wills Hill Road. Source: Sydney Living Museums



Figure 44: Some of the convict built stone infrastructure that was necessary to construct the road. This is very different to Wills Hill Road due mainly to the topography and the workforce applied to it. Source: Sydney Living Museums

There are factors which are directly comparable with Wills Hill Road also

1. The majority of the road still in use has been the subject of multiple and major upgrades and has lost the range of characteristics which demonstrates its type
2. There is only a small portion of the original which remains intact and interpretable and can be considered for active conservation
3. The community has been behind the active conservation of the road

There are three factors which are demonstrated by the subject section of Wills Hill Road that make the interpretation of significance easier than that of the Greta North Road.

1. The Great North Road fell out of operation very quickly. It was completed in 1836, but by 1844 the road from Peats Ferry was viewed to be far superior. Part of The Great North Road was closed off by 1884 and the Pacific Highway opened in 1930 making the majority of the Great North Road redundant. Wills Hill Road by comparison remained in full use until the 1940s and is still in use today
2. The protected portion of the Great North Road was closed to motorised traffic in 1978 meaning that all travel on the protected portion of the road needs to be on foot or bicycle which while it increases the ability to experience the aesthetic character of the place reduces the interpretation that this was built to be a major thoroughfare.
3. The protected area of the Great North Road is remote from most population centres and locations of other attraction. It is accessible from Wiseman's Ferry which is a popular day trip location whereas Wills Hill Road is in close proximity to the current Main Road and numerous tourist attractions where it can become an easily accessible detour. Wills Hill Road is able to provide a substantially easier opportunity for heritage interpretation than the Great North Road.

The protected section of the Great North Road is located just north of Wiseman's Ferry in the Hawkesbury LGA. The northernmost section of the former Great North Road is the Mitchell Line of Road located in the Singleton LGA. In the Cessnock LGA the Great North Road remains in place from Bucketty to Wollombi from which point it becomes Paynes Crossing Road and continues north toward Broke. The road is typically dual land and sealed. It travels mostly through bushland though does encounter agricultural settings near the Wollombi Brook / Stockyard Creek while still in the Cessnock LGA.

To conclude, the section of Wills Hill Road which is the subject of this Heritage Assessment Report is of lesser overall significance than the Great North Road, and does not attempt to match its listing within the National Heritage List. This portion of Wills Hill Road however, does

demonstrate significance for similar reasons to the Great North Road most particularly in regards to its route and intactness. It also is able to provide a much more accessible and available opportunity to interpret that significance for tourists who can happen upon it.

5.3 Old Maitland Road / Wollombi Road

The road between Wollombi and Cessnock and then from Cessnock to Maitland known as Old Maitland Road / Wollombi Road is indicated on the 1828 Dangar Map. It is one of a number of roads that were extended from the Great North Road to get to desired locations such as Maitland and Newcastle more conveniently than by staying on the Great North Road. The road has predominantly been widened and tar sealed and has relatively recent signage. Like the Great North Road, it travels predominantly through bushland though does encounter agricultural properties at various locations.

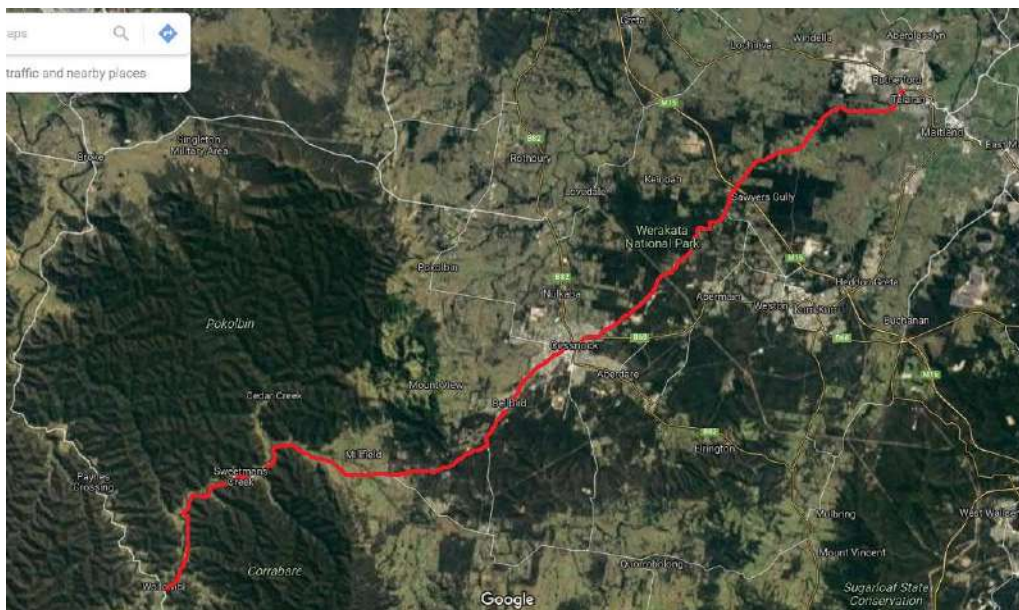


Figure 45: Aerial View of Old Maitland Road / Wollombi Road which still follows the course indicated on the 1828 Dangar Map. It has been upgraded for its entire length. Source Google Maps

For some lengths it has tree canopies like Wills Hill Road, and at other times it has views of paddocks to either side. The road travels through the South Greta Coalfield areas such as Millfield and Bellbird which were influential in the local economy and have some social significance also. These areas are not as influential on the global stage as the winery regions and are not as likely to attract tourists. This road does not display the same character and outlook at the same time as does Wills Hill Road and is not nearly so intact.

There are no obvious portions of the road that have been bypassed like Wills Hill Road. There are some sections east of Cessnock which have parallel tracks alongside the road corridor but these appear to be more recently made perhaps by Four-Wheel-Drivers and Trail Bike riders.

