

PLANNING PROPOSAL – PP036

Shoalhaven Local Environmental Plan 2014 2019 Heritage Housekeeping Amendment

Prepared by
Planning, Environment & Development Group
Shoalhaven City Council

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1 Introduction

This Planning Proposal (PP) seeks to amend the Shoalhaven Local Environmental Plan 2014 (SLEP 2014), specifically Schedule 5 Environmental Heritage and the associated heritage mapping.

The amendments to SLEP 2014 are predominantly administrative in nature, responding to anomalies that have been identified through the operation of the Plan. In addition to these administrative changes:

- New components are proposed for two (2) existing items (items 202 and 215),
- One (1) existing item is proposed to be also listed as an archaeological site (item 407), and
- Two (2) new listings are proposed (items 540 and A7).

It is requested that Council be given delegation for plan making functions for this PP. The evaluation criteria for delegation is located at **Attachment A**.

This PP has been prepared in accordance with '*A Guide to preparing Local Environmental Plans*' and '*A Guide to preparing planning proposals*'.

1.1 Subject Land

The 172 heritage items subject to this PP are located throughout the Shoalhaven Local Government Area. As such, the PP applies to the whole of the LGA (**Figure 1**).



Figure 1: Subject land

1.2 Background

The SLEP 2014 commenced on 22 April 2014 and consolidated local planning controls into the NSW Government's Standard Instrument Local Environment Plan format.

On 3 June 2014, Council's Development Committee resolved to commence the process to make necessary housekeeping amendments to SLEP 2014 and report these for consideration as required. In line with this, reviews to SLEP 2014 are continuously undertaken to ensure accuracy and operation are upheld and improved, and positive outcomes for the community are delivered in line with applicable strategic documents.

As part of this regular housekeeping review process, a significant number of issues/anomalies have been identified in relation to the environmental heritage items listed in Schedule 5 (and associated heritage mapping) of SLEP 2014.

On 5 November 2019 Council's Development & Environment Committee (MIN19.817) resolved to submit this PP to the NSW Department of Planning, Industry & Environment for Gateway Determination. Refer to **Attachment B** for a copy of the Council report and minutes.

2 Part 1 – Intended Outcome

The intended outcome of this PP is to:

1. Rectify anomalies in Schedule 5 and associated heritage mapping of SLEP 2014, including:
 - Administrative errors in the making of SLEP 2014 (e.g. items incorrectly or incompletely identified in the instrument or mapping);
 - Locational inaccuracy, including property description, street address and mapping, due to a variety of factors (e.g. road network reconfiguration, subdivisions, cadastre shifts/updates);
 - Physical changes to items due to development (e.g. tree removal, subdivision or natural disaster); and
 - Inconsistencies with other heritage items.

2. Add new items and new components to existing items in Schedule 5 of SLEP 2014, and the associated heritage maps.
 - New components are proposed for two (2) existing items (items 202 and 215),
 - One (1) existing item is proposed to be also listed as an archaeological site (item 407), and
 - Two (2) new listings are proposed (items 540 and A7).

2 Part 2 – Explanation of Provisions

3.1 Administrative anomalies – instrument only

64 items have been identified that require administrative amendments to Schedule 5 of the SLEP 2014. These amendments include updates to item names, addresses and property descriptions, which are explained in **Table 1** with proposed changes identified in red.

Table 1: Administrative Anomalies – Instrument Only

1. Item No. 3: Federation weatherboard farmhouse and outbuildings	
<p>Issue: The item name is incorrect. The architectural style is not Federation. Proposed Change: Update the item name description from Federation to Edwardian. Rationale: The item name should correctly identify the architectural style of the house, which is Edwardian not Federation.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 3 Item: Federation weatherboard farmhouse and outbuildings Address: 37 Bailleul Lane (private) Locality: Back Forest Property Description: Lot 5, DP 883117</p>	<p>Item No: 3 Item: Federation Edwardian weatherboard farmhouse and outbuildings Address: 37 Bailleul Lane (private) Locality: Back Forest Property Description: Lot 5, DP 883117</p>

Significance: Local	Significance: Local
2. Item No. 9: Former Barrengarry School and schoolmaster’s residence	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing, as is the architectural style of the school.</p> <p>Proposed Change: Update the item name description to remove Former Barrengarry, include the architectural style (Victorian) of the school and reference the ‘grounds’.</p> <p>Rationale: The location of the item is described in the locality description and does not need to be included within the item name. Including the architectural style provides additional heritage context to the item. The ‘grounds’ are a part of the item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 9</p> <p>Item: Former Barrengarry School and schoolmaster’s residence</p> <p>Address: 2565 Moss Vale Road</p> <p>Locality: Barrengarry</p> <p>Property Description: Lot 2565, DP 1118533</p> <p>Significance: Local</p>	<p>Item No: 9</p> <p>Item: Former Barrengarry Victorian School (former) including schoolmaster’s residence and grounds</p> <p>Address: 2565 Moss Vale Road</p> <p>Locality: Barrengarry</p> <p>Property Description: Lot 2565, DP 1118533</p> <p>Significance: Local</p>
3. Item No. 12: “Barrengarry House”—two storey Victorian estate complex including tree-lined drive and approaches	
<p>Issue: The property description is incorrect.</p> <p>Proposed change: Update the property description to remove “Part”.</p> <p>Rationale: The legal address of the lot is Lot 1, DP 195569, not Part Lot 1, DP 195569.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 12</p> <p>Item: “Barrengarry House”—two storey Victorian estate complex including tree-lined drive and approaches</p> <p>Address: 171 Upper Kangaroo River Road</p> <p>Locality: Barrengarry</p> <p>Property Description: Lot 1 DP 259769; Part Lot 1, DP 195569</p> <p>Significance: Local</p>	<p>Item No: 12</p> <p>Item: “Barrengarry House”—two storey Victorian estate complex including tree-lined drive and approaches</p> <p>Address: 171 Upper Kangaroo River Road</p> <p>Locality: Barrengarry</p> <p>Property Description: Lot 1 DP 259769; Part Lot 1, DP 195569</p> <p>Significance: Local</p>
4. Item No. 18: Cambewarra Lookout manager’s residence and garden	
<p>Issue: The property description is incomplete.</p> <p>Proposed change: Update the property description to include Part Lot 1, DP 849185.</p> <p>Rationale: The item is mapped as being located on Part Lot 1, DP 849185. Updating the property description aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 18</p> <p>Item: Cambewarra Lookout manager’s residence and garden</p> <p>Address: 182 Cambewarra Lookout Road</p> <p>Locality: Beaumont</p> <p>Property Description: Lot 2, DP 849185</p> <p>Significance: Local</p>	<p>Item No: 18</p> <p>Item: Cambewarra Lookout manager’s residence and garden</p> <p>Address: 182 Cambewarra Lookout Road</p> <p>Locality: Beaumont</p> <p>Property Description: Part Lot 1 and Lot 2, DP 849185</p> <p>Significance: Local</p>

5. Item No. 22: Bellawongarah Cemetery	
<p>Issue: The item address and property description are incomplete. Proposed change: Update the item address to include the street number. Update the property description to include Lot 7300, DP 1152357 and the internal road reserve. Rationale: The item address does not currently have a numerical identifier. Including the street number will better identify the location of the item. The item is mapped as being partially located within Lot 7300, DP 1152357 and the internal road reserve. Updating the property description aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 22 Item: Bellawongarah Cemetery Address: Kangaroo Valley Road Locality: Bellawongarah Property Description: Lots 1–5, DP 1115368; Lot 1, DP 115445; Lot 1, DP 1034714; Lot 7301, DP 1152357 Significance: Local</p>	<p>Item No: 22 Item: Bellawongarah Cemetery Address: 899 Kangaroo Valley Road Locality: Bellawongarah Property Description: Lots 1–5, DP 1115368; Lot 1, DP 115445; Lot 1, DP 1034714; Lot 7301, DP 1152357; Lot 7300 DP 1152357; internal road reserve Significance: Local</p>
6. Item No. 39: Coomanderry Swamp drainage channel	
<p>Issue: The item address and property description are incomplete. Proposed change: Update the item address to include all lots the item is located within. Update the property description to include Lots 1 and 2, DP 1239624. Rationale: Updating the item address to include the street address of all lots associated with the item will better identify the location of the item. The item is mapped as being located on Lots 1 and 2, DP 1239624. Updating the property description aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 39 Item: Coomanderry Swamp drainage channel Address: Coolangatta Road and Shoalhaven Heads Road Locality: Coolangatta Property Description: Lot 6, DP 786106; Lot 12, DP 1047067; Lot 12, DP 630628; Lot 1, DP 1196368; Lot 1, DP 706777; Lot 22, DP 1028714; Lot 2, DP 836097; Lot 1, DP 1148057; Lot 3, DP 805443; Lot 5, DP 860111; so much of DP 623346 and DP 615003 that comprises drainage reserves Significance: Local</p>	<p>Item No: 39 Item: Coomanderry Swamp drainage channel Address: 1340, 1360, 1376 and 1390 Bolong Road, 190 Coolangatta Road, Gerroa Road, 3 Hay Avenue, 15 Jerry Bailey Road and 14, 32 and 40 Shoalhaven Heads Road Locality: Coolangatta Property Description: Lot 6, DP 786106; Lot 12, DP 1047067; Lot 12, DP 630628; Lot 1, DP 1196368; Lot 1, DP 706777; Lot 22, DP 1028714; Lot 2, DP 836097; Lot 1, DP 1148057; Lot 3, DP 805443; Lot 5, DP 860111; Lots 1 and 2, DP 1239624; so much of DP 623346 and DP 615003 that comprises drainage reserves Significance: Local</p>
7. Item No. 53: Federation weatherboard cottage and trees	
<p>Issue: The item address is incorrect. Proposed change: Update the item address from 32 Prince Alfred Street to 31 Prince Alfred Street. Rationale: The legal address of Lot 3, DP 932362 is 31 Prince Alfred Street not 32 Prince Alfred Street.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 53 Item: Federation weatherboard cottage and tree</p>	<p>Item No: 53 Item: Federation weatherboard cottage and tree</p>

<p>Address: 32 Prince Alfred Street Locality: Berry Property Description: Lot 3, DP 932362 Significance: Local</p>	<p>Address: 32 31 Prince Alfred Street Locality: Berry Property Description: Lot 3, DP 932362 Significance: Local</p>
<p>8. Item No. 62: “Constables Cottage”—Victorian Georgian style weatherboard cottage and garden</p>	
<p>Issue: The item address is incorrect. Proposed change: Update the item address from A15 Princes Highway to 185 Queen Street. Rationale: Princes Highway now bypasses Berry and the street the item is located on is now called Queen Street. The item address should be updated to reflect the change in street name to allow for better identification of the item’s location.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 62 Item: “Constables Cottage”—Victorian Georgian style weatherboard cottage and garden Address: A15 Princes Highway Locality: Berry Property Description: Lot 1, DP 558065; Lot 5, DP 600374 Significance: Local</p>	<p>Item No: 62 Item: “Constables Cottage”—Victorian Georgian style weatherboard cottage and garden Address: A15 Princes Highway 185 Queen Street Locality: Berry Property Description: Lot 1, DP 558065; Lot 5, DP 600374 Significance: Local</p>
<p>9. Item No. 63: “Mananga”—Berry Estate manager’s farm complex</p>	
<p>Issue: The item address is incorrect. Proposed change: Update the item address from A40 Princes Highway to 8 Homestead Lane. Rationale: Princes Highway now bypasses Berry and the street the item is located on is now called Homestead Lane. The item address should be updated to reflect the change in street name to allow for better identification of the item’s location.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 63 Item: “Mananga” —Berry estate manager’s farm complex Address: A40 Princes Highway Locality: Berry Property Description: Lot 101, DP 1057897 Significance: Local</p>	<p>Item No: 63 Item: “Mananga”—Berry estate manager’s farm complex Address: A40 Princes Highway 8 Homestead Lane Locality: Berry Property Description: Lot 101, DP 1057897 Significance: Local</p>
<p>10. Item No. 66: Inter-war brick residence including doctor’s surgery and garden</p>	
<p>Issue: The item address is incomplete. Proposed change: Update the item address to include 67 Princess Street. Rationale: The item is mapped also being located on 67 Princess Street (Lot 9, Section 3, DP 8058). Updating the item address will allow for better identification of the item’s location.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 66 Item: Inter-war brick residence including doctor’s surgery and garden Address: 65 Princess Street Locality: Berry Property Description: Lots 8 and 9, Section 3, DP 8058 Significance: Local</p>	<p>Item No: 66 Item: Inter-war brick residence including doctor’s surgery and garden Address: 65-67 Princess Street Locality: Berry Property Description: Lots 8 and 9, Section 3, DP 8058 Significance: Local</p>

11. Item No. 74: Pulman’s Weatherboard Farmhouse	
<p>Issue: The name does not accurately capture the item. Details identifying all components of the item are missing; as is the architectural style. The item address is incomplete.</p> <p>Proposed change: Update the item name description to reference the ‘trees’ and the architectural style of the farmhouse. Update the item address to include 20 Pulman Street.</p> <p>Rationale: The trees are a part of the item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this. Including the architectural style provides additional heritage context to the item. The item is mapped as being partially located within 20 Pulman Street. Updating the item address aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 74 Item: Pulman’s Weatherboard Farmhouse Address: 30 Pulman Street Locality: Berry Property Description: Lots 210 and 211, DP 1124317 Significance: Local</p>	<p>Item No: 74 Item: Pulman’s Colonial Weatherboard Farmhouse and trees Address: 20 and 30 Pulman Street Locality: Berry Property Description: Lots 210 and 211, DP 1124317 Significance: Local</p>
12. Item No. 91: Victorian Free Classical style post office	
<p>Issue: The property description is incorrect.</p> <p>Proposed change: Update the property description to remove Lot 2, DP 1111478.</p> <p>Rationale: The item is not located within Lot 2, DP 1111478, confirmed by the heritage mapping. Updating the property description will better identify the item’s location and aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 91 Item: Victorian Free Classical style post office Address: 137 Queen Street Locality: Berry Property Description: Lots 1 and 2, DP 1111478 Significance: Local</p>	<p>Item No: 91 Item: Victorian Free Classical style post office Address: 137 Queen Street Locality: Berry Property Description: Lots 1 and 2, DP 1111478 Significance: Local</p>
13. Item No. 94: Berry Railway Station group including Victorian Georgian style stationmaster’s cottage, Ilex cornuta (Chinese Holly) and Gardenia thunbergia (Gardenia)	
<p>Issue: The property description is incomplete.</p> <p>Proposed change: Update the property description to include Lot 1, DP 1001740.</p> <p>Rationale: The item is mapped also being partially located on Lot 1, DP 1001740. Updating the property description aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 94 Item: Berry Railway Station group including Victorian Georgian style stationmaster’s cottage, <i>Ilex cornuta</i> (Chinese Holly) and <i>Gardenia thunbergia</i> (Gardenia) Address: 34 Station Road Locality: Berry Property Description: Lot 2, DP 1001740 Significance: State</p>	<p>Item No: 94 Item: Berry Railway Station group including Victorian Georgian style stationmaster’s cottage, <i>Ilex cornuta</i> (Chinese Holly) and <i>Gardenia thunbergia</i> (Gardenia) Address: 34 Station Road Locality: Berry Property Description: Lots 1 and 2, DP 1001740 Significance: State</p>

14. Item No. 95: David Berry Hospital complex including gatehouse, stained glass window, garden, trees and remnant rainforest	
<p>Issue: The property description is incorrect. Proposed change: Update the property description to remove DP 924054 and include part Lot 1, DP 913853. Rationale: Updating the property description will correct the identified inaccuracies and allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 95 Item: David Berry Hospital complex including gatehouse, stained glass window, garden, trees and remnant rainforest Address: 85 Tannery Road Locality: Berry Property Description: Part DP 924054 Significance: State</p>	<p>Item No: 95 Item: David Berry Hospital complex including gatehouse, stained glass window, garden, trees and remnant rainforest Address: 85 Tannery Road Locality: Berry Property Description: Part DP 924054 Lot 1, DP 913853 Significance: State</p>
15. Item No. 96: “Woodside Park”—dairy farm complex and gatehouse	
<p>Issue: The item address and property description are incomplete. Proposed change: Update the item address to include 94B Tannery Road, Moeyan Road and 48 Agars Lane. Rationale: The item is located across 94A and 94B Tannery Road, Moeyan Road and 4 Agars Lane. Updating the property description will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 96 Item: “Woodside Park”—dairy farm complex and gatehouse Address: 94A Tannery Road Locality: Berry Property Description: Lot 2, DP 731117; Lots 1 and 2, DP 1038647 Significance: Local</p>	<p>Item No: 96 Item: “Woodside Park”—dairy farm complex and gatehouse Address: 94A and 94B Tannery Road, 48 Agars Lane and Moeyan Road Locality: Berry Property Description: Lot 2, DP 731117; Lots 1 and 2, DP 1038647; Lot 1 DP 1194145 and internal road Significance: Local</p>
16. Item No. 125: Bomaderry Aboriginal Children’s Homes (former United Aboriginal Mission)	
<p>Issue: The item name and address are incomplete. Proposed change: Update the item name to include ‘former’ and replace ‘Aboriginals’ with ‘Aborigines’. Update the item address to include 59 Beinda Street. Rationale: The current item name has two minor errors. Updating the item name aligns the listing with the Heritage Inventory Sheet. The item is partially located on 59 Beinda Street. Updating the item address will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 125 Item: Bomaderry Aboriginal Children’s Homes (former United Aboriginal Mission) Address: Brinawarr Street Locality: Bomaderry</p>	<p>Item No: 125 Item: Former Bomaderry Aboriginal Children’s Home (former United Aboriginal Aborigines Mission) Address: Brinawarr Street and 59 Beinda Street Locality: Bomaderry</p>

Property Description: Lots 4-6, Section 29, DP 2886 Significance: State	Property Description: Lots 4-6, Section 29, DP 2886 Significance: State
17. Item No. 142: Drawing room rocks	
<p>Issue: The property description does not accurately identify the location of the item. Proposed change: Update the property description to remove 'Barron Grounds Nature Reserve' and include Part of Lot 667, DP 1191868. Rationale: While item is located within a small portion of Barron Grounds Nature Reserve, including the Lot and Deposited Plan (DP) number instead will allow for better identification of the item's specific location.</p>	
Existing Schedule 5	Proposed Schedule 5
Item No: 142 Item: Drawing room rocks Address: Brogers Creek Rock Locality: Broughton Vale Property Description: Barron Grounds Nature Reserve Significance: Local	Item No: 142 Item: Drawing room rocks Address: Brogers Creek Rock Locality: Broughton Vale Property Description: Barron Grounds Nature Reserve Part of Lot 667, DP 1191868 Significance: Local
18. Item No. 157: Weatherboard gothic carpenter style Union Church	
<p>Issue: The property description is incorrect. Proposed change: Update the property description from Part Lot 170, DP 751273 to Lot 1, DP 1136545. Rationale: The item is located within Lot 1, DP 1136545 not Part Lot 170, DP 751273. Updating the property description will allow for better identification of the item's location.</p>	
Existing Schedule 5	Proposed Schedule 5
Item No: 157 Item: Weatherboard gothic carpenter style Union Church Address: 80 Main Road Locality: Cambewarra Village Property Description: Part Lot 170, DP 751273 Significance: Local	Item No: 157 Item: Weatherboard gothic carpenter style Union Church Address: 80 Main Road Locality: Cambewarra Village Property Description: Part Lot 170, DP 751273 Lot 1, DP 1136545 Significance: Local
19. Item No. 158: Former weatherboard school	
<p>Issue: The item address is incomplete. Proposed change: Update the item address to include the street number. Rationale: The item address does not currently have a numerical identifier. Including the street number will better identify the location of the item.</p>	
Existing Schedule 5	Proposed Schedule 5
Item No: 158 Item: Former weatherboard school Address: Main Road Locality: Cambewarra Village Property Description: Lot 2, DP 839145 Significance: Local	Item No: 158 Item: Former weatherboard school Address: 57 Main Road Locality: Cambewarra Village Property Description: Lot 2, DP 839145 Significance: Local

20. Item No. 172: Colonial weatherboard building (former Coolangatta Estate billiard rooms) and Colonial brick building (former Coolangatta Estate coachman’s quarters)	
<p>Issue: The item address is incorrect. Proposed change: Update the item address to remove the street number. Rationale: This is the legal address of the item. Updating the item address allows for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 172 Item: Colonial weatherboard building (former Coolangatta Estate billiard rooms) and Colonial brick building (former Coolangatta Estate coachman’s quarters) Address: 1335 Bolong Road Locality: Coolangatta Property Description: Lot A, DP 33346 Significance: Local</p>	<p>Item No: 172 Item: Colonial weatherboard building (former Coolangatta Estate billiard rooms) and Colonial brick building (former Coolangatta Estate coachman’s quarters) Address: 1335 Bolong Road Locality: Coolangatta Property Description: Lot A, DP 33346 Significance: Local</p>
21. Item No. 186: Crookhaven lighthouse complex	
<p>Issue: The property description is incorrect. Proposed change: Update the property description to remove Part Lot 34, DP 755971 and include Lot 7004, DP 1059066. Rationale: The item is located within Lot 7004, DP 1059066 not Part Lot 34, DP 755971. Updating the property description will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 186 Item: Crookhaven lighthouse complex Address: Prince Edward Avenue Locality: Culburra Beach Property Description: Lot 7004, DP 1059066; Part Lot 34, DP 755971 Significance: Local</p>	<p>Item No: 186 Item: Crookhaven lighthouse complex Address: Prince Edward Avenue Locality: Culburra Beach Property Description: Lot 7004, DP 1059066; Part Lot 34, DP 755971 Significance: Local</p>
22. Item No. 201: Tapalla Point geological rock platform	
<p>Issue: The item address is incomplete. Proposed change: Update the item address to include Hawke Street. Rationale: The item is partially located within Lot 7012, DP 1021163. The legal address of Lot 7012, DP 1021163 is Hawke Street. Updating the item address will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 201 Item: Tapalla Point geological rock platform Address: Beach Street Locality: Huskisson Property Description: Lot 7012, DP 1021163; Lot 7044, DP 1117433 Significance: Local</p>	<p>Item No: 201 Item: Tapalla Point geological rock platform Address: Beach Street and Hawke Street Locality: Huskisson Property Description: Lot 7012, DP 1021163; Lot 7044, DP 1117433 Significance: Local</p>

23. Item No. 212: “Pacific House” (former), including sandstone monument and tree	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing.</p> <p>Proposed Change: Update the item name to replace ‘tree’ with <i>Araucaria heterophylla</i> (Norfolk Island Pine).</p> <p>Rationale: Updating the item name to include the species of the heritage tree will allow for better identification of all components of the heritage item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 212 Item: “Pacific House” (former), including sandstone monument and tree Address: 58-60 Cyrus Street Locality: Hyams Beach Property Description: Lots 7 and 8, DP 550787 Significance: Local</p>	<p>Item No: 212 Item: “Pacific House” (former), including sandstone monument and tree <i>Araucaria heterophylla</i> (Norfolk Island Pine) Address: 58 Cyrus Street Locality: Hyams Beach Property Description: Lots 7 and 8, DP 550787 Significance: Local</p>
24. Item No. 218: Colonial road—remnants (former Wool Road)	
<p>Issue: The item address is incomplete.</p> <p>Proposed change: Update the item address to include D3164 and D3200 Princes Highway.</p> <p>Rationale: The item is partially located within D3164 and D3200 Princes Highway. Updating the item address will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 218 Item: Colonial road—remnants (former Wool Road) Address: The Wool Road Locality: Jerrawangala Property Description: Lot 100, DP 787610; Lot 33, DP 651186; Lot 1, DP 100976; Lot 1, DP 745965; Lot 1, DP 197079; Road reserve Significance: Local</p>	<p>Item No: 218 Item: Colonial road—remnants (former Wool Road) Address: D3164 and D3200 Princes Highway and The Wool Road Locality: Jerrawangala Property Description: Lot 100, DP 787610; Lot 33, DP 651186; Lot 1, DP 100976; Lot 1, DP 745965; Lot 1, DP 197079; Road reserve Significance: Local</p>
25. Item No. 232: Federation weatherboard cottage	
<p>Issue: The item address is incomplete.</p> <p>Proposed change: Update the item address from 172 Moss Vale Road to 172A Moss Vale Road.</p> <p>Rationale: The legal address of the Lot 9, DP 1940 is 172A Moss Vale Road not 172 Moss Vale Road. Updating the item address will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 232 Item: Federation weatherboard cottage Address: 172 Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 9, DP 1940 Significance: Local</p>	<p>Item No: 232 Item: Federation weatherboard cottage Address: 172 172A Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 9, DP 1940 Significance: Local</p>
26. Item No. 242: Kangaroo Valley General Cemetery	
<p>Issue: The property description is incomplete.</p> <p>Proposed change: Update the property description to include the internal road reserve.</p> <p>Rationale: Part of the cemetery is located within the road reserve. Updating the property description will allow for better identification of the item’s location.</p>	

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 242 Item: Kangaroo Valley General Cemetery Address: Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 1101764; Lot 1, DP 1120307; Lot 1, DP 1122644; Lots 7308 and 7309, DP 1153234 Significance: Local</p>	<p>Item No: 242 Item: Kangaroo Valley General Cemetery Address: Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 1101764; Lot 1, DP 1120307; Lot 1, DP 1122644; Lots 7308 and 7309, DP 1153234; internal road reserve Significance: Local</p>
<p>27. Item No. 245: Anglican Church of the Good Shepherd rectory (former)</p>	
<p>Issue: The item address is incorrect. Proposed change: Update the item address from Rectory Park Way to Moss Vale Road. Rationale: The legal address of Lot 9, DP 285133 is Moss Vale Road not Rectory Park Way. Updating the item address will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 245 Item: Anglican Church of the Good Shepherd rectory (former) Address: Rectory Park Way Locality: Kangaroo Valley Property Description: Lot 9, DP 285133 Significance: Local</p>	<p>Item No: 245 Item: Anglican Church of the Good Shepherd rectory (former) Address: Rectory Park Way Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 9, DP 285133 Significance: Local</p>
<p>28. Item No. 252: “Wogamia”—two storey colonial sandstone homestead and outbuildings</p>	
<p>Issue: The item address is incorrect. Proposed change: Update the item address to include the correct street number. Rationale: The current address is no longer accurate. Updating the street number in the item address allows for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 252 Item: “Wogamia”—two storey colonial sandstone homestead and outbuildings Address: 170 Wogamia Road Locality: Longreach Property Description: Lot 1, DP 865094 Significance: Local</p>	<p>Item No: 252 Item: “Wogamia”—two storey colonial sandstone homestead and outbuildings Address: 170 154 Wogamia Road Locality: Longreach Property Description: Lot 1, DP 865094 Significance: Local</p>
<p>29. Item No. 265: Victorian Gothic Revival rubblestone church (former Congregational Church) including Victorian Georgian brick manse (former congregational manse)</p>	
<p>Issue: The property description is incorrect. Proposed change: Update the property description to remove Lot 1 DP 781179 and include Lot 2 DP 1229313. Rationale: The current property description is no longer accurate. Updating the property description will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 265 Item: Victorian Gothic Revival rubblestone church (former Congregational Church) including Victorian Georgian brick manse (former congregational manse)</p>	<p>Item No: 265 Item: Victorian Gothic Revival rubblestone church (former Congregational Church) including Victorian Georgian brick manse (former congregational manse)</p>

<p>Address: 38 Croobyar Road Locality: Milton Property Description: Lot 1, DP 781179 Significance: Local</p>	<p>Address: 38 Croobyar Road Locality: Milton Property Description: Lot 1, DP 781179 Lot 2, DP 1229313 Significance: Local</p>
30. Item No. 270: Federation weatherboard residence	
<p>Issue: The item name does not accurately capture the item. Details identifying the individual item are missing. Proposed change: Update the item name to include ‘Chatburn’. Rationale: ‘Chatburn’ is the name of the property, recognised in the Heritage Inventory Sheet, and including ‘Chatburn’ within the item name will strengthen the item’s identification.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 270 Item: Federation weatherboard residence Address: 17 Myrtle Street Locality: Milton Property Description: Lot A, DP 384864 Significance: Local</p>	<p>Item No: 270 Item: “Chatburn” – Federation weatherboard residence Address: 17 Myrtle Street Locality: Milton Property Description: Lot A, DP 384864 Significance: Local</p>
31. Item No. 283: Milton Anglican Church group including St Peter and St Paul Victorian Gothic Revival style Anglican Church, inter-war carpenter Gothic style Anglican hall and <i>Ulmus parvifolia</i> (Chinese Elm)	
<p>Issue: The property description is incorrect. Proposed change: Update the property description from Lot 1, DP 780778 to Lot 11, DP 1225771. Rationale: The current property description is no longer accurate. Updating the property description will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 283 Item: Milton Anglican Church group including St Peter and St Paul Victorian Gothic Revival style Anglican Church, inter-war carpenter Gothic style Anglican hall and <i>Ulmus parvifolia</i> (Chinese Elm) Address: 109 Princes Highway Locality: Milton Property Description: Lot 1, DP 780778 Significance: Local</p>	<p>Item No: 283 Item: Milton Anglican Church group including St Peter and St Paul Victorian Gothic Revival style Anglican Church, inter-war carpenter Gothic style Anglican hall and <i>Ulmus parvifolia</i> (Chinese Elm) Address: 109 Princes Highway Locality: Milton Property Description: Lot 1, DP 780778 Lot 11, DP 1225771 Significance: Local</p>
32. Item No. 301: “Narrawilly”—dairy farm complex including garden, rainforest and convict road	
<p>Issue: The item address is incomplete. Proposed change: Update the item address to include the street numbers. Rationale: The item address does not currently have a numerical identifier. Including the street number will better identify the location of the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 301 Item: “Narrawilly”—dairy farm complex including garden, rainforest and convict road Address: Princes Highway</p>	<p>Item No: 301 Item: “Narrawilly”—dairy farm complex including garden, rainforest and convict road Address: E120A and E120C Princes Highway</p>

<p>Locality: Milton Property Description: Lots 1 and 2, DP 1018899; Lot 198, DP 1091216 Significance: Local</p>	<p>Locality: Milton Property Description: Lots 1 and 2, DP 1018899; Lot 198, DP 1091216 Significance: Local</p>
33. Item No. 320: Silica wharf and railway (remnants)	
<p>Issue: The item name is incorrect. The item was not a railway. Proposed change: Update the item name to replace 'railway' with 'tramway'. Rationale: The current item name incorrectly identifies the item as a railway instead of a tramway. Updating the name better reflects the nature of the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 320 Item: Silica wharf and railway (remnants) Address: Mitchell Parade Locality: Mollymook Beach Property Description: Part of Crown Reserve for Public Recreation from Bannister Point headland to north eastern corner of Lot 838, DP 233504 Significance: Local</p>	<p>Item No: 320 Item: Silica wharf and railway tramway (remnants) Address: Mitchell Parade Locality: Mollymook Beach Property Description: Part of Crown Reserve for Public Recreation from Bannister Point headland to north eastern corner of Lot 838, DP 233504 Significance: Local</p>
34. Item No. 322: Weatherboard and vertical slab timber farm complex	
<p>Issue: The item name lacks descriptive detail and the address is incomplete. Proposed change: Update the item name to include 'Greenhills'. Update the item address to include the street number. Rationale: 'Greenhills' is the name of the property and including it in the item name strengthens the item's identification. The item address does not currently have a numerical identifier. Including the street number will better identify the location of the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 322 Item: Weatherboard and vertical slab timber farm complex Address: Woodburn Road Locality: Morton Property Description: Lot 5, DP 755972 Significance: Local</p>	<p>Item No: 322 Item: "Greenhills"—Weatherboard and vertical slab timber farm complex Address: 210 Woodburn Road Locality: Morton Property Description: Lot 5, DP 755972 Significance: Local</p>
35. Item No. 342: "Moss"—cottage (former Moss Central Hotel)	
<p>Issue: The item name does not accurately capture the item. Details identifying the architectural style of the cottage are missing. The property description is incomplete. Proposed change: Update the item name to reference the architectural style of the cottage. Update the property description to include the adjacent road reserve. Rationale: The item is mapped as being located within the road reserve. Updating the property description aligns the listing with the mapped data. Including the architectural style provides additional heritage context to the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 342 Item: "Moss"—cottage (former Moss Central Hotel) Address: 1 Ferry Lane Locality: Nowra</p>	<p>Item No: 342 Item: "Moss"— Victorian Georgian style cottage (former Moss Central Hotel) Address: 1 Ferry Lane Locality: Nowra</p>

Property Description: Lot 135, DP 1094714 Significance: Local	Property Description: Lot 135, DP 1094714 and the adjacent road reserve Significance: Local
36. Item No. 368: Nowra courthouse	
<p>Issue: The item address is incorrect. Proposed change: Update the item address from Kinghorne Street to 88 Plunkett Street. Rationale: The legal address of Lot 701, DP 1024854 is 88 Plunkett Street not Kinghorne Street. Updating the item address will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 368 Item: Nowra courthouse Address: Kinghorne Street Locality: Nowra Property Description: Lot 701, DP 1024854 Significance: Local</p>	<p>Item No: 368 Item: Nowra courthouse Address: Kinghorne Street 88 Plunkett Street Locality: Nowra Property Description: Lot 701, DP 1024854 Significance: Local</p>
37. Item No. 374: Federation weatherboard residence	
<p>Issue: The property description is incorrect. Proposed change: Update the property description to remove Part Lot D, DP 410954 and include Lot 1, DP 130965. Rationale: The item is mapped as being partially located on Lot 1, DP 130965 not Part Lot D, DP 410954. Updating the property description aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 374 Item: Federation weatherboard residence Address: 11-15 Moss Street Locality: Nowra Property Description: Lots 31 and 32, Section 1, DP 1607; Part Lot D, DP 410954 Significance: Local</p>	<p>Item No: 374 Item: Federation weatherboard residence Address: 11-15 Moss Street Locality: Nowra Property Description: Lot 1, DP 130965; Lots 31 and 32, Section 1, DP 1607; Part Lot D, DP 410954 Significance: Local</p>
38. Item No. 402: “Shoalhaven River Bridge”—Victorian wrought iron bridge	
<p>Issue: The property description does not accurately identify the location of the item. Proposed change: Update the property description to include ‘adjacent to Part Lot A, DP 386575’. Rationale: The item is located within a small portion of the road reserve. Including an adjacent Lot and Deposited Plan (DP) number will allow for better identification of the item’s specific location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 402 Item: “Shoalhaven River Bridge”—Victorian wrought iron bridge Address: Princes Highway Locality: Nowra Property Description: Road reserve Significance: Local</p>	<p>Item No: 402 Item: “Shoalhaven River Bridge”—Victorian wrought iron bridge Address: Princes Highway Locality: Nowra Property Description: Road reserve adjacent to Part Lot A, DP 386575 Significance: Local</p>

39. Item No. 406: Ben’s Walk including Suspension Bridge and Aboriginal Art Sites	
<p>Issue: The item address and property description are incorrect. Proposed change: Update the item address to remove West Street and include Depot Road, Jervis Street, Plunkett Street, Scenic Drive and Yalwal Road. Update the property description to remove ‘Part of Lot 7018, DP 1024840’ and include Lot 7321, DP 1166433 and Lot 5, DP 255374. Rationale: The item address does not list the legal address of all the lot associated with the item and the current property description is no longer accurate. Updating the item address and property description will allow for better identification of the item’s specific location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 406 Item: Ben’s Walk including Suspension Bridge and Aboriginal Art Sites Address: West and Worrigee Streets Locality: Nowra Property Description: Reserve No R70802; Reserve No R6754; Lot 7036, DP 1068935; Lot 7326, DP 1166983; Lot 701, DP 1025652; Lot 7005, DP 1023875; Lot 7301, DP 1134093; Lot 704, DP 1024834; Part Lots 94 and 95, DP 755952; Part Lots 1 and 2, Section 31A, DP 758794; Lot 703, DP 1024833; Part Lot 1, Section 15, DP 758794; Part Lot 4, DP 1136269; Lot 3, DP 585626; Lot 701, DP 1024852; Part of Lot 7018, DP 1024840; Lot 7322, DP 1164817; Lot 7019, DP 1016688; Lot 392 and Part Lot 391, DP 755952; Crown roads Significance: Local</p>	<p>Item No: 406 Item: Ben’s Walk including Suspension Bridge and Aboriginal Art Sites Address: West and Depot Road, Jervis Street, Plunkett Street Scenic Drive, Worrigee Street and Yalwal Road Locality: Nowra Property Description: Reserve No R70802; Reserve No R6754; Lot 7036, DP 1068935; Lot 7326, DP 1166983; Lot 701, DP 1025652; Lot 7005, DP 1023875; Lot 7301, DP 1134093; Lot 704, DP 1024834; Part Lots 94 and 95, DP 755952; Part Lots 1 and 2, Section 31A, DP 758794; Lot 703, DP 1024833; Part Lot 1, Section 15, DP 758794; Part Lot 4, DP 1136269; Lot 3, DP 585626; Lot 701, DP 1024852; Part of Lot 7018, DP 1024840; Lot 7322, DP 1164817; Lot 7019, DP 1016688; Lot 392 and Part Lot 391, DP 755952; Lot 7321, DP 1166433; Lot 5, DP 255374; Crown roads Significance: Local</p>
40. Item No. 421: “Chinaman’s Cottage”—Victorian Weatherboard Cottage (former Berry Estate Cottage)	
<p>Issue: The property description is incomplete. Proposed change: Update the property description to include ‘Part of Lot 7311, DP 1166348’. Rationale: The item is mapped also being located on part of Lot 7311, DP 1166348. Updating the property description aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 421 Item: “Chinaman’s Cottage”—Victorian Weatherboard Cottage (former Berry Estate Cottage) Address: 655 Comerong Island Road Locality: Numbaa Property Description: Lot G, DP 979245 Significance: Local</p>	<p>Item No: 421 Item: “Chinaman’s Cottage”—Victorian Weatherboard Cottage (former Berry Estate Cottage) Address: 655 Comerong Island Road Locality: Numbaa Property Description: Lot G, DP 979245; Part of Lot 7311, DP 1166348 Significance: Local</p>
41. Item No. 427: Berry Estate Canal and Ferry	
<p>Issue: There is no property description. Proposed change: Update the property description to include ‘Part of Berry’s Canal, adjacent to Lot 1, DP 1077521’.</p>	

Rationale: The addition of a property description to the listing will better identify the item's location.	
Existing Schedule 5	Proposed Schedule 5
Item No: 427 Item: Berry Estate Canal and Ferry Address: Comerong Island Road Locality: Numbaa Property Description: (No property description) Significance: Local	Item No: 427 Item: Berry Estate Canal and Ferry Address: Comerong Island Road Locality: Numbaa Property Description: Part of Berry's Canal, adjacent to Lot 1 DP 1077521 Significance: Local
42. Item No. 431: Concrete Tub Silo	
Issue: The item address is incorrect. Proposed change: Update the item address to remove the street number. Rationale: The legal address of the item does not contain a numerical identifier. Updating the item address allows for better identification of the item's location.	
Existing Schedule 5	Proposed Schedule 5
Item No: 431 Item: Concrete Tub Silo Address: 251 Jindy Andy Lane Locality: Numbaa Property Description: Lot 2, DP 556830 Significance: Local	Item No: 431 Item: Concrete Tub Silo Address: 251 Jindy Andy Lane Locality: Numbaa Property Description: Lot 2, DP 556830 Significance: Local
43. Item No. 435: Salt Pans	
Issue: The item address is incomplete. Proposed change: Update the item address to include the street number and Comerong Island Road. Rationale: Part of the item is located on Comerong Island Road and the item address should be updated to reflect this. Updating the item address to include a street number will allow for better identification of the item's location.	
Existing Schedule 5	Proposed Schedule 5
Item No: 435 Item: Salt Pans Address: Smiths Lane Locality: Numbaa Property Description: Lots 24 and 25, DP 2813 Significance: Local	Item No: 435 Item: Salt Pans Address: 169 Smiths Lane and Comerong Island Road Locality: Numbaa Property Description: Lots 24 and 25, DP 2813 Significance: Local
44. Item No. 437: "Roseby Park"—Jerrinja Aboriginal Community Complex and Tribal Burial Ground	
Issue: The item address and property description are incorrect. Proposed change: Update the item address to remove Park Row and include Orsova Parade and Seagull Street. Update the property description to include 'Part' Rationale: The item address is incorrect and does not accurately identify the location of the heritage item.	
Existing Schedule 5	Proposed Schedule 5
Item No: 437 Item: "Roseby Park"—Jerrinja Aboriginal Community Complex and Tribal Burial Ground Address: Park Row Locality: Orient Point	Item No: 437 Item: "Roseby Park"—Jerrinja Aboriginal Community Complex and Tribal Burial Ground Address: Park Row Orsova Parade and Seagull Street Locality: Orient Point

Property Description: Lot 51, DP 755971; Lot 98, DP 720072 Significance: Local	Property Description: Part Lot 51, DP 755971; Lot 98, DP 720072 Significance: Local
45. Item No. 449: War Memorial Tree Triangle (<i>Lophostermon confertus</i>)	
Issue: There is no property description. Proposed change: Update the property description to include road reserve on the corner of Pyree Lane and Greenwell Point Road adjacent to Lot 2, DP 771383. Rationale: The addition of a property description to the listing will better identify the item's location.	
Existing Schedule 5	Proposed Schedule 5
Item No: 449 Item: War Memorial Tree Triangle (<i>Lophostermon confertus</i>) Address: Pyree Lane Locality: Pyree Property Description: (No property description) Significance: Local	Item No: 449 Item: War Memorial Tree Triangle (<i>Lophostermon confertus</i>) Address: Pyree Lane Locality: Pyree Property Description: Road reserve at the junction of Pyree Lane and Greenwell Point Road Significance: Local
46. Item No. 463: “The Old House”—Weatherboard Residence and Well	
Issue: The item name does not accurately capture the item. Details identifying the architectural style of the residence are missing. The item address is incorrect. Proposed change: Update the item address to include 7 Forsyth Street and replace 3-7 Fox Street with 3, 5 and 7 Fox Street. Update the item name to reference the architectural style of the residence. Rationale: The item is mapped also being partially located within 7 Forsyth Street. Updating the item address aligns the listing with the mapped data. The heritage item is not located on 6 Fox Street and updating the item address to replace 3-7 Fox Street with 3, 5 and 7 Fox Street will better identify the lots associated with the item. Including the architectural style of the residence provides additional heritage context to the item.	
Existing Schedule 5	Proposed Schedule 5
Item No: 463 Item: “The Old House”—Weatherboard Residence and Well Address: 3–7 Fox Street Locality: Terara Property Description: Lots 1–5, DP 1035937 Significance: Local	Item No: 463 Item: “The Old House”— Victorian Georgian Weatherboard Residence and Well Address: 3–7 3, 5 and 7 Fox Street and 7 Forsyth Street Locality: Terara Property Description: Lots 1–5, DP 1035937 Significance: Local
47. Item No. 466: “Dower House” (former Coachman’s House to Millbank)	
Issue: The item address and property description are incorrect. Proposed change: Update the item address from 27B Millbank Road to 27A Millbank Road. Update the property description from Lot 2, DP 313528 to Lot 103, DP 1213873. Rationale: The item address and property description are incorrect and do not accurately identify the location of the heritage item. Updating the item address and property description will allow for better identification of the item location.	
Existing Schedule 5	Proposed Schedule 5
Item No: 466 Item: “Dower House” (former Coachman’s House to Millbank) Address/Locality: 27B Millbank Road	Item No: 466 Item: “Dower House” (former Coachman’s House to Millbank) Address: 27B 27A Millbank Road

<p>Locality: Terara Property Description: Lot 2, DP 313528 Significance: Local</p>	<p>Locality: Terara Property Description: Lot 2, DP 313528 Lot 103, DP 1213873 Significance: Local</p>
48. Item No. 467: “Millbank Cottage”—Outbuildings and trees	
<p>Issue: The item name does not accurately capture the item and is grammatically incorrect. Details identifying all components of the item are missing as is the architectural style. The property description is incorrect.</p> <p>Proposed change: Update the item name to reference the ‘Colonial Georgian homestead’. Update the item name to remove the capitalisation of ‘Outbuilding’. Update the property description from Lot 1, DP 32426 to Lot 104, DP 1213873.</p> <p>Rationale: The current name suggests that the item may only be outbuildings and trees. The proposed amendment ensures the homestead is recognised as part of the item. Due to the addition of the Colonial Georgian homestead to the item name, it is grammatically incorrect for the word ‘outbuilding’ to be capitalised. The current property description is no longer accurate, updating the property description to Lot 104, DP 1213873 will allow for better identification of the item’s location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 467 Item: “Millbank Cottage”—Outbuildings and trees Address: 31 Millbank Road Locality: Terara Property Description: Lot 1, DP 32426 Significance: Local</p>	<p>Item No: 467 Item: “Millbank Cottage”—Outbuildings and trees Colonial Georgian homestead including Outbuildings and trees Address: 31 Millbank Road Locality: Terara Property Description: Lot 1, DP 32426 Lot 104, DP 1213873 Significance: Local</p>
49. Item No. 469: “Terara House” including Chapel, Grounds and Tree-lined drive	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing as is the architectural style.</p> <p>Proposed change: Update the item name to reference the ‘Federation Filigree Mansion’.</p> <p>Rationale: The existence of the Federation Filigree Mansion is not implicit in the item name. The mansion is a significant component of the item, recognised in the Heritage Inventory Sheet, and the name should be updated to reflect this.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 469 Item: “Terara House” including Chapel, Grounds and Tree-lined drive Address: 77 Millbank Road Locality: Terara Property Description: Lot 1, DP 579451 Significance: Local</p>	<p>Item No: 469 Item: “Terara House” – including Federation Filigree Mansion, Chapel, Grounds and Tree-lined drive Address: 77 Millbank Road Locality: Terara Property Description: Lot 1, DP 579451 Significance: Local</p>
50. Item No. 477: Tolwong Copper Mine (remnants)	
<p>Issue: The property description does not accurately identify the location of the item.</p> <p>Proposed change: Update the property description to include ‘Part of Morton’.</p> <p>Rationale: Updating the property description to specifically reference that the heritage item is located within part of the Morton National Park will better identify the exact location of the heritage item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 477 Item: Tolwong Copper Mine (remnants)</p>	<p>Item No: 477 Item: Tolwong Copper Mine (remnants)</p>