Old Maitland Road / Wollombi Road is therefore able to demonstrate similar historic significance to Wills Hill Road being slightly older but not as influential to the region. It does not share the same significance under other criteria, and does not share the same intactness.

5.4 Talga Road

Revealed by the County of Northumberland Map from 1872, Talga Road forms the eastern part of a road of similar age to Wills Hill Road which skirted south of Maitland Road from west of Lochinvar, through Allandale, across Wills Hill Road and on to Castle Forbes.

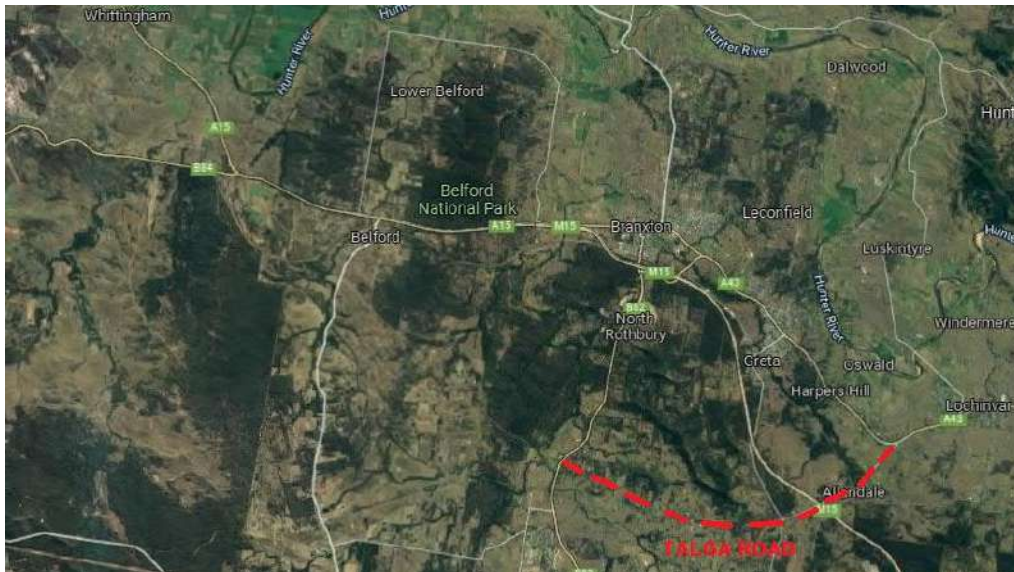


Figure 46: Aerial photo of Talga Road (shown dashed) which is shown to have existed on the early County Maps. Source Google Maps



Figure 47: A typical view of Talga Road looking west. While it is undoubtedly attractive, the road corridor is noticeably different in character to Wills Hill Road and does not so easily reflect the 19th century origin of the road. Source Google Streetview

The eastern end of Talga road is now part of Allandale and Lovedale Roads and is of course widened and tar-sealed with many safety upgrades. A long portion of Talga Road is dirt and gravel surfaced however it is obvious that the road has been regraded and widened to two lanes. The verges of the road do not have the constant avenues of trees and the road is not covered and enclosed to the same extent. The western portion of Talga Road has been isolated onto a private property commencing at a driveway entrance and concluding at the intersection between Old North Road and Wine Country Drive. This last section of road may be somewhat intact in terms of tree coverage and width but is overgrown and inaccessible somewhat like the isolated section of Wills Hill Road.

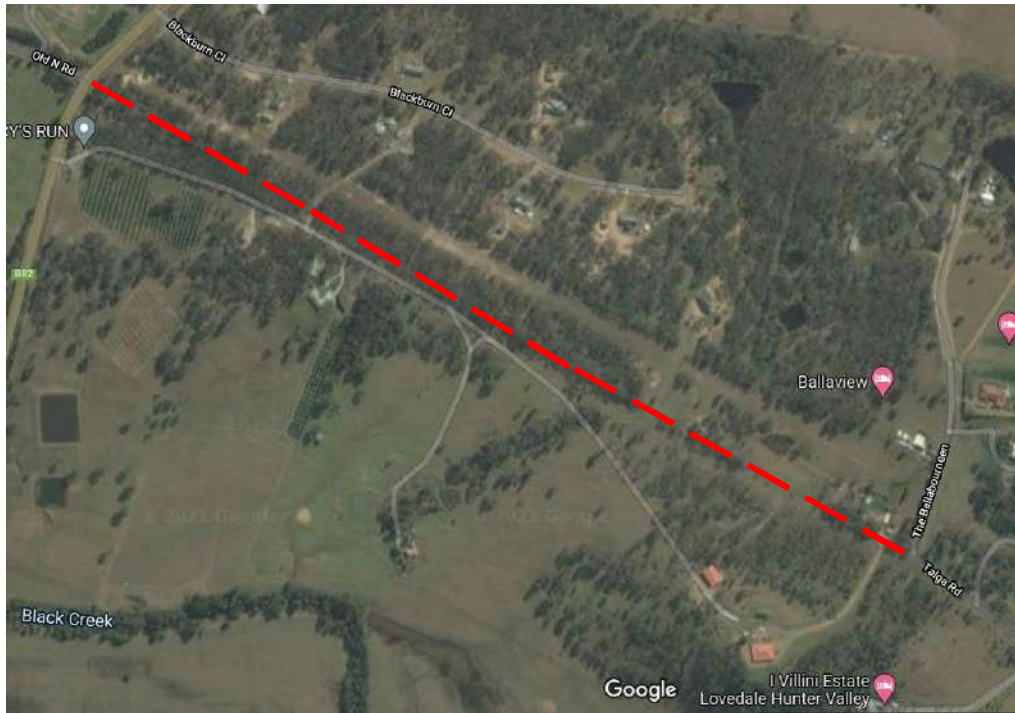


Figure 48: Isolated section of the former Talga Road (shown dashed) now lies within private property. A cleared corridor for the Power Lines is visible just to the north, but the earlier road corridor is still recognisable in the pattern of the trees. Source Google Maps



Figure 49: The current situation is that Talga Road terminates at this driveway entrance and traffic turns north onto the Ballabourneen. Source Google Streetview



Figure 50: Glimpses of the former road corridor may be visible from the western end of the former Talga Road. They are easily confused with newer graded tracks on the subject properties or the cleared Power Line easement to the north. Source Google Streetview

Talga Road is therefore able to demonstrate similar historic significance to Wills Hill Road but does not share the same significance under other criteria, and does not share the same intactness.