<p>Address: Touga Road Locality: Tolwong Property Description: National Park Significance: Local</p>	<p>Address: Touga Road Locality: Tolwong Property Description: Part of Morton National Park Significance: Local</p>
51. Item No. 479: Victorian Schoolmaster’s Residence	
<p>Issue: The item address is incorrect. Proposed change: Update the item address to remove 359 Hawken Road. Rationale: The heritage item is only located within 355 Hawken Road. The item address should be updated to only identify lots associated with the heritage item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 479 Item: Victorian Schoolmaster’s Residence Address: 355–359 Hawken Road Locality: Tomerong Property Description: Lot 2, DP 725948 Significance: Local</p>	<p>Item No: 479 Item: Victorian Schoolmaster’s Residence Address: 355–359 Hawken Road Locality: Tomerong Property Description: Lot 2, DP 725948 Significance: Local</p>
52. Item No. 482: Tim’s Gully Mine	
<p>Issue: The property description is incorrect. Proposed change: Update the property description to from south of Portion 16 in the vicinity of the intersection of North Oaky Creek and Tim’s Gully to part of Morton National Park. Rationale: The item is located within a portion of the Morton National Park. Updating the property description to reflect this aligns the listing with the standard format within Schedule 5 of Shoalhaven Local Environmental Plan 2014.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 482 Item: Tim’s Gully Mine Address: Touga Road Locality: Touga Property Description: South of Portion 16 in the vicinity of the intersection of North Oaky Creek and Tim’s Gully Significance: Local</p>	<p>Item No: 482 Item: Tim’s Gully Mine Address: Touga Road Locality: Touga Property Description: South of Portion 16 in the vicinity of the intersection of North Oaky Creek and Tim’s Gully Part of Morton National Park Significance: Local</p>
53. Item No. 494: Ulladulla Harbour including Old pier and stone pier, Steps and Walls	
<p>Issue: The property description is incorrect. Proposed change: Update the property description to remove Lots 3-7 and 9, DP 260884; and include Part Lot 1, DP 612935, Part of Lot 235, DP 755967, Part of Lot 174, DP 755967 and the adjacent road reserve. Rationale: The property description does not include all the lot associated with the heritage item and is no longer accurate. Updating the property description to only identify lots associated with the heritage item will better identify the specific location of the heritage item. The legal address of Lot 1, DP 612935 is Part Lot 1, DP 612935 and updating the property description to reflect this will better identify the location of the heritage item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 494 Item: Ulladulla Harbour including Old pier and stone pier, Steps and Walls Address: Wason Street Locality: Ulladulla</p>	<p>Item No: 494 Item: Ulladulla Harbour including Old pier and stone pier, Steps and Walls Address: Wason Street Locality: Ulladulla</p>

<p>Property Description: Part of Lot 1, DP 612935; Lots 3-7 and 9, DP 260884; Part of Lot 7314, DP 1166835 Significance: Local</p>	<p>Property Description: Part of Part Lot 1, DP 612935; Lots 3-7 and 9, DP 260884; Part of Lot 7314, DP 1166835; Part of Lot 235, DP 755967; Part of Lot 174, DP 755967 and the adjacent road reserve Significance: Local</p>
<p>54. Item No. 496: “Yarrowooma”—Dairy Farm Complex including Red Cedar Slab Selector’s Cottage</p>	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing as is the architectural style. Proposed change: Update the item name to reference the architectural style of the farm complex and reference the farm buildings and family grave. Rationale: The farm buildings and family grave are a significant part of the heritage item, recognised in the Heritage Inventory Sheet, and the name should be updated to reflect this. Including the architectural style provides additional heritage context to the item.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 496 Item: “Yarrowooma”—Dairy Farm Complex including Red Cedar Slab Selector’s Cottage Address: 679 Upper Kangaroo River Road Locality: Upper Kangaroo River Property Description: Lot 4, DP 1000686 Significance: Local</p>	<p>Item No: 496 Item: “Yarrowooma”—Victorian Georgian Dairy Farm Complex including Red Cedar Slab Selector’s Cottage, farm buildings and family grave Address: 679 Upper Kangaroo River Road Locality: Upper Kangaroo River Property Description: Lot 4, DP 1000686 Significance: Local</p>
<p>55. Item No. 498: “Fern Hill”—(former Church of England Church)</p>	
<p>Issue: The item address is incomplete. Proposed change: Update the item address to include the street number. Rationale: The item address does not currently have a numerical identifier. Including the street number will better identify the location of the item.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 498 Item: “Fern Hill”—(former Church of England Church) Address: Upper Kangaroo River Road Locality: Upper Kangaroo River Property Description: Lot 100, DP 842428 Significance: Local</p>	<p>Item No: 498 Item: “Fern Hill”—(former Church of England Church) Address: 890 Upper Kangaroo River Road Locality: Upper Kangaroo River Property Description: Lot 100, DP 842428 Significance: Local</p>
<p>56. Item No. 518: “Woodlawn”—Federation weatherboard farmhouse</p>	
<p>Issue: The item address is incomplete. Proposed change: Update the item address to include the street number. Rationale: The item address does not currently have a numerical identifier. Including the street number will better identify the location of the item.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 518 Item: “Woodlawn”—Federation weatherboard farmhouse Address: Woodstock Road Locality: Woodstock</p>	<p>Item No: 518 Item: “Woodlawn”—Federation weatherboard farmhouse Address: 133 Woodstock Road Locality: Woodstock</p>

Property Description: Lot 16, DP 827800 Significance: Local	Property Description: Lot 16, DP 827800 Significance: Local
57. Item No. 520: Weatherboard and fibro holiday cottage	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing. The item address is incomplete.</p> <p>Proposed change: Update the item name to reference the 'garden'. Update the item address to include the street number of Lot 2, DP 9289.</p> <p>Rationale: The 'garden' is a part of the item, recognised in the Heritage Inventory Sheet, and the item name should be updated identify all components of the item. Updating the item address to include the street address of all lots the item is located within will better identify the location of the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 520 Item: Weatherboard and fibro holiday cottage Address: 759 Woollamia Road Locality: Woollamia Property Description: Lots 1 and 2, DP 9289; Lots 3 and 4, DP 1172636 Significance: Local</p>	<p>Item No: 520 Item: Weatherboard and fibro holiday cottage and garden Address: 759 and 761 Woollamia Road Locality: Woollamia Property Description: Lots 1 and 2, DP 9289; Lots 3 and 4, DP 1172636 Significance: Local</p>
58. Item No. 523: Cement rendered colonial (dome) wells (2)	
<p>Issue: The item address is incorrect.</p> <p>Proposed change: Update the item address from 361 Greenwell Point Road to 315 Greenwell Point Road.</p> <p>Rationale: Updating the item address to reference the current address of Lot 2, DP 1087811 will better identify the exact location of the heritage item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 523 Item: Cement rendered colonial (dome) wells (2) Address: 361 Greenwell Point Road Locality: Worrigeer Property Description: Lot 2, DP 1087811 Significance: Local</p>	<p>Item No: 523 Item: Cement rendered colonial (dome) wells (2) Address: 361 315 Greenwell Point Road Locality: Worrigeer Property Description: Lot 2, DP 1087811 Significance: Local</p>
59. Item No. 525: "Erowal Farm" including homestead (ruins), garden, trees and resort ruins	
<p>Issue: The item address is incorrect.</p> <p>Proposed change: Update the item address from Walter Hood Parade to 110 The Wool Road.</p> <p>Rationale: Updating the item address to reference the current address of Lot 34, DP 1093403 will better identify the exact location of the heritage item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 525 Item: "Erowal Farm" including homestead (ruins), garden, trees and resort ruins Address: Walter Hood Parade Locality: Worroving Heights Property Description: Lot 34, DP 1093403 Significance: Local</p>	<p>Item No: 525 Item: "Erowal Farm" including homestead (ruins), garden, trees and resort ruins Address: Walter Hood Parade 110 The Wool Road Locality: Worroving Heights Property Description: Lot 34, DP 1093403 Significance: Local</p>

60. Item No. 526: Pigeon House Mountain Lookout including fire trail and longfella pass	
<p>Issue: The item address is incomplete. Proposed change: Update the item address to include Mimosa Park Road. Rationale: Part of the heritage item is located along Mimosa Park Road. Updating the item address to include the address of all lots associated with the heritage item will allow for better identification of the item's exact location.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 526 Item: Pigeon House Mountain Lookout including fire trail and longfella pass Address: Yadboro Road Locality: Yadboro Property Description: Morton National Park Significance: Local</p>	<p>Item No: 526 Item: Pigeon House Mountain Lookout including fire trail and longfella pass Address: Yadboro Road and Mimosa Park Road Locality: Yadboro Property Description: Morton National Park Significance: Local</p>
61. Item No. 527: Former Yalwal gold mine and township site	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing. The property description is incorrect. Proposed change: Update the item name to reference the cemetery. Update the property description to remove Lot 7016, DP 1039312 and Lot 7018, DP 1039313. Rationale: The cemetery is a significant part of the item, recognised in the Heritage Inventory Sheet, and the item name should be updated to identify all components of the item. The item is not mapped as being located on Lot 7016, DP 1039312 and Lot 7018, DP 1039313. Updating the property description aligns the listing with the mapped data.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 527 Item: Former Yalwal gold mine and township site Address: Yalwal Road Locality: Yalwal Property Description: Part Lots 1 and 2, DP 252335; Part of Reserve No R3167; Part of Reserve No R3168; Lot 7314, DP 1147788; Lot 7 and Part Lots 1–6, Section 5, DP 759129; Part Lots 12 and 13, DP 755931; Lot 7016, DP 1039312; Lot 7018, DP 1039313; Lot 7017, DP 1039315 Significance: Local</p>	<p>Item No: 527 Item: Former Yalwal gold mine, township site and cemetery Address: Yalwal Road Locality: Yalwal Property Description: Part Lots 1 and 2, DP 252335; Part of Reserve No. R3167; Part of Reserve No R3168; Lot 7314, DP 1147788; Lot 7 and Part Lots 1–6, Section 5, DP 759129; Part Lots 12 and 13, DP 755931; Lot 7016, DP 1039312; Lot 7018, DP 1039313; Lot 7017, DP 1039315 Significance: Local</p>
62. Item No. 529: “Woppindally”—dairy farm complex	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing as is the architectural style. Proposed change: Update the item name to reference the farmhouse and its architectural period. Rationale: The farmhouse is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the name should be updated to reflect this. Including the architectural style provides additional heritage context to the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 529 Item: “Woppindally”—dairy farm complex Address: E280 Princes Highway Locality: Yatte Yattah</p>	<p>Item No: 529 Item: “Woppindally”—early Victorian Georgian farmhouse and dairy farm complex Address: E280 Princes Highway</p>

<p>Property Description: Lot 1, DP 738631 Significance: Local</p>	<p>Locality: Yatte Yattah Property Description: Lot 1, DP 738631 Significance: Local</p>
<p>63. Item No. 534: “Boolgatta”—dairy farm complex and barn</p>	
<p>Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing as is the architectural style. Proposed change: Update item name to include ‘Victorian residence’. Rationale: The existence of the ‘Victorian residence’ is not implicit in the item name. The ‘Victorian residence’ is a significant component of the item, recognised in the Heritage Inventory Sheet, and the name should be updated to reflect this.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 534 Item: “Boolgatta”—dairy farm complex and barn Address: E402D Princes Highway Locality: Yatte Yattah Property Description: Lot 71, DP 854641 Significance: Local</p>	<p>Item No: 534 Item: “Boolgatta”—Victorian residence, dairy farm complex and barn Address: E402D Princes Highway Locality: Yatte Yattah Property Description: Lot 71, DP 854641 Significance: Local</p>
<p>64. Item No. 536: Roman Catholic Church and cemetery</p>	
<p>Issue: The item name does not accurately capture the item. Proposed change: Include ‘former’ in the item name. Rationale: The lot was formerly used as a Roman Catholic Church and cemetery. The item name should be updated to reference that these uses no longer occur on the site.</p>	
<p>Existing Schedule 5</p>	<p>Proposed Schedule 5</p>
<p>Item No: 536 Item: Roman Catholic Church and cemetery Address: Princes Highway Locality: Yatte Yattah Property Description: Lot 138, DP 755923 Significance: Local</p>	<p>Item No: 536 Item: Roman Catholic Church and cemetery (former) Address: Princes Highway Locality: Yatte Yattah Property Description: Lot 138, DP 755923 Significance: Local</p>

3.2 Changes to existing provisions – instrument and mapping

There are number of amendments relating to both the instrument (Schedule 5 of SLEP 2014) and the associated heritage mapping. These are outlined in the following sections, with proposed changes to the instrument identified in red.

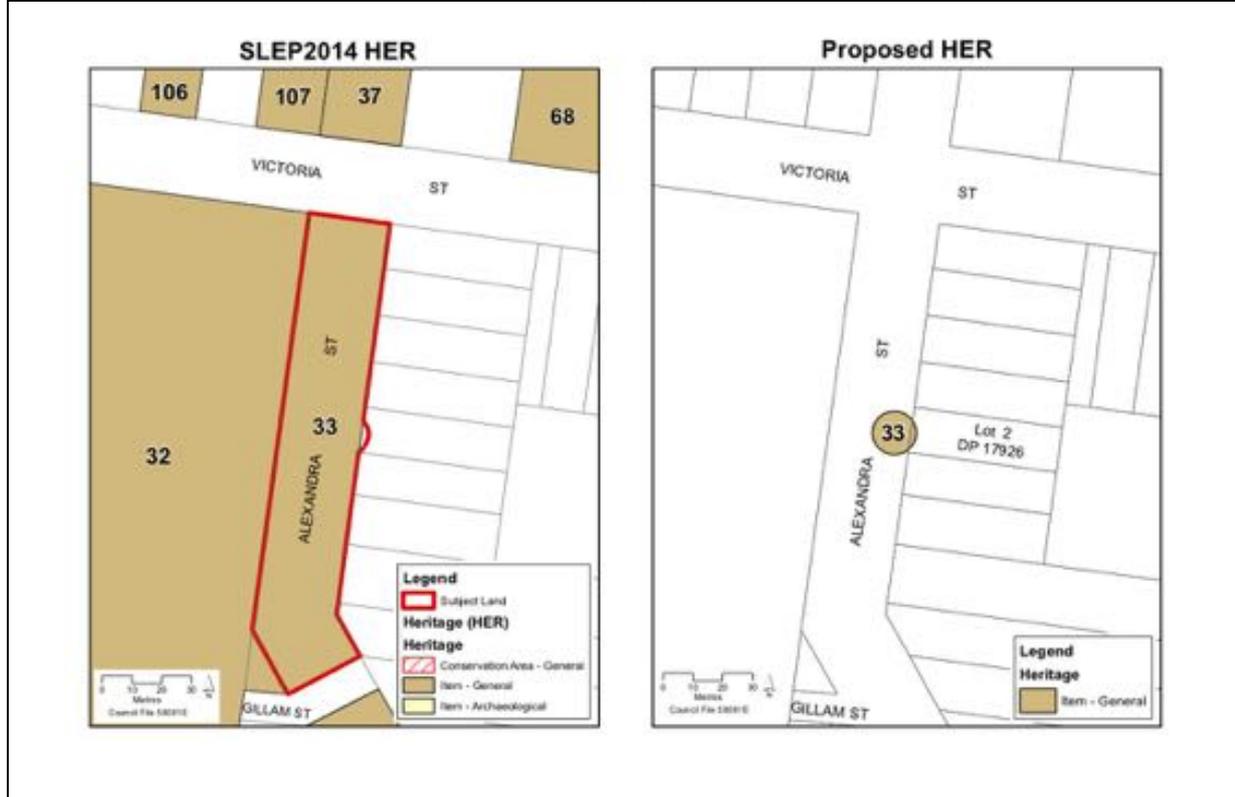
3.2.1 Items within a road reserve

8 items located within a road reserve have been incorrectly mapped, with the heritage layer covering the entire road reserve. It is proposed to remove the heritage mapping layer from the road reserve and only map the item and its immediate curtilage. These 8 items additionally require complementary instrument changes. These proposed amendments are explained in **Table 2** below, with the proposed changes identified in red.

Table 2: Items within a road reserve

65. Item No. 33: <i>Agathis robusta</i> (Kauri Pine)
<p>Issue: The entire road reserve is not a heritage item, rather the heritage item is located within the road reserve. The item address is incomplete and the property description is incorrect.</p> <p>Proposed change: Update the Heritage Map (Sheet HER_019E) to specifically identify the item’s location. Update the item address to include a street number. Update the property description from road reserve in front of Lot 2, DP 17926 to Part of Lot 2, DP 17926 and the adjacent road reserve.</p> <p>Rationale: The entire road reserve does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the heritage item will more accurately identify the item’s location. The item is located within a portion of Lot 2, DP 17926 (30 Alexandra Street), and the item address and property description should be updated to identify all lot associated with the item.</p>

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 33 Item: <i>Agathis robusta</i> (Kauri Pine) Address: Alexandra Street Locality: Berry Property Description: Road reserve in front of Lot 2, DP 1726 Significance: Local</p>	<p>Item No: 33 Item: <i>Agathis robusta</i> (Kauri Pine) Address: 30 Alexandra Street Locality: Berry Property Description: Road reserve in front of Lot 2, DP 1726 Part of Lot 2, DP 17926 and the adjacent road reserve Significance: Local</p>



66. Item No. 37: Araucaria cunninghamii (Hoop Pine)

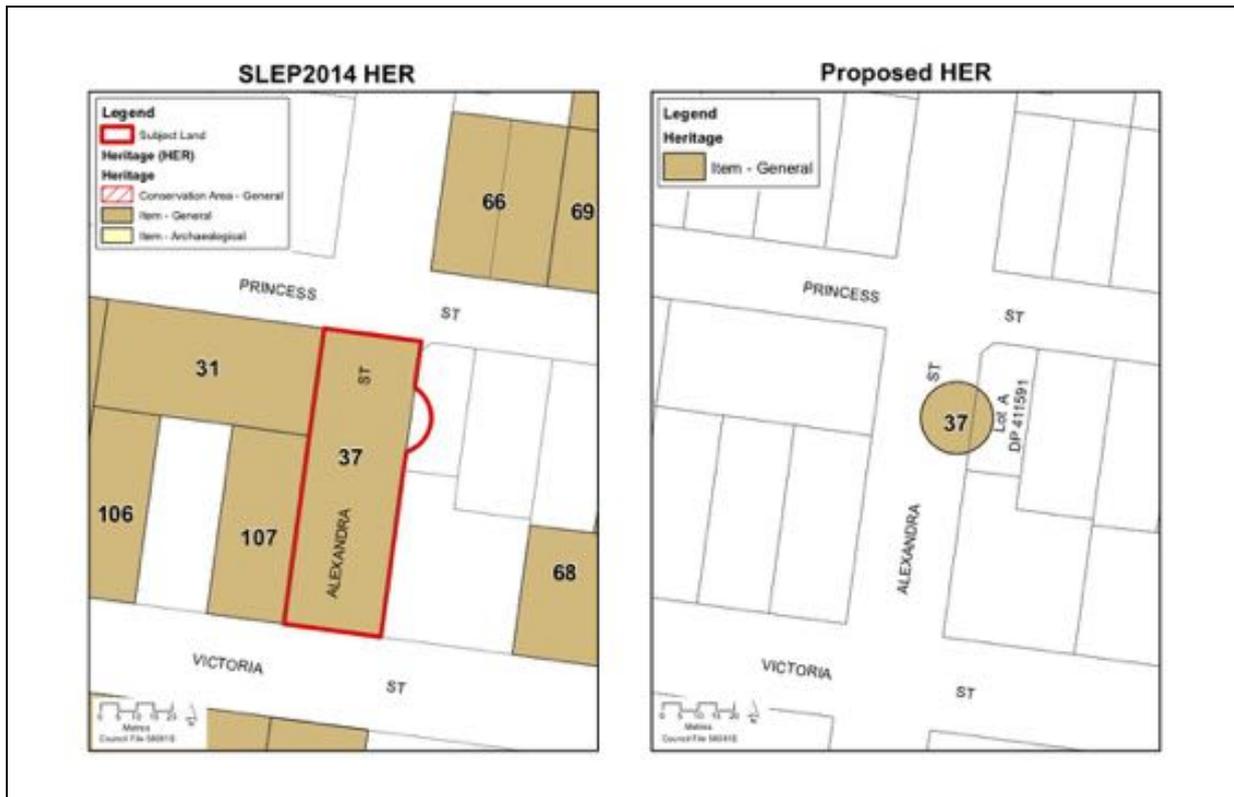


Issue: The entire road reserve is not a heritage item, rather the heritage item is located within the road reserve. The item address is incomplete and the property description is incorrect.

Proposed change: Update the Heritage Map (Sheet HER_019E) to specifically identify the item’s location. Update the item address to include a street number. Update the property description from in the road reserve adjacent to Lot A, DP 411591 to Part of Lot A, DP 411591 and the adjacent road reserve.

Rationale: The entire road reserve does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the heritage item will more accurately identify the item’s location. The item is located within a portion of Lot A, DP 411591 (62 Alexandra Street), and the item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 37 Item: <i>Araucaria cunninghamii</i> (Hoop Pine) Address: Alexandra Street Locality: Berry Property Description: In the road reserve adjacent to Lot A, DP 411591 Significance: Local</p>	<p>Item No: 37 Item: <i>Araucaria cunninghamii</i> (Hoop Pine) Address: 62 Alexandra Street Locality: Berry Property Description: In the road reserve adjacent to Lot A, DP 411591 Part of Lot A, DP 411591 and the adjacent road reserve Significance: Local</p>



67. Item No. 41: Remnant old growth eucalyptus

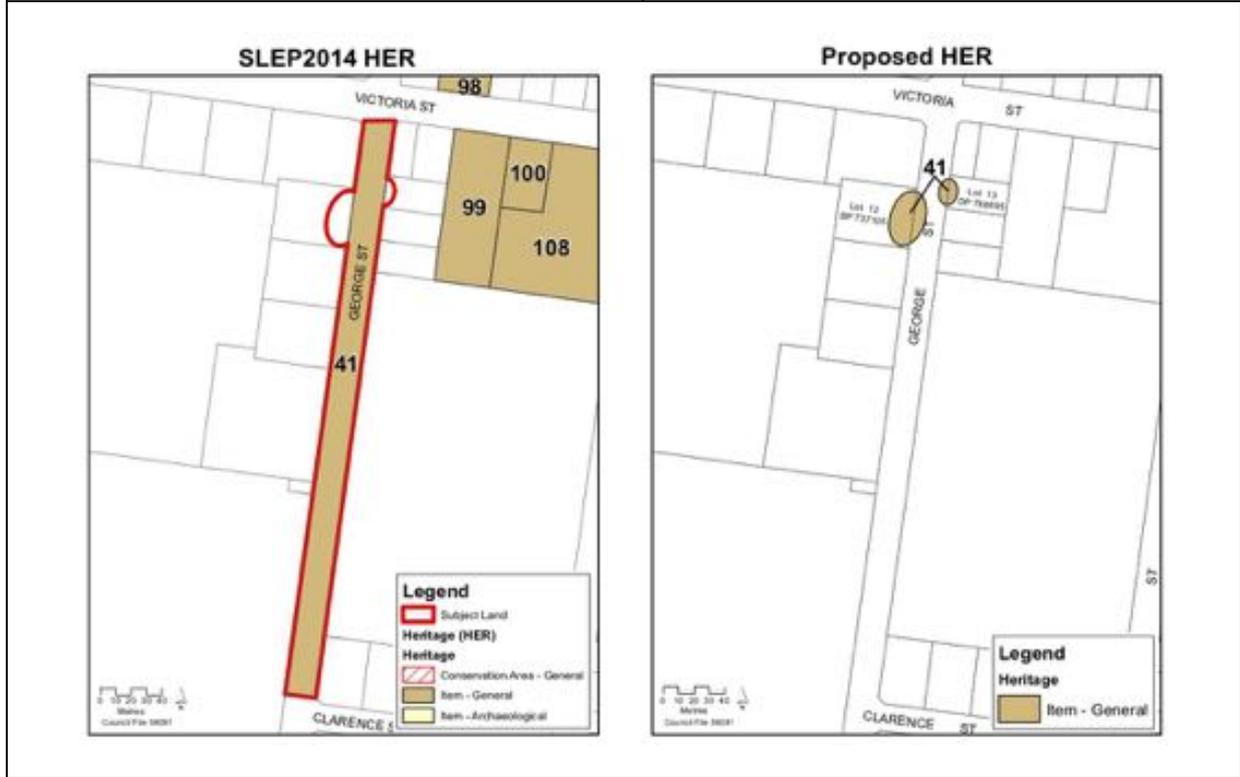


Issue: The entire road reserve is not a heritage item, rather the heritage item is located within the road reserve. The item address is incomplete and the property description is incorrect.

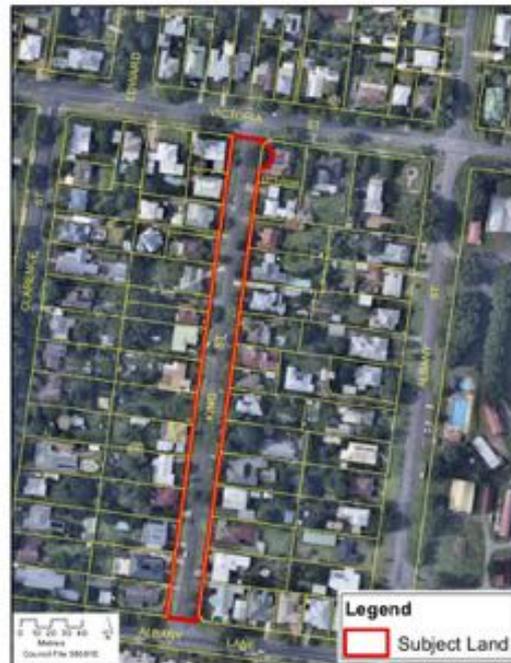
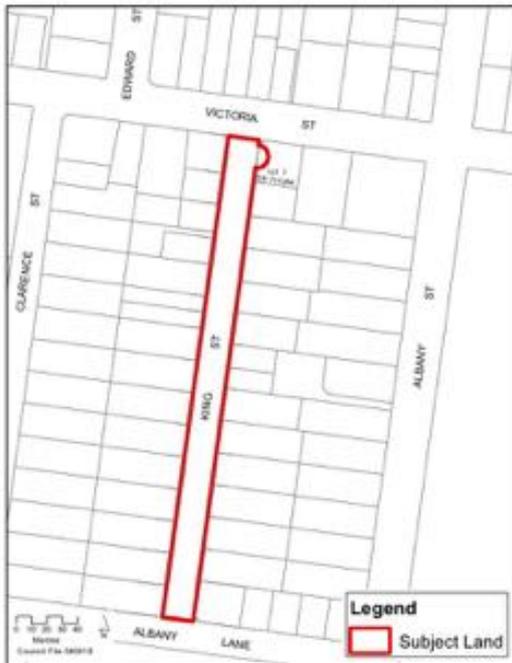
Proposed change: Update the Heritage Map (Sheet HER_019E) to specifically identify the item's location. Update the item address to include a street number. Update the property description from road reserve off George street to Part of Lot 12 DP 737105; Part of Lot 13 DP 788695 and the adjacent road reserve.

Rationale: The entire road reserve does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the heritage item will more accurately identify the item’s location. The item is located within a portion of Lot 12 DP 737105 (47 George Street) and Lot 13 DP 788695 (48 George Street), and the item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 41 Item: Remnant old growth eucalyptus Address: George Street Locality: Berry Property Description: road reserve off George street Significance: Local</p>	<p>Item No: 41 Item: Remnant old growth eucalyptus Address: 47 and 48 George Street Locality: Berry Property Description: road reserve off George street Part of Lot 12 DP 737105; Part of Lot 13 DP 788695 and the adjacent road reserve Significance: Local</p>



68. Item No. 45: *Calodendrum capense* (Cape Chestnut)



Issue: The entire road reserve is not a heritage item, rather the heritage item is located within the road reserve. The item address is incomplete and property description is incorrect.

Proposed change: Update the Heritage Map (Sheet HER_019E) to specifically identify the item's location. Update the item address to include 54 Victoria Street. Update the property description from on the corner of King Street and Victoria Street in the road reserve adjacent to Lot 1, DP 710284 to Part of Lot 1 DP 710284 and the adjacent road reserve.

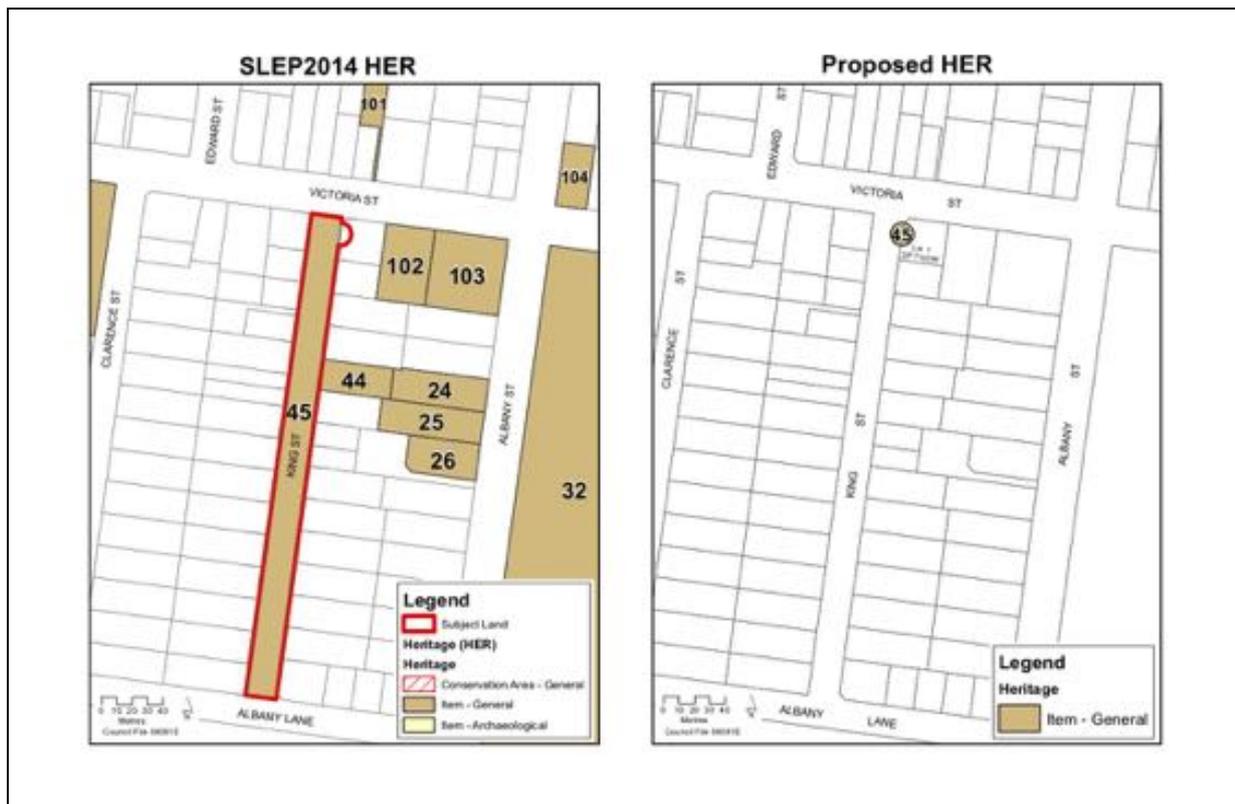
Rationale: The entire road reserve does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the heritage item will more accurately identify the item's location. The item is located within a portion of Lot 1 DP 710284 (54 Victoria Street), and the item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5

Item No: 45
Item: *Calodendrum capense* (Cape Chestnut)
Address: King Street
Locality: Berry
Property Description: On the corner of King Street and Victoria Street in the road reserve adjacent to Lot 1, DP 710284
Significance: Local

Proposed Schedule 5

Item No: 45
Item: *Calodendrum capense* (Cape Chestnut)
Address: King Street and 54 Victoria Street
Locality: Berry
Property Description: On the corner of King Street and Victoria Street in the road reserve adjacent to Lot 1, DP 710284 Part of Lot 1 DP 710284 and the adjacent road reserve
Significance: Local



69. Item No. 60: Bill’s concrete horse trough

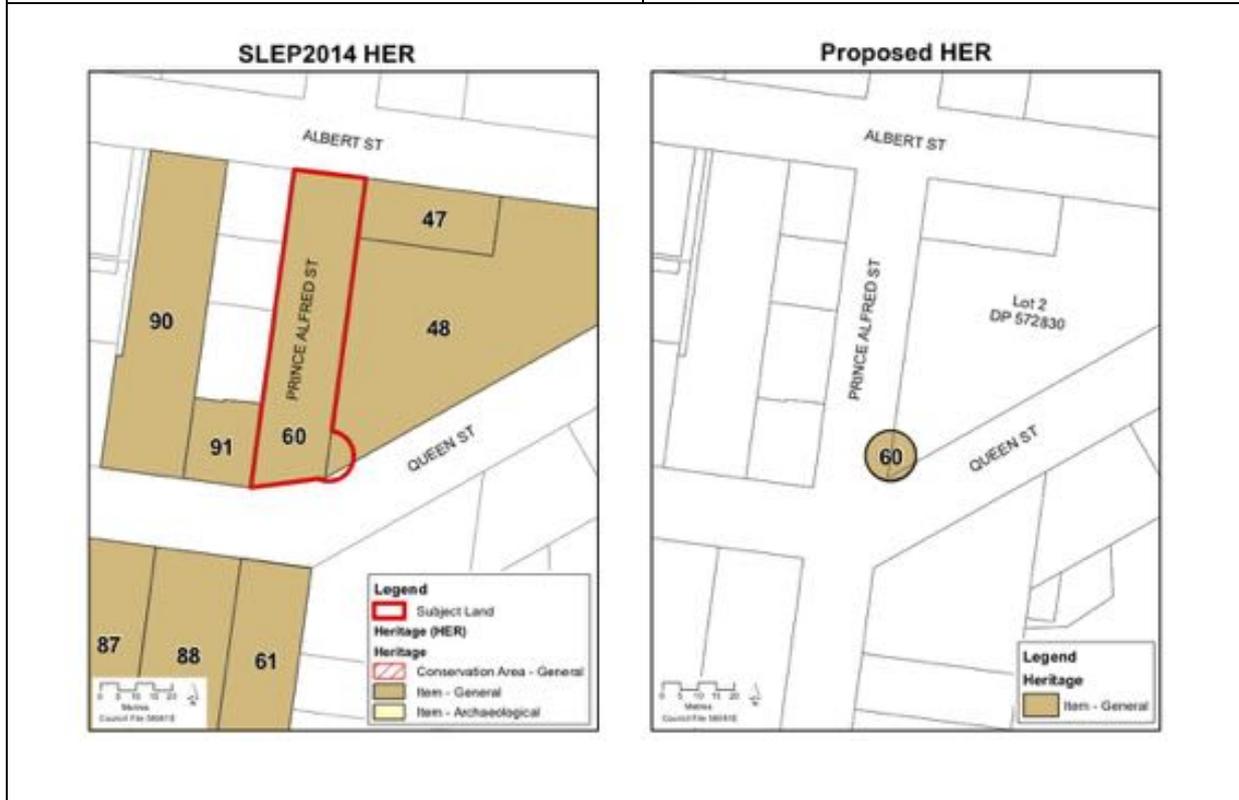


Issue: The entire road reserve is not a heritage item, rather the heritage item is located within the road reserve. The item address is incomplete and the property description is incorrect.

Proposed Change: Update the Heritage Map (Sheet HER_019E) to specifically identify the item’s location. Update the item address to include a street number. Update the property description from road reserve on the corner of Prince Alfred Street and the Princes Highway to Part of Lot 2, DP 572830 and the adjacent road reserve.

Rationale: The entire road reserve does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the heritage item will more accurately identify the item’s location. The item is located within a portion of Lot 2 DP 572830 (12 Prince Alfred Street), and the item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No.: 60 Item: Bill’s concrete horse trough Address: Prince Alfred Street Locality: Berry Property Description: Road reserve on the corner of Prince Alfred Street and the Princes Highway adjacent to Lot 2, DP 572830 Significance: Local</p>	<p>Item No.: 60 Item: Bill’s concrete horse trough Address: 12 Prince Alfred Street Locality: Berry Property Description: Road reserve on the corner of Prince Alfred Street and the Princes Highway Part of Lot 2, DP 572830 and the adjacent road reserve Significance: Local</p>



70. Item No. 61: James Wilson Memorial Fountain

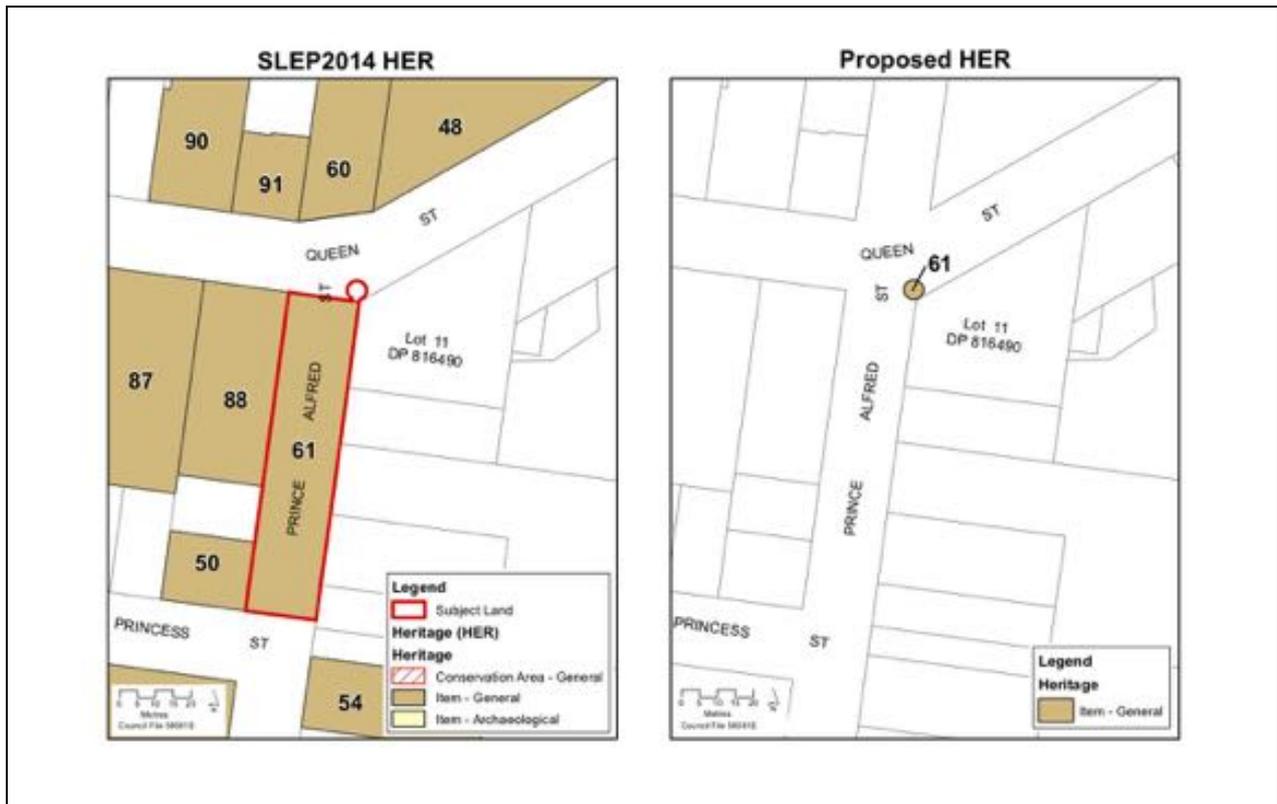


Issue: The entire road reserve is not a heritage item, rather the heritage item is located within the road reserve. The item address is incomplete and the street name in the property description is incorrect.

Proposed change: Update the Heritage Map (Sheet HER_019E) to specifically identify the item’s location. Update the item address to include identify the exact location of the heritage item. Update the property description to include the correct street name.

Rationale: The entire road reserve does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the heritage item will more accurately identify the item’s location. The item is located on the corner of Queen Street and Prince Alfred Street and the item address should be updated to more accurately identify the item’s location. Princes Highway now bypasses Berry and the street the item is located on is now called Queen Street. The property description should be updated to reflect this change in street name.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 61 Item: James Wilson Memorial Fountain Address: Prince Alfred Street Locality: Berry Property Description: Road reserve on the corner of Prince Alfred Street and the Princes Highway adjacent to Lot 11, DP 816490 Significance: Local</p>	<p>Item No: 61 Item: James Wilson Memorial Fountain Address: Corner of Queen Street and Prince Alfred Street Locality: Berry Property Description: Road reserve on the corner of Prince Alfred Street and the Princes Highway Queen Street adjacent to Lot 11, DP 816490 Significance: Local</p>



71. Item No. 149: *Agathis robusta* (Kauri Pine)

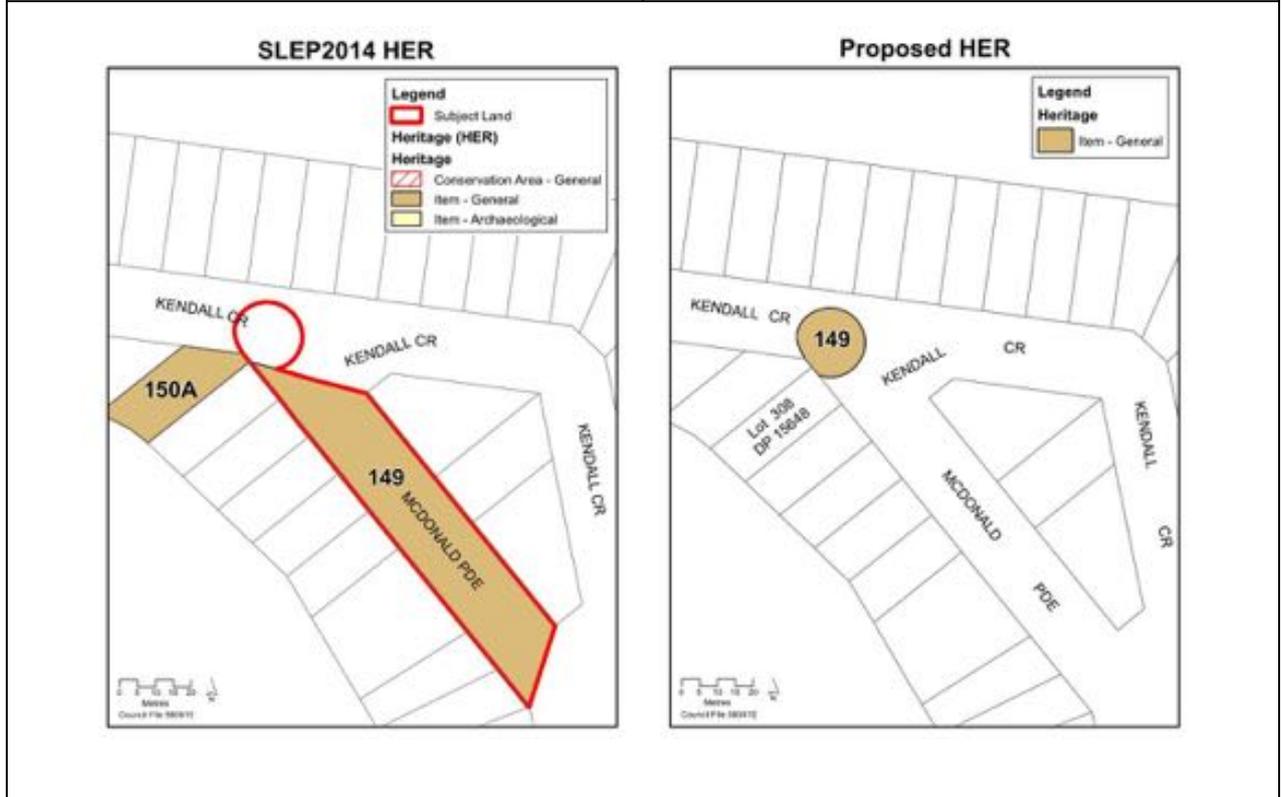


Issue: The entire road reserve is not a heritage item, rather the heritage item is located within the road reserve. The item address is incomplete and the property description is incorrect.

Proposed change: Update the Heritage Map (Sheet HER_016D) to specifically identify the item’s location. Update the item address to include the address of all land within the curtilage of the heritage item. Update the property description from “McDonald Parade Road reserve adjacent to land in DP 15648” to “road reserve adjacent to Lot 307, DP 15648”.