5.5 Old North Road

Revealed by the County of Northumberland Map from 1872, Old North Road forms the western part of a road of similar age to Wills Hill Road which skirted south of Maitland Road from west of Lochinvar, through Allandale, across Wills Hill Road and on to Castle Forbes.

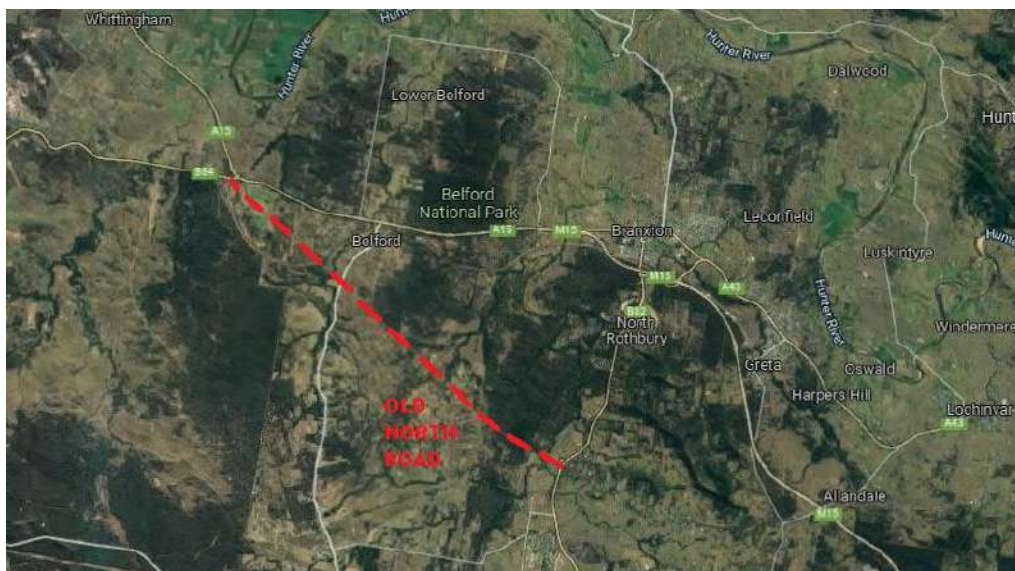


Figure 51: The former corridor of Old North Road (shown dashed) is still recognisable in aerial imagery. Source Google Maps

The eastern end of Old North Road is widened and tar-sealed. A long portion of Old North Road is dirt and gravel surfaced however it is obvious that the road has been regraded and widened to two lanes. One small portion shows the tree coverage coming in close to the road somewhat like Wills Hill Road but not as thick and for not nearly such a distance. The rest of the verges of the road do not have the constant avenues of trees and the road is not covered and enclosed to the

same extent. Beyond the gravel section and approaching Hermitage Road the road is sealed again.



Figure 52: The eastern end of Old North Road at the intersection of Wine Country Drive looking west. Source Google Streetview



Figure 53: A typical view of the unsealed section of Old North Road. The tree coverage is not nearly so close or pronounced as Wills Hill Road. The road has been graded and cambered and the shoulders have been clearly reworked at times. There is evidence in places where the road has become impassable and vehicles have created alternative tracks beside the road to skirt around holes and puddles. Source Google Streetview

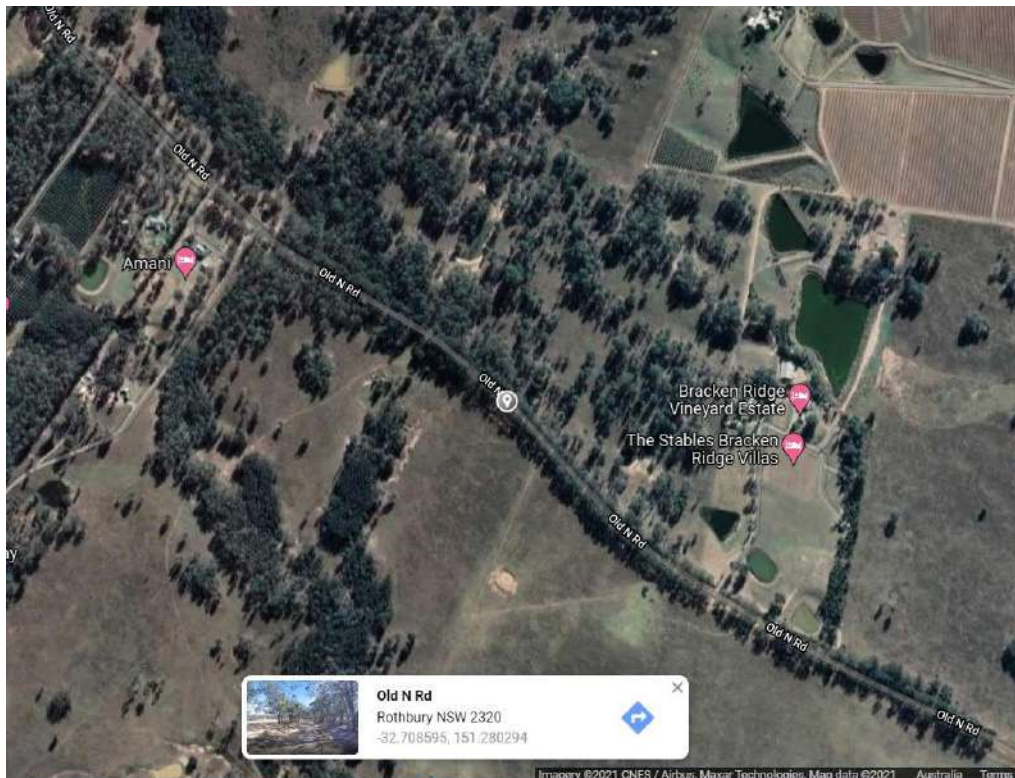


Figure 54: This particular section indicated by the pin on the map and latitude / longitude reference is the most like Wills Hill Road in character. It does not extend for much distance – approximately 400 metres. Source Google Maps