Rationale: The entire road reserve does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the heritage item will more accurately identify the item’s location. The item is located within a portion of Kendall Crescent and McDonald Parade adjacent to Lot 307, DP 15648, and the item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 149 Item: <i>Agathis robusta</i> (Kauri Pine) Address: McDonald Parade Locality: Burrill Lake Property Description: McDonald Parade Road reserve adjacent to land in DP 15648 Significance: Local</p>	<p>Item No: 149 Item: <i>Agathis robusta</i> (Kauri Pine) Address: McDonald Parade and Kendall Crescent Locality: Burrill Lake Property Description: McDonald Parade Road reserve adjacent to land in DP 15648 Road reserve adjacent to Lot 307, DP 15648 Significance: Local</p>



72. Item No. 429: *Ficus macrophylla* (Fig tree)

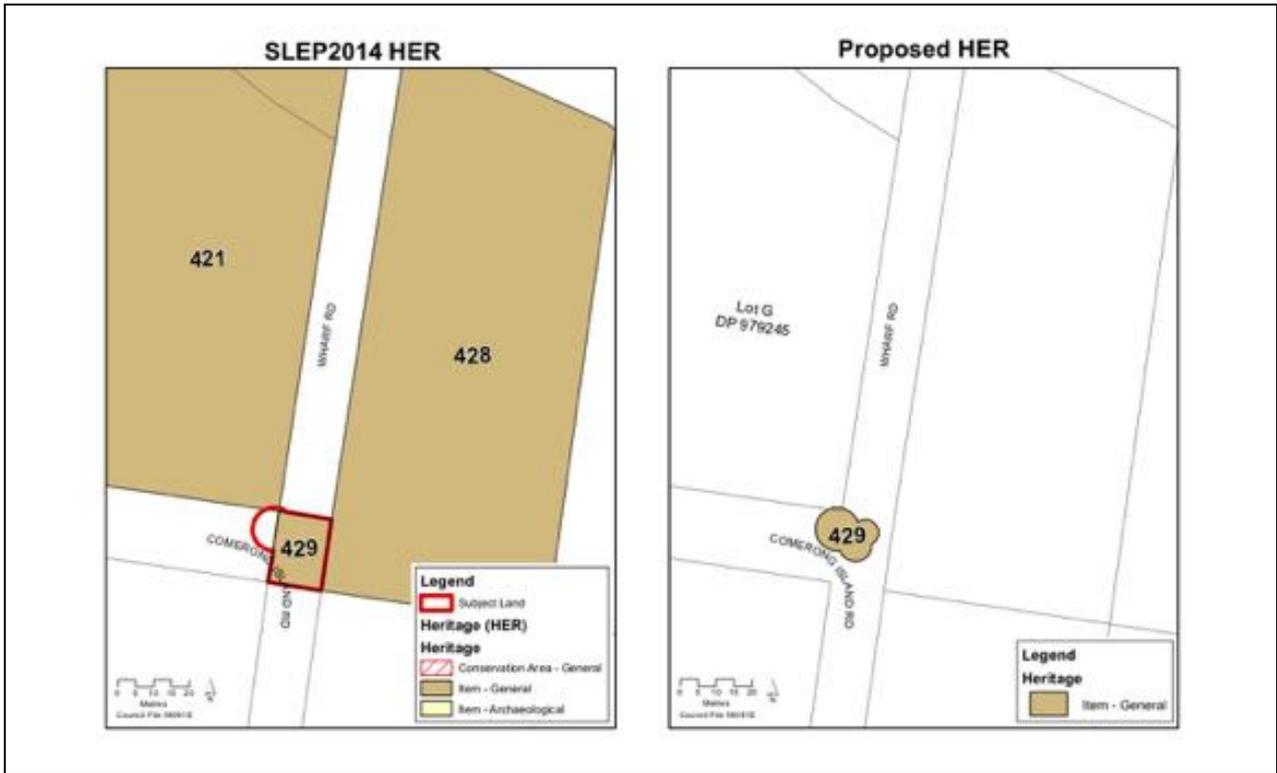


Issue: The item address is incomplete. The property description and heritage mapping are incorrect.

Proposed Change: Update the item address to include 665 Comerong Island Road and the junction of Wharf Road. Update the property description from road reserve between Lot K, DP 979245 and Lot G, DP 979245 to Part of Lot G DP 979245 and the adjacent road reserve. Update the Heritage Map (Sheet HER_019C) to only cover the curtilage of the Fig Tree.

Rationale: Amending the heritage mapping layer to only include the curtilage of the Fig tree will more accurately identify the item’s location. Updating the item address to reference that the item is located on the junction of Wharf Road and Comerong Island Road will better identify the exact location of the heritage item. The item is partially located within Lot G DP 979245 (665 Comerong Island Road) and the adjacent road reserve, and the item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 429 Item: <i>Ficus macrophylla</i> (Fig tree) Address: Comerong Island Road Locality: Numbaa Property Description: Road reserve between Lot K, DP 979245 and Lot G, DP 979245 Significance: Local</p>	<p>Item No: 429 Item: <i>Ficus macrophylla</i> (Fig tree) Address: 665 Comerong Island Road and the junction of Wharf Road and Comerong Island Road Locality: Numbaa Property Description: Road reserve between Lot K, DP 979245 and Lot G, DP 979245 Part of Lot G DP 979245 and the adjacent road reserve Significance: Local</p>



3.2.2 Items with tree(s) over lot boundaries

There are 25 items within Schedule 5 that include a heritage significant tree(s) where the dripline of the tree(s) extends beyond the current heritage mapping layer. It is proposed to extend the heritage layer of these 25 items to include the dripline of the heritage significant tree(s). This is only proposed where the dripline extends onto land that is either; already identified on the heritage layer in SLEP 2014, within a road reserve, or owned by Council.

Extending the heritage layer to include the dripline of the heritage tree(s) will allow Council to identify all properties on which a heritage item or component of a heritage item is located. This will ensure that planning certificates provided under 10.7 of the *Environmental Planning and Assessment Act 1979* correctly identify any heritage controls that would affect the subject land.

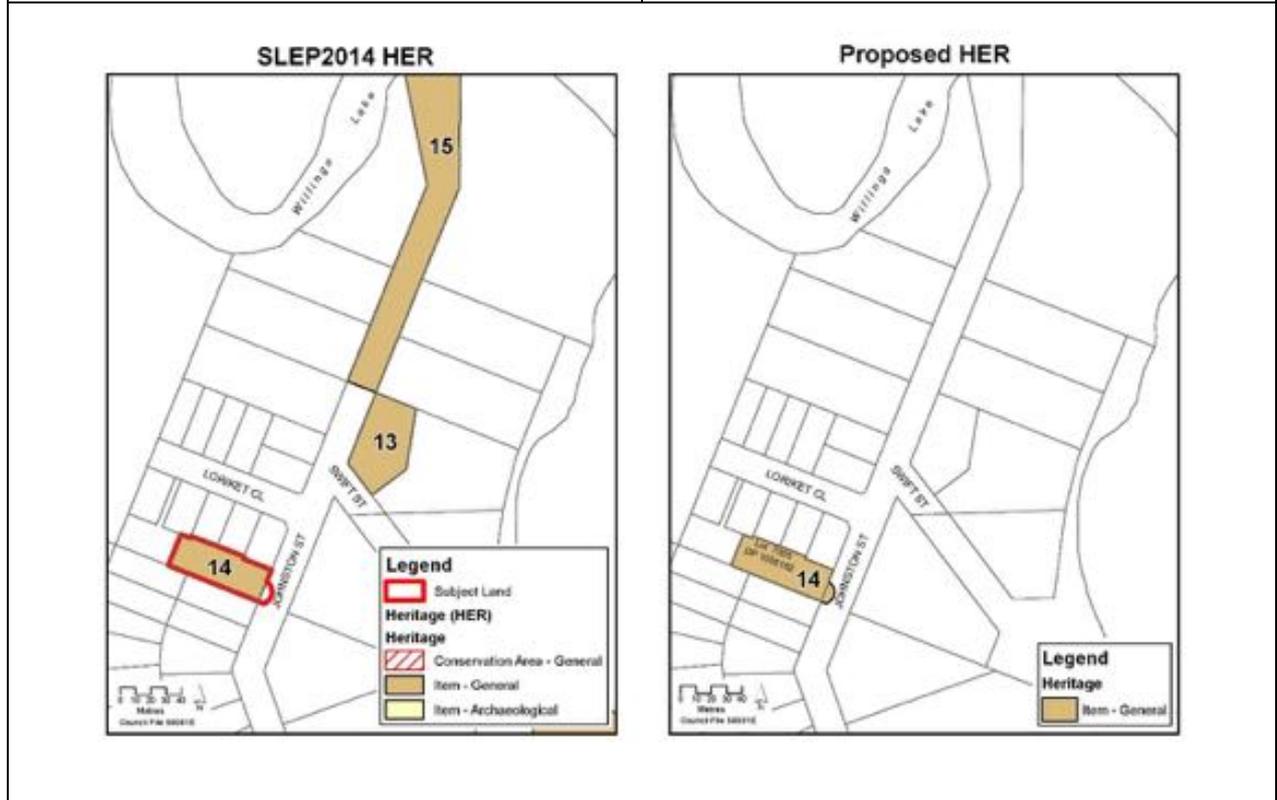
The proposed changes to these 25 items are outlined in **Table 3** below, with proposed changes identified in red.

Table 3: Items with tree(s) components over lot boundaries

73. Item No. 14: Bawley Point guesthouse and trees
<div style="display: flex; justify-content: space-around;">   </div> <p>Issue: The item name is incorrect. The property description and heritage mapping are incomplete.</p> <p>Proposed change: Update the item name description to replace 'trees' with <i>Genus callitric</i> (Cyprus Pine). Update the property description and Heritage Map (Sheet HER_017A) to include the curtilage of the Cyprus Pine.</p> <p>Rationale: The Heritage Inventory Sheet lists a modification to the heritage item that resulted in the loss of one of the 2 Cypress Pines that formed a part of the item. The item name should be updated to replace trees with <i>Genus Callitris</i> (Cyprus Pine) to reflect that there is only one heritage significance tree remaining on the site, and the species of that tree. The remaining Cyprus Pine is partially located within the adjacent</p>

road reserve, and the property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 14 Item: Bawley Point guesthouse and trees Address: 21 Johnston Street Locality: Bawley Point Property Description: Lot 43, DP 1038219 Significance: Local</p>	<p>Item No: 14 Item: Bawley Point guesthouse and trees <i>Genus callitris (Cyprus Pine)</i> Address: 21 Johnston Street Locality: Bawley Point Property Description: Lot 43, DP 1038219 and the adjacent road reserve Significance: Local</p>



74. Item No. 32: Berry showground group and trees including Victorian agricultural pavilion, rotunda, poultry shed, wood chopping arena, cattle yards, Alexandra Street entrances, Sir John Hay Memorial Fountain, former Berry Municipal Chambers, *Araucaria bidwilli* (Bunya Pine), *Araucaria cunninghamii* (Hoop Pines), *Ficus sp* (Fig tree), *Erythrina sp* (Coral trees), *Eucalyptus sp* (Eucalyptus trees), *Magnolia sp* (Magnolias), *Photinia serratifolia* (Photinia), *Callitris macleayana* (Cypress), *Cinnamomum camphora* (Camphor Laurels) and *Camellia sp* (Camellias)



Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include Lot 1, DP 17263 and the adjacent road reserve. Update the Heritage Map (Sheet HER_019E) to include the curtilage of the heritage trees.

Rationale: The item is mapped as being partially located on Lot 1 DP 17263. Updating the property description to also include Lot 1 DP 17263 aligns the listing with the mapped data. The heritage trees are a part of the item, recognised in the Heritage Inventory Sheet, and the property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 32</p> <p>Item: Berry showground group and trees including Victorian agricultural pavilion, rotunda, poultry shed, wood chopping arena, cattle yards, Alexandra Street entrances, Sir John Hay Memorial Fountain, former Berry Municipal Chambers, <i>Araucaria bidwilli</i> (Bunya Pine), <i>Araucaria cunninghamii</i> (Hoop Pines), <i>Ficus sp</i> (Fig tree), <i>Erythrina sp</i> (Coral trees), <i>Eucalyptus sp</i> (Eucalyptus trees), <i>Magnolia sp</i> (Magnolias), <i>Photinia serratifolia</i> (Photinia), <i>Callitris macleayana</i> (Cypress), <i>Cinnamomum camphora</i> (Camphor Laurels) and <i>Camellia sp</i> (Camellias)</p> <p>Address: 35 Alexandra Street</p> <p>Locality: Berry</p>	<p>Item No: 32</p> <p>Item: Berry showground group and trees including Victorian agricultural pavilion, rotunda, poultry shed, wood chopping arena, cattle yards, Alexandra Street entrances, Sir John Hay Memorial Fountain, former Berry Municipal Chambers, <i>Araucaria bidwilli</i> (Bunya Pine), <i>Araucaria cunninghamii</i> (Hoop Pines), <i>Ficus sp</i> (Fig tree), <i>Erythrina sp</i> (Coral trees), <i>Eucalyptus sp</i> (Eucalyptus trees), <i>Magnolia sp</i> (Magnolias), <i>Photinia serratifolia</i> (Photinia), <i>Callitris macleayana</i> (Cypress), <i>Cinnamomum camphora</i> (Camphor Laurels) and <i>Camellia sp</i> (Camellias)</p> <p>Address: 35 Alexandra Street</p> <p>Locality: Berry</p>

<p>Property Description: Lot 1, DP 940561 Significance: Local</p>	<p>Property Description: Lot 1, DP 940561; Lot 1, DP 17263 and the adjacent road reserve Significance: Local</p>
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75. Item No. 35: Avenue of Remembrance (tree-lined)

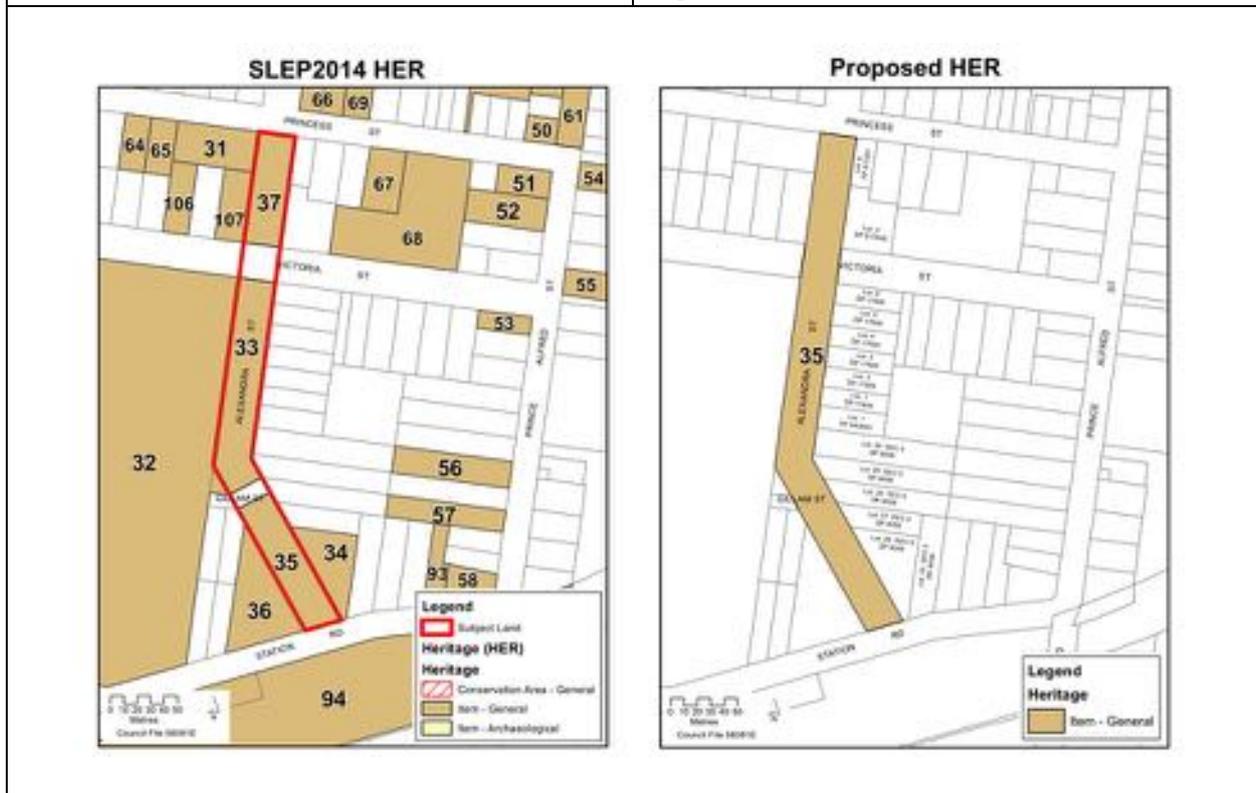


Issue: The property description is incorrect and the heritage mapping is incomplete.
Proposed change: Update the property description to replace “road reserve in front of Lot 26, Section 5, DP 8058” with “road reserve between Lot 26, Section 5, DP 8058 and Lot A, DP 411591”. Update

Heritage Map (HER_019E) to include the Alexandra Street road reserve between Lot 26, Section 5, DP 8058 and Lot A, DP 411591.

Rational: The current property description and heritage mapping do not include the curtilage of all the trees identified within the Heritage Inventory Sheet. Updating the property description and heritage mapping to identify the entire road reserve within the curtilage of the heritage trees will allow for better identification of the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 35 Item: Avenue of Remembrance (tree-lined) Address: Alexandra Street Locality: Berry Property Description: Road reserve in front of Lot 26, Section 5, DP 8058 Significance: Local</p>	<p>Item No: 35 Item: Avenue of Remembrance (tree-lined) Address: Alexandra Street Locality: Berry Property Description: Road reserve in front of Lot 26, Section 5, DP 8058 Road reserve between Lot 26, Section 5, DP 8058 and Lot A, DP 411591 Significance: Local</p>



76. Item No. 42: *Eucalyptus pilularis* (Blackbutt)

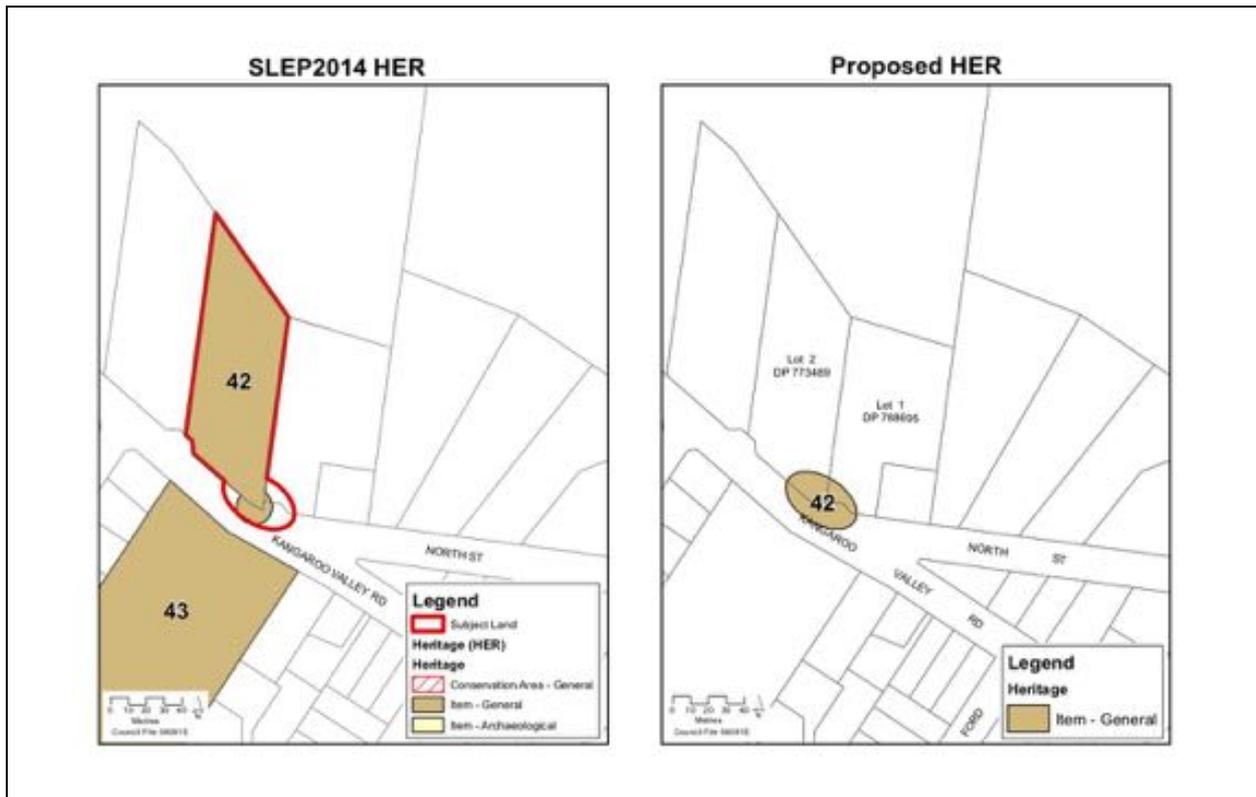


Issue: The heritage layer does not need to cover the entirety of Lot 2 DP 773489, only the curtilage of the Blackbutt tree. The item address and property description are incomplete.

Proposed change: Update the item address to include 46 Kangaroo Valley Road. Update the property description to include part of Lot 1 DP 773489. Update Heritage Map (Sheet HER_019E) to only cover the curtilage of the Blackbutt tree.

Rationale: The entirety of Lot 2 DP 773489 does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the Blackbutt tree will more accurately identify the item’s location. The item is partially located within Lot 1, DP 773489 (46 Kangaroo Valley Road), and the item address and property description should be updated to identify all lots associated with the item. The Blackbutt tree is only located within part of Lots 1 and 2, DP 773489 and amending the property description to reflect this will more accurately identify the exact location of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 42 Item: <i>Eucalyptus pilularis</i> (Blackbutt) Address: 42 Kangaroo Valley Road Locality: Berry Property Description: Lot 2, DP 773489 and the adjacent road reserve Significance: Local</p>	<p>Item No: 42 Item: <i>Eucalyptus pilularis</i> (Blackbutt) Address: 42 and 46 Kangaroo Valley Road Locality: Berry Property Description: Part of Lots 1 and 2, DP 773489 and the adjacent road reserve Significance: Local</p>



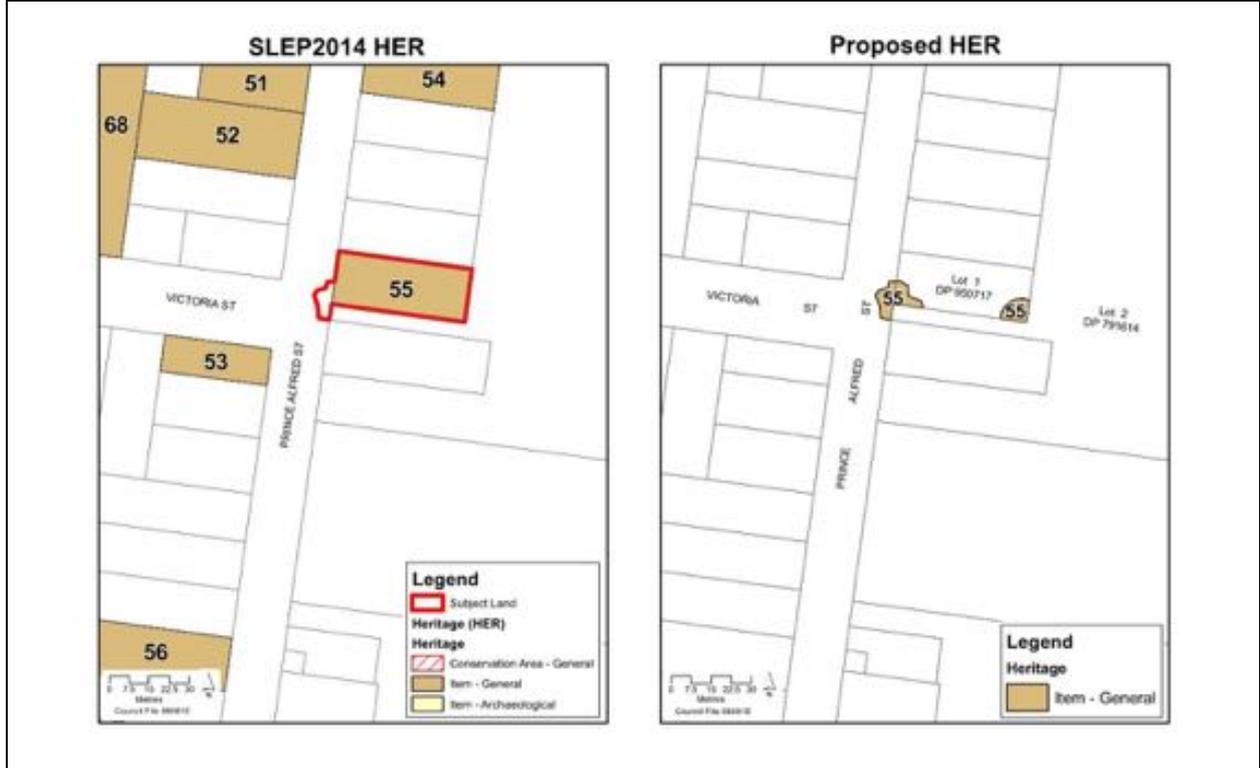
77. Item No. 55: *Araucaria heterophylla* (Norfolk Island Pines-2)



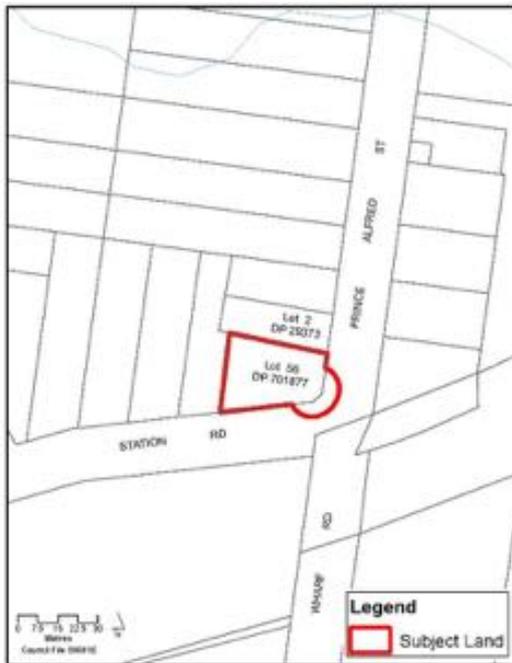
Issue: The property description is incomplete, and the heritage mapping is incorrect.
Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Map (Sheet HER_019E) to only cover the curtilage of the Norfolk Island Pines.
Rationale: The entirety of Lot 1, DP 950717 does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the two Norfolk Island Pines will more accurately identify the item’s location. The Norfolk Island Pines are located within a portion of Lot 1, DP

950717 and the adjacent road reserve. The property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 55 Item: <i>Araucaria heterophylla</i> (Norfolk Island Pines-2) Address: 40 Prince Alfred Street Locality: Berry Property Description: Lot 1, DP 950717 Significance: Local</p>	<p>Item No: 55 Item: <i>Araucaria heterophylla</i> (Norfolk Island Pines-2) Address: 40 Prince Alfred Street Locality: Berry Property Description: Part of Lot 1, DP 950717 and the adjacent road reserve Significance: Local</p>



78. Item No. 58: Victorian Georgian style weatherboard cottage and trees including *Araucaria cunninghamii* (Hoop Pines-2) and *Brachychiton acerifolius* (Illawarra Flame trees-3)

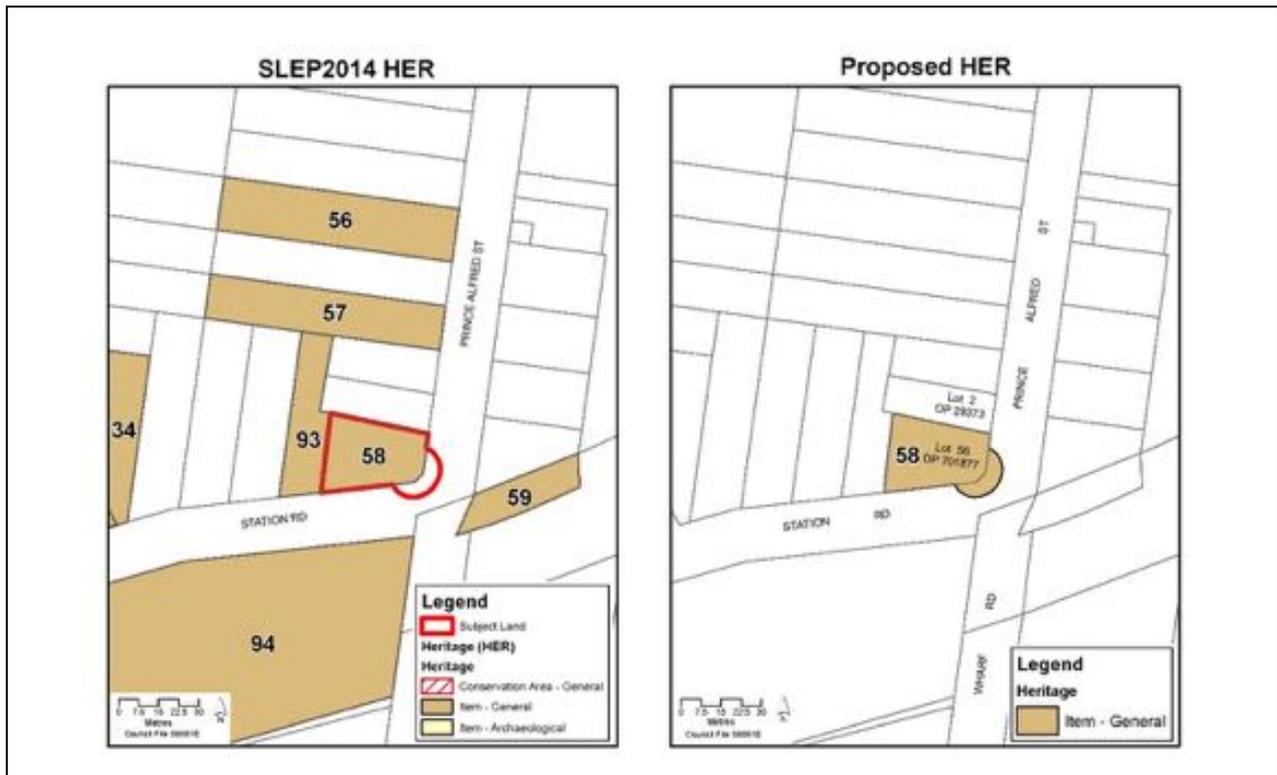


Issue: The property description and heritage mapping are incomplete.

Proposed Change: Update the property description and Heritage Map (Sheet HER_019E) to include the curtilage of the 2 Hoop Pines.

Rationale: The 2 Hoop Pine trees are a part of the heritage item, recognised in the Heritage Inventory Sheet, and the property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 58 Item: Victorian Georgian style weatherboard cottage and trees including <i>Araucaria cunninghamii</i> (Hoop Pines-2) and <i>Brachychiton acerifolius</i> (Illawarra Flame trees-3) Address: 53 Prince Alfred Street Locality: Berry Property Description: Lot 56, DP 701877 Significance: Local</p>	<p>Item No: 58 Item: Victorian Georgian style weatherboard cottage and trees including <i>Araucaria cunninghamii</i> (Hoop Pines-2) and <i>Brachychiton acerifolius</i> (Illawarra Flame trees-3) Address: 53 Prince Alfred Street Locality: Berry Property Description: Lot 56, DP 701877 and the adjacent road reserve Significance: Local</p>



79. Item No. 68: St Luke’s Anglican Church including memorial gates and trees, including *Araucaria heterophylla* (Norfolk Island Pine)

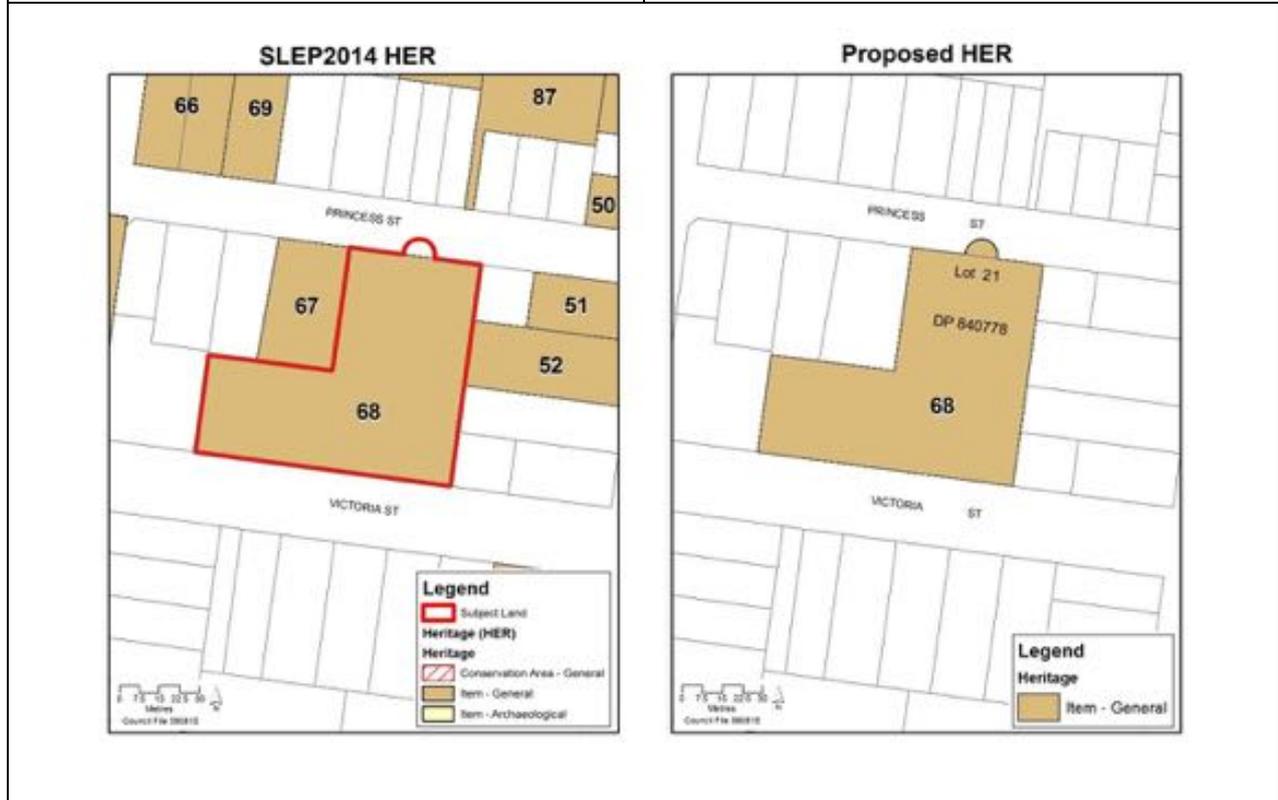


Issue: The property description and heritage mapping are incomplete.

Proposed Change: Update the property description and Heritage Map (Sheet HER_019E) to include the curtilage of the Norfolk Island Pine.

Rationale: The Norfolk Island Pine is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 68 Item: St Luke’s Anglican Church including memorial gates and trees, including <i>Araucaria heterophylla</i> (Norfolk Island Pine) Address: 68A Princess Street Locality: Berry Property Description: Lot 21, DP 840778 Significance: Local</p>	<p>Item No: 68 Item: St Luke’s Anglican Church including memorial gates and trees, including <i>Araucaria heterophylla</i> (Norfolk Island Pine) Address: 68A Princess Street Locality: Berry Property Description: Lot 21, DP 840778 and the adjacent road reserve Significance: Local</p>

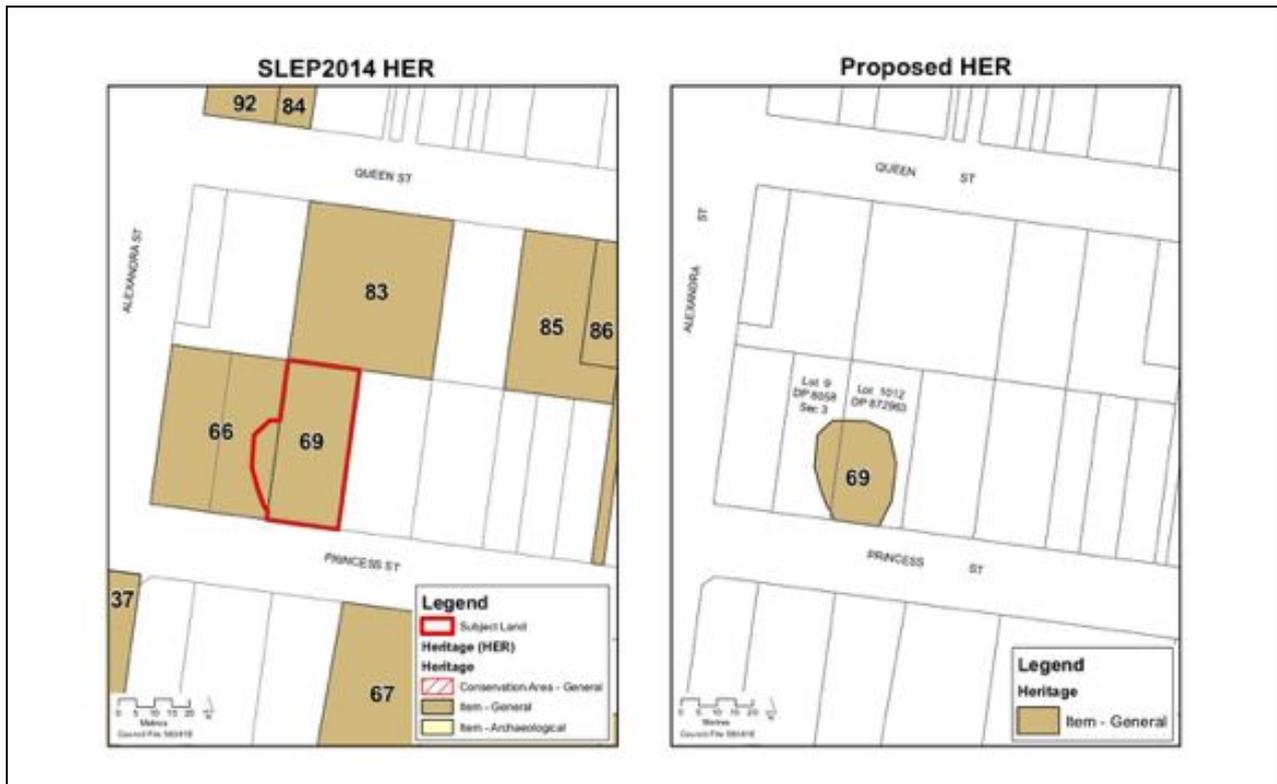


80. Item No. 69: *Quercus virginiana* (American Live Oak)



Issue: The item address, property description and heritage mapping are incomplete.
Proposed Change: Update the item address and property description to include Lot 9, Section 3, DP 8058 (67 Princess Street). Update the Heritage Map (Sheet HER_019E) to only cover the curtilage of the American Live Oak tree.
Rationale: The entirety of Lot 1012, DP 872963 does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the American Live Oak will more accurately identify the item's location. The item is located within a portion of Lot 1012, DP 872963 (Princess Street) and Lot 9, Section 3, DP 8058 (67 Princess Street), and the item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 69 Item: <i>Quercus virginiana</i> (American Live Oak) Address: Princess Street Locality: Berry Property Description: Lot 1012, DP 872963 Significance: Local</p>	<p>Item No: 69 Item: <i>Quercus virginiana</i> (American Live Oak) Address: 67 Princess Street Locality: Berry Property Description: Part of Lot 1012, DP 872963; Part of Lot 9, Section 3, DP 8058 Significance: Local</p>

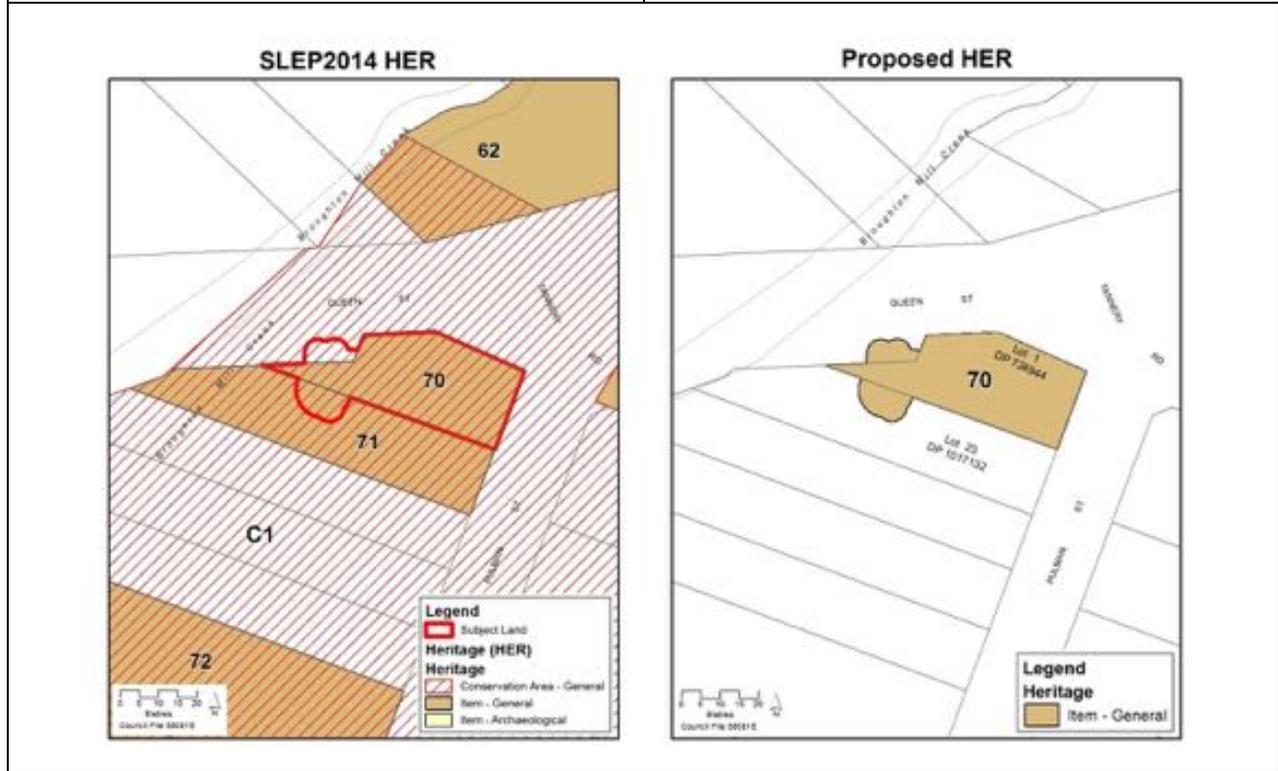


81. Item No. 70: Colonial style weatherboard store (former Wilson and Co store), and *Araucaria heterophylla* (Norfolk Island Pines-2)

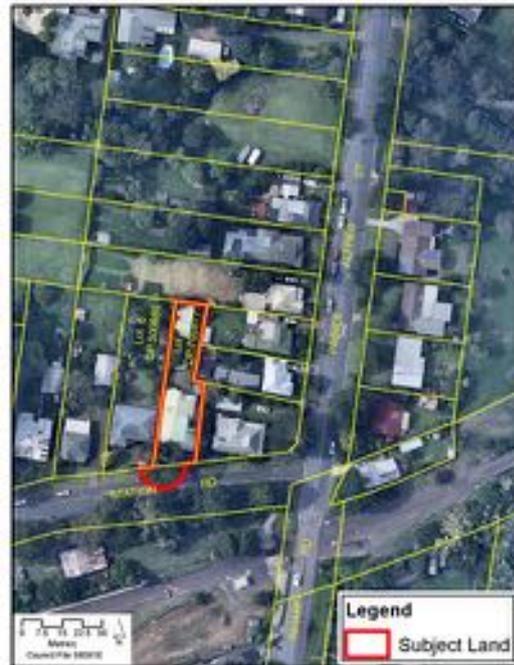


Issue: The item address, property description and heritage mapping are incomplete.
Proposed Change: Update the item address, property description and Heritage Map (Sheet HER_019E) to include the curtilage of the two Norfolk Island Pine trees.
Rationale: The Norfolk Island Pines are a part of the heritage item, recognised in the Heritage Inventory Sheet, and the item address, property description and mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 70 Item: Colonial style weatherboard store (former Wilson and Co store), and <i>Araucaria heterophylla</i> (Norfolk Island Pines-2) Address: 1 Pulman Street Locality: Berry Property Description: Lot 1, DP 724944 Significance: Local</p>	<p>Item No: 70 Item: Colonial style weatherboard store (former Wilson and Co store), and <i>Araucaria heterophylla</i> (Norfolk Island Pines-2) Address: 1 and 3 Pulman Street Locality: Berry Property Description: Lot 1, DP 724944; Part of Lot 23, DP 1017132 and the adjacent road reserve Significance: Local</p>



82. Item No. 93: *Toona australis* (Australian Red Cedar)

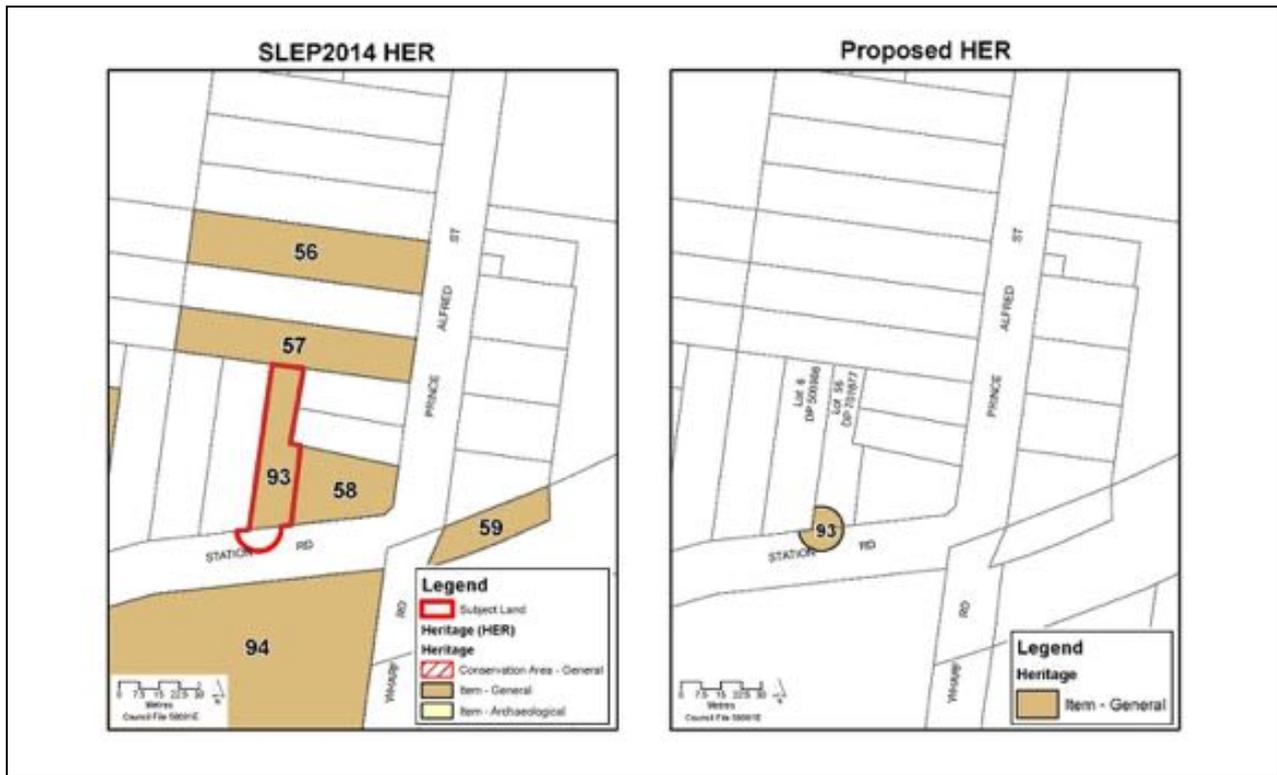


Issue: The property description and heritage mapping are incomplete.