Figure 55: The view of Old North Road where it is as similar to Wills Hill Road as possible. Source Google Streetview

West of Hermitage Road is truncated and is terminated completely at the railway corridor. At Castle Forbes, near the intersection of the New England Highway and Golden Highway, some of the former road corridor is used to access the premises of E.C. Throsby, a beef processing company.

Old North Road is therefore able to demonstrate similar historic significance to Wills Hill Road but does not share the same significance under other criteria, and does not share the same intactness.

6. GRADING OF FABRIC

This Heritage Assessment Report analyses the individual elements of the fabric which make up Wills Hill Road, how and to what extent does each contribute to the significance of the whole under the various criteria and how easily that significance may be interpreted.

The system establishes a grading of various elements of fabric associated with the building and vicinity. Grading of significance assists greatly in the development of approaches to the treatment of the building.

The process of grading relative significance examines a number of factors including:

- Relative age
- Original quality
- Degree of intactness
- Extent of subsequent change
- Association with important people or events
- Ability to demonstrate a rare quality, craft or construction process

The gradings of significance include 'exceptional', 'high', 'moderate', 'little', and 'intrusive'.

Exceptional Significance

Elements which make a direct and irreplaceable contribution to the overall heritage significance of the item being graded. These elements will exhibit a high degree of integrity with any alterations of a minor nature and generally reversible.

Demolition / removal or inappropriate alteration of elements graded as being of Exceptional Significance would substantially diminish the heritage significance of the item.

High Significance

Elements which make a substantial contribution to the overall heritage significance of the item being graded. These elements may have alterations that do not detract from their significance.

Demolition / removal or inappropriate alteration of elements graded as being of High Significance would diminish the heritage significance of the item.

Moderate Significance

Elements which make a moderate contribution to the overall heritage significance of the item being graded. These elements have undergone alterations which detract from the item's heritage significance but they still contribute to the overall significance of the place.

Demolition / removal or inappropriate alteration of elements graded as being of Moderate Significance may diminish the heritage significance of the item.

Little Significance

Elements which make only a minor contribution to the overall heritage significance of the item being graded. These elements have undergone substantial and irreversible alteration and cause difficulty in interpreting the significance of the item.

Demolition / removal of elements graded as being of Little Significance would not diminish the heritage significance of the item.

Intrusive

Elements (or a component of an element) that adversely impacts on the overall heritage significance of the item being graded.

Demolition / removal of elements (or components of elements) graded as being Intrusive would enhance the heritage significance of the item.

6.1 Grading of the Fabric of Wills Hill Road

Grading of significance is typically documented in words and in diagrams. Compilation of diagrams has been considered to be too difficult to show the intent of the grading so the written descriptions will be relied upon.

Elements of Exceptional Significance

The road alignment of Wills Hill Road connects directly to the Glenmore property and to the cemetery and follows the historic circuitous route.

The road width of Wills Hill Road, being a single carriage width demonstrates the requirements which were current at the time this main thoroughfare was created which is in contrast to the current main road of Wine Country Drive that visitors to the site have just left.

The tree corridor which has arisen due to the road alignment and width places a collection of tall trees very close to the road and their canopies cover the roadway. The tree corridor is one of the primary factors which defines the scale and character of the road.

Elements of High Significance

The road surface of dirt and gravel is what Wills Hill Road would have been formed with though the existing surface is not original. It has been repaired and upgraded at a few points in its history. The road surface assists with the interpretation of the conditions through which travellers had to traverse the road.

The verges and undergrowth contribute to the aesthetics and character of the road. They support wildlife which provides opportunities to interpret historic local species. They are close to the road, are devoid of crash barriers and predominantly free of signage and lane reflectors. They demonstrate an historic era when travel was at a much lower speed.

Elements of Moderate Significance

The rural fences to the sides of the road are typically low key and disappear into the background of the setting. They assist the interpretation of the pioneering families and farms from which this region grew.

The water crossing at which vehicles ford First Creek is obviously non-original fabric however still contributes to the interpretation of the conditions which faced the early travellers on this road in the nineteenth century. The river crossing allows safe passage

Open rural property beyond the road allows the interpretation of the historic use of the properties of the region before the vineyards came to predominate. The paddocks to the side of the road contribute to the setting of Wills Hill Road

Elements of Little Significance

There is no substantial fabric which is considered to be of little significance

Intrusive Elements

Due to the intactness of the road and its constituent elements thanks to minimal interaction over the last 80 years, there are no elements which are considered to be intrusive in the northern 1.6km of Wills Hill Road.

In the southernmost 600m opposite the DeBortoli Winery and leading up to the beginning of the central section of the road, there is a large group of shipping containers stored in the paddock on the east side of the road. These are too concentrated and too numerous to be reflective of agricultural land use and may be considered intrusive to the character and setting of Wills Hill Road.

7. STATEMENT OF SIGNIFICANCE

Wills Hill Road is historically significant for being the first north / south road in the winery region which connected Cessnock with the settlements on the Hunter River and Maitland Road to the north. Other earlier roads crossed the region east to west, though these typically linked similar centres. The Great North Road which connected to Sydney was located far to the west and the numerous other roads, including Wills Hill Road would become more convenient than the Great North Road. Wills Hill Road became the major north / south thoroughfare carrying the mail, goods and passengers and the majority of it, now called Wine Country Drive, is still as important a thoroughfare to this day. The section of Wills Hill Road which is the subject of this Heritage Assessment Report was bypassed in approximately 1942 and is still able to demonstrate accurate historic connections.

Wills Hill Road has strong associations with John McDonald who was one of the earliest grantees in the parish of Allandale (and the first in Rothbury) and one of the early vigneron in the region. Wills Hill Road made direct connection with his property of Glenmore before turning to travel past the Glenmore / Peacock Hill Burial ground where many of the McDonald family are buried. The McDonald family owned the Glenmore property for 177 years spanning many generations.

Because Wills Hill Road was bypassed in 1942 and received very few upgrades in the last 80 years, is able to demonstrate the aesthetic character as well as the historic expectations and conditions which travellers would encounter during the early period of settlement in the winery region. All of the comparative roads in the region have been widened, tar sealed and lined with modern signage, shoulders and barriers to cater for the expected levels of tourists in the vicinity. The aesthetic character of Wills Hill Road is defined most accurately by the tree corridor which constricts the width and height (proportion and scale) of the roadway. The verges, rural fencing and glimpses of paddocks to either side of the roadway also contribute to the character and setting.

Wills Hill Road is both rare for its intactness and representative as a benchmark site for the study of 19th century thoroughfares in the Hunter Valley winery region of NSW. It is able to provide information which is unlikely to be found, particularly with such accuracy elsewhere. The curiosity of its circuitous route across the McDonald property is a point for further research and is the fortuitous reason that the subject section of road was bypassed. Other points of research may include remnants of vehicles which travelled upon this road being discoverable in the remnant loose surface or perhaps items which can be traced to the McDonald family from their long occupation of the site.

Wills Hill Road is held in high esteem in the community who have combined to seek protection for this stretch of road commensurate with its significance. The road itself was previously recommended for listing within the Cessnock LEP by the 1992-93 City of Cessnock Heritage Study.

8. POTENTIAL THREATS TO SIGNIFICANCE

Altering the fabric which makes up the road is likely to have detrimental impacts upon the significance of the road. The elements of the road graded as being of significance are listed below and the alterations which would cause impact are described beside them.

- Road Alignment – alterations to the alignment of the road by straightening or softening turns. To realign the road has the potential to cause the disassociation of the road with the McDonald's property and burial place. Realignment of the road would increase the difficulty of researching and interpreting the reasons for the unusual route this main thoroughfare underwent.
- Road width – The road which served as a mail road and main thoroughfare was constructed as a single carriage width and has remained this way. To widen the road has the potential to disassociate the road with its historic origins and will increase the difficulty of interpreting the nineteenth century expectations, traffic flows and conditions under which it was used. Widening the road would also impact the following element.
- Tree corridor – the tree corridor is critical in the interpretation of the scale and especially the width of the road. The loss of the tree corridor has the potential to severely impact the character, setting and aesthetic significance of Wills Hill Road. Even losing the tree corridor on one side to facilitate widening would be highly impactful to the significance of the road but will be seen as necessary if widening the road is proposed. Reinstating a new corridor of tree planting following road works will significantly alter the scale and proportions of Wills Hill Road and increase the difficulty of interpreting the original road thereby impacting significance.
- Road surface – adding to the road surface using compatible materials will be acceptable. It may be necessary to consider sealing the road surface to prevent erosion and potholes from occurring. If this were to be proposed it would need to be carefully assessed for impact. Given that travellers will be in modern vehicles and are unlikely to leave the vehicle while on the road, there is little opportunity to fully interpret the conditions of travelling on this road in the 19th century in carts drawn by horses or bullocks. If sealing were to be considered however, it is necessary to maintain the single lane width of the road so as to retain the significance of the elements noted above and below.
- Verges and undergrowth – The space and the planting within the verge are not necessarily long-lived plants, however they support native wildlife. Removing the verges and undergrowth to introduce modern signage, shoulders and barriers to permit increased traffic numbers would have a severe impact upon the wildlife habitat and this would flow on to a small impact upon the significance of the road as the native creatures which inhabited the region historically would not be able to be viewed. The introduction of modern signage and barriers would make it difficult to interpret the historic period this road was created.
- Fences – It is acknowledged that fences regularly need maintenance. Ad hoc and repaired rural fencing along the edges of Wills Hill road give an impression of the development and use of the site over many years. Wholesale replacement of the fences along a property boundary with modern fencing will increase the difficulty of that interpretation and potentially impact the setting of Wills Hill Road. The introduction of security fencing (such as cyclone wire of 2metres and higher with or without barbed strands atop, or tall palisade fences) if it is deemed necessary at some point has the potential for a severe impact upon the setting of the road. Development of the properties to the side of the road with uses that require robust security fencing are highly likely to cause such an impact.
- Water crossing – the current crossing fords the river. It has been upgraded in the past (one of the few that have occurred) due to washouts or flooding but remains low key and close to the original crossing method at least in elevation. Replacement of the crossing with a new concrete or steel bridge would increase the difficulty of interpretation of this as the original historic main thoroughfare and the conditions which would be encountered

- while using it and that will impact upon significance. Despite the obvious modernity of the river crossing, it is still preferable over a bridge structure.
- Open rural property beyond the road – creation of new, modern, large buildings of non-agricultural uses have the potential to impact the setting of Wills Hill Road and may impact upon significance.

At this point in time in September 2021, there are three development proposals seeking consent from the City of Cessnock Council. Two of the development applications pertain to tourist facilities: DA8/2021/21250/1 is a proposed museum of 536m² and DA8/2021/21333/1 is a proposed Art Gallery of 1038m². The other development application (DA8/2020/20875/1) is for a Solar Farm of 4.95MW capacity.