Proposed Change: Update the property description to include the curtilage of the Australian Red Cedar. Update the Heritage Map (Sheet HER_019E) to only cover the curtilage of the Australian Red Cedar.

Rationale: The entirety of Lot 55, DP 701877 does not need to be identified as a heritage item. Amending the property description and heritage mapping layer to only include the curtilage of the Australian Red Cedar will more accurately identify the item’s location.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 93 Item: <i>Toona australis</i> (Australian Red Cedar) Address: 11 Station Road Locality: Berry Property Description: Lot 55, DP 701877 Significance: Local</p>	<p>Item No: 93 Item: <i>Toona australis</i> (Australian Red Cedar) Address: 11 Station Road Locality: Berry Property Description: Part of Lot 55, DP 701877 and the adjacent road reserve Significance: Local</p>



83. Item No. 101: *Melaleuca decora* (Paper Barks-2)

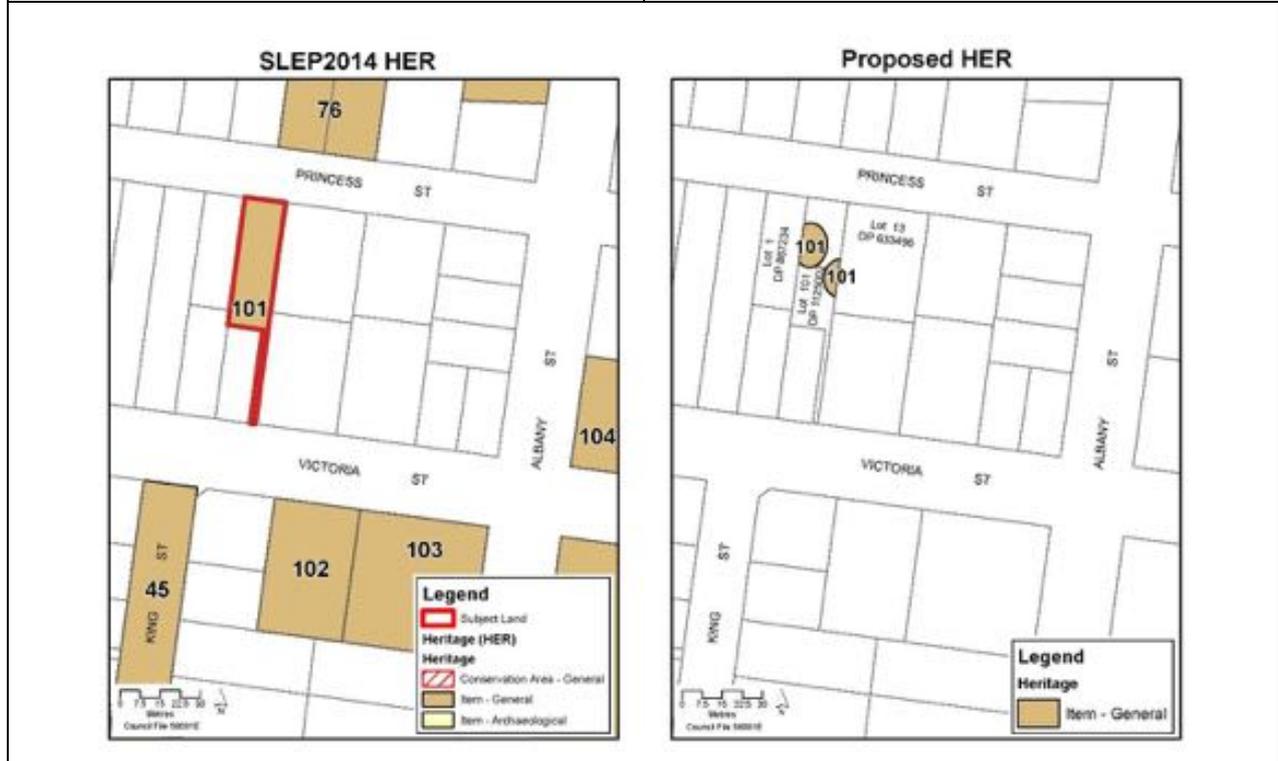


Issue: The property description and mapping are incomplete.

Proposed Change: Update the property description to include “part of”. Update the Heritage Map (Sheet HER_019E) to only cover the curtilage of the two Paper Barks.

Rationale: The entirety of Lot 101, DP 1125002 does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the two Paper Barks will more accurately identify the item’s location. The item is located within a portion of Lot 101, DP 1125002 and the property description should be updated to identify land associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 101 Item: <i>Melaleuca decora</i> (Paper Barks-2) Address: 51A Victoria Street Locality: Berry Property Description: Lot 101, DP 1125002 Significance: Local</p>	<p>Item No: 101 Item: <i>Melaleuca decora</i> (Paper Barks-2) Address: 51A Victoria Street Locality: Berry Property Description: Part of Lot 101, DP 1125002 Significance: Local</p>



84. Item No. 103: Victorian Classical Academic style court house including *Cinnamomum camphora* (Camphor Laurel)

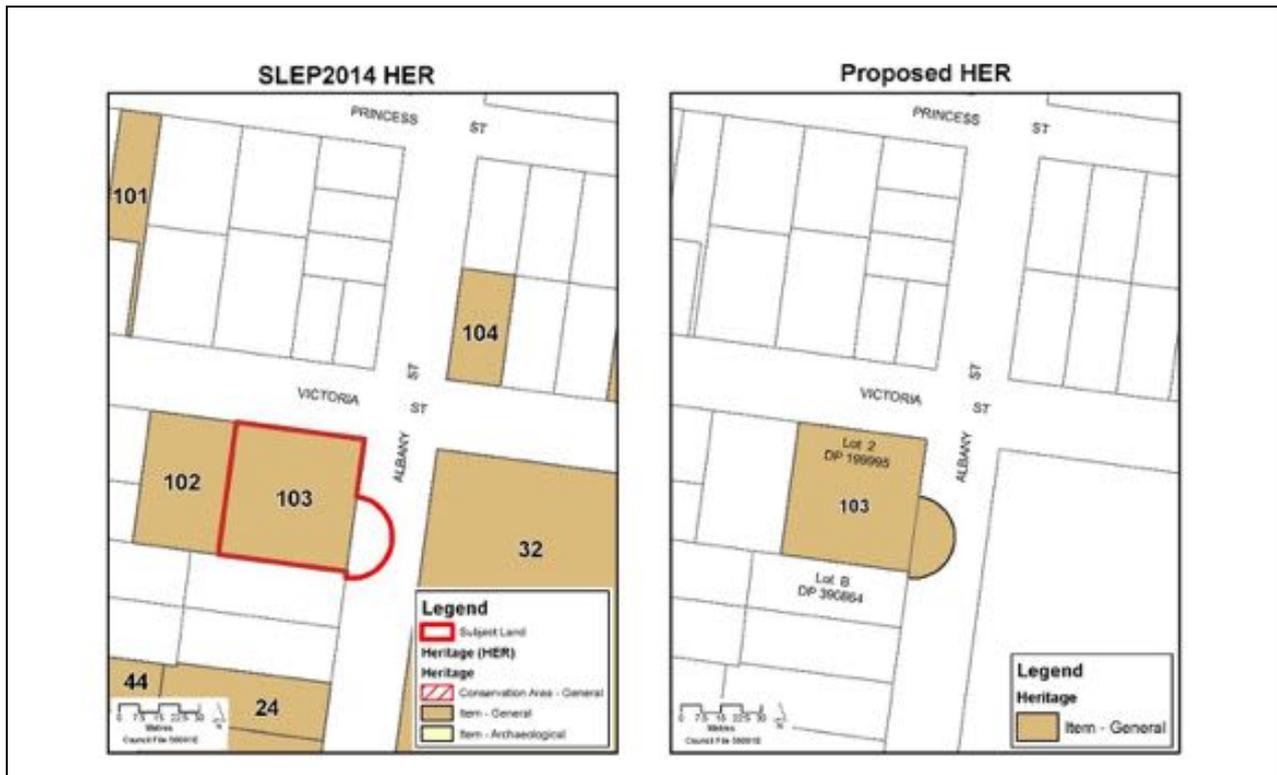


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description and Heritage Map (Sheet HER_019E) to include the curtilage of the Camphor Laurel tree.

Rationale: The item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify all land associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 103 Item: Victorian Classical Academic style court house including <i>Cinnamomum camphora</i> (Camphor Laurel) Address: 58 Victoria Street Locality: Berry Property Description: Lot 2, DP 199995 Significance: State</p>	<p>Item No: 103 Item: Victorian Classical Academic style court house including <i>Cinnamomum camphora</i> (Camphor Laurel) Address: 58 Victoria Street Locality: Berry Property Description: Lot 2, DP 199995 and the adjacent road reserve Significance: State</p>

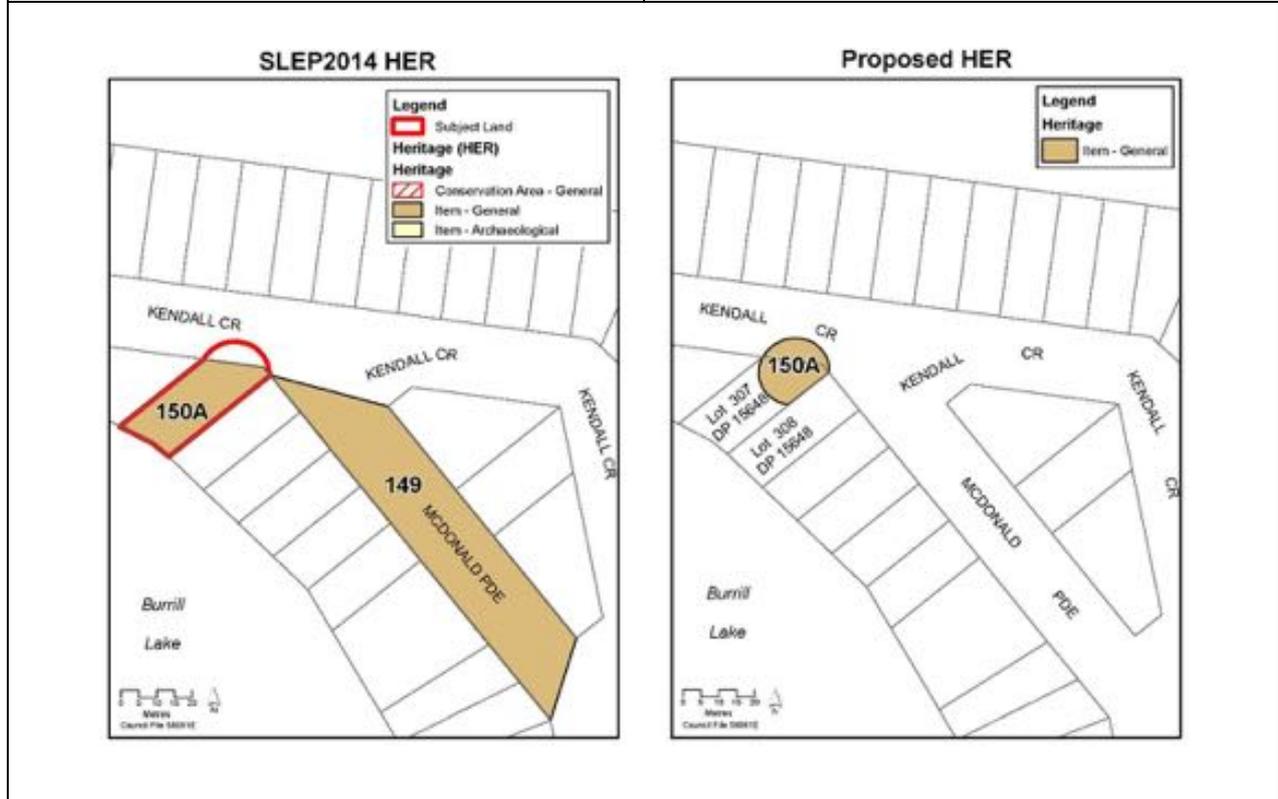


85. Item No. 150A: *Araucaria heterophylla* (Norfolk Island Pine)



Issue: The property description and heritage mapping are incomplete.
Proposed Change: Update the property description to include part of Lot 307, DP 15648 and the adjacent road reserve. Update Heritage Map (Sheet HER_019E) to only cover the curtilage of the Norfolk Island Pine.
Rationale: The entirety of Lot 307, DP 15648 does not need to be identified as a heritage item. Amending the property description and heritage mapping layer to only identify the curtilage of the Norfolk Island Pine will more accurately identify the item’s location.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 150A Item: <i>Araucaria heterophylla</i> (Norfolk Island Pine) Address: 4 Kendall Crescent Locality: Burrill Lake Property Description: Lot 307, DP 15648 Significance: Local</p>	<p>Item No: 150A Item: <i>Araucaria heterophylla</i> (Norfolk Island Pine) Address: 4 Kendall Crescent Locality: Burrill Lake Property Description: Part of Lot 307, DP 15648 and the adjacent road reserve Significance: Local</p>



86. Item No. 182: Former Victorian brick gatehouse to Mount Airlie including elm trees and orchard

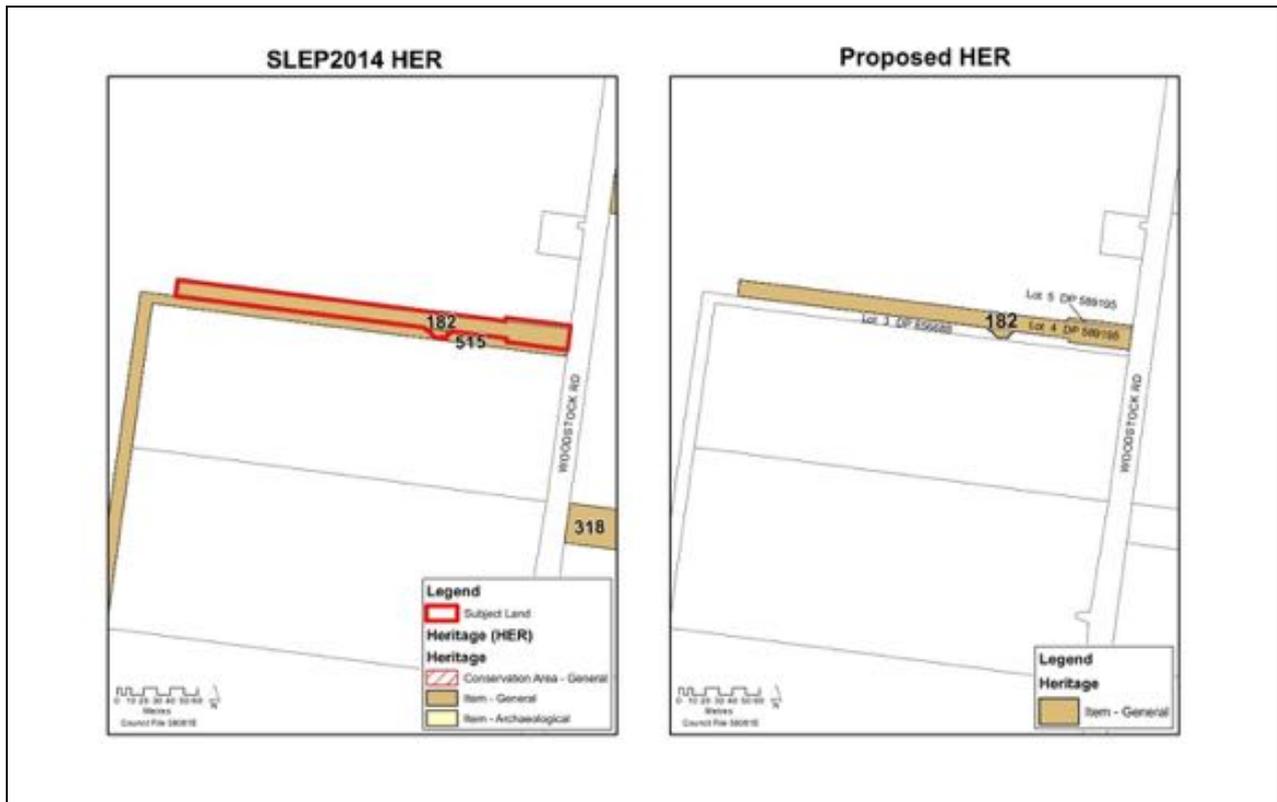


Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update item address and property description to include part of Lot 3, DP 856688 (34A Woodstock Road). Update Heritage Map (Sheet HER_016) to include the curtilage of the elm trees and orchard.

Rationale: The item is also partially located within a portion of Lot 3, DP 856688 (34A Woodstock Road). The item address, property description and heritage mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 182 Item: Former Victorian brick gatehouse to Mount Airlie including elm trees and orchard Address: 32 Woodstock Road Locality: Croobyar Property Description: Lots 4 and 5, DP 589195 Significance: Local</p>	<p>Item No: 182 Item: Former Victorian brick gatehouse to Mount Airlie including elm trees and orchard Address: 32 and 34A Woodstock Road Locality: Croobyar Property Description: Lots 4 and 5, DP 589195; Part of Lot 3, DP 856688 Significance: Local</p>

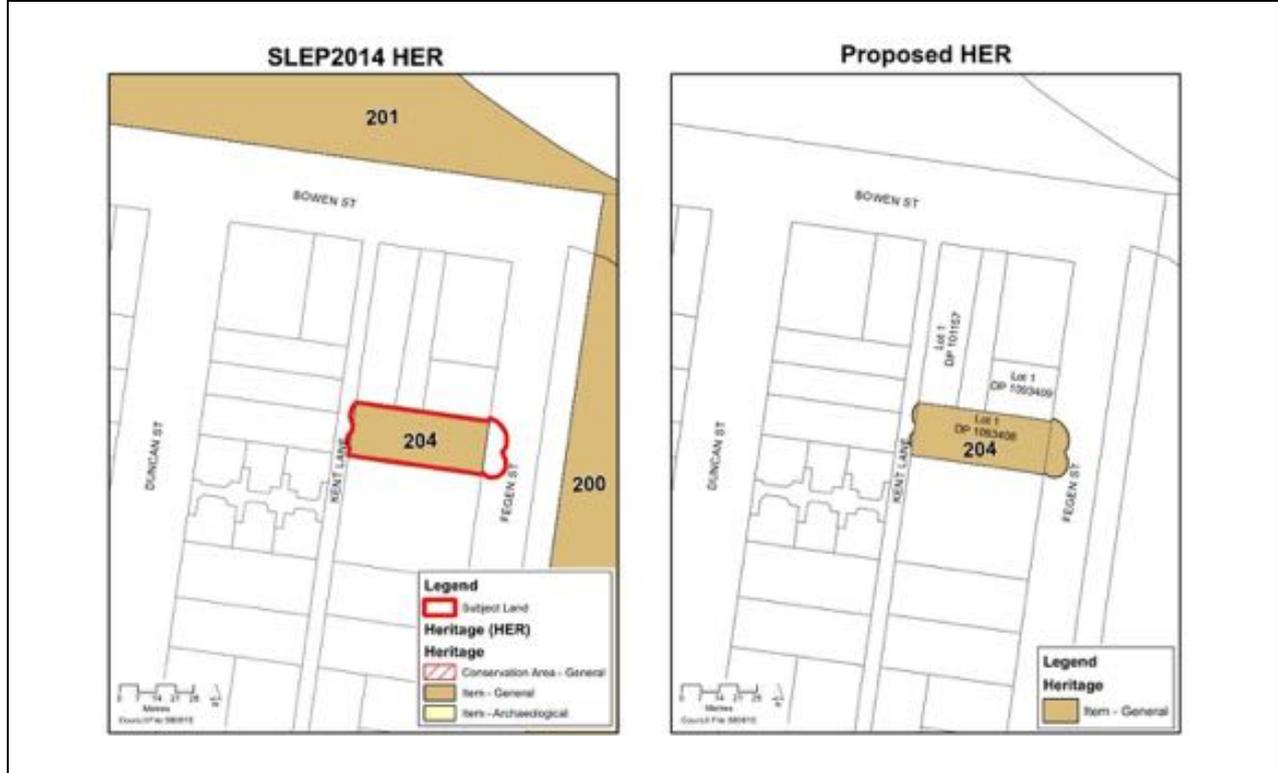


87. Item No. 204: Inter-war holiday cottage and trees



Issue: The item address, property description and heritage mapping are incomplete.
Proposed Change: Update the item address, property description and Heritage Map (Sheet HER_020C) to include the curtilage of the heritage trees.
Rationale: The item is partially located within a portion of the adjacent road reserves (Fegen Street and Kent Lane). The item address, property description and heritage mapping should be updated to identify all land associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 204 Item: Inter-war holiday cottage and trees Address: 7 Fegen Street Locality: Huskisson Property Description: Lot 1, DP 1093408 Significance: Local</p>	<p>Item No: 204 Item: Inter-war holiday cottage and trees Address: 7 Fegen Street and Kent Lane Locality: Huskisson Property Description: Lot 1, DP 1093408 and the adjacent road reserves Significance: Local</p>



88. Item No. 263: Federation gothic brick Catholic Church including presbytery, grounds and Araucaria cunninghamii (Hoop Pine)

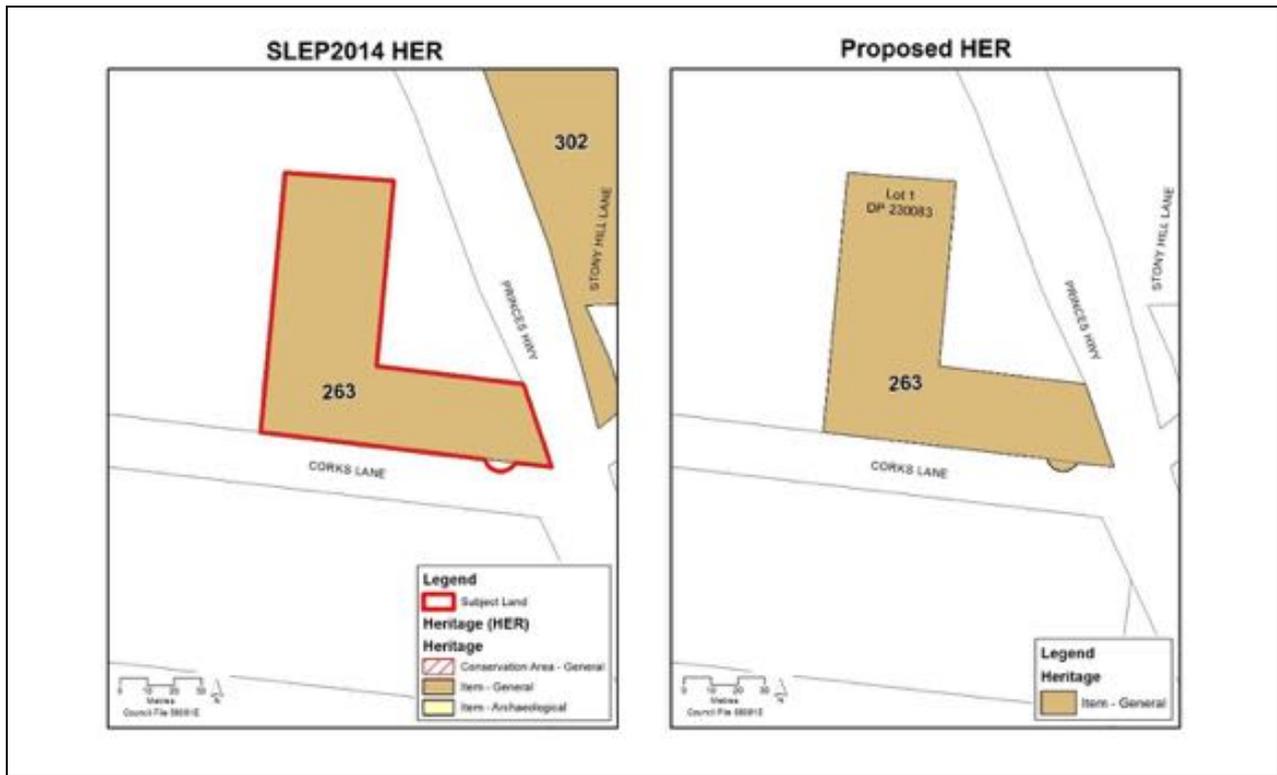


Issue: The property description and heritage mapping are incomplete.

Proposed Change: Update the property description to include the adjacent road reserve. Update the Heritage Map (Sheet HER_016C) to include the curtilage of the Hoop Pine tree.

Rationale: The item is partially located within the adjacent road reserve, and the property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 263 Item: Federation gothic brick Catholic Church including presbytery, grounds and <i>Araucaria cunninghamii</i> (Hoop Pine) Address: Corks Lane Locality: Milton Property Description: Lot 1, DP 230083 Significance: Local</p>	<p>Item No: 263 Item: Federation gothic brick Catholic Church including presbytery, grounds and <i>Araucaria cunninghamii</i> (Hoop Pine) Address: Corks Lane Locality: Milton Property Description: Lot 1, DP 230083 and the adjacent road reserve Significance: Local</p>



89. Item No. 298: *Ficus obliqua* (small leaved figtree)

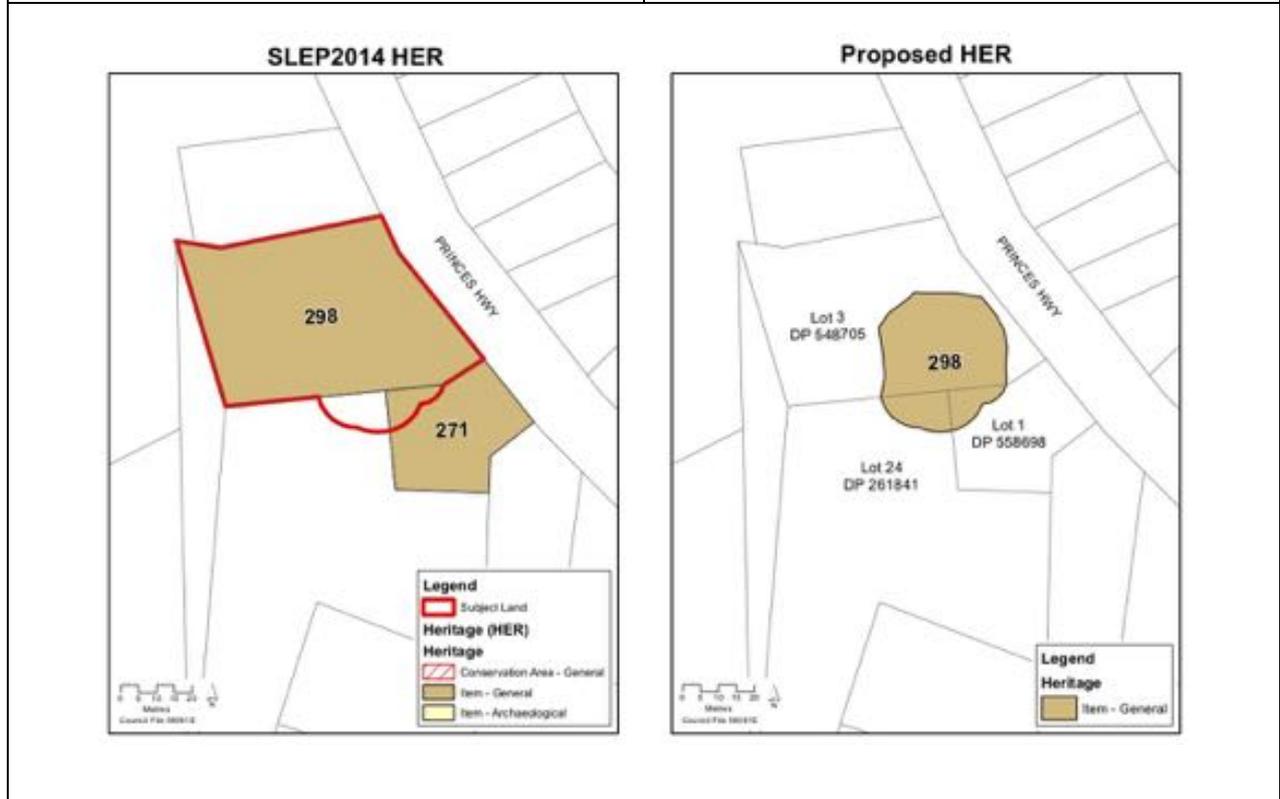


Issue: The item name is grammatically incorrect. The item address, property description and heritage mapping are incomplete.

Proposed Change: Update the item name to capitalise the common name of the *Ficus obliqua* tree. Update the item address and property description to include part of Lot 1, DP 558698 (51 Princes Highway) and part of Lot 24, DP 261841 (Valley View Close). Update the property description to include “part of” Lot 3, DP 548705. Update the Heritage Map (Sheet HER_016C) to only cover the curtilage of the Small Leaved Figtree.

Rationale: Capitalising the common name of *Ficus obliqua* tree ensures the item name is grammatically correct. The entirety of Lot 3, DP 548705 does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the Small Leaved Figtree will more accurately identify the item’s location. The heritage item is also partially located on Lot 1, DP 558698 (51 Princes Highway) and Lot 24, DP 261841 (Valley View Close) and the item address and property description should be updated to identify all lots associated with the item. The heritage item is only located on a portion of Lot 3, DP 548705 and updating the property description to reflect this will better identify the exact location of the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 298 Item: <i>Ficus obliqua</i> (small leaved figtree) Address: Princes Highway Locality: Milton Property Description: Lot 3, DP 548705 Significance: Local</p>	<p>Item No: 298 Item: <i>Ficus obliqua</i> (Small Leaved Figtree) Address: 51 Princes Highway and Valley View Close Locality: Milton Property Description: Part of Lot 3, DP 548705; Part of Lot 1, DP 558698; Part of Lot 24, DP 261841 Significance: Local</p>



90. Item No. 340: “The Pines”- late Victorian weatherboard residence and trees

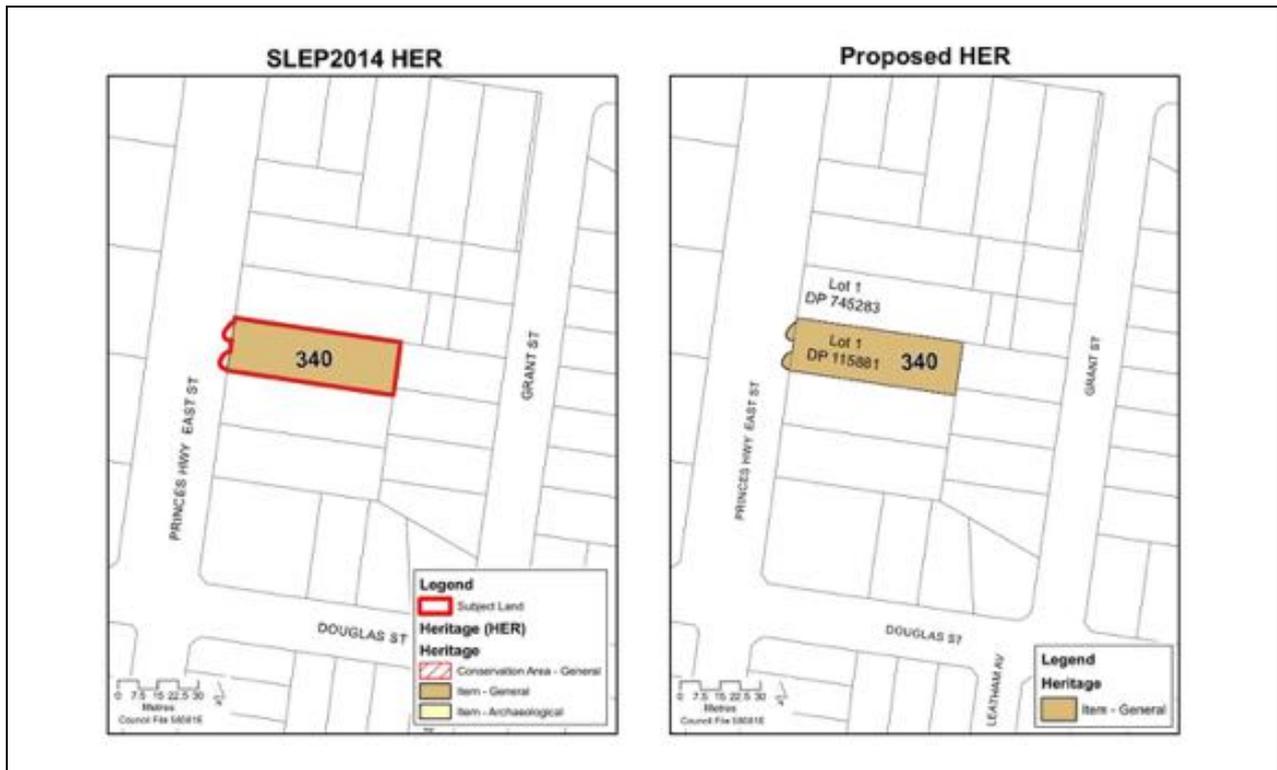


Issue: The property description and heritage mapping are incomplete.

Proposed Change: Update the property description and Heritage Map (Sheet HER_013E) to include the curtilage of the heritage trees.

Rationale: The item is also located within a portion of the adjacent road reserve. The property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 340 Item: “The Pines”-late Victorian weatherboard residence and trees Address: 76 East Street Locality: Nowra Property Description: Lot 1, DP 115881 Significance: Local</p>	<p>Item No: 340 Item: “The Pines”-late Victorian weatherboard residence and trees Address: 76 East Street Locality: Nowra Property Description: Lot 1, DP 115881; Part of Lot 1, DP 745283 and the adjacent road reserve Significance: Local</p>

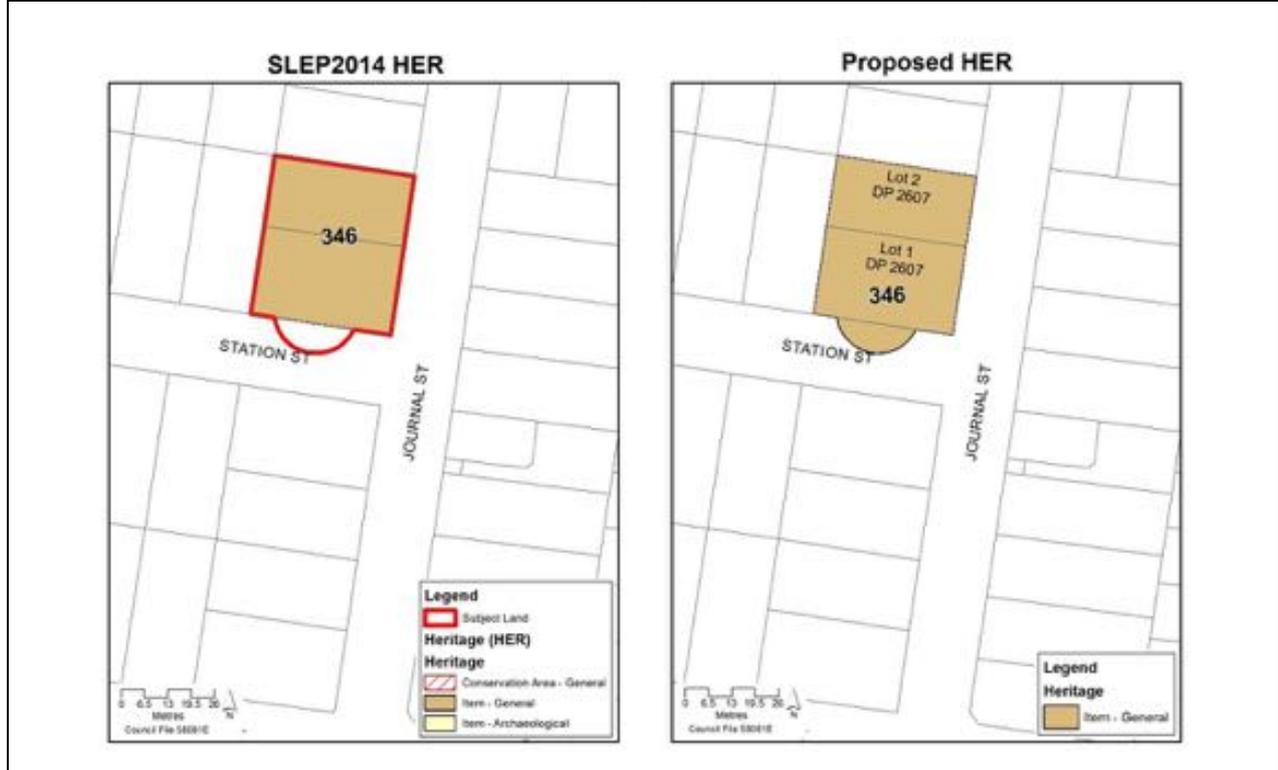


91. Item No. 346: “Roseville”—Federation weatherboard residence and fig tree



Issue: The item address, property description and heritage mapping are incomplete.
Proposed Change: Update the item address, property description and Heritage Map (Sheet HER_019E) to include the curtilage of the figtree.
Rationale: The item is partially located within the adjacent road reserve (Station Street) and the item address, property description and heritage mapping should be updated to identify the location of all components of the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 346 Item: “Roseville”—Federation weatherboard residence and fig tree Address: 49-51 Journal Street Locality: Nowra Property Description: Lots 1 and 2, DP 2607 Significance: Local</p>	<p>Item No: 346 Item: “Roseville”—Federation weatherboard residence and fig tree Address: 49 and 51 Journal Street and Station Street Locality: Nowra Property Description: Lots 1 and 2, DP 2607 and the adjacent road reserve Significance: Local</p>

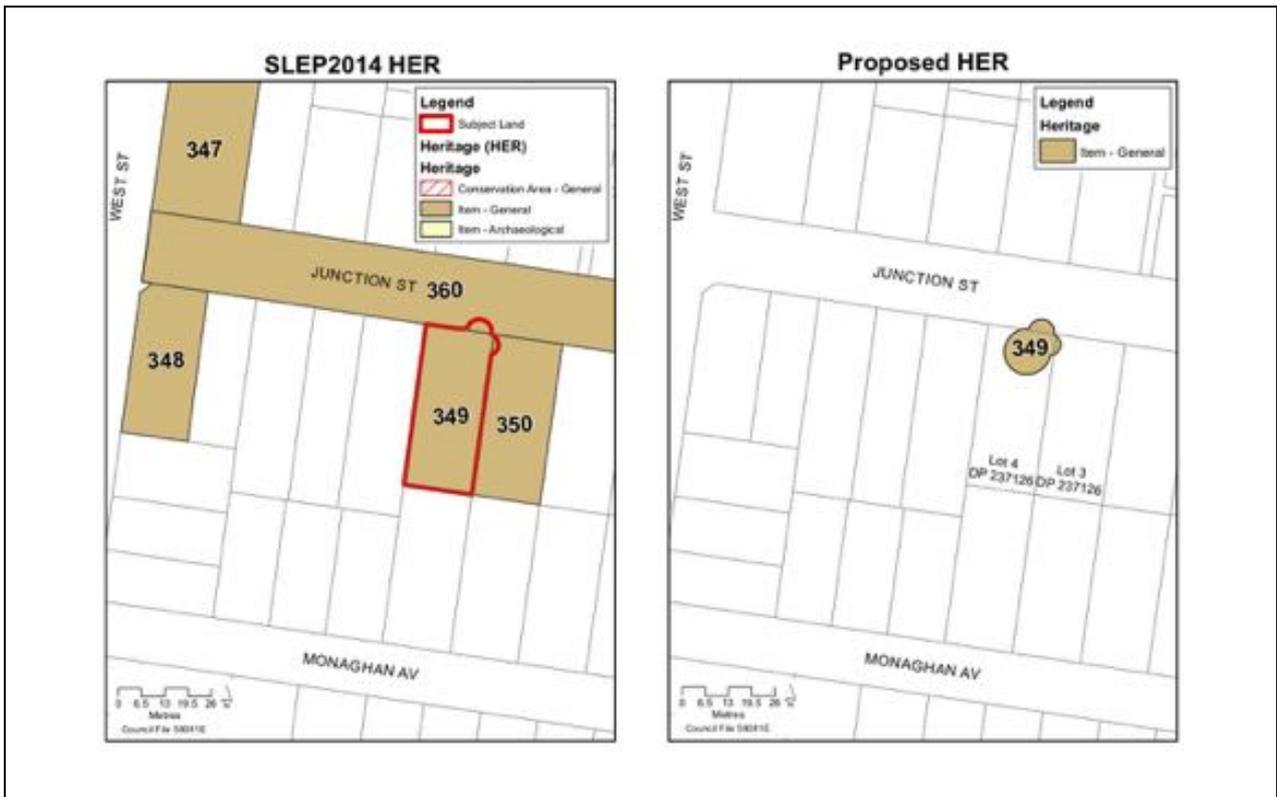


92. Item No. 349: *Araucaria cunninghamii* (Hoop Pine)



Issue: The item address, property description and mapping are incomplete.
Proposed Change: Update the item address and property description to include the curtilage of the Hoop Pine. Update the Heritage Map (Sheet HER_013E) to only cover the curtilage of the Hoop Pine.
Rationale: The entirety of Lot 4, DP 237126 does not need to be identified as a heritage item. Amending the property description and heritage mapping layer to only include the curtilage of the Hoop Pine will more accurately identify the item’s location. The item is also partially located within Lot 3, DP 237126 (14 Junction Street) and the adjacent road reserve. The item address and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 349 Item: <i>Araucaria cunninghamii</i> (Hoop Pine) Address: 12 Junction Street Locality: Nowra Property Description: Lot 4, DP 237126 Significance: Local</p>	<p>Item No: 349 Item: <i>Araucaria cunninghamii</i> (Hoop Pine) Address: 12 and 14 Junction Street Locality: Nowra Property Description: Part of Lots 3 and 4, DP 237126 and the adjacent road reserve Significance: Local</p>



93. Item No. 350: *Araucaria cunninghamii* (Hoop Pine)

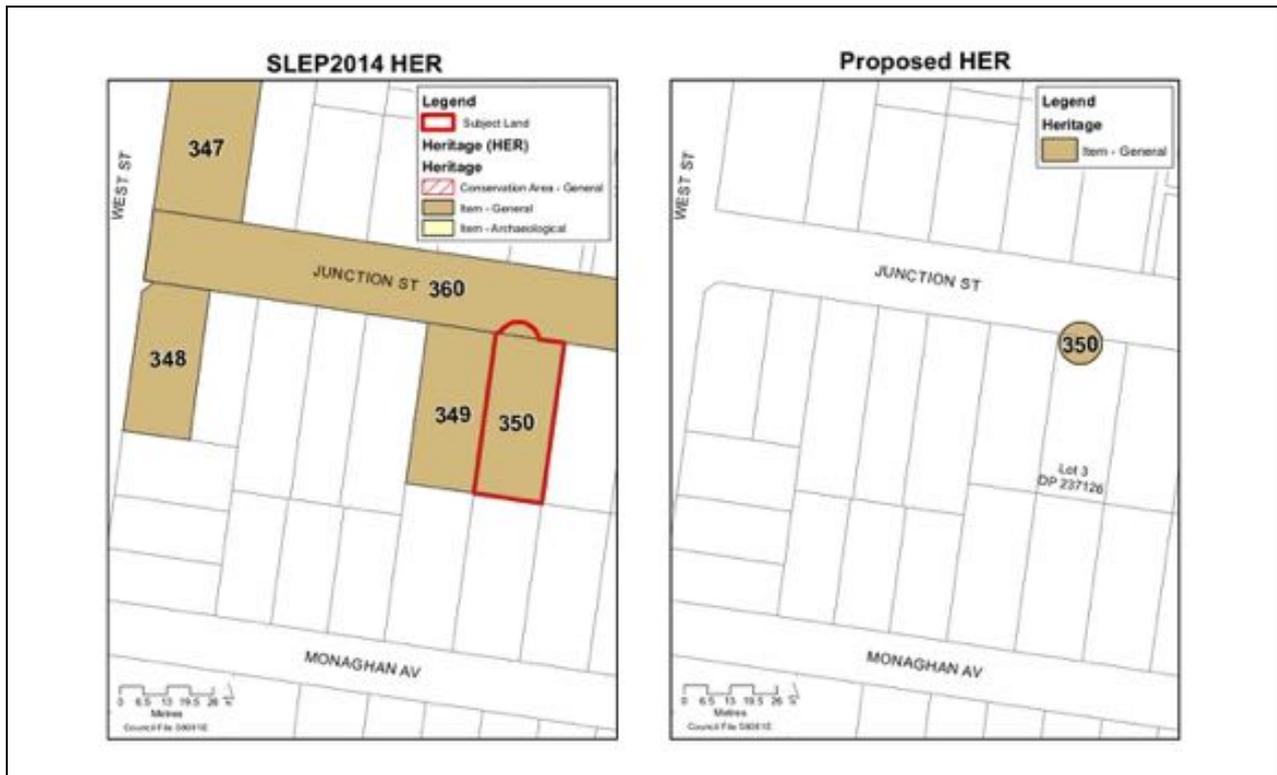


Issue: The property description and heritage mapping are incomplete.