Two new Commercial Tourist buildings would be suitable if they were positioned along the main roads of the Hunter Valley, however we have concerns as to the compatibility of a substantial solar farm and two Commercial buildings of 4.5 metres and 9 metres in height with the character of the area accessed by Wills Hill Road. These have a potential impact upon the setting of Wills Hill Road increasing the difficulty of interpreting its nineteenth century origin. We have further heritage concerns pertaining to the access to these sites along Wills Hill Road and the potential additional demand that will be placed on this road. If the population of these site reaches a certain level, road upgrades consisting of loss of tree corridor, loss of verges and undergrowth, widening and sealing would need to occur and the road would cease to demonstrate the range of characteristics of the nineteenth century thoroughfare that it currently exhibits.

The Museum and Art Gallery applications together with their submitted traffic reports have both been reviewed by an independent Traffic Consultant who believes that The City of Cessnock will require a road upgrade to an 8 metre pavement and 7 metre sealed surface if approval is granted to cater for demand. Both the Museum and the Art Gallery applications have provided more than the required car parking spaces under the Cessnock Development Control Plan.

9. CONCLUSION

We recommend the inclusion of Wills Hill Road within the Cessnock LEP Heritage Schedule

The Glenmore property may be of similar significance however, further investigations in full agreement with the current owner would need to be undertaken to determine the integrity and intactness of the property and compared to its original construction in 1836.

10. BIBLIOGRAPHY

Australia ICOMOS. (2013). TheBurra Charter: The Australia ICOMOS Charter for Places of Cultural Significance. Burwood: Australia ICOMOS Incorporated.

Kerr, J.S. (2013). The Conservation Plan: A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance. Australia ICOMOS Incorporated.

NSW Heritage Office. (2001). Assessing Heritage Significance - A NSW Heritage Manual Update.NSW Heritage Office.

NSW Heritage Office.(N.D). Statements of Heritage Impact.NSW Heritage Office.

Walker, M and Pike, P. City of Cessnock Heritage Study 1992-93, City of Cessnock 1993

Yencken, D. (2019) Valuing Australia's National Heritage. Future Leaders, Sydney

Newspapers

Australian Town and Country Journal

Cessnock Eagle and South Maitland Recorder

Dungog Chronicle

Government Gazette of NSW

The Maitland Daily Mercury

The Maitland Mercury and Hunter River General Advertiser

The Maitland Weekly Mercury

The Newcastle Morning Herald and Miner's Advocate

Online Resources

Australian National Heritage List: <https://www.environment.gov.au/heritage/places/national-heritage-list>

Google Maps and Streetview: <https://www.google.com.au/maps>

Nearmap (by license) - <http://au.nearmap.com/>

University of Newcastle: Cultural Collections - <https://www.flickr.com/photos/uon/>

NSW Land & Property Information: Historical Lands Records Viewer - <http://images.maps.nsw.gov.au/>

NSW LPI: NSW Globe - <http://globe.six.nsw.gov.au/>

NSW LPI: Spatial Information Exchange - <http://maps.six.nsw.gov.au/>

11. APPENDIX

Heritage Listing Datasheets

Item Details

Name

Peacock Hill / Glenmore Burial Ground

Other/Formal Names

Address

189 Wills Hill Road LOVEDALE NSW 2325

Local Govt Area

Cessnock

Item Classification

Item Type

Landscape

Statement Of Significance

The cemetery contains the graves of the very early pioneer families and vigneron of the Pokolbin area. It is the sole remnant of the once active Presbyterian and Methodist congregations who held regular services here.

Assessed Significance Type

Group Name

Wills Hill Early Agricultural Landscape

Item Group

Cemeteries and Burial Sites

Endorsed Significance

Unknown



Item Category

Cemetery/Graveyard/Burial Ground

Date Significance Updated

08/19/2002

Listings

Listing Name	Listing Date	Instrument Name	Instrument No.	Plan No.	Gazette No.	Gazette Number
Local Environmental Plan	11/3/1989 12:00:00 AM	Cessnock Local Environmental Plan 1989				
Heritage study						
State Environmental Planning Policy	9/25/1989 12:00:00 AM	Hunter Heritage REP, 1989	Sched 2 - Items of Regional Environmental Heritage			
State Environmental Planning Policy	9/25/1989 12:00:00 AM	Hunter Heritage REP, 1989	Sched 2 - Items of Regional Environmental Heritage			
Local Environmental Plan	12/23/2011 12:00:00 AM	Cessnock Local Environmental Plan 2011	I222			
Heritage study						

Heritage Item ID

1340020

Source

Local Government

Location

Addresses

Records Retrieved: 5

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	De Beyers Road	ROTHBURY/NSW/2320	Cessnock					Alternate Address
	Wine Country Drive	ROTHBURY/NSW/2320	Cessnock					Alternate Address
	Branxton Road	ROTHBURY/NSW/2320	Cessnock					Alternate Address
189	Wills Hill Road	LOVEDALE/NSW/2325	Cessnock					Primary Address
700	Wine Country Drive	LOVEDALE/NSW/2325	Cessnock	Unknown			Unknown	Primary Address

Description

Designer	Builder/Maker	
Construction Year Start & End	Circa	Period
	NO	Unknown

Physical Description

Updated

Sited on eastern sloping hill east of Allandale Road. Site divided into two sections: one in the northeast corner, the other in the southwest corner. 21 burials in northeast section all except two (Irving (d1932) and Carroll (d1856) being from the Hall or McDonald families. Two sandstone, one marble and one sandstone and marble monuments in this section, the rest are granites. The southwest section abutts Allandale Road and has 15 monuments (1 badly smashed) of marble, sandstone and granite. Two wooden grave surrounds to burials which have no headstones remaining. Families include Hungerford, Drayton, Chick, Kohler, Joass, Elliot and Stuckey (1884). Vincia, agapantha, old and modern roses, iris may be found in this area. Site is pleasantly overgrown with native grasses and well timbered with mature eucalypts.

Physical Condition

Updated

Modifications And Dates

Further Comments

See also SHI 1340501 Glenmore homestead/property

History

Historical Notes or Provenance

Updated

The land for the cemetery was given by George McDonald of Glenmore (SHI record 1340501). It was originally associated with a small slab construction Presbyterian Church built by Joseph Drayton. A second church, built in 1908, was shared by the Methodists and Presbyterians for many years on an alternate week basis, since by this time members of the McDonald family had married into the Methodist religion. Monuments date from 1874 in the north east section and from 1884 in the south west section. Masons include Curran of Maitland 1878, Browne of Maitland 1939, E.B. Roberts 1932, W.J. Lane of Cessnock.

Historic Themes

Records Retrieved: 2

National Theme	State Theme	Local Theme
Marking the phases of life	Communication	The life cycle
Marking the phases of life	Communication	The life cycle

Assessment

Criteria a)

Historical Significance

Include

Exclude

Criteria b)

Historical Association Significance

Include

Exclude

Criteria c)

Aesthetic/Technical Significance

Include

Exclude

Criteria d)

Social/Cultural Significance

Include

Exclude

Criteria e)**Research Potential****Include****Exclude****Criteria f)****Rarity****Include****Exclude****Criteria g)****Representative****Include****Exclude****Integrity/Intactness****Updated****References**

References**Records Retrieved: 2**

Title	Author	Year	Link	Type
"Glenmore" Cemetery Listing	Delaney, J.W.	1982		Written
"Glenmore" Cemetery Listing	Delaney, J.W.	1982		Written

Heritage Studies

Records Retrieved: 2

Title	Year	Item Number	Author	Inspected By	Guidelines Used
City of Cessnock Heritage Study	1994	1340020	Pike, Penelope; Walker, Meredith and Associates		Yes
City of Cessnock Heritage Study	1994	1340020	Pike, Penelope; Walker, Meredith and Associates		Yes

Procedures / Workflows / Notes

Records Retrieved: 0

Application ID / Procedure ID	Section of Act	Description	Title	Officer	Date Received	Status	Outcome
No Results Found							

Management

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Management Summary

Comments - The entrance and landscape of the cemetery has been badly affected by recent (as at 1994) road works, and the setting and security of the graves in the south west section damaged by road widening; Conservation action - Engage National Trust to prepare restitution plan for cemetery following road works. Plan and works to be paid for by Roads and Traffic Authority.

Item Details

Name

"Weronga"

Other/Formal Names

Address

790 Wine Country Drive ROTHBURY NSW 2320

Local Govt Area

Cessnock

Item Classification

Item Type

Built

Group Name

Wills Hill Early Agricultural Landscape

Item Group

Farming and Grazing



Item Category

Homestead Complex

Statement Of Significance

Of historic significance as it demonstrates continuous occupation and use of land over a long period of time by the one family. Represents the way in which the land was opened up for European settlement, and the collection of farm buildings and structures demonstrate the way in which the land has been used.

Assessed Significance Type

Local

Endorsed Significance

Local

Date Significance Updated

06/23/2002

Listings

Listing Name	Listing Date	Instrument Name	Instrument No.	Plan No.	Gazette No.	Gazette Number
Local Environmental Plan	12/23/2011 12:00:00 AM	Cessnock Local Environmental Plan 2011				1179
Heritage study						
Local Environmental Plan	12/23/2011 12:00:00 AM	Cessnock Local Environmental Plan 2011	1179			
Heritage study						

Heritage Item ID

1340617

Source

Local Government

Location

Addresses

Records Retrieved: 4

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
	Allandale Road	ROTHBURY/NSW/2320	Cessnock					Alternate Address
	Nr McDonalds Road	ROTHBURY/NSW/2320	Cessnock					Alternate Address
790	Wine Country Drive	ROTHBURY/NSW/2320	Cessnock					Primary Address
66	Wills Hill Road	ROTHBURY/NSW/2320	Cessnock	Unknown			Unknown	Primary Address

Description

DesignerBuilder/Maker

Construction Year Start & EndCircaPeriod
- 1900YESUnknown

Physical DescriptionUpdated

This place includes a closed road from the Allandale Road across Wills Hill returning to the Allandale Road; the Weronga homestead, (c1900) of timber, with remains of timber gate posts and established garden; farm outbuidlings, cattle yards and fences, barn and a second house (c1940).
Victorian Italianate style.

Physical ConditionUpdated

Modifications And Dates

Further Comments

History

Historical Notes or Provenance

Updated

The land forms part of a 500 acre grant to John McDonald in 1825. He named the property Glenmore (SHI record 1340501). In 1833 he received title to a further 1000 acres in the Parish of Pokolbin. The properties were used for cattle grazing and wheat. His youngest son, George Frederick, was placed on Glenmore and descendants still live on Weronga. George donated the land for the nearby Glenmore cemetery (SHI record1340020) where he is buried along with many other pioneers.

Historic Themes

Records Retrieved: 2

National Theme	State Theme	Local Theme
Developing local, regional and national economies	Commerce	Grazing
Developing local, regional and national economies	Commerce	Grazing

Assessment

Criteria a)

Historical Significance

Include

Exclude

This item is assessed as having a representative value at a local level.