Proposed Change: Update the property description and Heritage Map (Sheet HER_013E) to only cover the curtilage of the Hoop Pine tree.

Rationale: The entirety of Lot 3, DP 237126 does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the Hoop Pine will more accurately identify the item’s location. The item is located within a portion of Lot 3, DP 237126 and the adjacent road reserve. Updating the property description to reflect this better identifies the exact location of the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No.: 350 Item: <i>Araucaria cunninghamii</i> (Hoop Pine) Address: 14 Junction Street Locality: Nowra Property Description: Lot 3, DP 237126 Significance: Local</p>	<p>Item No.: 350 Item: <i>Araucaria cunninghamii</i> (Hoop Pine) Address: 14 Junction Street Locality: Nowra Property Description: Part of Lot 3, DP 237126 and the adjacent road reserve Significance: Local</p>



94. Item No. 384: Mid-Victorian timber residence including detached kitchen, well and Red Cedar tree

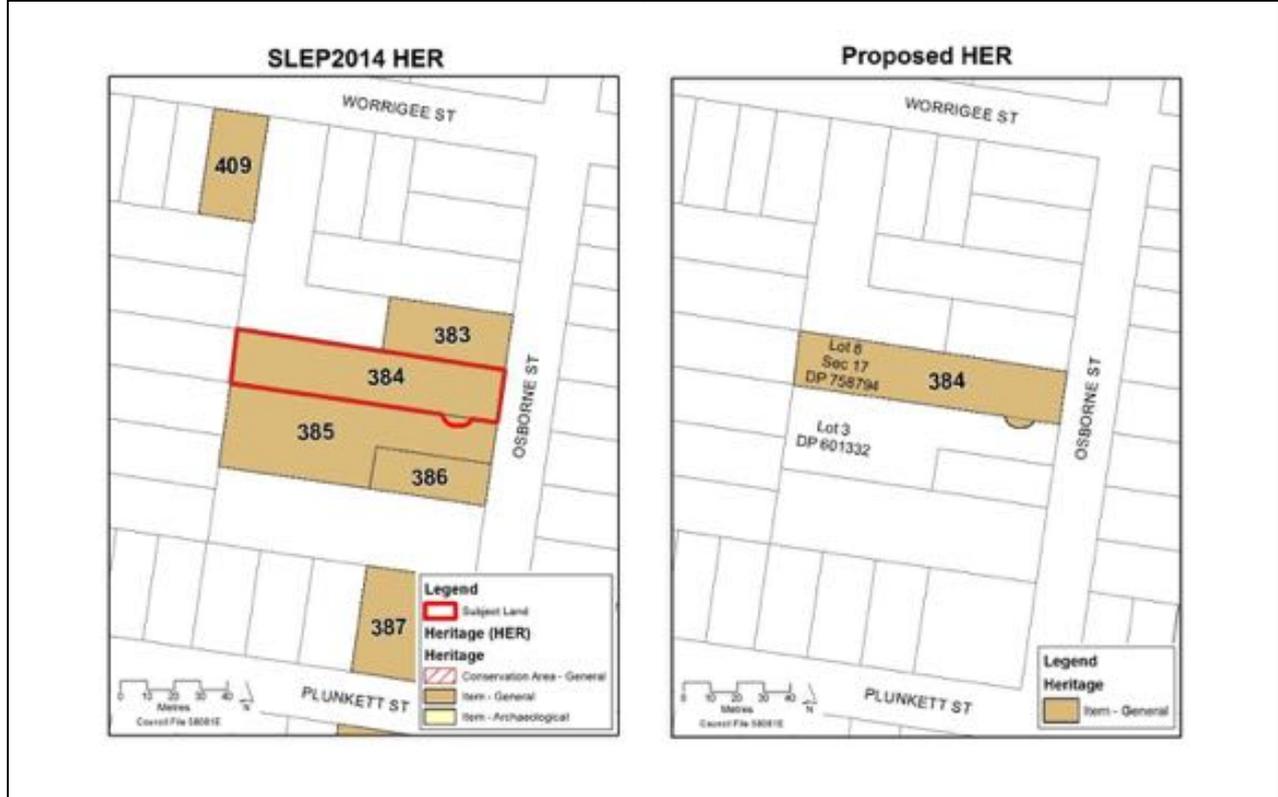


Issue: The property description and heritage mapping are incomplete.

Proposed Change: Update the item address and property description to include Lot 3, DP 601332 (95 Osborne Street). Update the Heritage Map (Sheet HER_013E) to include the curtilage of the Red Cedar Tree.

Rationale: The item is also partially located within a portion of Lot 3, DP 601332. Updating the item address, property description and heritage mapping to include all lots associated with the item will better identify the exact location of the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 384 Item: Mid-Victorian timber residence including detached kitchen, well and Red Cedar tree Address: 93 Osborne Street Locality: Nowra Property Description: Lot 8, Section 17, DP 758794 Significance: Local</p>	<p>Item No: 384 Item: Mid-Victorian timber residence including detached kitchen, well and Red Cedar tree Address: 93 and 95 Osborne Street Locality: Nowra Property Description: Lot 8, Section 17, DP 758794; Part of Lot 3, DP 601332 Significance: Local</p>



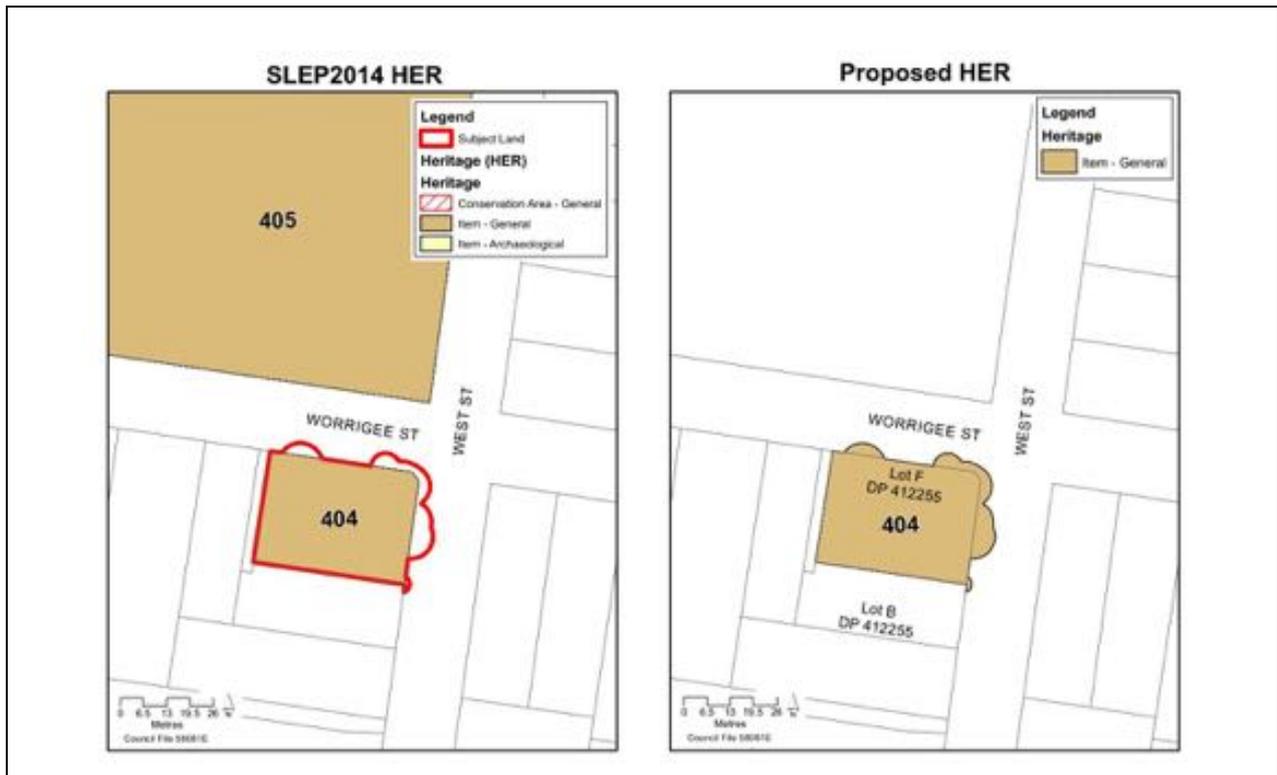
95. Item No. 404: “Meroogal”—Victorian Timber Residence including Outbuildings and Garden



Issue: Then item address and heritage mapping are incomplete. The property description is incorrect.
Proposed Change: Update the item address, property description and Heritage Map (Sheet HER_013E) to include the curtilage of the heritage trees. Update the property description to the current legal address of 35 West Street (Lot F, DP 412255).

Rationale: The heritage trees are a part of the item, recognised in the Heritage Inventory Sheet, and the item address, property description and mapping should be updated to identify the location of all components of the item. The current legal address of 35 West Street is Lot F, DP 412255 not part Lot F, DP 403286. Updating the property description to reflect this will better identify the location of the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 404 Item: “Meroogal”—Victorian Timber Residence including Outbuildings and Garden Address: 35 West Street Locality: Nowra Property Description: Part Lot F, DP 403286 Significance: Local</p>	<p>Item No: 404 Item: “Meroogal”—Victorian Timber Residence including Outbuildings and Garden Address: 35 West Street and Worrigee Locality: Nowra Property Description: Part Lot F, DP 403286 412255 and the adjacent road reserve Significance: Local</p>



96. Item No. 446: Victorian Georgian Schoolhouse (former Pyree Public School) and Coral trees

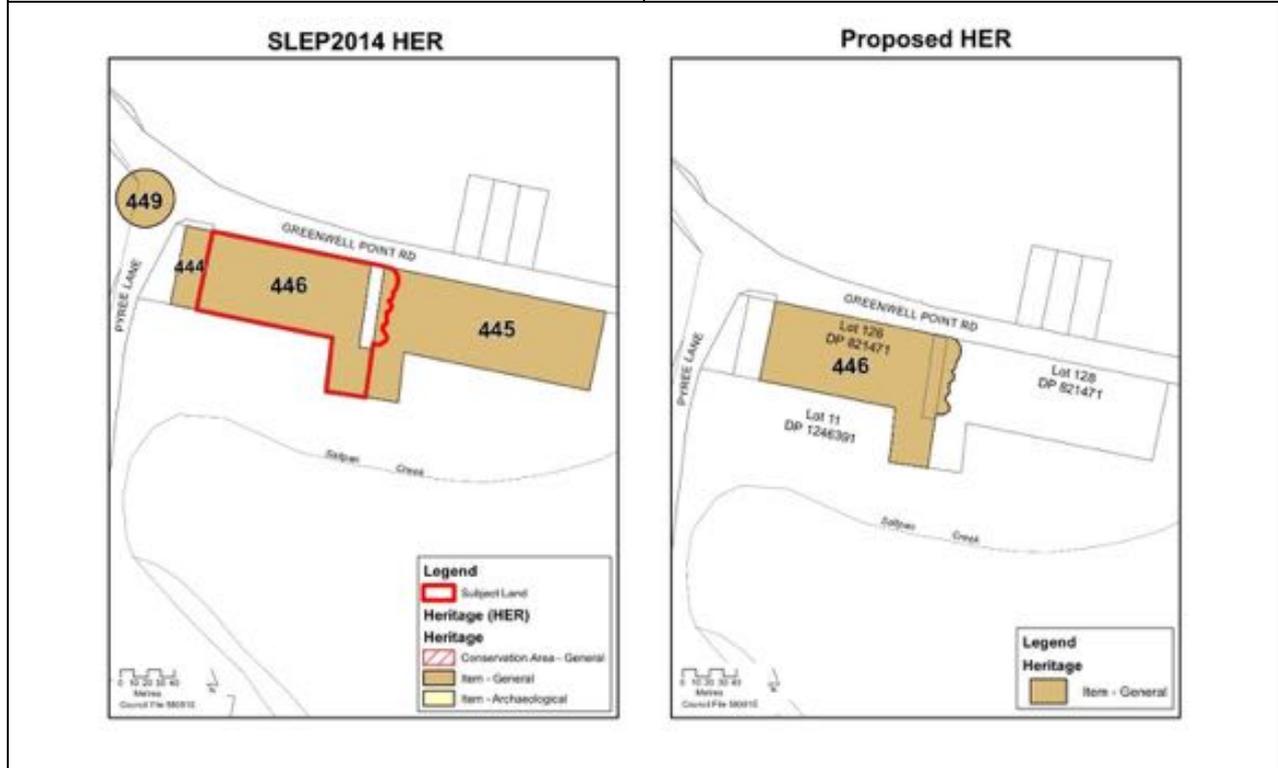


Issue: The item address, property description and heritage mapping are incomplete.

Proposed Change: Update the item address to include 890 Greenwell Point Road. Update the property description and Heritage Map (Sheet HER_019H) to include Part of Lot 128, DP 821471 and the internal road.

Rationale: The Coral trees are a part of the heritage item, recognised in the Heritage Inventory Sheet, and the item address, property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 446 Item: Victorian Georgian Schoolhouse (former Pyree Public School) and Coral trees Address: 888 Greenwell Point Road Locality: Pyree Property Description: Lot 126, DP 821471 Significance: Local</p>	<p>Item No: 446 Item: Victorian Georgian Schoolhouse (former Pyree Public School) and Coral trees Address: 888 and 890 Greenwell Point Road Locality: Pyree Property Description: Lot 126 and Part of Lot 128, DP 821471 and the internal road Significance: Local</p>



97. Item No. 447: “The Avenue” – Casuarina Trees

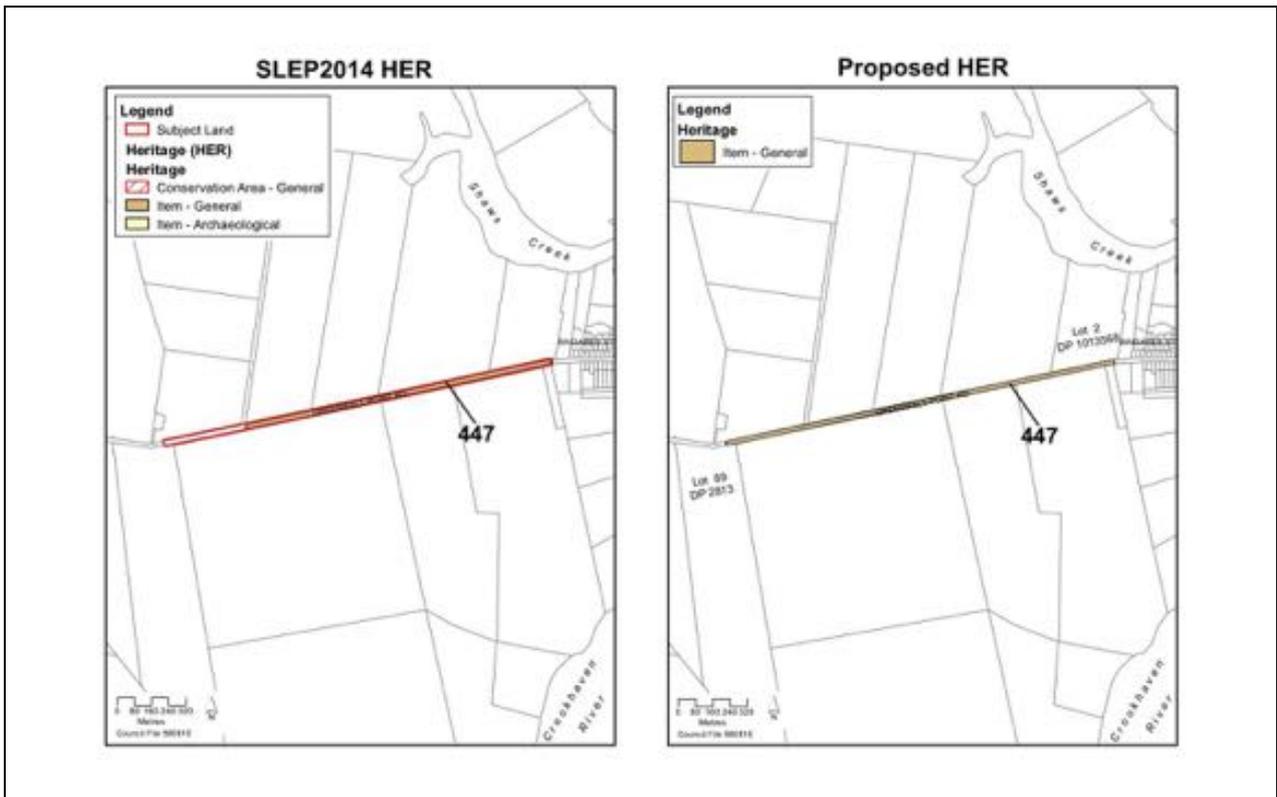


Issue: There is currently no property description. The heritage mapping are incomplete.

Proposed change: Update the property description to include “road reserve between Lot 2, DP 1013568 and Lot 89, DP 2813”. Update the Heritage Map (Sheet HER_019H) to cover the entire curtilage of the Casuarina Trees.

Rationale: The current heritage mapping does not cover the entire heritage item. Updating the heritage mapping to include the curtilage of all the Casuarina Trees, will better identify the location of the heritage item. The addition of a property description will better identify the location of the item.

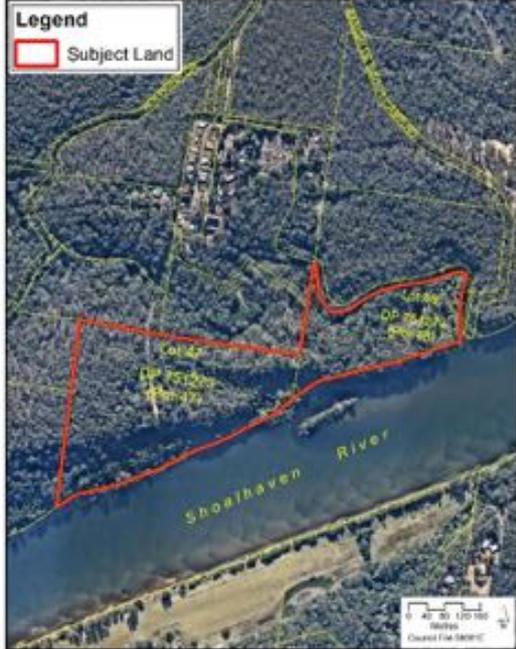
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 447 Item: “The Avenue”—Casuarina Trees Address: Greenwell Point Road Locality: Pyree Property Description: (No property description) Significance: Local</p>	<p>Item No: 447 Item: “The Avenue”—Casuarina Trees Address: 1170 and 1190 Greenwell Point Road Locality: Pyree Property Description: Road reserve between Lot 2, DP 1013568 and Lot 89, DP 2813 Significance: Local</p>

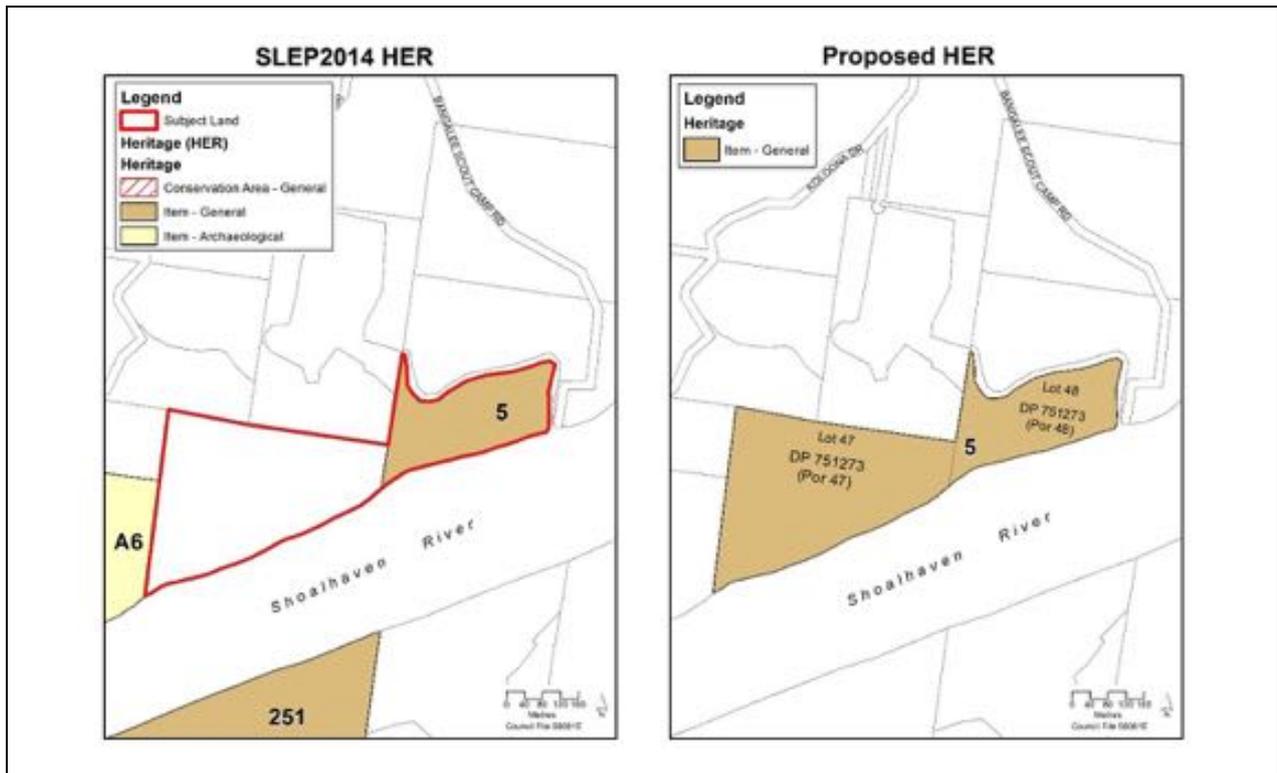


3.2.3 Item is incomplete or incorrect – instrument and mapping

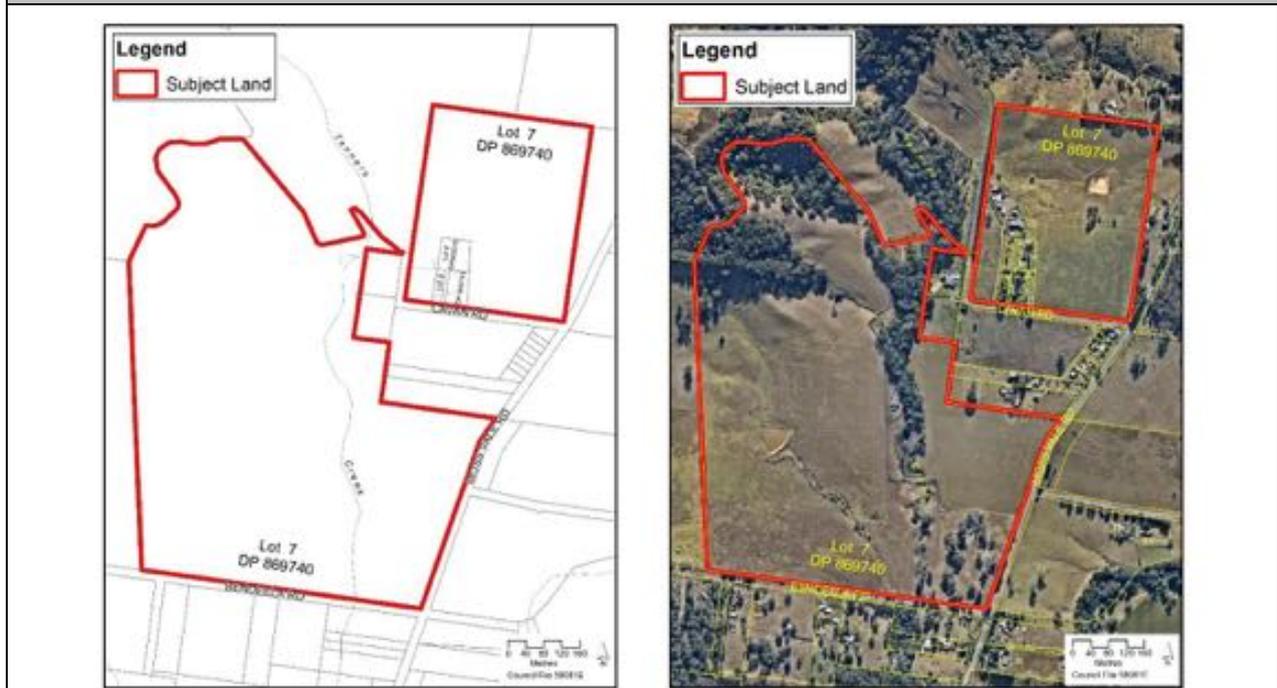
It has been identified that 52 items within Schedule 5 are incorrectly or incompletely identified within the instrument and/or the associated heritage mapping. The proposed changes to the 52 items are outlined in **Table 4** below, with proposed changes identified in red.

Table 4: Incomplete or incorrect identification

98. Item No. 5: “Weir”—family graves	
<div style="display: flex; justify-content: space-around;">   </div>	
<p>Issue: The item name, address, property description and heritage mapping are incomplete.</p> <p>Proposed Change: Update the item name to reference the former homestead site. Update the item address, property description and Heritage Map (Sheet HER_013A and HER_013B) to include Lot 47, DP 751273 (Koloona Drive).</p> <p>Rationale: The former homestead site is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this. The former homestead site is also located on Lot 47 (Koloona Drive) and the item address, property description and heritage mapping should be updated to identify the location of all components of the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 5 Item: “Weir”—family graves Address: Bangalee Scout Camp Road Locality: Bangalee Property Description: Lot 48, DP 751273 Significance: Local</p>	<p>Item No: 5 Item: “Weir”—family graves and former homestead site Address: Bangalee Scout Camp Road and Koloona Drive Locality: Bangalee Property Description: Lots 47 and 48, DP 751273 Significance: Local</p>

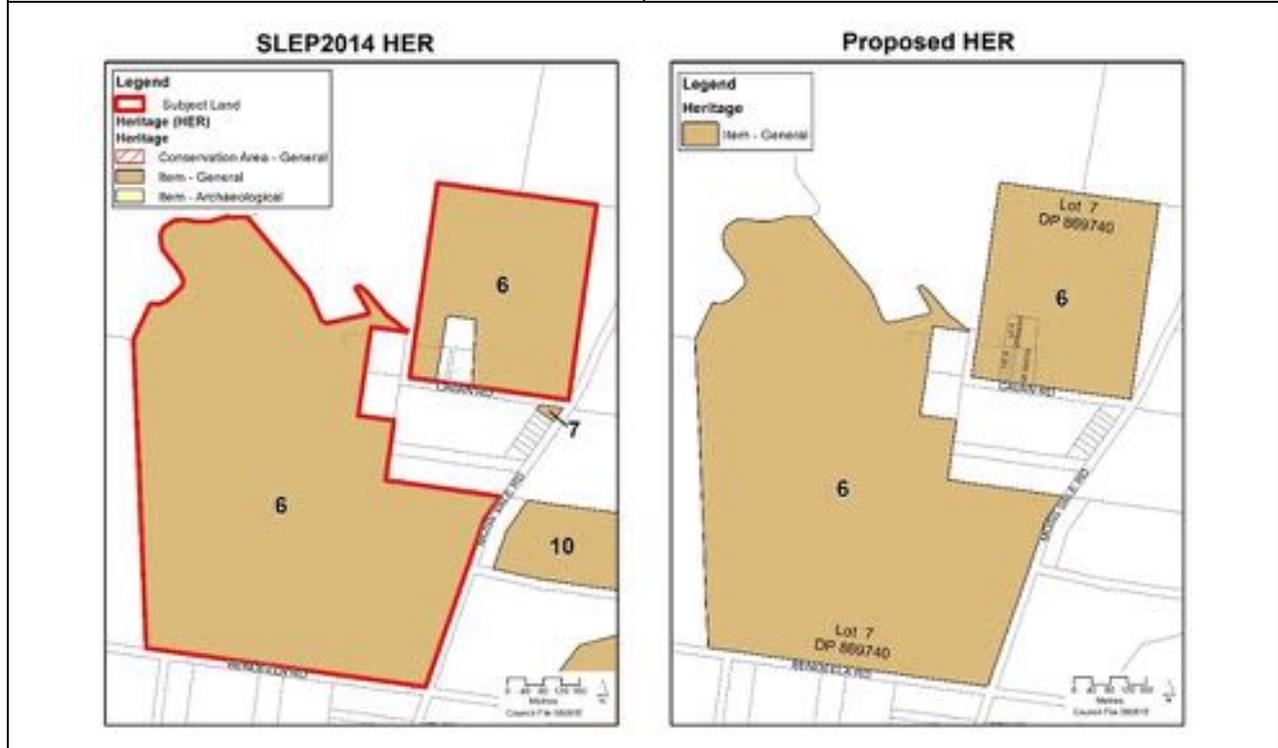


99. Item No 6: “Cavan”—dairy farm complex



Issue: The item address, property description and heritage mapping are incomplete.
Proposed Change: Update the item address, property description and Heritage Map (Sheet HER_012 and HER_012A) to include Lot 8, DP 869740 (26B Cavan Road) and Part Lot 9, DP 869740 (26A Cavan Road).
Rationale: Part of the heritage item is located within Lot 8, DP 869740 and Part Lot 9, DP 869740 (26A and 26B Cavan Road). The item address, property description and mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 6 Item: “Cavan”—dairy farm complex Address: 30 Cavan Road Locality: Barregarry Property Description: Lot 7, DP 869740 Significance: Local</p>	<p>Item No: 6 Item: “Cavan”—dairy farm complex Address: 26A, 26B and 30 Cavan Road Locality: Barregarry Property Description: Lots 7-8 and Part Lot 9, DP 869740 Significance: Local</p>



100. Item No. 15: 1830s colonial road

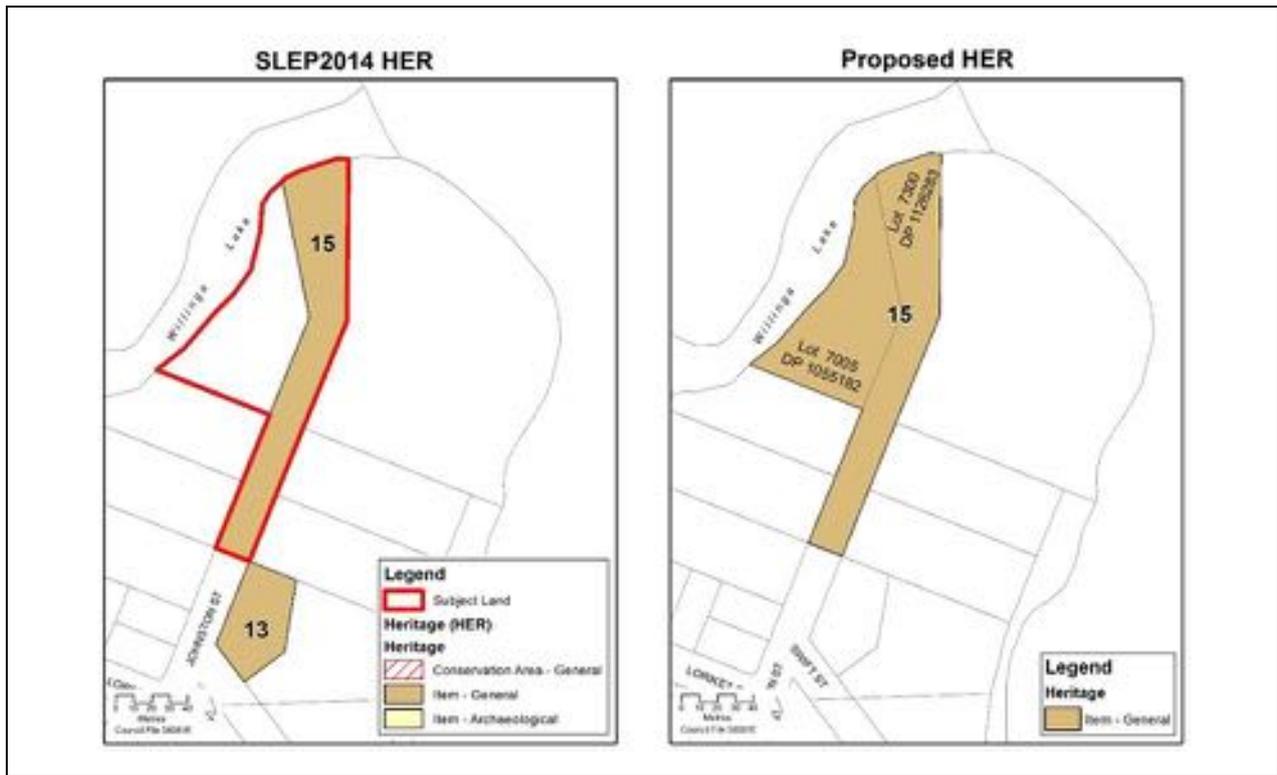


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description and the Heritage Map (Sheet HER_017A) to include Lot 7005, DP 1055182.

Rationale: The item is partially located within Lot 7005, DP 1055182. The heritage mapping and property description should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 15 Item: 1830s colonial road Address: Johnston Street Locality: Bawley Point Property Description: Lot 7300, DP 1126283 Significance: Local</p>	<p>Item No: 15 Item: 1830s colonial road Address: Johnston Street Locality: Bawley Point Property Description: Lot 7300, DP 1126283; Lot 7005, DP 1055182 Significance: Local</p>

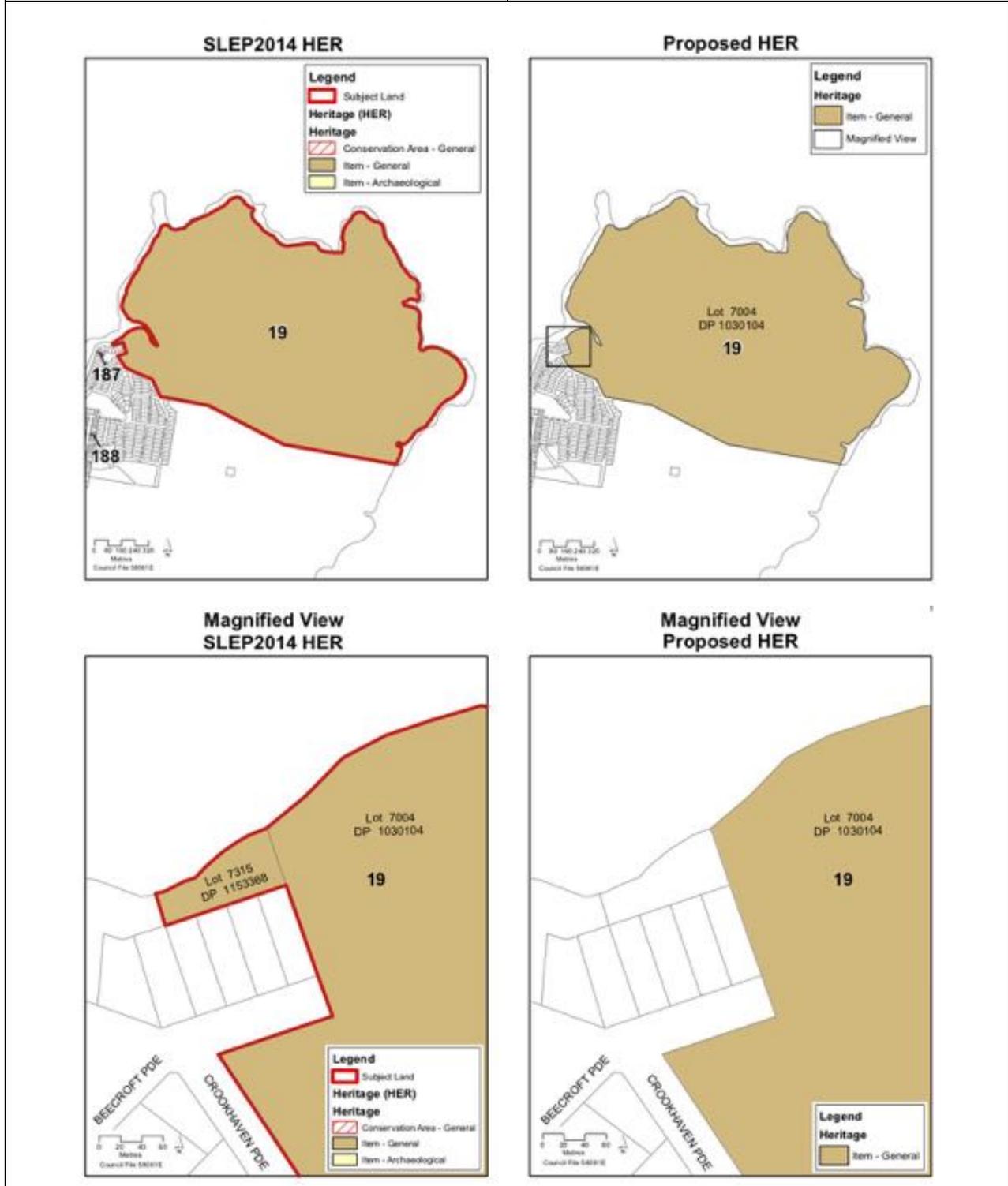


101. Item No. 19: Wreck of the “Merimbula”



Issue: The property description and heritage mapping are incorrect.
Proposed change: Update the property description to remove Lot 7306, DP 1128620 and include Lot 7004, DP 1030104. Update the Heritage Map (Sheet HER_020K) to remove Lot 7315, DP 1153368.
Rationale: Lot 7306, DP 1128620 was subdivided and subsequently the current property description is no longer accurate. Updating the property description will allow for better identification of the item’s location. The heritage item is located solely with Lot 7004, DP 1030104 and the heritage mapping should be updated to remove Lot 7315, DP 1030104 as to reflect this.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 19 Item: Wreck of the “Merimbula” Address: Beecroft Parade Locality: Beecroft Peninsula Property Description: Lot 7306, DP 1128620 Significance: Local</p>	<p>Item No: 19 Item: Wreck of the “Merimbula” Address: Beecroft Parade Locality: Beecroft Peninsula Property Description: Lot 7306, DP 1128620, Lot 7004, DP 1030104 Significance: Local</p>



102. Item No. 29: Victorian carpenter gothic style hall



Issue: The heritage mapping layer is incorrect.

Proposed change: Update the Heritage Map (Sheet HER_019E) to only include Lot 100 DP 1172397.

Rationale: The heritage item is located solely within Lot 100 DP 1172397. The heritage mapping should be updated to only identify the lot associated with the heritage item.

Existing Schedule 5

Item No: 29

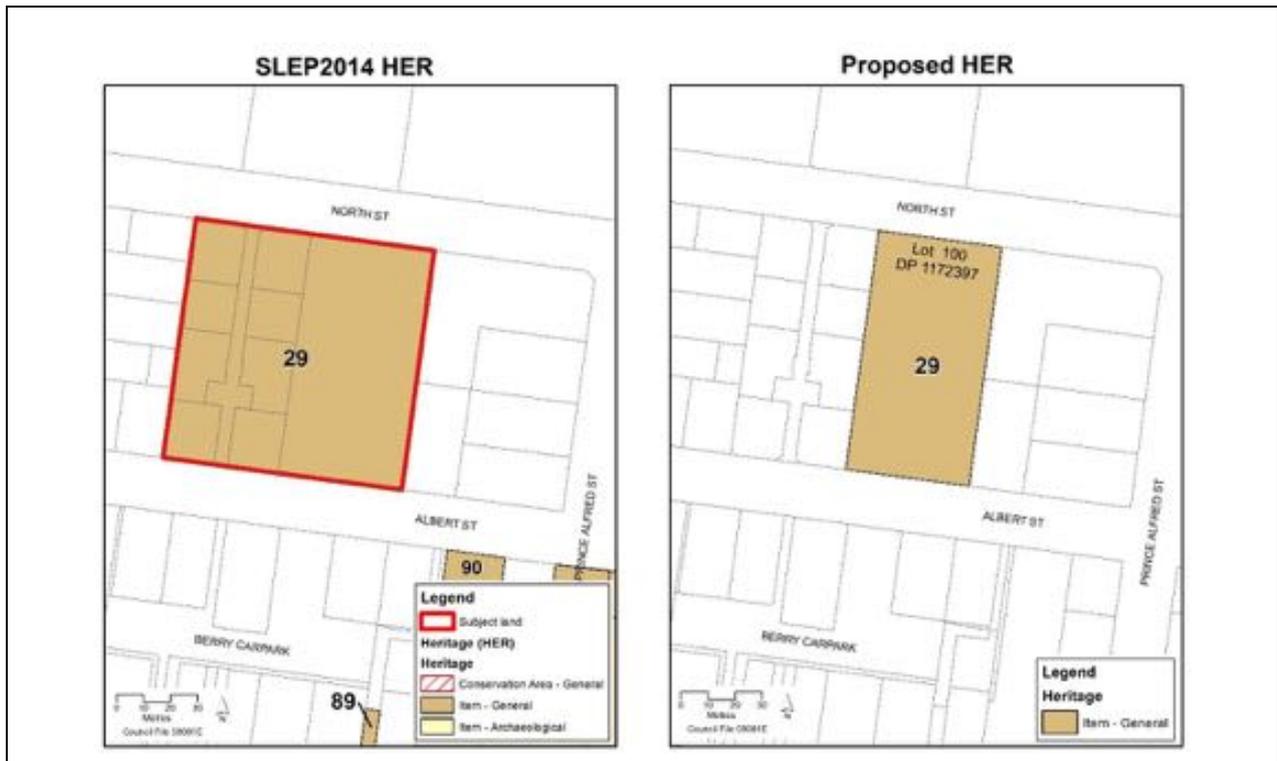
Item: Victorian carpenter gothic style hall

Address: 77 Albert Street

Locality: Berry

Property Description: Lot 100, DP 1172397

Significance: Local



103. Item No. 30: Former Federation brick butcher’s shop

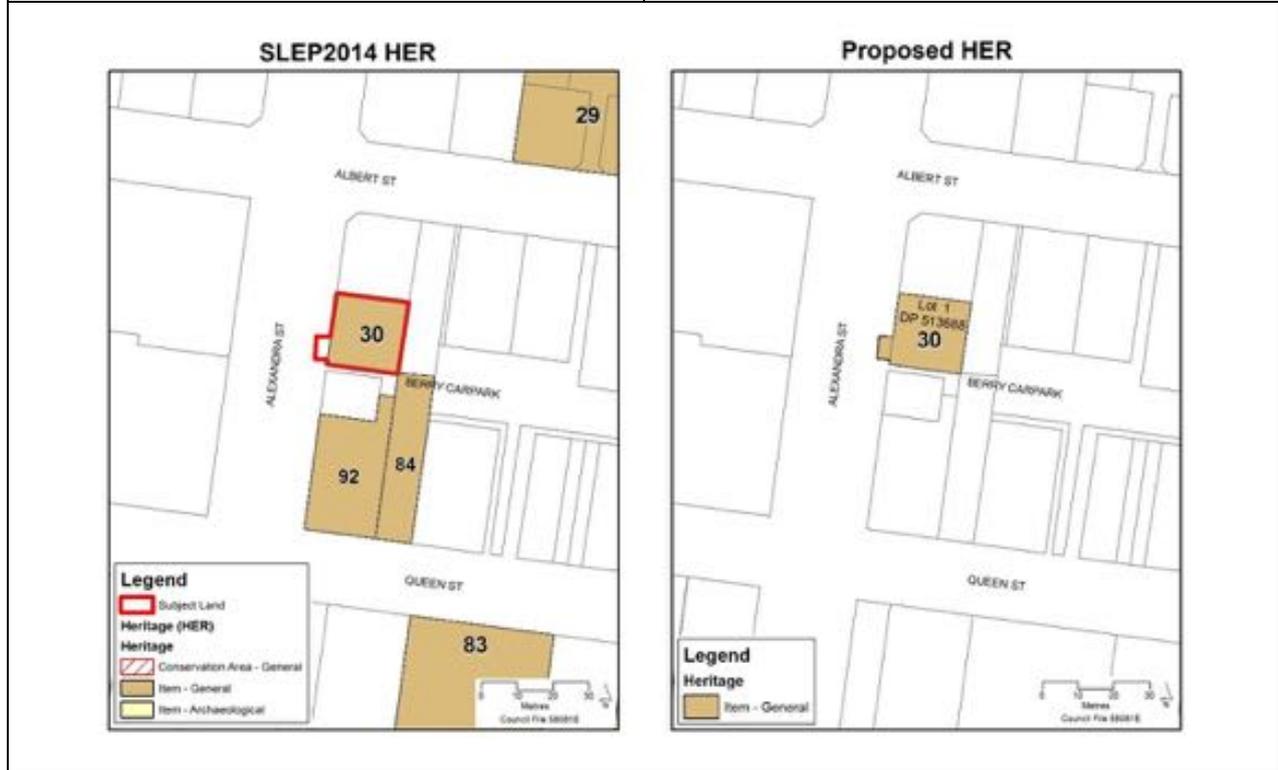


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_019E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 30 Item: Former Federation brick butcher's shop Address: 14 Alexandra Street Locality: Berry Property Description: Lot 1, DP 513688 Significance: Local</p>	<p>Item No: 30 Item: Former Federation brick butcher's shop Address: 14 Alexandra Street Locality: Berry Property Description: Lot 1, DP 513688 and the adjacent road reserve Significance: Local</p>



104. Item No. 36: David Berry Memorial Park including David Berry Memorial Column and pedestal

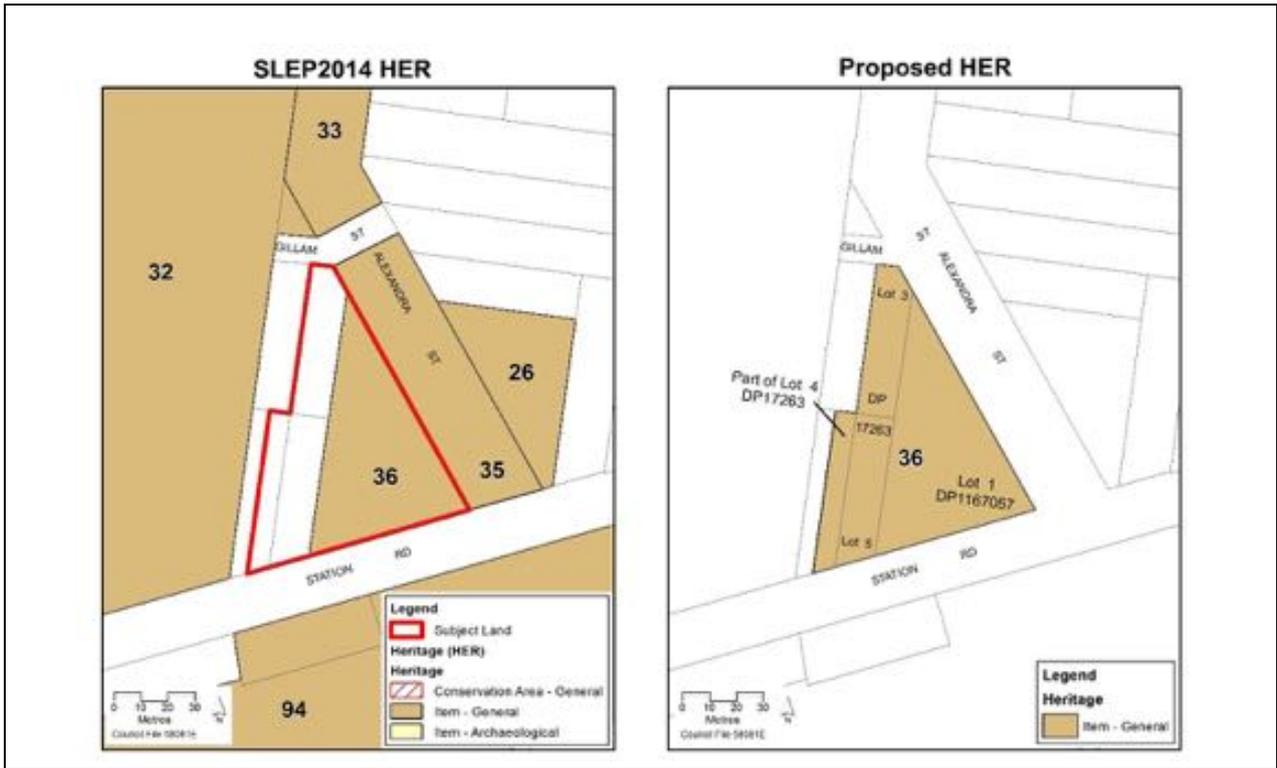


Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address to include 4 Gillam Street and 1 and 3 Station Road. Update the property description to remove Part Lot 10, DP 751268 and include Lot 1, DP 1167057, Lot 3 and 5, DP 17263 and Part of Lot 4, DP 17263. Update the Heritage Map (Sheet HER_019E) to include include Lot 1, DP 1167057, Lot 3 and 5, DP 17263 and Part of Lot 4, DP 17263.