Criteria b)

Historical Association Significance

Include

Exclude

Criteria c)

Aesthetic/Technical Significance

Include

Exclude

Criteria d)

Social/Cultural Significance

Include

Exclude

Criteria e)

Research Potential

Include

Exclude

Criteria f)

Rarity

Include

Exclude

Criteria g)

Representative

Include

Exclude

Integrity/Intactness

Updated 09/03/2013

References

References

Records Retrieved: 2

Title	Author	Year	Link	Type
Unpublished Notes	Rees, Annette			Written
Unpublished Notes	Rees, Annette			Written

Heritage Studies

Records Retrieved: 2

Title	Year	Item Number	Author	Inspected By	Guidelines Used
City of Cessnock Heritage Study	1994	1340617	Pike, Penelope; Walker, Meredith and Associates		Yes
City of Cessnock Heritage Study	1994	1340617	Pike, Penelope; Walker, Meredith and Associates		Yes

Procedures / Workflows / Notes

							Records Retrieved: 0
Application ID / Procedure ID	Section of Act	Description	Title	Officer	Date Received	Status	Outcome
No Results Found							

Management

Management

			Records Retrieved: 0
Management Category	Management Name	Date Updated	
No Results Found			

Management Summary

Name
Present name
Glenmore
Previous names

Ref number

199

Address

Street number Street name
Wills Hill Road

Town suburb locality
Allandale

Post code
2321

Property Information

Map name

Cessnock 9132-2-N

Map reference

454 728

Property details RPD

1335-6000

Category
Building

Sub category
Farmhouse

11/836030

Heritage listings

- ☐ Register of the National Estate
☐ Interim Register of the National Estate
☐ Heritage Council Register PCO
☐ Heritage Council Register ICO
☐ Heritage Council Register nomination
☐ NSW Govt Dept S 170 Register
☐ NPWS Aboriginal Sites Register: contact site
☐ NPWS Aboriginal Sites Register: Aboriginal sites
☐ Register of the National Trust
☐ Institute of Engineers Heritage Register
☐ Register of 20th Century Architecture, RAIA
☐ DPW Heritage and conservation Register
☐ Regional Environmental Plan schedule
☐ Local Environmental Plan schedule
☐ Strategic Plan 1976
☒ Hunter Region Heritage Study 1982
☐ Other.....

Date Inspected

17th May 1994

Historical period

- ☐ Pre 1788
☐ Pre 1800
☐ 1800-1825
☒ 1826-1850
☐ 1851-1875
☐ 1876-1900
☐ 1901-1925
☐ 1926-1950
☐ 1951-1975
☐ Post 1975

Sources

Heritage listing H.R.H.S.
forms

Visual survey ☒ heritage study survey ☐ inspection of interiors
☐ site inspection

Written sources

Graphic sources

Oral sources

Physical characteristics

Single storey sandstone house with Victorian additions to form a rear courtyard. Sited on top of river bank. Mature pepper trees beside house. The sandstone walls have been painted in more recent years, and many changes have been made to the house. The original verandah had paired timber columns (now concrete tuscan columns) & timber shingled roof (now modern tiles). Stone flagged verandah and courtyard. Much original cedar joinery survives but relocated due to internal rearrangement of some rooms. 6 panel doors - 12 pane windows, margined french windows. Fine front door case and fanlight.

Architectural style Georgian

History

The land forms part of a 500 acre grant to John McDonald in 1825. He named the property Glenmore. In 1833 he received title to a further 1000 acres in the Parish of Pokolbin. The properties were used for cattle grazing and wheat. His youngest son, George Frederick, was placed on Glenmore and descendants still live on the adjoining property, Weronga. George donated the land for the nearby Glenmore cemetery (Item 028) where he is buried along with many other pioneers. John MacDonald built the first part of this house in 1836

Date of construction 1836 and later

Historical themes

SHIP themes

Agricultural expansion

Local themes

Early settlement: Subdivision and settlement

Evaluation criteria

Historic	Rare		Associative		Representative	local
Aesthetic	Rare		Associative		Representative	
Social	Rare		Associative		Representative	
Scientific	Rare		Associative		Representative	
Other	Rare		Associative		Representative	

Brief statement of significance

Substantial remains of an early homestead (incorporated in additions and renovations) which illustrate the early and continuing occupation and farming of the land since the original grant.

Comments

No access was possible

Conservation action

Ref number 199

CITY OF CESSNOCK HERITAGE STUDY 1992 - 93 INVENTORY FORM

Name
 Present name
 Wills Hill Road
 Previous names

Ref number
 277

Address
 Street number Street name
 Wills Hill Road
 Town suburb locality
 Allandale
 Post code
 2321

Property Information

Map name Cessnock 9132-2-N	Map reference
Category Other works	Sub category Road

Property details RPD

Heritage listings

☐ Register of the National Estate
☐ Interim Register of the National Estate
☐ Heritage Council Register PCO
☐ Heritage Council Register ICO
☐ Heritage Council Register nomination
☐ NSW Govt Dept S 170 Register
☐ NPWS Aboriginal Sites Register: contact site
☐ NPWS Aboriginal Sites Register: Aboriginal sites
☐ Register of the National Trust
☐ Institute of Engineers Heritage Register
☐ Register of 20th Century Architecture, RAIA
☐ DPW Heritage and conservation Register
☐ Regional Environmental Plan schedule
☐ Local Environmental Plan schedule
☐ Strategic Plan 1976
☐ Hunter Region Heritage Study 1982
☐ Other.....

Date Inspected
 17th May, 1994

Historical period

☐ Pre 1788
☐ Pre 1800
☐ 1800-1825
☒ 1826-1850
☒ 1851-1875
☒ 1876-1900
☒ 1901-1925
☒ 1926-1950
☒ 1951-1975
☒ Post 1975

Sources

Heritage listing forms

Visual survey ☒ heritage study survey ☐ inspection of interiors
☒ site inspection

see attached map

Written sources

Graphic sources

Oral sources

Physical characteristics

Remnant of 19th century rural landscape with earth surfaced road formation

Architectural style N.A.

History

Not researched. Probably built to serve early farming properties in this area, most of which were owned by the Macdonalds.

Date of construction 1830s

Historical themes

SHIP themes

Transport: Roads

Local themes

Working the land: Agriculture and grazing

Evaluation criteria

Historic	Rare		Associative	local		Representative	
Aesthetic	Rare		Associative			Representative	
Social	Rare		Associative			Representative	
Scientific	Rare		Associative			Representative	
Other	Rare		Associative			Representative	

Brief statement of significance

Evidence of early and continuing agricultural and grazing use of land in this area from the 1830s. Illustrates the character and components of a 19th rural landscape.

Comments

Conservation action

Ref number 277