Rationale: Part Lot 10, DP 751268 was subdivided and the property description of the lot is now Lot 1, DP 1167057. The property description should be updated to reflect the current description of the lot. Part of the item is located at Lot 3 DP 17263 (4 Gillam street), Part of Lot 4, DP 17263 (1 Station Road) and Lot 5, DP 17263 (3 Station Road). The item address, property description and heritage mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 36 Item: David Berry Memorial Park including David Berry Memorial Column and pedestal Address: Alexandra Street Locality: Berry Property Description: Part Lot 10, DP 751268 Significance: Local</p>	<p>Item No: 36 Item: David Berry Memorial Park including David Berry Memorial Column and pedestal Address: Alexandra Street; 4 Gillam Street and 1 and 3 Station Road Locality: Berry Property Description: Part Lot 10, DP 751268 Lot 1, DP 1167057; Lot 3 and 5, DP 17263; Part of Lot 4, DP 17263 Significance: Local</p>



105. Item No. 44: *Syncarpia glomulifera* (Turpentine tree)

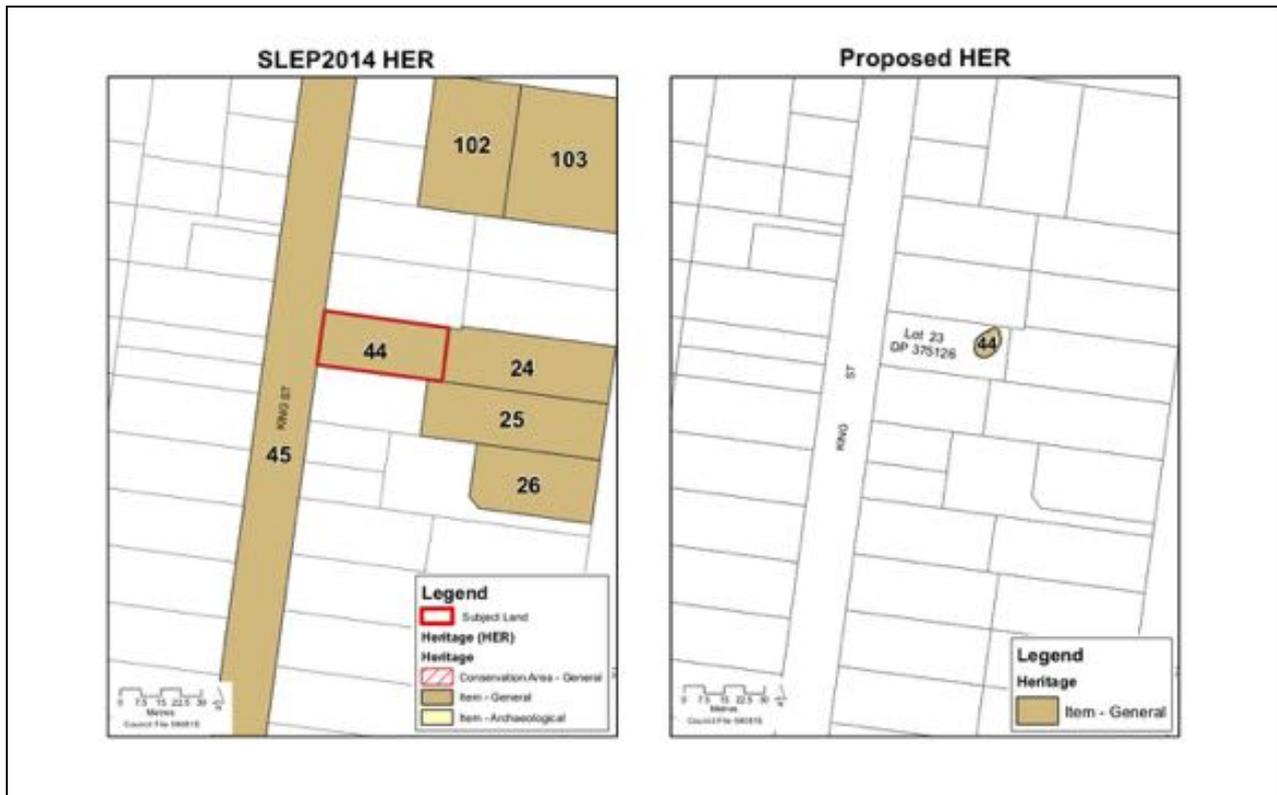


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to reference that the item is only location within part of Lot 23, DP 375126. Update the Heritage Map (Sheet HER_019E) to only cover the curtilage of the Turpentine tree.

Rationale: The entirety of Lot 23, DP 375126 does not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the Turpentine tree will more accurately identify the item’s location. The heritage item is only located within part of Lot 23, DP 375126 and amending the property description to reflect this will more accurately identify the location of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 44 Item: <i>Syncarpia glomulifera</i> (Turpentine tree) Address: 10 King Street Locality: Berry Property Description: Lot 23, DP 375126 Significance: Local</p>	<p>Item No: 44 Item: <i>Syncarpia glomulifera</i> (Turpentine tree) Address: 10 King Street Locality: Berry Property Description: Part of Lot 23, DP 375126 Significance: Local</p>



106. Item No. 77: Relocated Federation weatherboard cottage

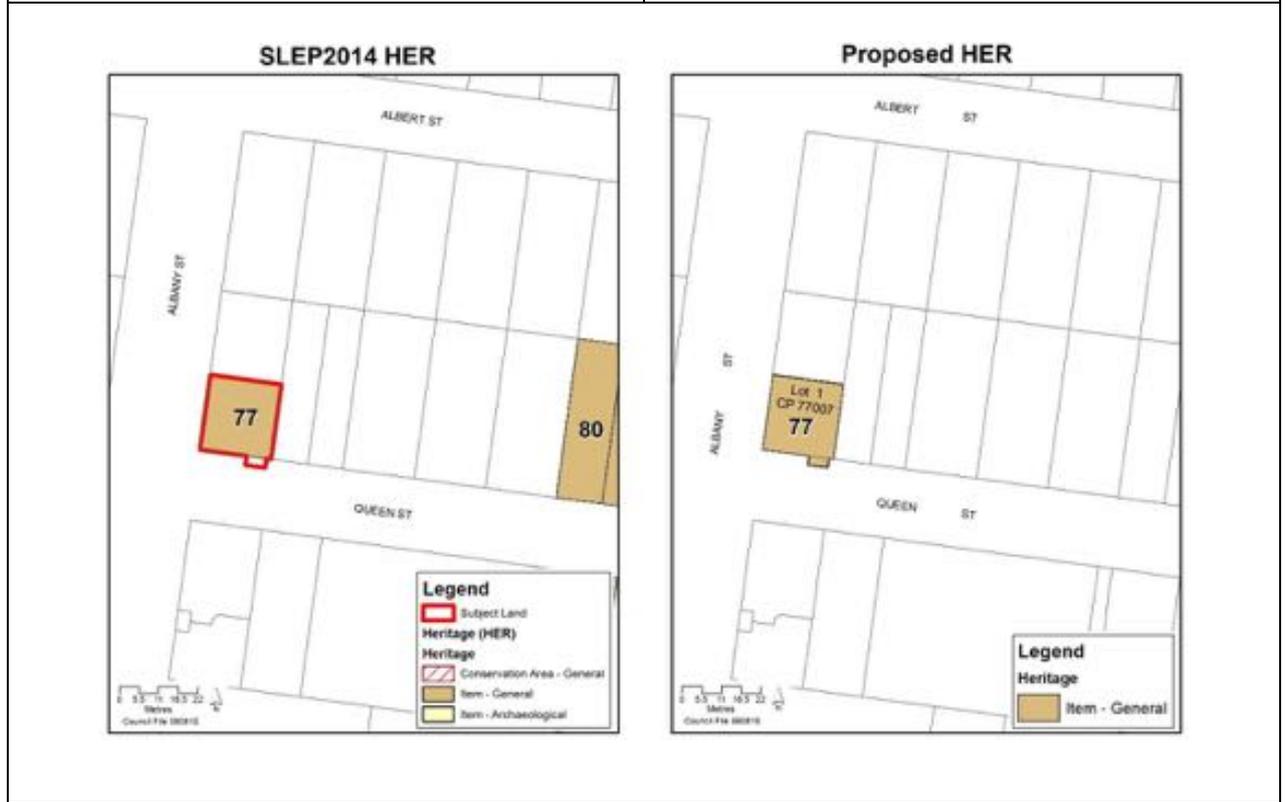


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description from Lot 1 to Part of Lot CP and include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_019E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within adjacent road reserve and the property description and heritage mapping should be updated to include all lots associated with the item. The heritage item is

located within part of Lot CP, SP 77007 not Lot 1, SP 77007 and updating the property description to reflect this will better identify the exact location of the item.	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 77 Item: Relocated Federation weatherboard cottage Address: 65 Queen Street Locality: Berry Property Description: Lot 1, SP 77007 Significance: Local</p>	<p>Item No: 77 Item: Relocated Federation weatherboard cottage Address: 65 Queen Street Locality: Berry Property Description: Lot 1 Part of Lot CP, SP 77007 and the adjacent road reserve Significance: Local</p>



107. Item No. 83: Inter-war Art Deco style shop

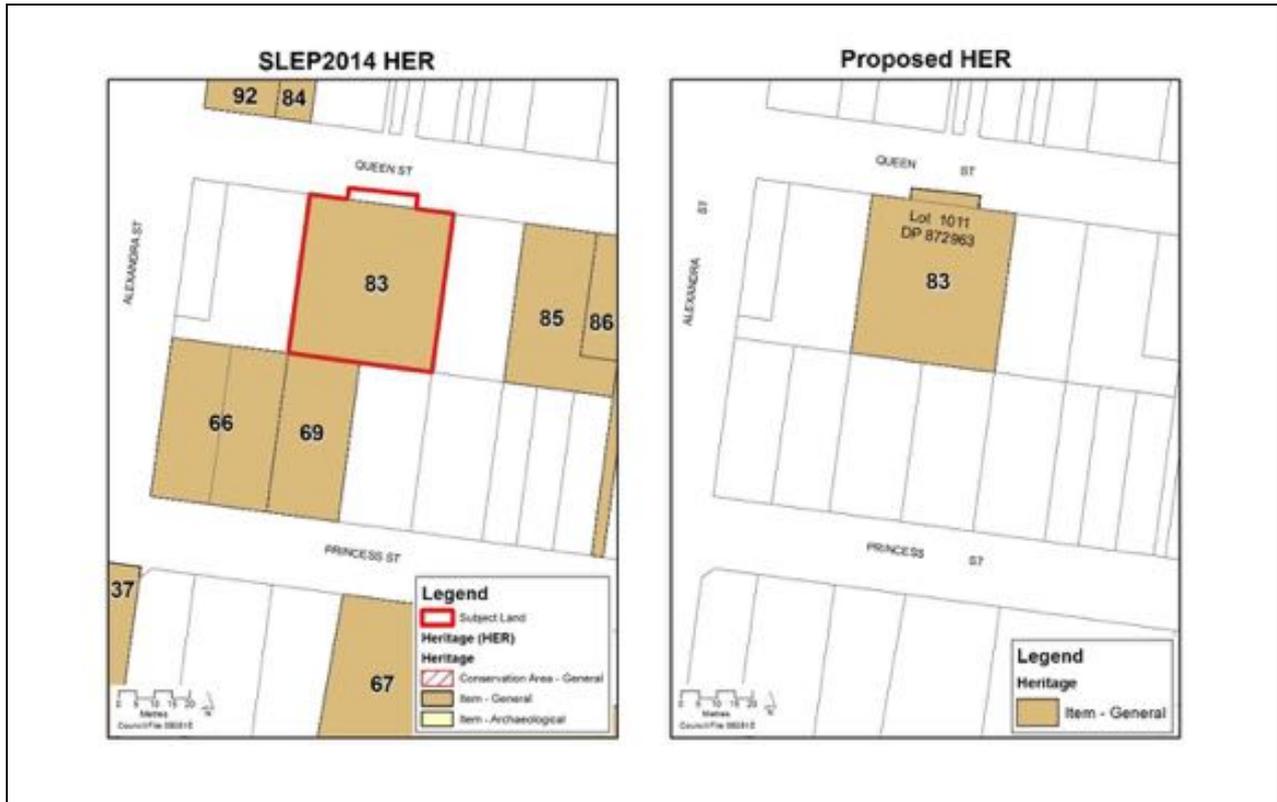


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_019E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 83 Item: Inter-war Art Deco style shop Address: 102 Queen Street Locality: Berry Property Description: Lot 1011, DP 872963 Significance: Local</p>	<p>Item No: 83 Item: Inter-war Art Deco style shop Address: 102 Queen Street Locality: Berry Property Description: Lot 1011, DP 872963 and the adjacent road reserve Significance: Local</p>



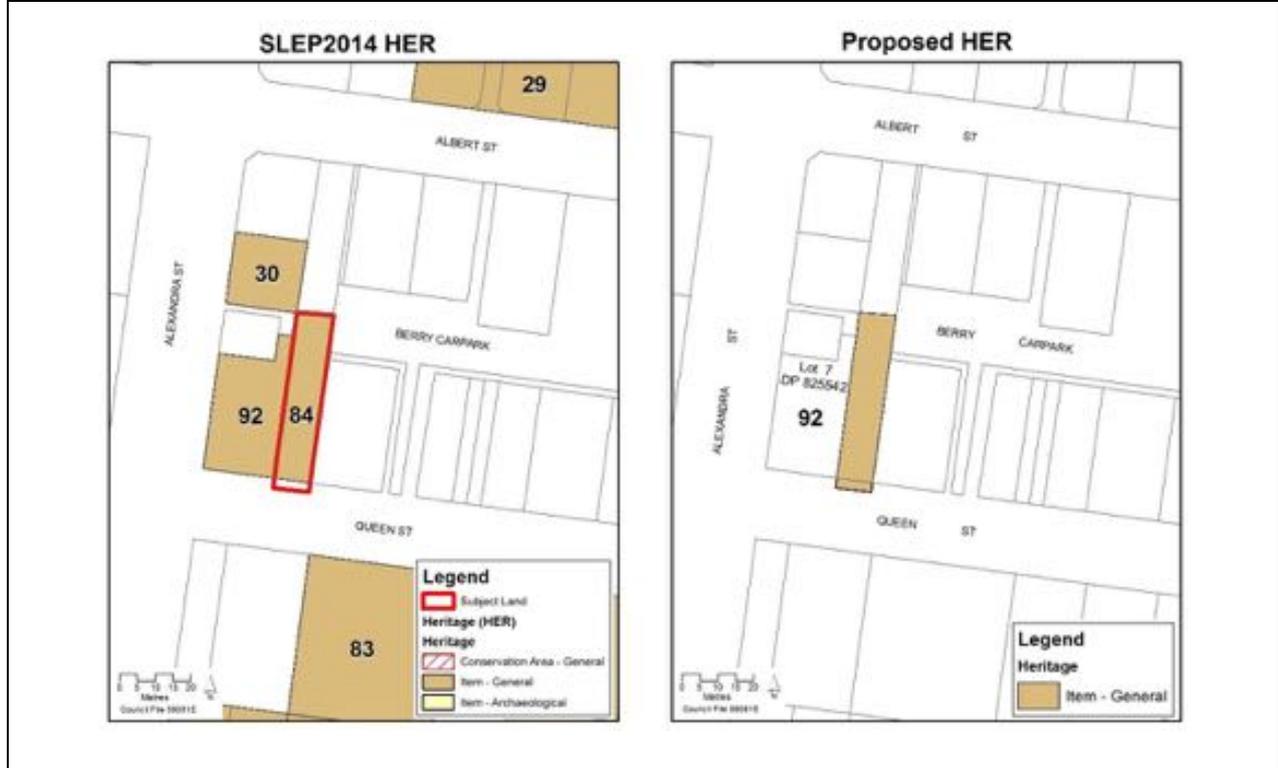
108. Item No. 84: Two storey Victorian Italianate style shop



Issue: The property description and heritage mapping are incomplete.
Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_019E) to cover the entire curtilage of the heritage item.
Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
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<p>Item No: 84 Item: Two storey Victorian Italianate style shop Address: 105 Queen Street Locality: Berry Property Description: Lot 1, DP 778335 Significance: Local</p>	<p>Item No: 84 Item: Two storey Victorian Italianate style shop Address: 105 Queen Street Locality: Berry Property Description: Lot 1, DP 778335 and the adjacent road reserve Significance: Local</p>
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109. Item No. 85: Former Victorian Free Classical style estate office

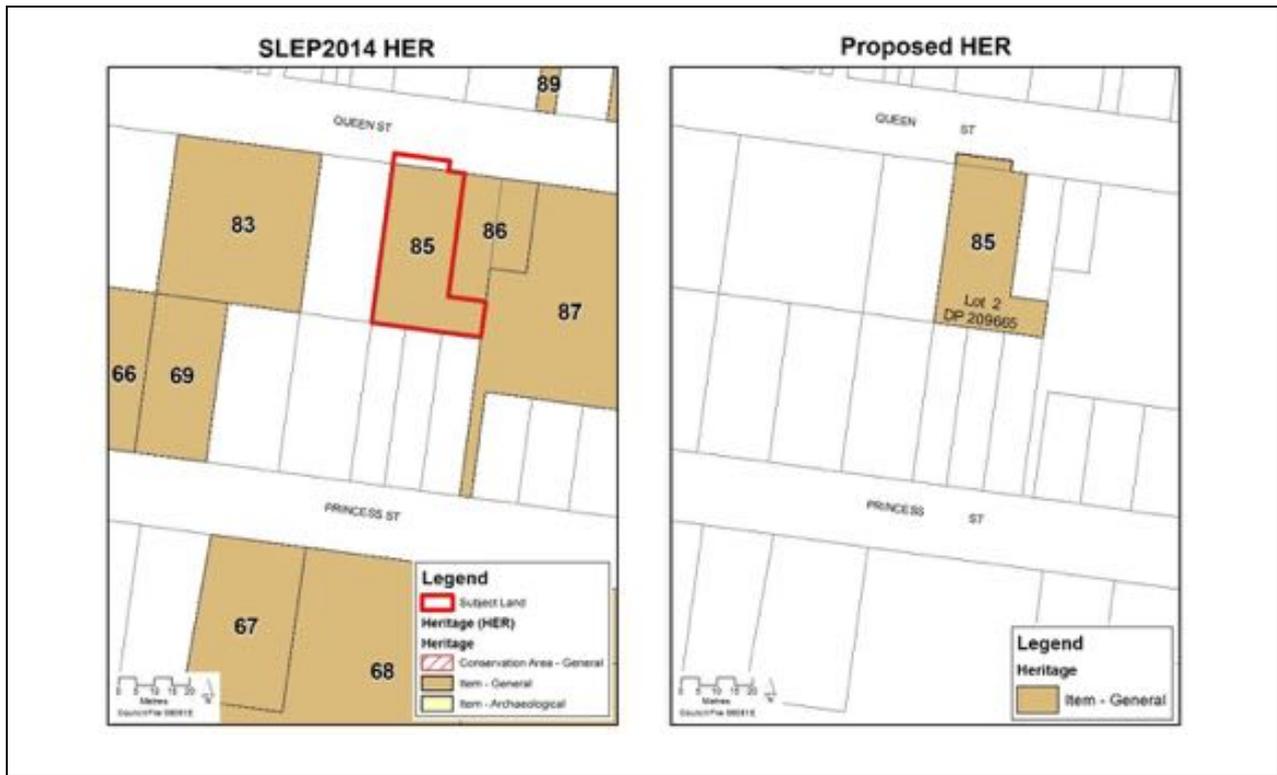


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_019E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 85 Item: Former Victorian Free Classical style estate office Address: 110 Queen Street Locality: Berry Property Description: Lot 2, DP 209665 Significance: Local</p>	<p>Item No: 85 Item: Former Victorian Free Classical style estate office Address: 110 Queen Street Locality: Berry Property Description: Lot 2, DP 209665 and the adjacent road reserve Significance: Local</p>



110. Item No. 86: Inter-war weatherboard shop

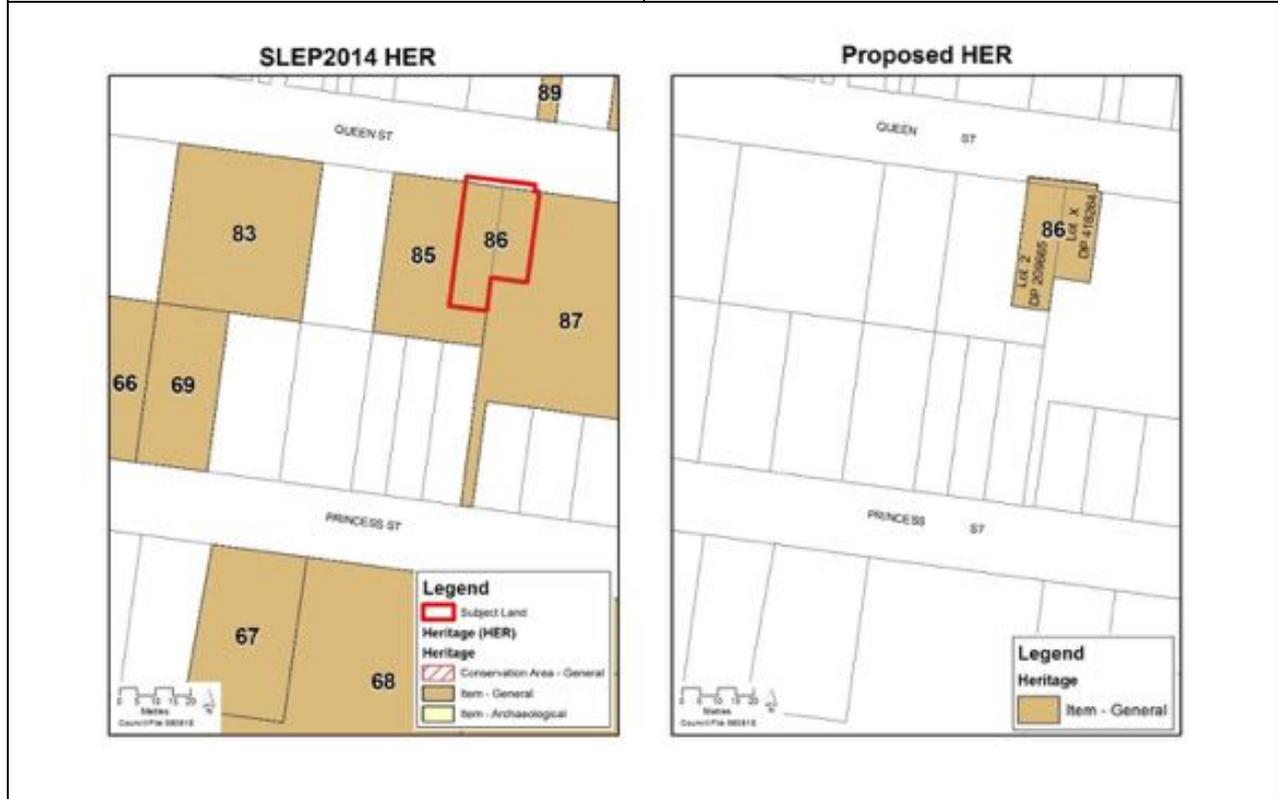


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_019E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 86 Item: Inter-war weatherboard shop Address: 114-118 Queen Street Locality: Berry Property Description: Lot 1, DP 121360; Lot X, DP 418264 Significance: Local</p>	<p>Item No: 86 Item: Inter-war weatherboard shop Address: 114-118 Queen Street Locality: Berry Property Description: Lot 1, DP 121360; Lot X, DP 418264 and the adjacent road reserve Significance: Local</p>



111. Item No. 92: Two storey Victorian rendered brick shop



Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address to include the street number. Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_019E) to cover the entire curtilage of the heritage item.

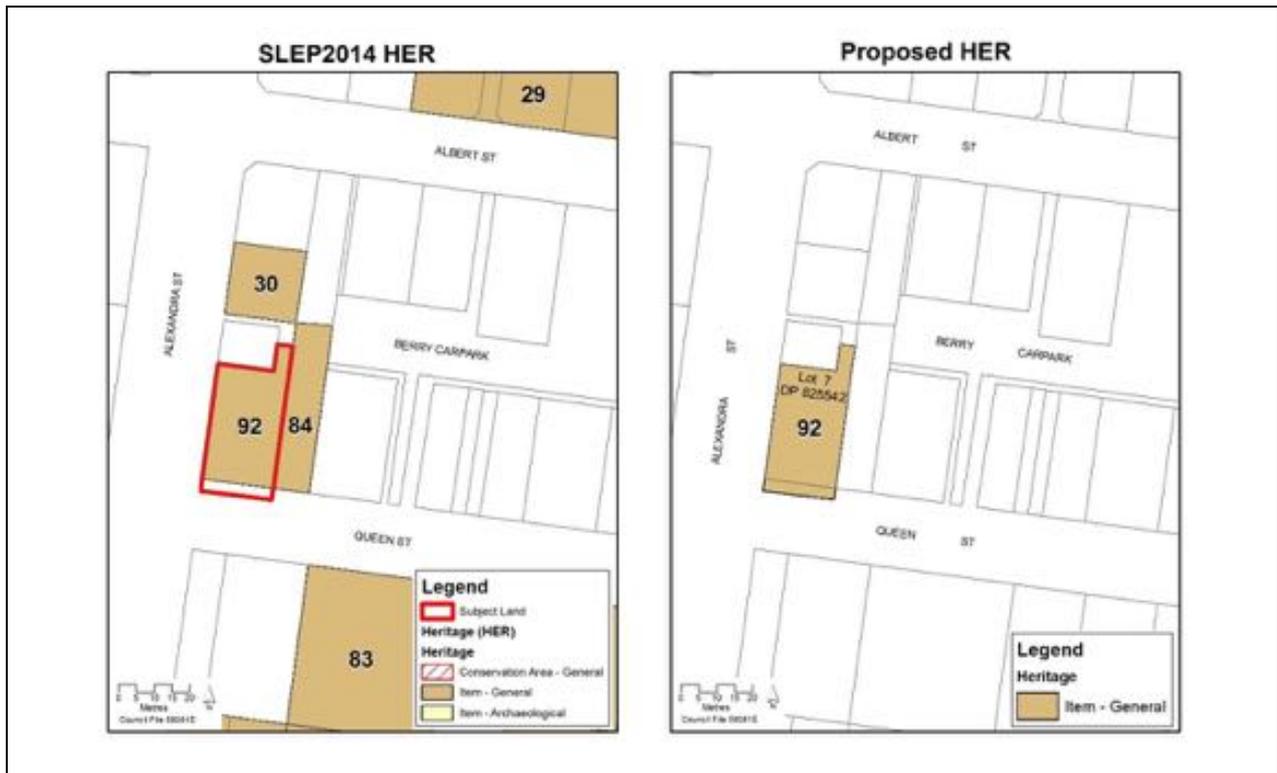
Rationale: The item address does not currently have a numerical identifier. Including the street number will better identify the location of the item. The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5

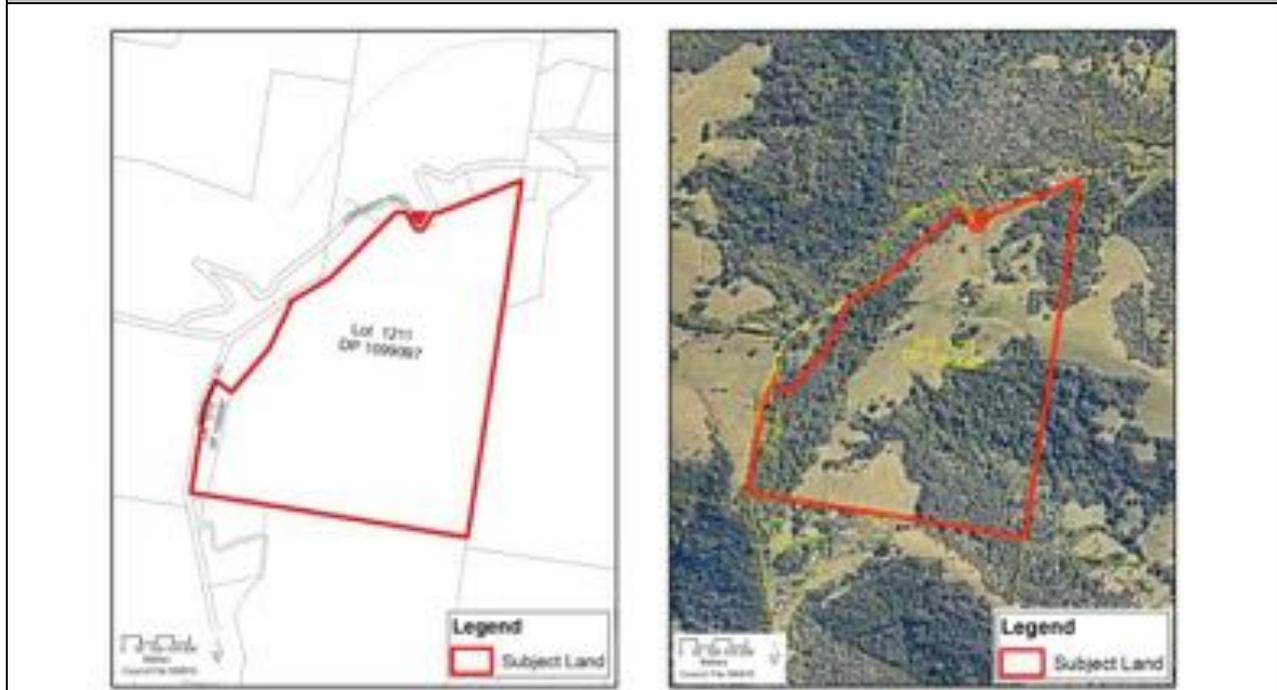
Item No: 92
Item: Two storey Victorian rendered brick shop
Address: Queen Street
Locality: Berry
Property Description: Lot 7, DP 825542
Significance: Local

Proposed Schedule 5

Item No: 92
Item: Two storey Victorian rendered brick shop
Address: 97 Queen Street
Locality: Berry
Property Description: Lot 7, DP 825542 and the adjacent road reserve
Significance: Local



112. Item No. 113: “Cobbadah”—dairy farm complex including garden, dry stone walls and survey marks



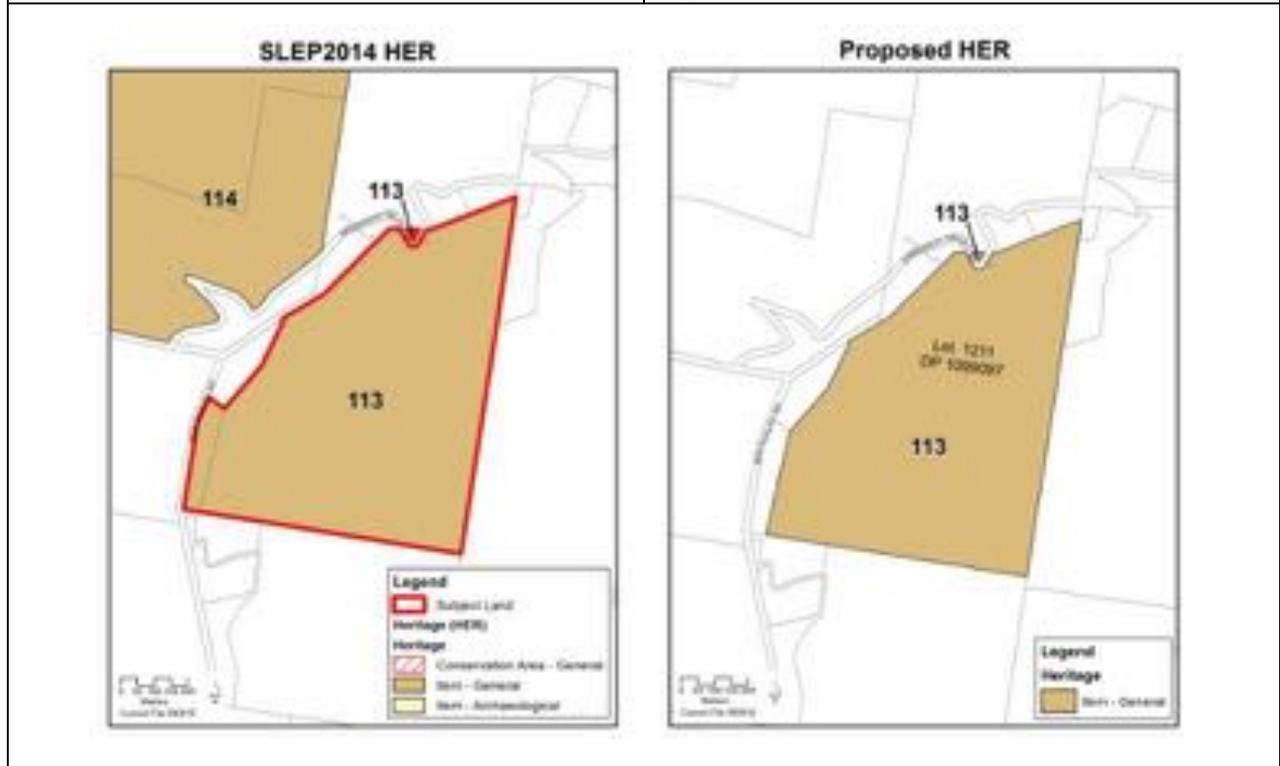
Issue: The item name does not accurately capture the item. Details identifying the architectural style of the farm are missing. The item address, property description and heritage mapping are incorrect.

Proposed change: Update the item name to reference the architectural style of the farm complex. Update the item address from “Ben Dooley Road” to “373 Kangaroo Valley Road”. Update the property description and Heritage Map (Sheet HER_019A) to remove Lot 1210 DP 1099097.

Rationale: Updating the item name to include the architectural style of the farm provides additional heritage context to the item. The item address is incorrect per Council’s records and should be updated to

accurately identify the location of the item. Lot 1210 DP 1099097 does not contain any portion of the heritage item and the property description and heritage mapping should be updated to reflect this.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 113 Item: “Cobbadah”—dairy farm complex including garden, dry stone walls and survey marks Address: Ben Dooley Road Locality: Berry Mountain Property Description: Lots 1210 and 1211, DP 1099097 Significance: Local</p>	<p>Item No: 113 Item: “Cobbadah”—Victorian Georgian style dairy farm complex including garden, dry stone walls and survey marks Address: Ben Dooley Road 373 Kangaroo Valley Road Locality: Berry Mountain Property Description: Lots 1210 and Lot 1211, DP 1099097 Significance: Local</p>



113. Item No. 114: “Glenworth”—two storey residence and grounds

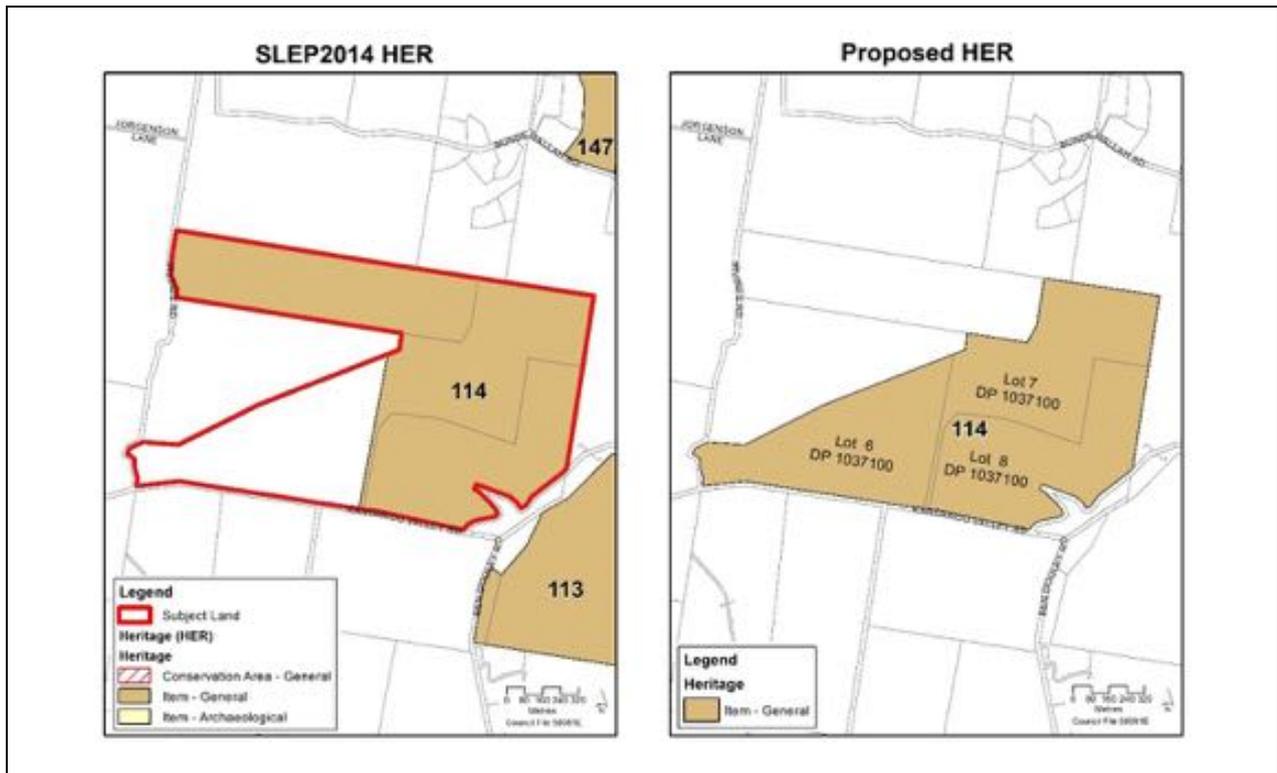


Issue: The item name does not accurately capture the item. Details identifying the architectural style of the residence are missing. The property description and heritage mapping are incorrect.

Proposed change: Update the property description and Heritage Map (Sheet HER_019A and HER_018) to include Lot 6 DP 1037100 and remove Lot 4 DP 1037100. Update the item name to reference the architectural style of the residence.

Rationale: Lot 4 DP 1037100 does not contain the heritage item and was inadvertently included in the mapping layer. The mapping should therefore be updated to remove Lot 4 DP 103710, as to accurately reflect the location of the item. The item is partially located on Lot 6 DP 1037100 and the property description and mapping should be updated include all lots associated with the item. Including the architectural style of the residence provides additional heritage context to the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 114 Item: “Glenworth”—two storey residence and grounds Address: 466 Kangaroo Valley Road Locality: Berry Mountain Property Description: Lots 4, 7 and 8, DP 1037100 Significance: Local</p>	<p>Item No: 114 Item: “Glenworth”—Late Victorian Filigree two storey residence and grounds Address: 466 Kangaroo Valley Road Locality: Berry Mountain Property Description: Lots 4, 7 and Lots 6-8, DP 1037100 Significance: Local</p>



114. Item No. 121: Former Bomaderry Primary School and trees

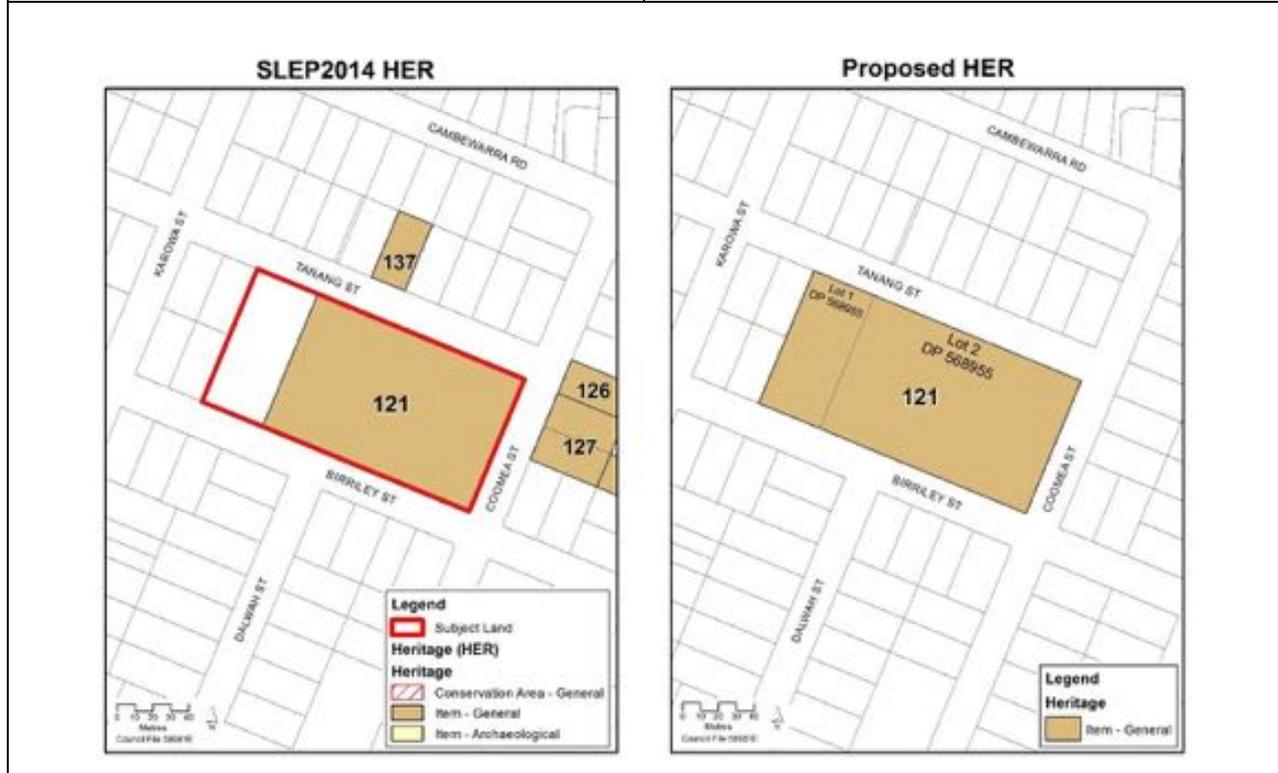


Issue: The item name does not accurately capture the item. Details identifying the architectural style of the school are missing. The item address and heritage mapping are incomplete.

Proposed change: Update the item name to include the architectural style of the school. Update the item address and Heritage Map (Sheet HER_013E) to include Lot 1 DP 568995 (17 Birriey Street).

Rationale: Referencing the architectural style of the school building within the item name provides additional heritage context to the item. An administrative error in making the LEP 2014 inadvertently excluded Lot 1 DP 568995 (17 Birriey Street) from the item address and heritage mapping of the item. The address and mapping should be updated to include all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 121 Item: Former Bomaderry Primary School and trees Address: 5 Birriley Street Locality: Bomaderry Property Description: Lots 1 and 2, DP 568955 Significance: Local</p>	<p>Item No: 121 Item: Federation period Former Bomaderry Primary School and trees Address: 5 and 17 Birriley Street Locality: Bomaderry Property Description: Lots 1 and 2, DP 568955 Significance: Local</p>



115. Item No. 124: Milk factory (former)

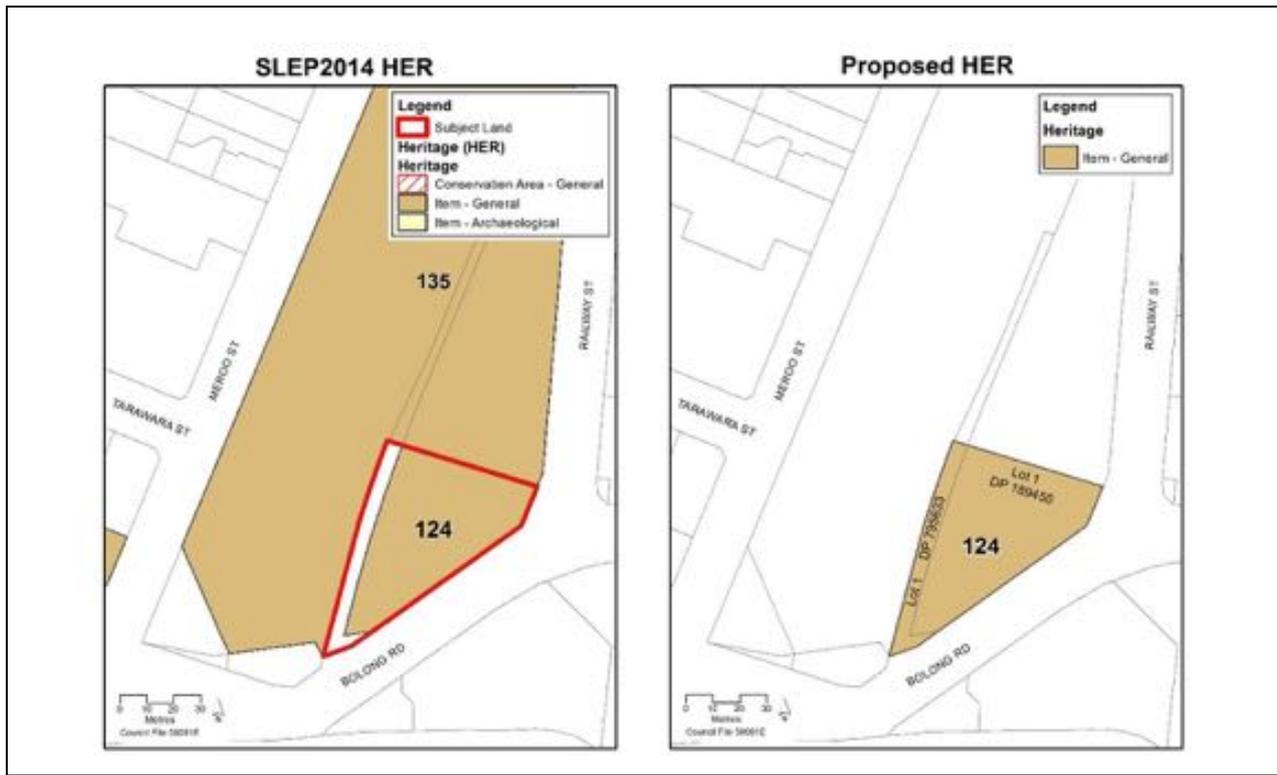


Issue: The item name does not accurately capture the item. Details identifying the individual item are missing. The property description and heritage mapping are incomplete.

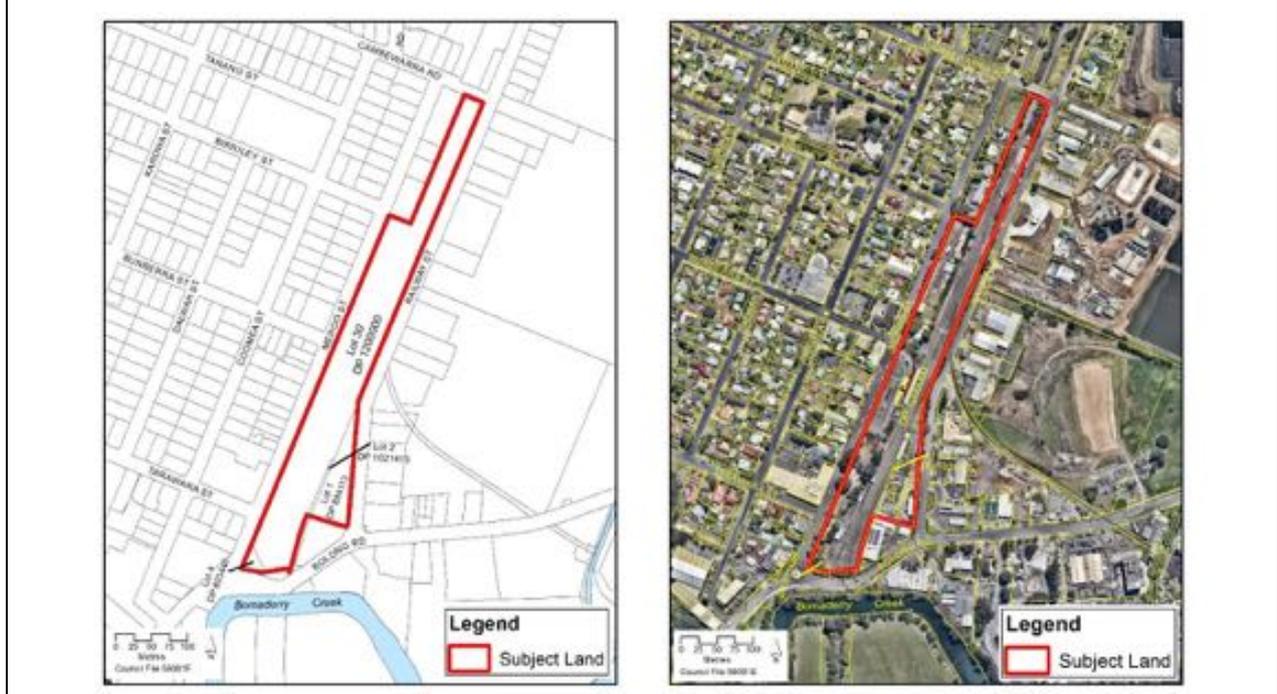
Proposed change: Update the item name to include 'Bomaderry'. Update the property description and Heritage Map (Sheet HER_013E) to include Lot 1 DP 795633.

Rationale: The Heritage Inventory Sheet lists the item as 'Bomaderry Milk Factory (former)' and updating the item name aligns the listing with the Heritage Inventory Sheet. The heritage item is partially located within Lot 1, DP 795633 and the property description and mapping should be updated to include all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 124 Item: Milk factory (former) Address: 31A Bolong Road Locality: Bomaderry Property Description: Lot 1, DP 189450 Significance: Local</p>	<p>Item No: 124 Item: Bomaderry Milk factory (former) Address: 31A Bolong Road Locality: Bomaderry Property Description: Lot 1, DP 189450; Lot 1 DP 795633 Significance: Local</p>



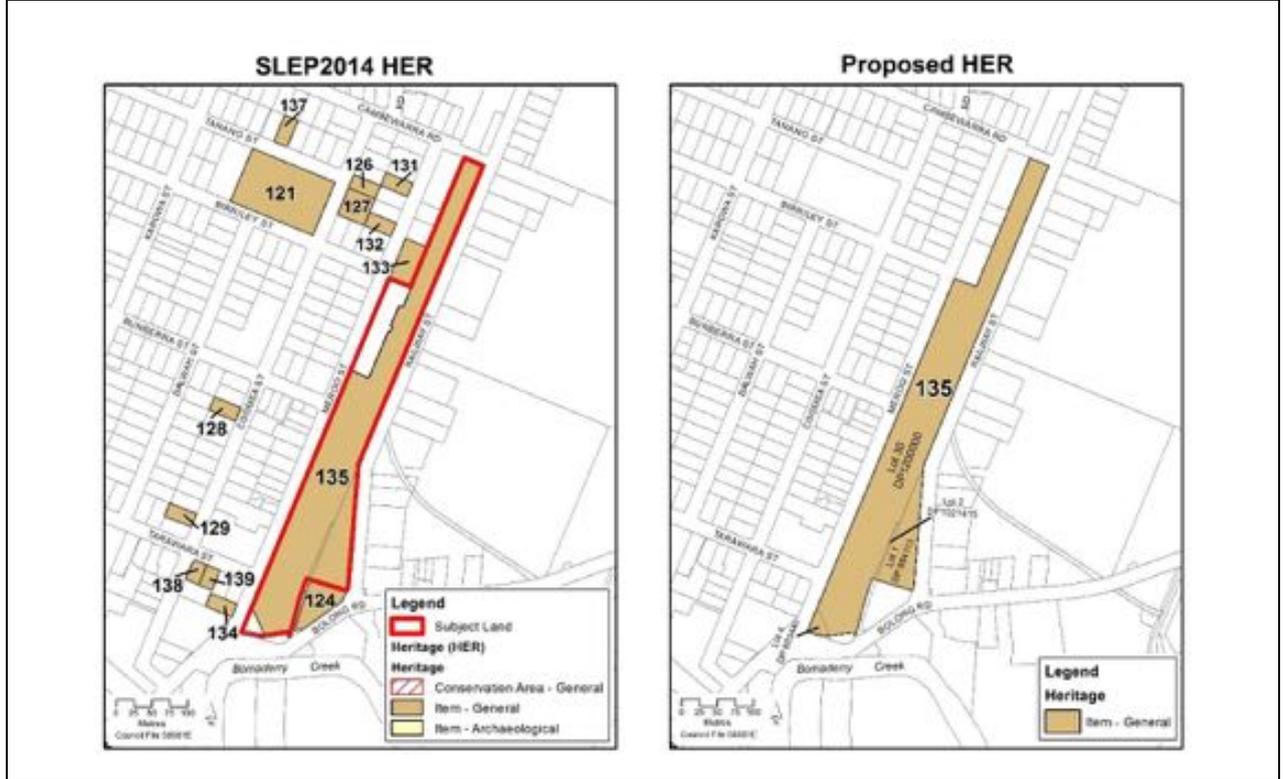
116. Item No. 135: Bomaderry Railway Station and yard group including Nowra-Bomaderry Railway Station and “original bar holder”, Bomaderry stationmaster’s house and Bomaderry railway siding group including turntable, weighbridge, goods crane and water pump



Issue: The item address, property description and heritage mapping are incomplete.
Proposed change: Update the property description to remove Lot 3 DP, 802440 and Lot 1 DP, 1021415 and include Lot 4, DP 802440 and Lot 30, DP 1200000. Update the item address to include Bolong Road and 13 Railway Street. Update the Heritage Map (Sheet HER_013E) to include Lot 4 DP 802440 and the entirety of Lot 30 DP 1200000.

Rationale: Part of the item is located on Bolong Road and 13 Railway Street and the item address should be updated to better identify the item’s location. The heritage item is partially located within Lot 4, DP 802440 and Lot 30, DP 1200000 and the property description and heritage mapping should be updated to include all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 135 Item: Bomaderry Railway Station and yard group including Nowra-Bomaderry Railway Station and “original bar holder”, Bomaderry stationmaster’s house and Bomaderry railway siding group including turntable, weighbridge, goods crane and water pump Address: Meroo Street Locality: Bomaderry Property Description: Lot 3, DP 802440; Lots 1 and 2, DP 1021415; Lot 1, DP 884113 Significance: State</p>	<p>Item No: 135 Item: Bomaderry Railway Station and yard group including Nowra-Bomaderry Railway Station and “original bar holder”, Bomaderry stationmaster’s house and Bomaderry railway siding group including turntable, weighbridge, goods crane and water pump Address: Meroo Street, Bolong Road and 13 Railway Street Locality: Bomaderry Property Description: Lot 3, DP 802440; Lots 1 and 2, DP 1021415; Lot 1, DP 884113; Lot 4, DP 802440; Lot 30, DP 1200000 Significance: State</p>



117. Item No. 140: Timber cottage group including former school, mill workers’ cottages and mill manager’s residence (old Brooman Town)

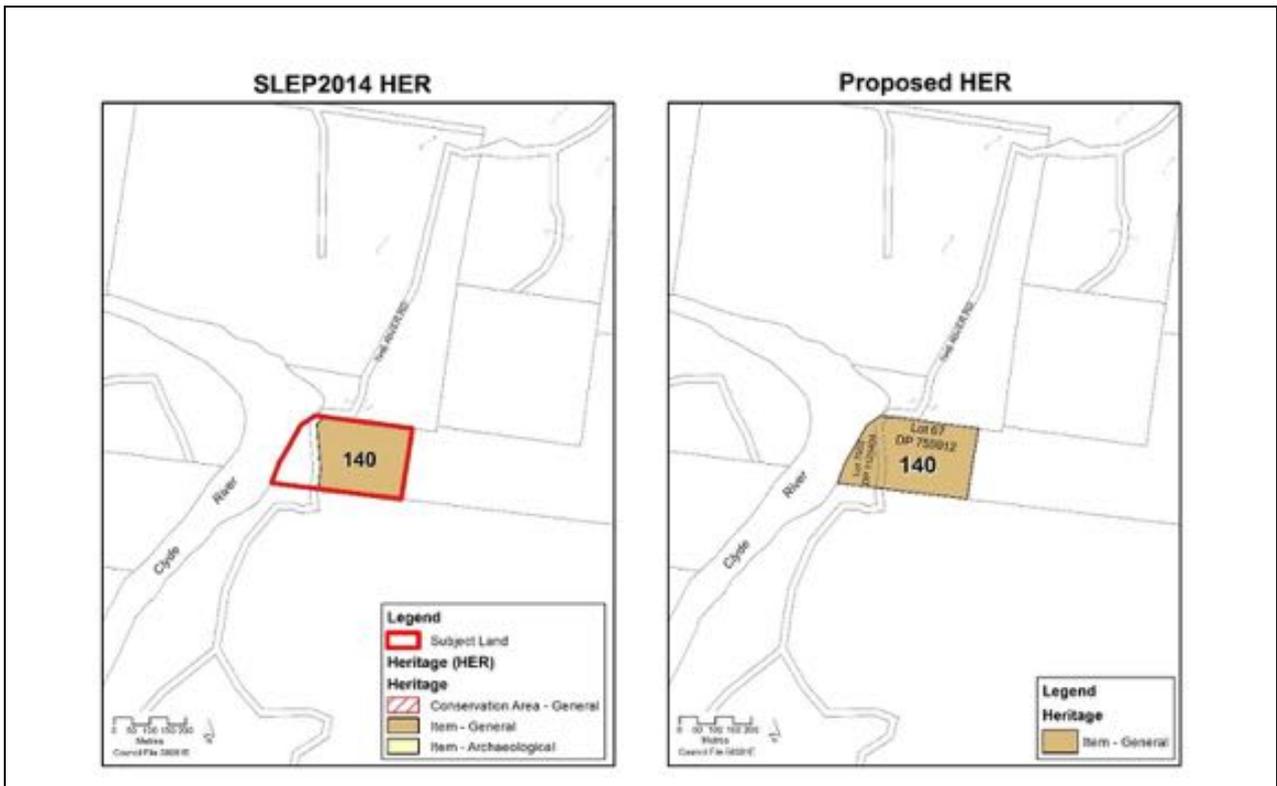


Issue: The item name, property description and mapping are incomplete. The item address is incorrect.

Proposed change: Update the item name to reference the sawmill site. Update the item address from Brooman Road to The River Road. Update the property description and Heritage Map (Sheet HER_010) to include Lot 7002, DP 1125404 and the adjacent road reserve.

Rationale: The sawmill site is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this. An administrative error in making the LEP 2014 inadvertently listed Brooman Road as the address of the item. The item is located at 1295 The River Road and the item address should be updated to accurately reflect the location of the item. The sawmill site is located within Lot 7002, DP 1125404 and the adjacent road reserve. The property description and heritage mapping should be updated to include all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 140 Item: Timber cottage group including former school, mill workers’ cottages and mill manager’s residence (old Brooman Town) Address: 1295 Brooman Road Locality: Brooman Property Description: Lot 67, DP 755912 Significance: Local</p>	<p>Item No: 140 Item: Timber cottage group including former school, mill workers’ cottages, mill manager’s residence and sawmill site (old Brooman Town). Address: 1295 Brooman Road The River Road Locality: Brooman Property Description: Lot 67, DP 755912; Lot 7002, DP 1125404 and the adjacent road reserve Significance: Local</p>



118. Item No. 203: Lady Denman ferry

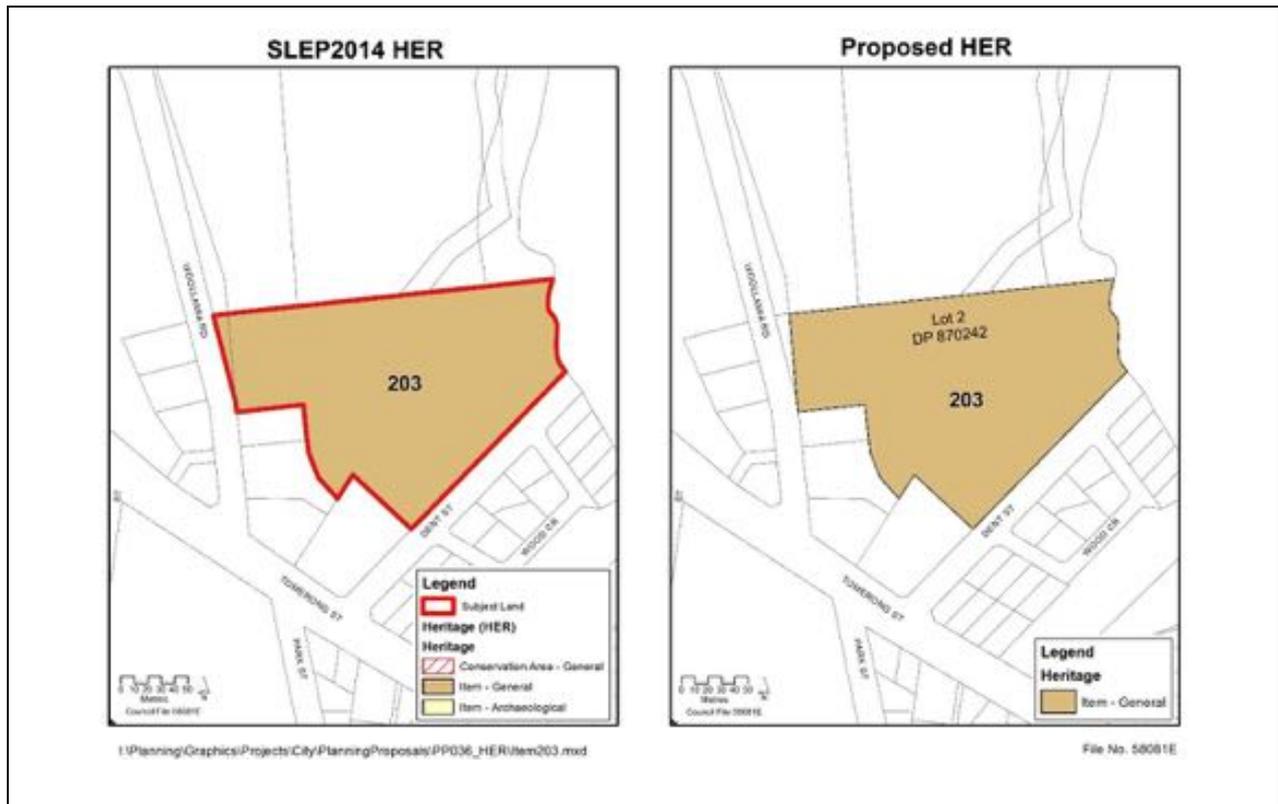


Issue: The property description and heritage mapping are incorrect.

Proposed change: Update the property description from Lot 138, DP 720912 to Lot 2, DP 870242. Update the Heritage Map (Sheet HER_020C) to remove Lot 4, DP 870242.

Rationale: Lot 138 DP 720912 was subdivided into Lots 2 and 4, DP 870242, subsequently making the current property description inaccurate. As the heritage item is only located within Lot 2, DP 870242 the property description and heritage mapping should be updated to only include Lot 2 DP 870242.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 203 Item: Lady Denman ferry Address: 11 Dent Street Locality: Huskisson Property Description: Lot 138, DP 720912 Significance: State</p>	<p>Item No: 203 Item: Lady Denman ferry Address: 11 Dent Street Locality: Huskisson Property Description: Lot 138, DP 720912; Lot 2, DP 870242 Significance: State</p>



119. Item No. 220: Federation weatherboard cottage and shop

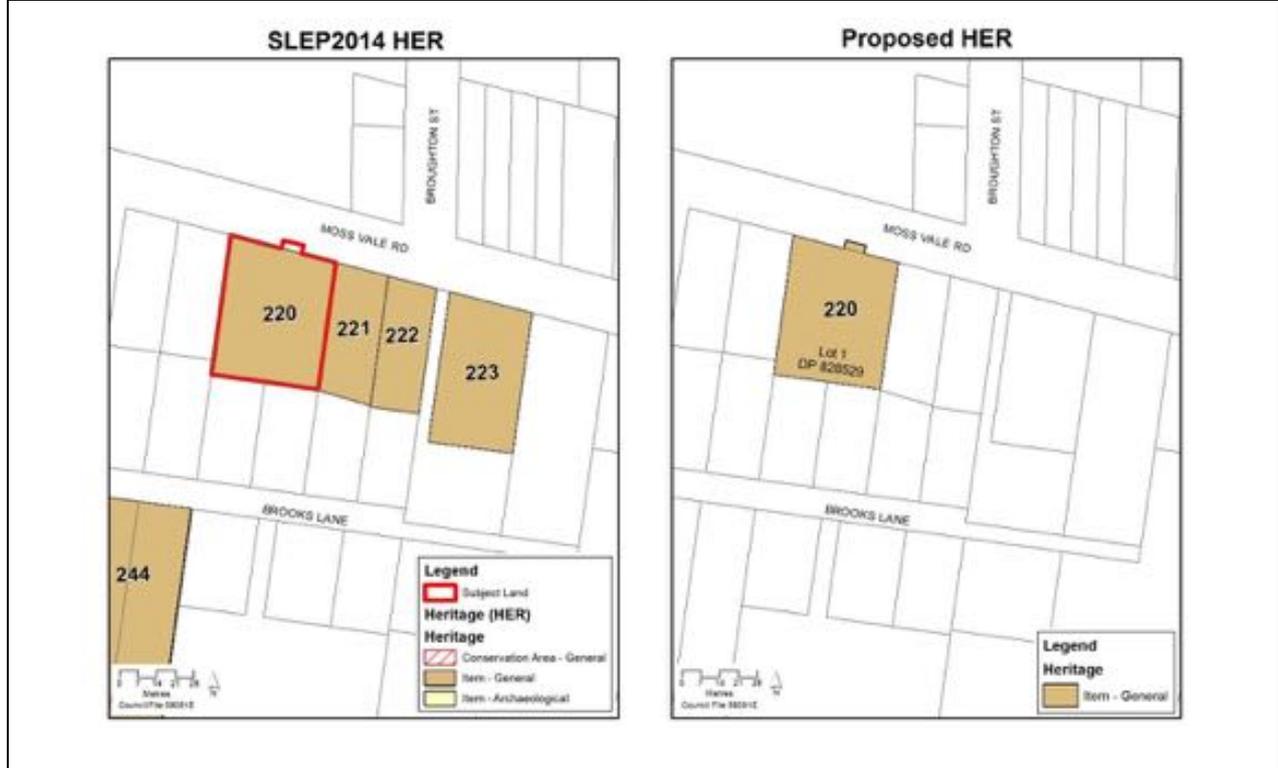


Issue: The property description and heritage mapping are incomplete.

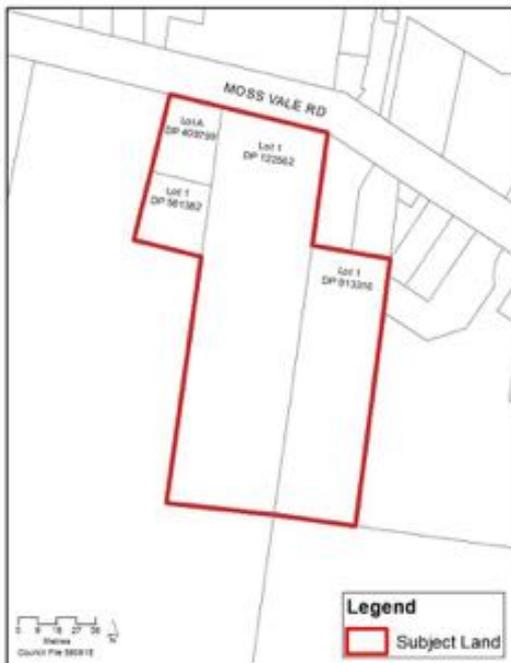
Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_012A) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 220 Item: Federation weatherboard cottage and shop Address: 116 Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 828529 Significance: Local</p>	<p>Item No: 220 Item: Federation weatherboard cottage and shop Address: 116 Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 828529 and the adjacent road reserve Significance: Local</p>



120. Item No. 226: Kangaroo Valley School and former schoolmaster’s residence

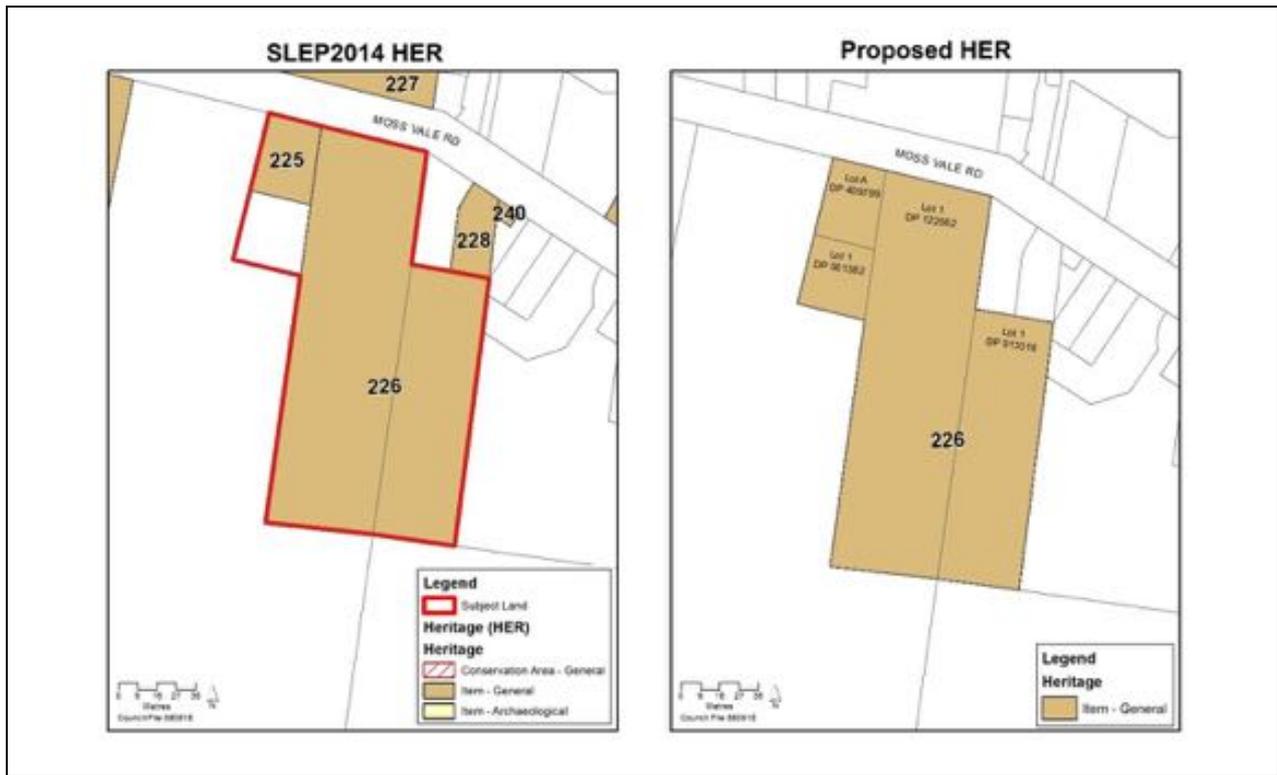


Issue: The item address, property description and heritage mapping are incomplete.

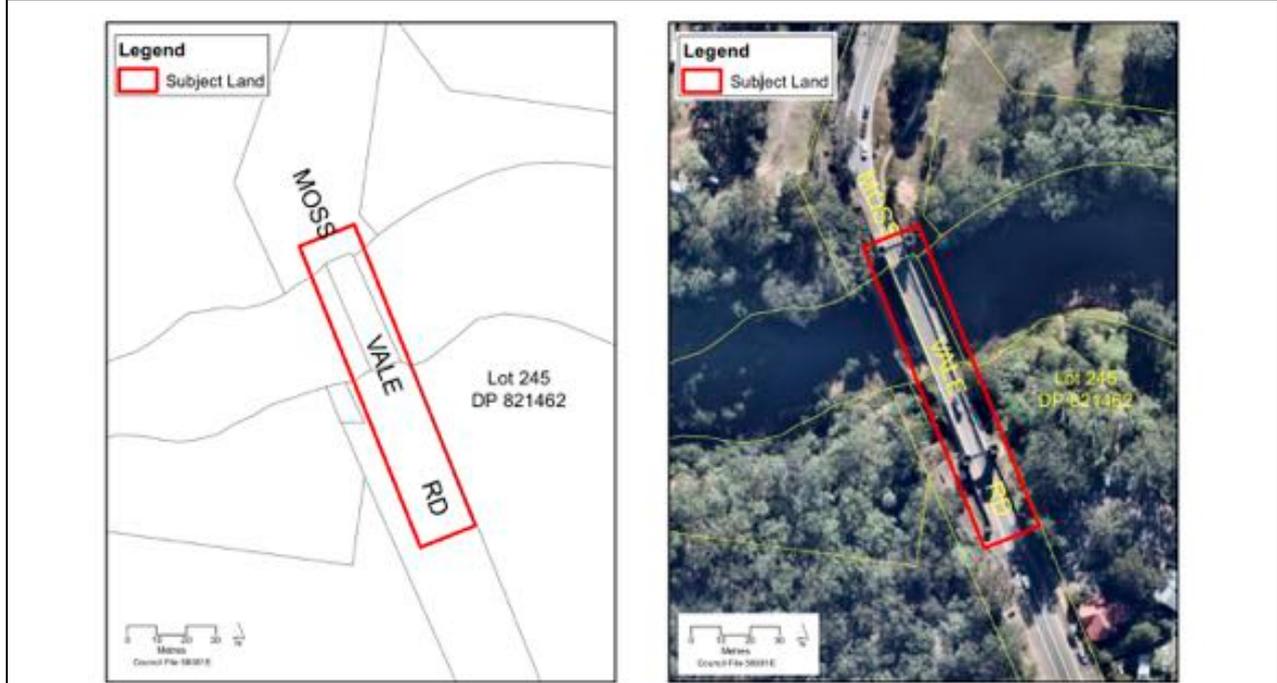
Proposed change: Update the item address to include 138 Moss Vale Road. Update the property description and Heritage Mapping (Sheet HER_012A) to include Lot 1, DP 561382 and Lot A, DP 409799.

Rationale: The heritage item is also partially located within Lot 1, DP 561382 (Moss Vale Road) and Lot A, DP 409799 (138 Moss Vale Road). The item address, property description and heritage mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 226 Item: Kangaroo Valley School and former schoolmaster’s residence Address: 140 Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 122562; Lot 1, DP 913316 Significance: Local</p>	<p>Item No: 226 Item: Kangaroo Valley School and former schoolmaster’s residence Address: 138-140 Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 122562; Lot 1, DP 913316; Lot 1, DP 561382; Lot A, DP 409799 Significance: Local</p>

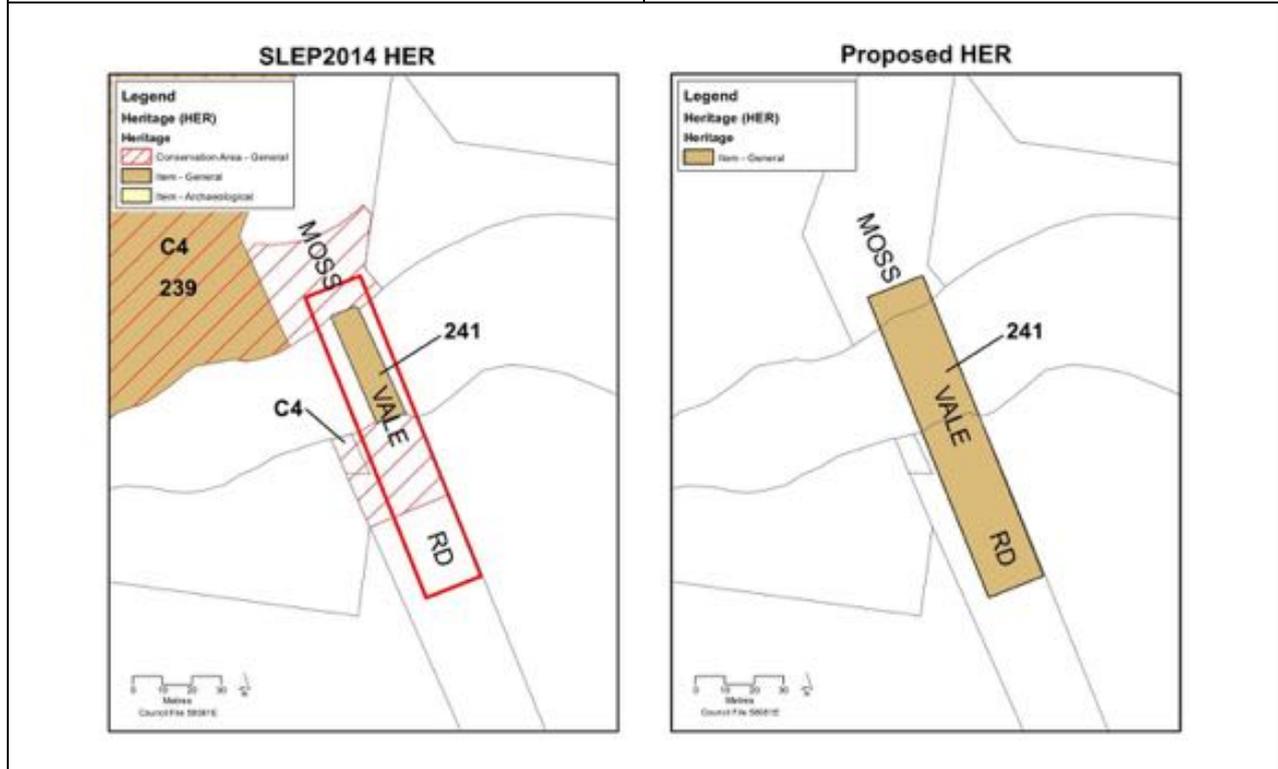


121. Item No. 241: “Hampden Bridge”—sandstone suspension bridge



Issue: The property description and heritage mapping are incomplete. The item significance is incorrect.
Proposed change: Update the property description to include adjacent to ‘Lot 245, DP 821462’. Update the item significance from local to state. Update the Heritage Map (Sheet HER_12A) to include the entire curtilage of Hampden Bridge.
Rationale: The curtilage of the heritage item extends beyond the current heritage mapping layer, and the heritage mapping should be updated to identify all land associated with the heritage item. Updating the property description to include an adjacent Lot and Deposited Plan (DP) number will allow for better identification of the item’s specific location. The item has been included as a heritage item on the State

Heritage Register. As per Practice Note PN11-001 it is proposed to amend the item's significance from 'local' to 'state' to reflect the inclusion of Hampden Bridge on the State Heritage Register.	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 241 Item: "Hampden Bridge"—sandstone suspension bridge Address: Moss Vale Road Locality: Kangaroo Valley Property Description: Road reserve Significance: Local</p>	<p>Item No: 241 Item: "Hampden Bridge"—sandstone suspension bridge Address: Moss Vale Road Locality: Kangaroo Valley Property Description: Road reserve adjacent to Lot 245, DP 821462 Significance: Local State</p>



122. Item No. 275: Inter-war rendered masonry and fibro hall

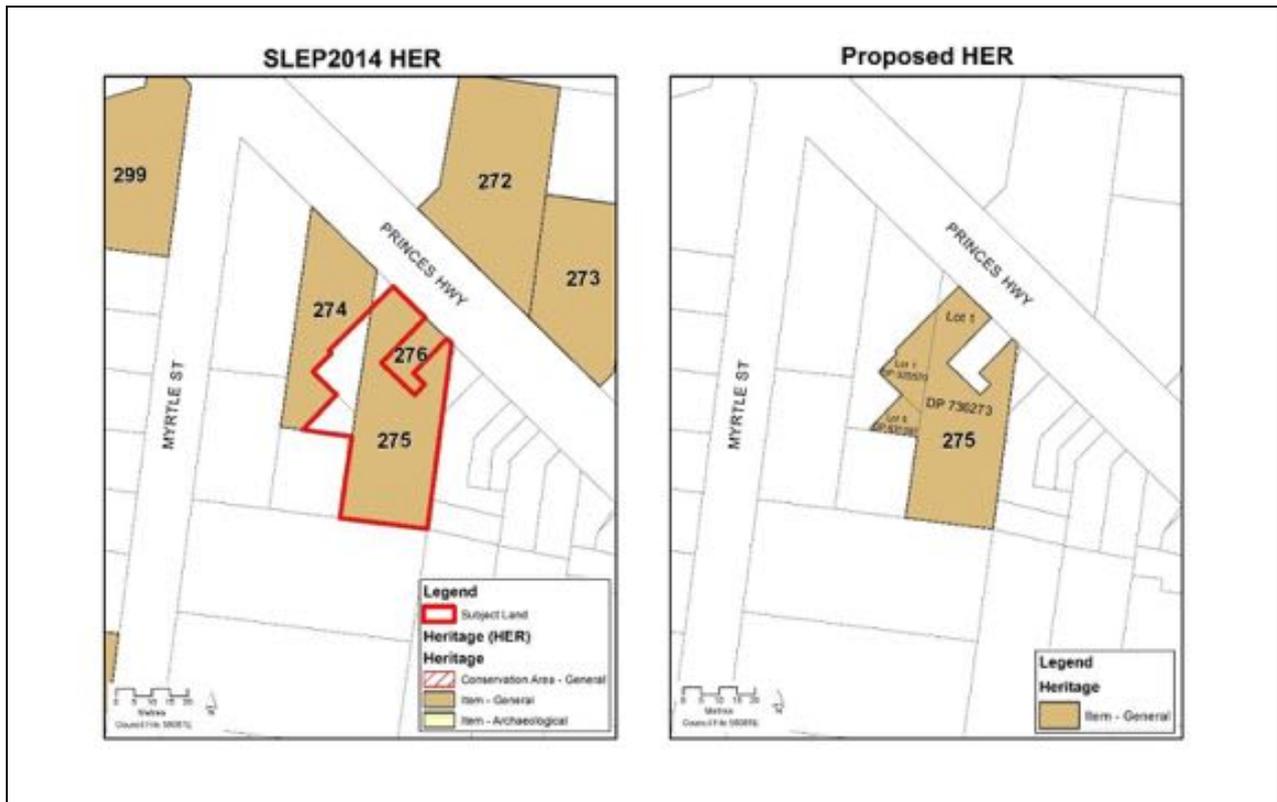


Issue: The property description and heritage mapping are incomplete.

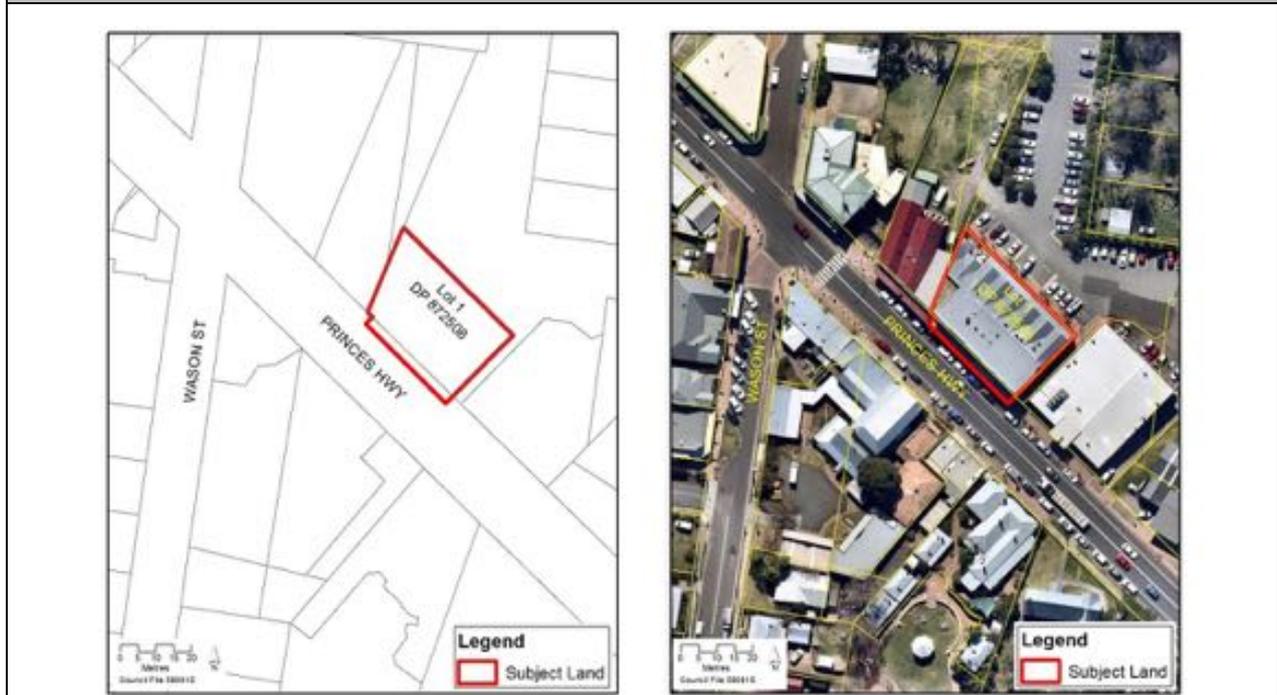
Proposed change: Update the property description and Heritage Map (Sheet HER_016C) to include Lot 1, DP 325570 and Lot 5, DP 631087.

Rationale: Part of the heritage item is also located on Lot 1, DP 325570 and Lot 5, DP 631087. The property description and heritage mapping should be updated to identify all lots associated with the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 275 Item: Inter-war rendered masonry and fibro hall Address: 69 Princes Highway Locality: Milton Property Description: Lot 1, DP 736273 Significance: Local</p>	<p>Item No: 275 Item: Inter-war rendered masonry and fibro hall Address: 69 Princes Highway Locality: Milton Property Description: Lot 1, DP 736273; Lot 1 DP 325570; Lot 5 DP 631087 Significance: Local</p>

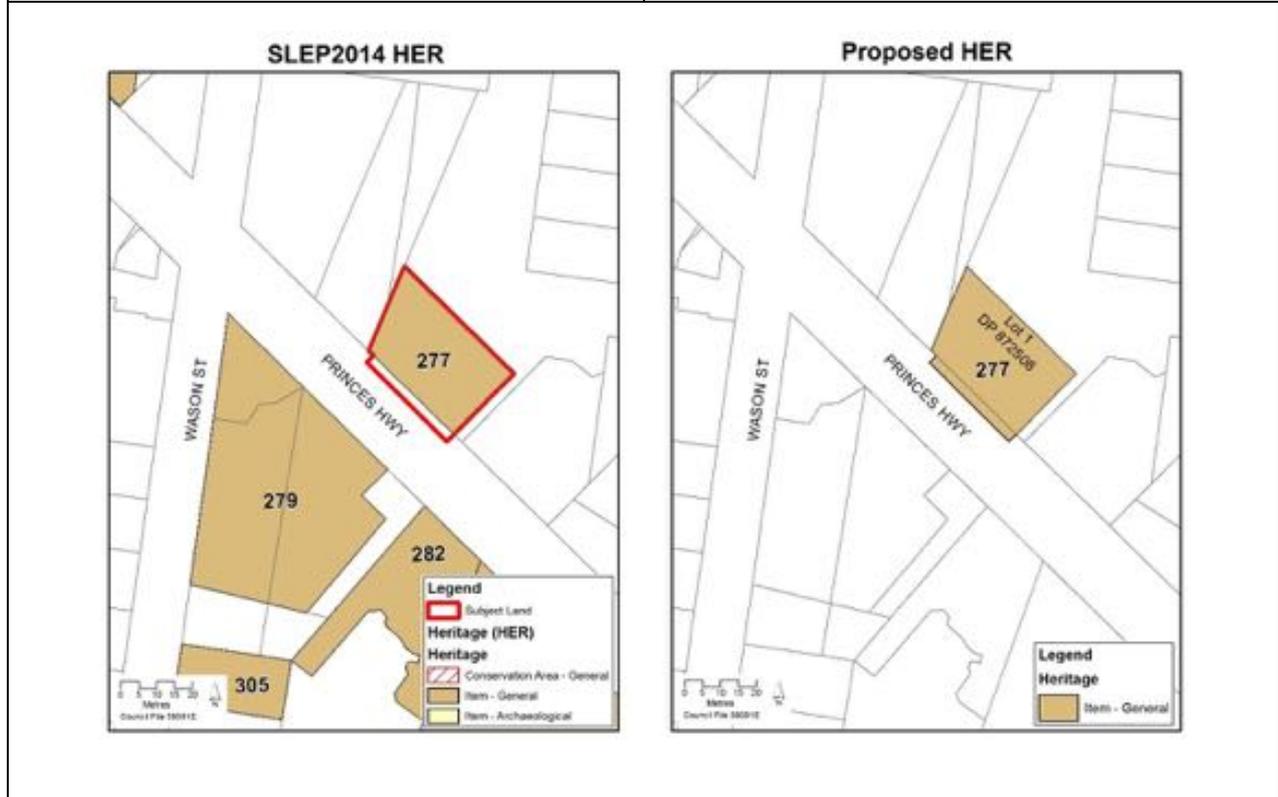


123. Item No. 277: “The Star Hotel”—two storey rendered masonry building



Issue: The property description and heritage mapping are incomplete.
Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_016C) to cover the entire curtilage of the heritage item.
Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 277 Item: “The Star Hotel”—two storey rendered masonry building Address: 82 Princes Highway Locality: Milton Property Description: Lot 1, DP 872508 Significance: Local</p>	<p>Item No: 277 Item: “The Star Hotel”—two storey rendered masonry building Address: 82 Princes Highway Locality: Milton Property Description: Lot 1, DP 872508 and the adjacent road reserve Significance: Local</p>



124. Item No. 278: Two storey Victorian bakery and residence

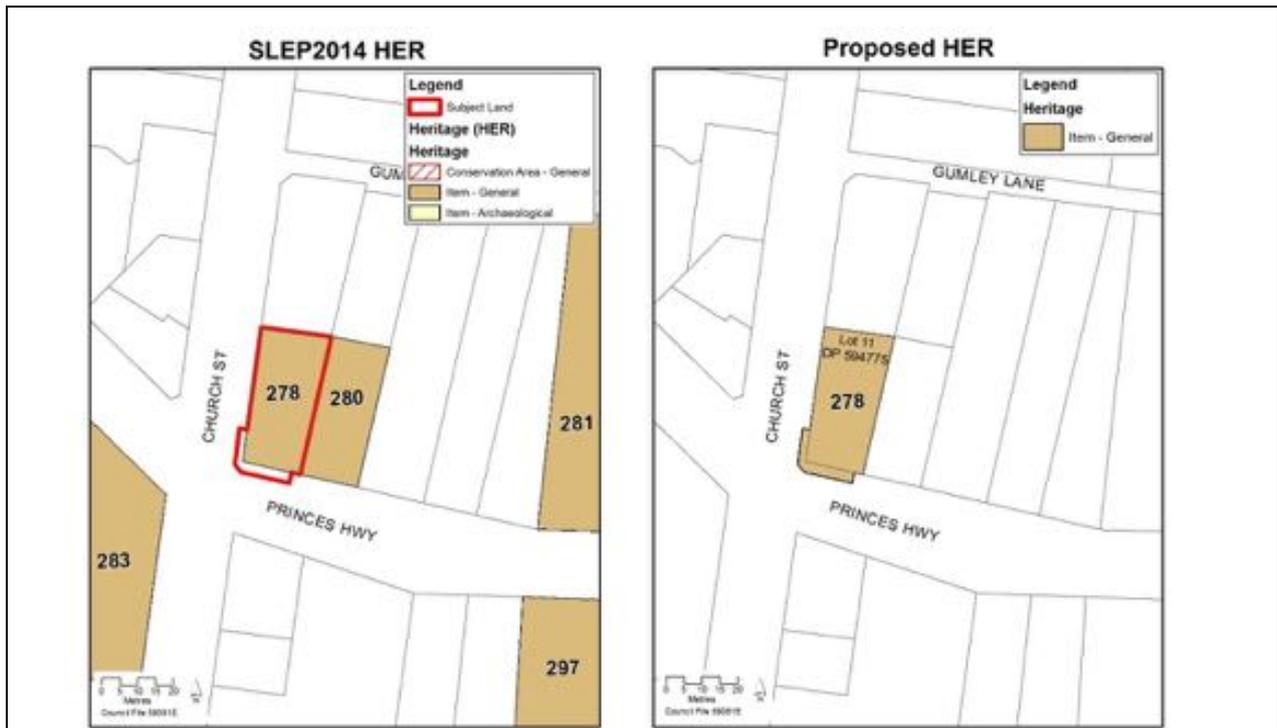


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_016C) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 278 Item: Two storey Victorian bakery and residence Address: 92 Princes Highway Locality: Milton Property Description: Lot 11, DP 594775 Significance: Local</p>	<p>Item No: 278 Item: Two storey Victorian bakery and residence Address: 92 Princes Highway Locality: Milton Property Description: Lot 11, DP 594775 and the adjacent road reserve Significance: Local</p>



125. Item No. 280: Victorian weatherboard residence and shop

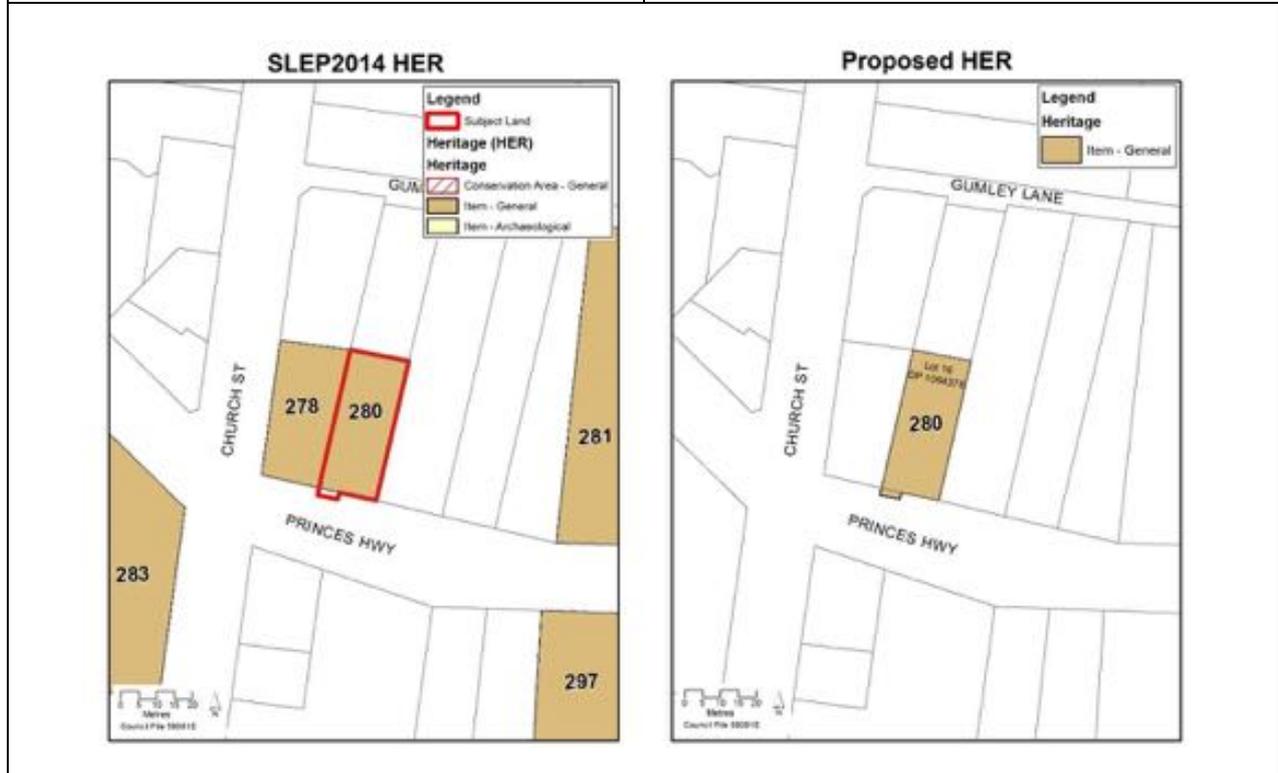


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_016C) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 280 Item: Victorian weatherboard residence and shop Address: 94 Princes Highway Locality: Milton Property Description: Lot 16, DP 1064376 Significance: Local</p>	<p>Item No: 280 Item: Victorian weatherboard residence and shop Address: 94 Princes Highway Locality: Milton Property Description: Lot 16, DP 1064376 and the adjacent road reserve Significance: Local</p>



126. Item No. 293: “Melrose”—former dairy farm complex

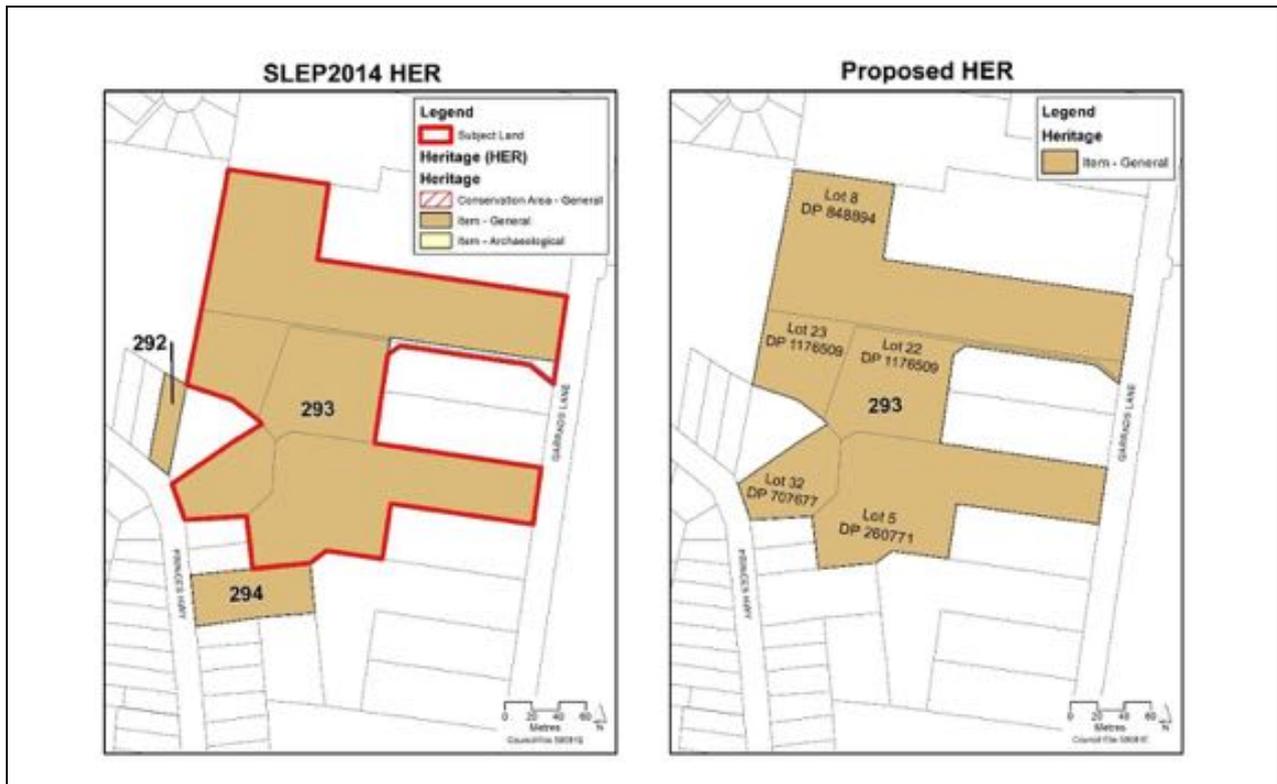


Issues: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address to include 83 and 83C Garrads Lane and remove 83A Garrads Lane. Update the property description to remove Lot 2 DP 1135803 and include Lots 22 and 23, DP 1176509. Update the Heritage Map (Sheet HER_016C) to include the entirety of Lots 22 and 23, DP 1176509.

Rationale: Lot 2, DP 1135803 (83A Garrads Lane) was subdivided into Lots 22 and 23, DP 1176509 (83 and 83C Garrads Lane) and the item address and property description should be updated to better identify the location of the heritage item. Only part of Lots 22 and 23, DP 1176509 are mapped as containing the heritage item. The item is located across the entirety of Lots 22 and 23, DP 1176509 and the heritage mapping should be updated to reflect this.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 293 Item: “Melrose”—former dairy farm complex Address: 150 Princes Highway and 73, 83A and 83B Garrads Lane Locality: Milton Property Description: Lot 32, DP 707677; Lot 2, DP 1135803; Lot 5, DP 260771; Lot 8, DP 848894 Significance: Local</p>	<p>Item No: 293 Item: “Melrose” –former dairy farm complex Address: 150 Princes Highway and 73, 83, 83A 83B and 83C Garrads Lane Locality: Milton Property Description: Lot 32, DP 707677; Lot 2, DP 1135803 Lots 22 and 23 DP 1176509; Lot 5, DP 260771; Lot 8, DP 848894 Significance: Local</p>



127. Item No. 303: Two storey Victorian former manse and graveyard

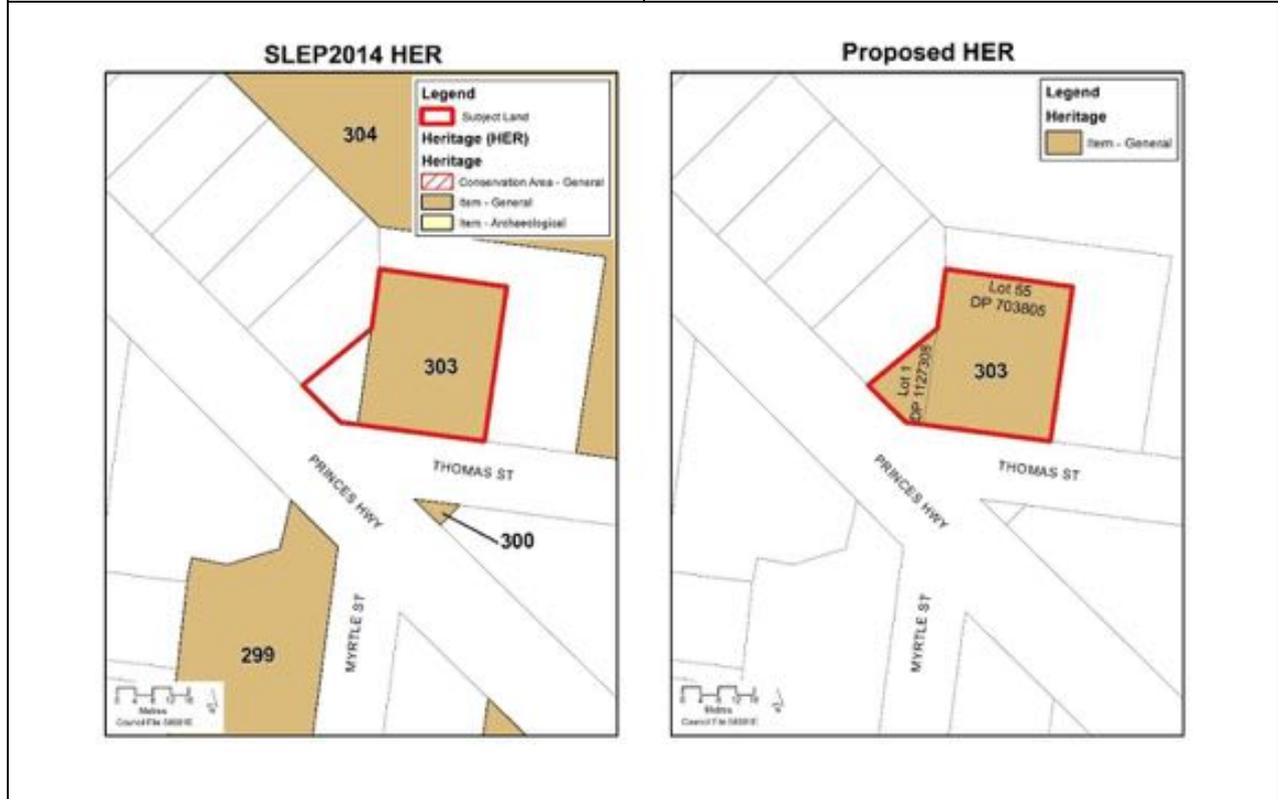


Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address to include Princes Highway. Update the property description and Heritage Map (Sheet HER_016C) to include Lot 1 DP 1127308.

Rationale: The graves located within Lot 1 DP 1127308 (Princes Highway) are a part of the item, recognised in the Heritage Inventory Sheet, and the item address, property description and heritage mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 303 Item: Two storey Victorian former manse and graveyard Address: 1 Thomas Street Locality: Milton Property Description: Lot 55, DP 703805 Significance: Local</p>	<p>Item No: 303 Item: Two storey Victorian former manse and graveyard Address: 1 Thomas Street and Princes Highway Locality: Milton Property Description: Lot 55, DP 703805; Lot 1, DP 1127308 Significance: Local</p>



128. Item No. 308: Victorian weatherboard corner store

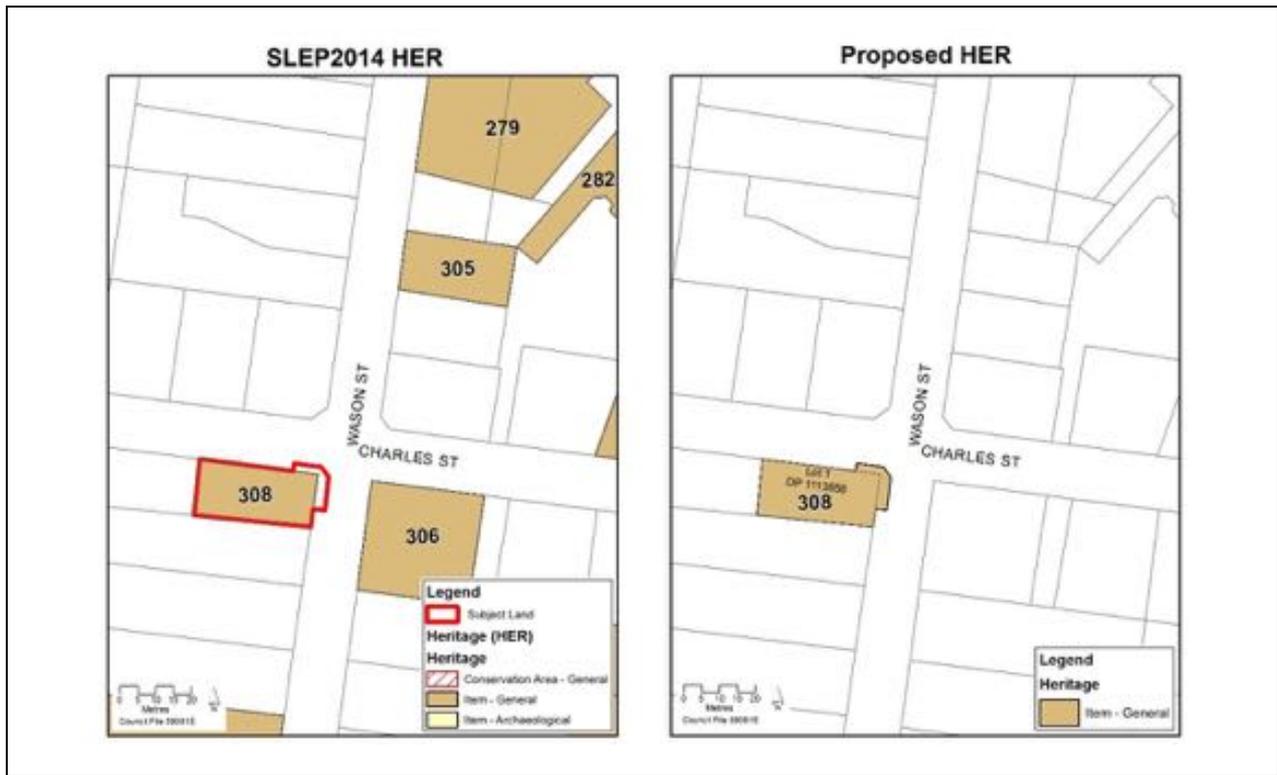


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_016C) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 308 Item: Victorian weatherboard corner store Address: 61 Wason Street Locality: Milton Property Description: Lot 1, 1113658 Significance: Local</p>	<p>Item No: 308 Item: Victorian weatherboard corner store Address: 61 Wason Street Locality: Milton Property Description: Lot 1, 1113658 and the adjacent road reserve Significance: Local</p>



129. Item No. 325: Pressed metal clad industrial building (former Barnes Garage)

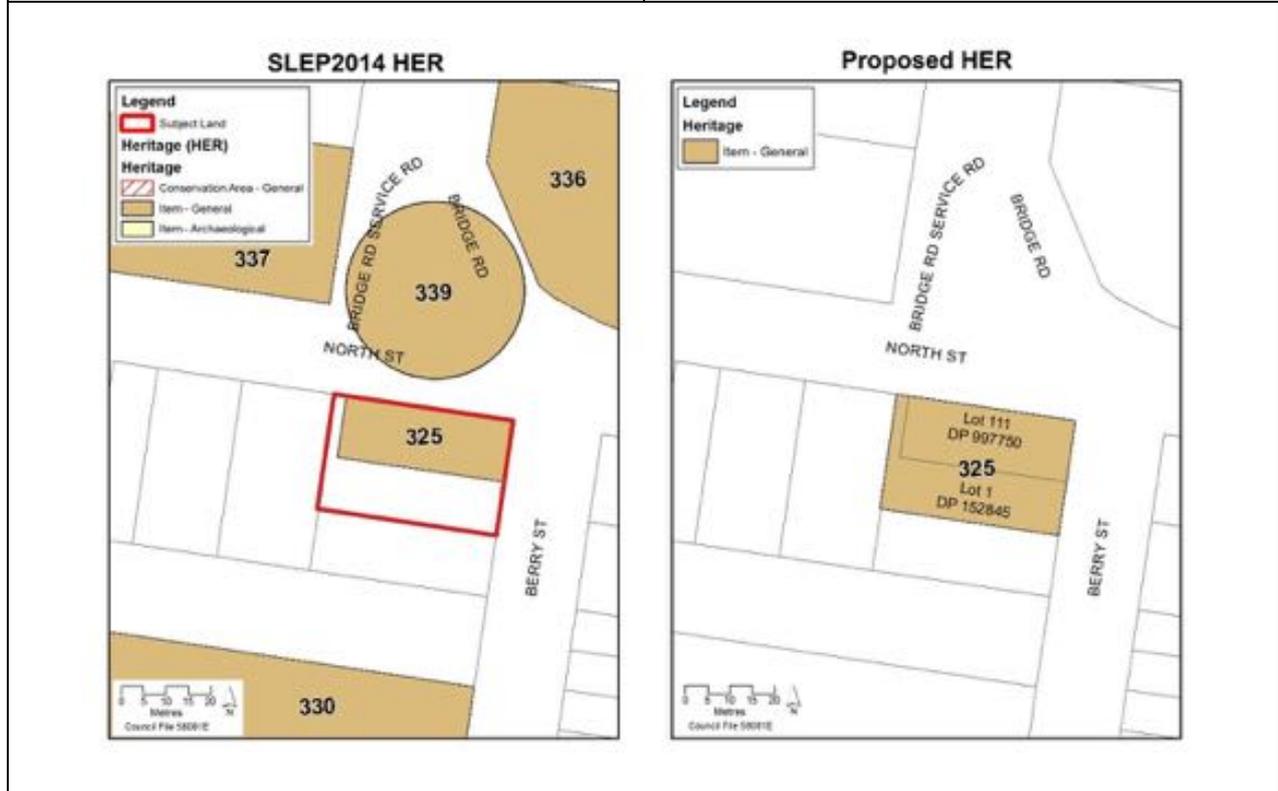


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description and Heritage Map (Sheet HER_013E) to include Lot 1, DP 152845.

Rationale: The pressed metal clad industrial building is partially located within Lot 1, DP 152845 and the property description and heritage mapping should be updated to identify all lots associated with the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 325 Item: Pressed metal clad industrial building (former Barnes Garage) Address: 1 Berry Street Locality: Nowra Property Description: Lot 111, DP 997750 Significance: Local</p>	<p>Item No: 325 Item: Pressed metal clad industrial building (former Barnes Garage) Address: 1 Berry Street Locality: Nowra Property Description: Lot 111, DP 997750; Lot 1, DP 152845 Significance: Local</p>



130. Item No. 327: Inter-war Art Deco style cinema and footpath

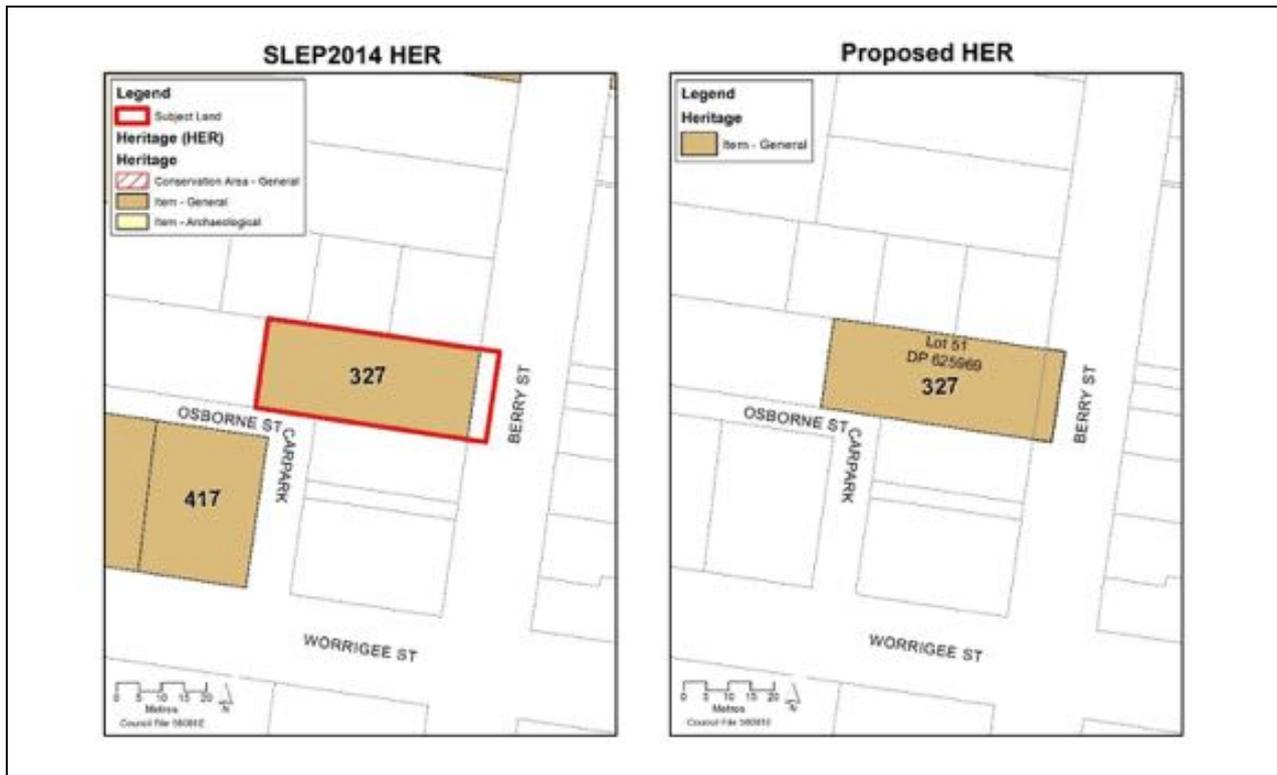


Issue: The item name lacks descriptive detail. The property description and heritage mapping are incomplete.

Proposed change: Update the item name to include ‘Roxy Theatre’. Update the property description, and Heritage Map (Sheet HER_013E) the include the adjacent road reserve.

Rationale: ‘Roxy Theatre’ is the name of the property and including it in the item name strengthens the item’s identification. The heritage item is LAO partially located within the adjacent road reserve, and the property description and heritage mapping should be updated to identify the location of all components of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 327 Item: Inter-war Art Deco style cinema and footpath Address: 41 Berry Street Locality: Nowra Property Description: Lot 51, DP 625969 Significance: Local</p>	<p>Item No: 327 Item: “Roxy Theatre”—Inter-war Art Deco style cinema and footpath Address: 41 Berry Street Locality: Nowra Property Description: Lot 51, DP 625969 and the adjacent road reserve Significance: Local</p>



131. Item No. 337: “The Bridge” Hotel—two storey Victorian masonry hotel

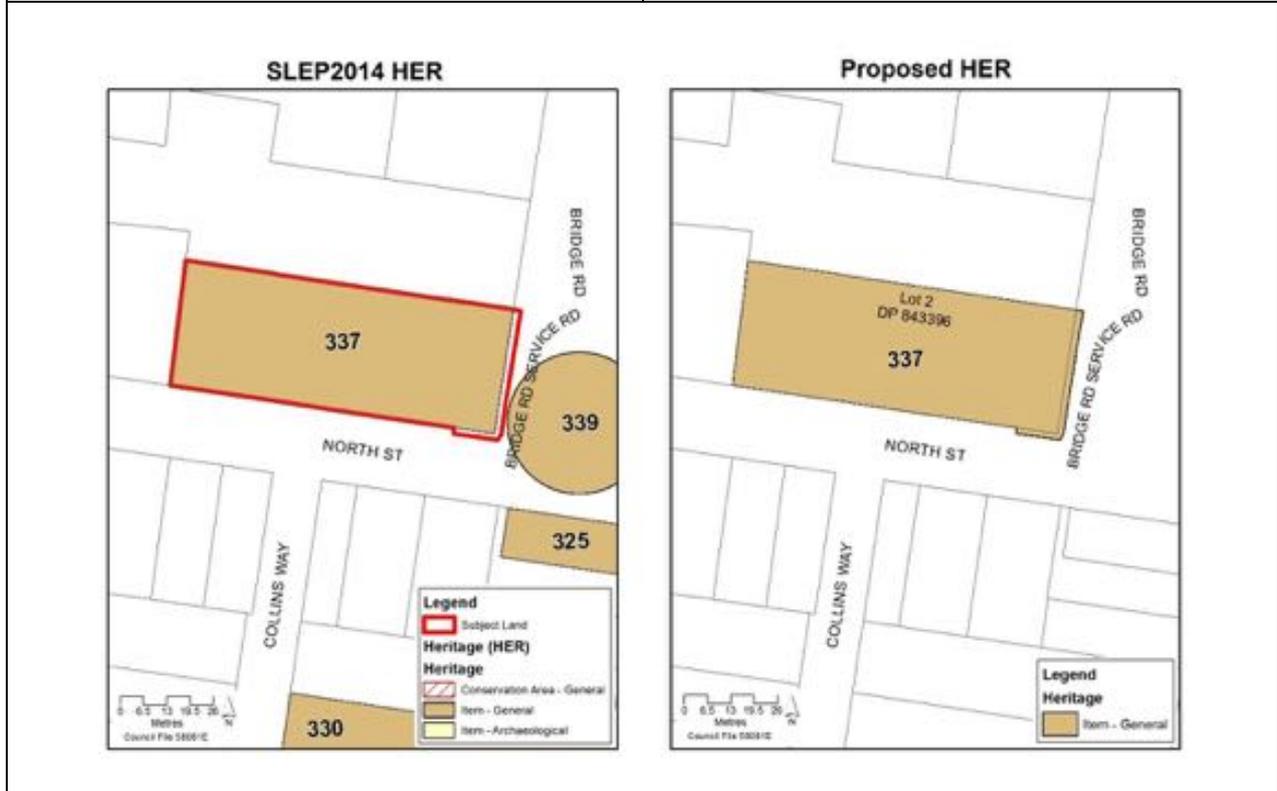


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_013E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No.: 337 Item: “The Bridge” Hotel—two storey Victorian masonry hotel Address: 87 Bridge Road Locality: Nowra Property Description: Lot 2, DP 843396 Significance: Local</p>	<p>Item No.: 337 Item: “The Bridge” Hotel—two storey Victorian masonry hotel Address: 87 Bridge Road Locality: Nowra Property Description: Lot 2, DP 843396 and the adjacent road reserve Significance: Local</p>



132. Item No. 344: Victorian Italianate residence and garden

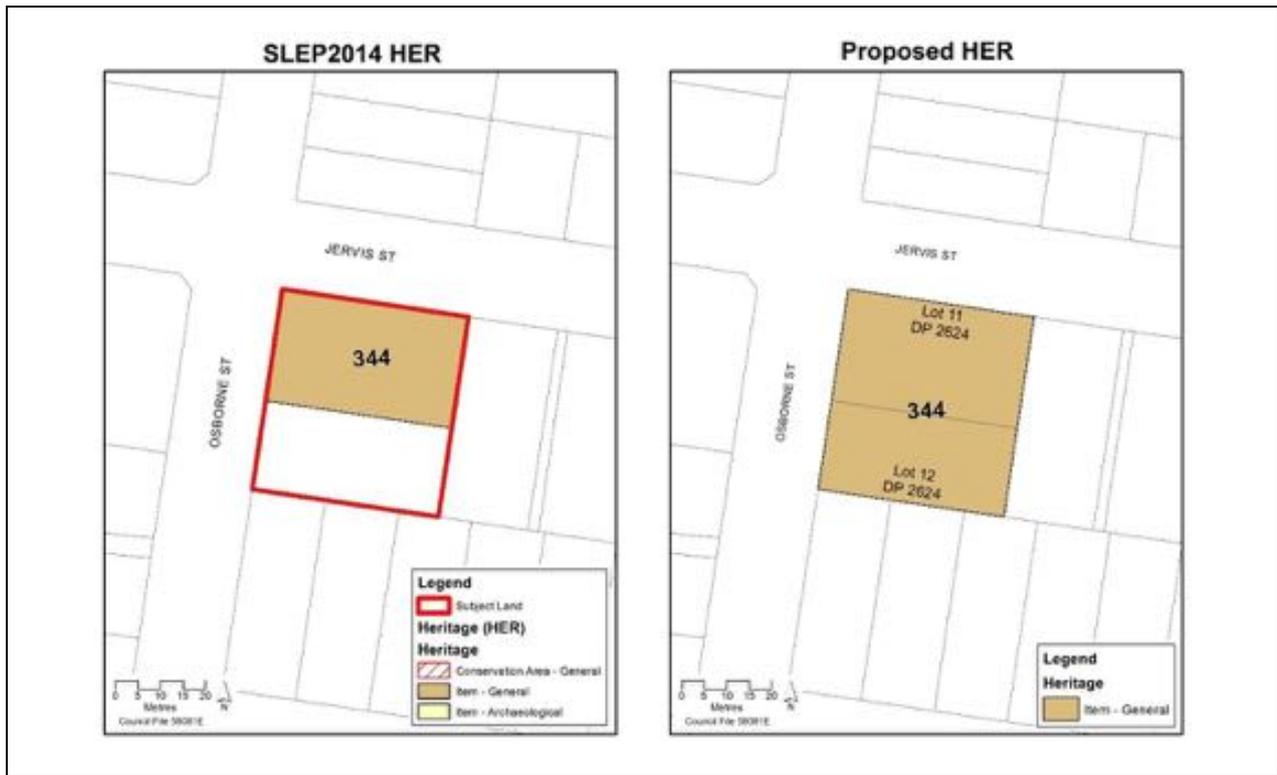


Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address, property description and Heritage Map (Sheet HER_013E) to include Lot 12 DP 2624 (136A Osborne Street).

Rationale: The Victorian Italianate residence is also partially located on Lot 12 DP 2624 (136A Osborne Street). The item address, property description and mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 344 Item: Victorian Italianate residence and garden Address: 22 Jervis Street Locality: Nowra Property Description: Lot 11, DP 2624 Significance: Local</p>	<p>Item No: 344 Item: Victorian Italianate residence and garden Address: 22 Jervis Street and 136A Osborne Street Locality: Nowra Property Description: Lot 11 and 12, DP 2624 Significance: Local</p>



133. Item No. 357: Two storey Victorian commercial building

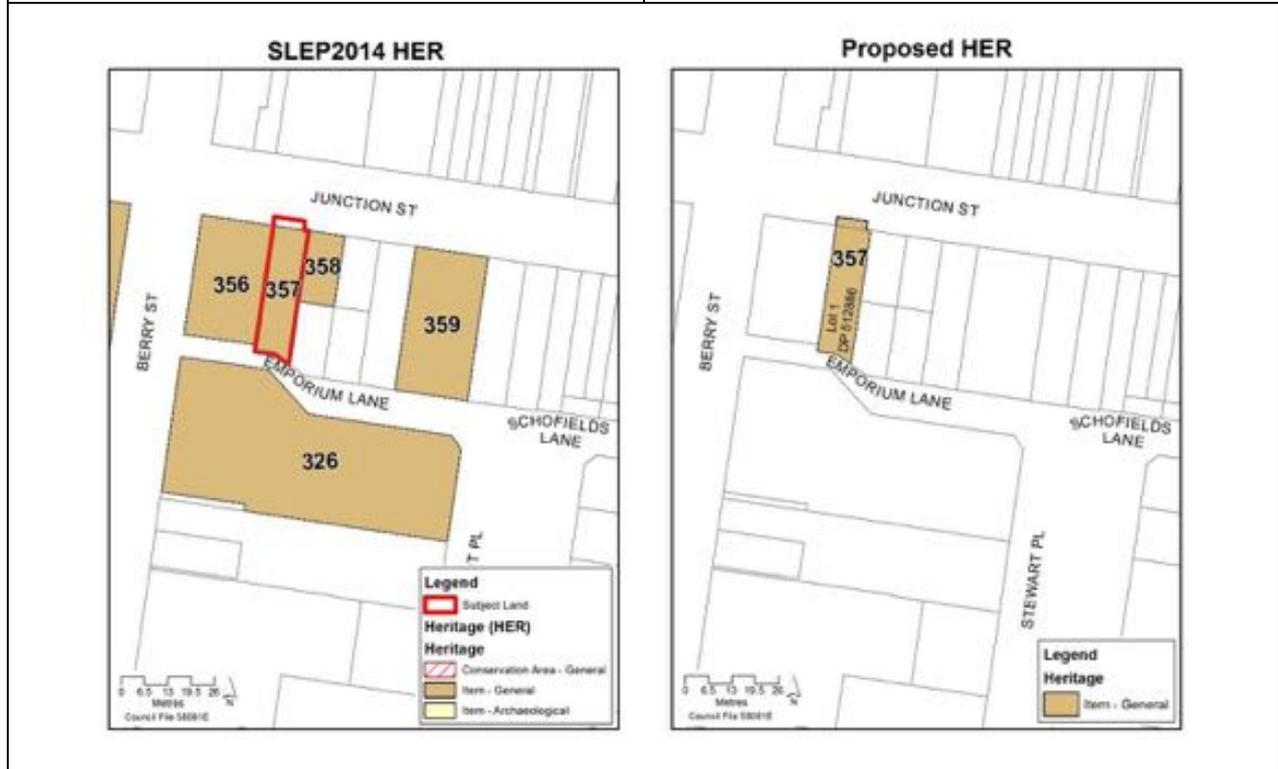


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_013E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 357 Item: Two storey Victorian commercial building Address: 76 Junction Street Locality: Nowra Property Description: Lot 1, DP 512886 Significance: Local</p>	<p>Item No: 357 Item: Two storey Victorian commercial building Address: 76 Junction Street Locality: Nowra Property Description: Lot 1, DP 512886 and the adjacent road reserve Significance: Local</p>



134. Item No. 358: Inter-war Art Deco commercial building

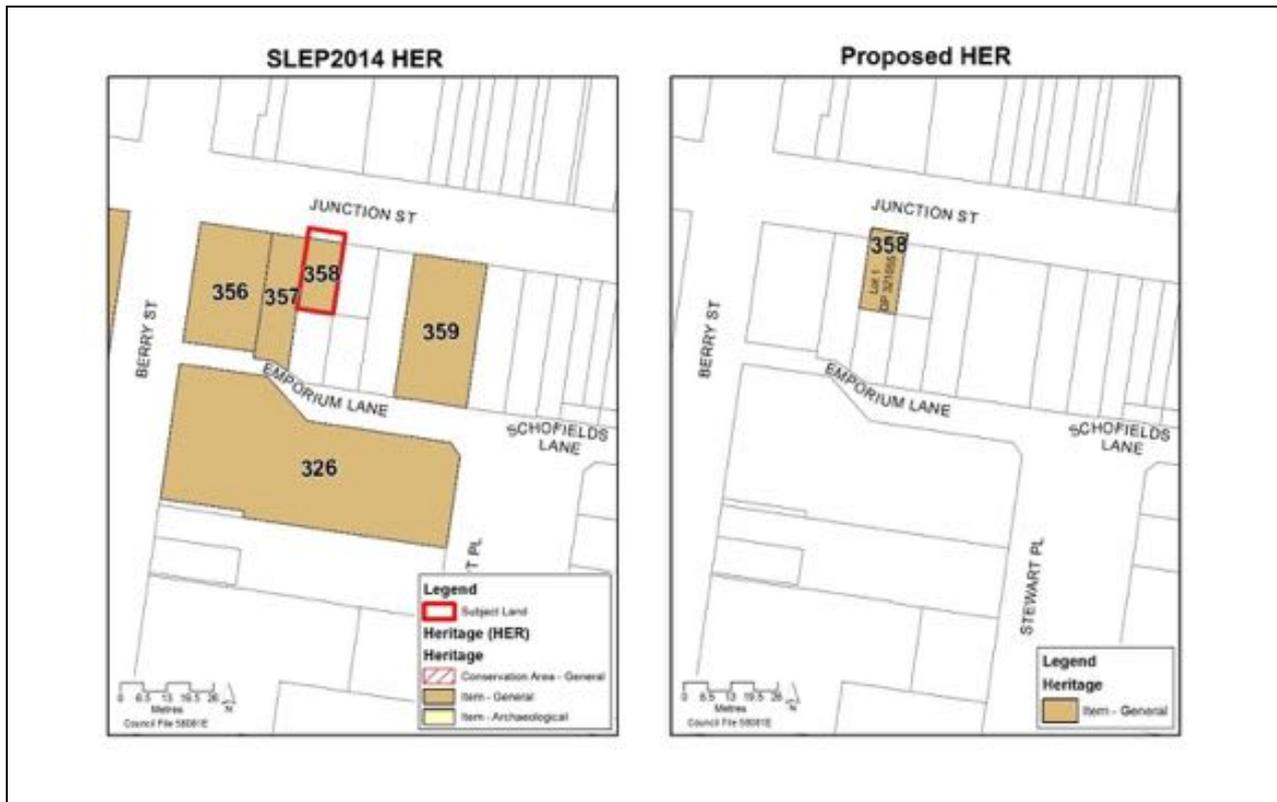


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_013E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 358 Item: Inter-war Art Deco commercial building Address: 80 Junction Street Locality: Nowra Property Description: Lot 1, DP 321055 Significance: Local</p>	<p>Item No: 358 Item: Inter-war Art Deco commercial building Address: 80 Junction Street Locality: Nowra Property Description: Lot 1, DP 321055 and the adjacent road reserve Significance: Local</p>

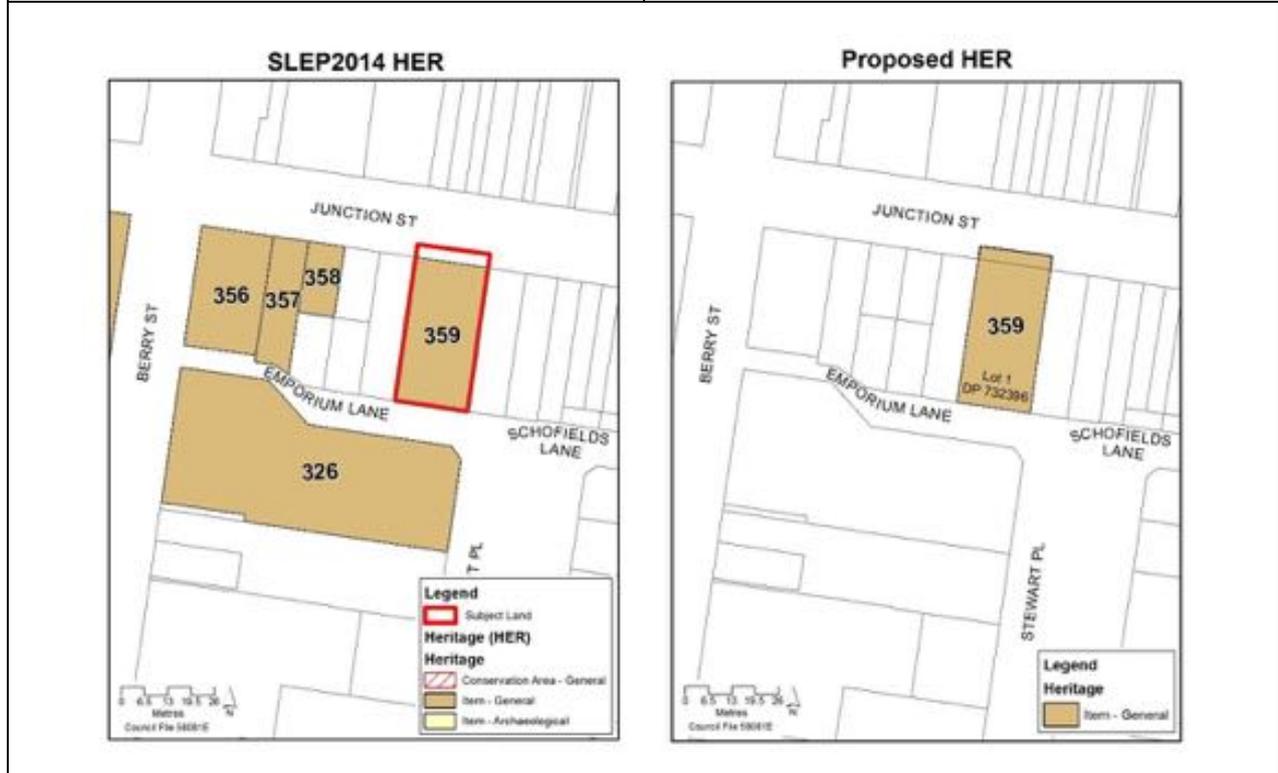


135. Item No. 359: “P. Walsh & Sons”—two storey Victorian commercial building



Issue: The property description and heritage mapping are incomplete.
Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_013E) to cover the entire curtilage of the heritage item.
Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 359 Item: "P. Walsh & Sons"—two storey Victorian commercial building Address: 90 Junction Street Locality: Nowra Property Description: Lot 1, DP 732396 Significance: Local</p>	<p>Item No: 359 Item: "P. Walsh & Sons"—two storey Victorian commercial building Address: 90 Junction Street Locality: Nowra Property Description: Lot 1, DP 732396 and the adjacent road reserve Significance: Local</p>



136. Item No. 362: Two storey Victorian Gothic style manse

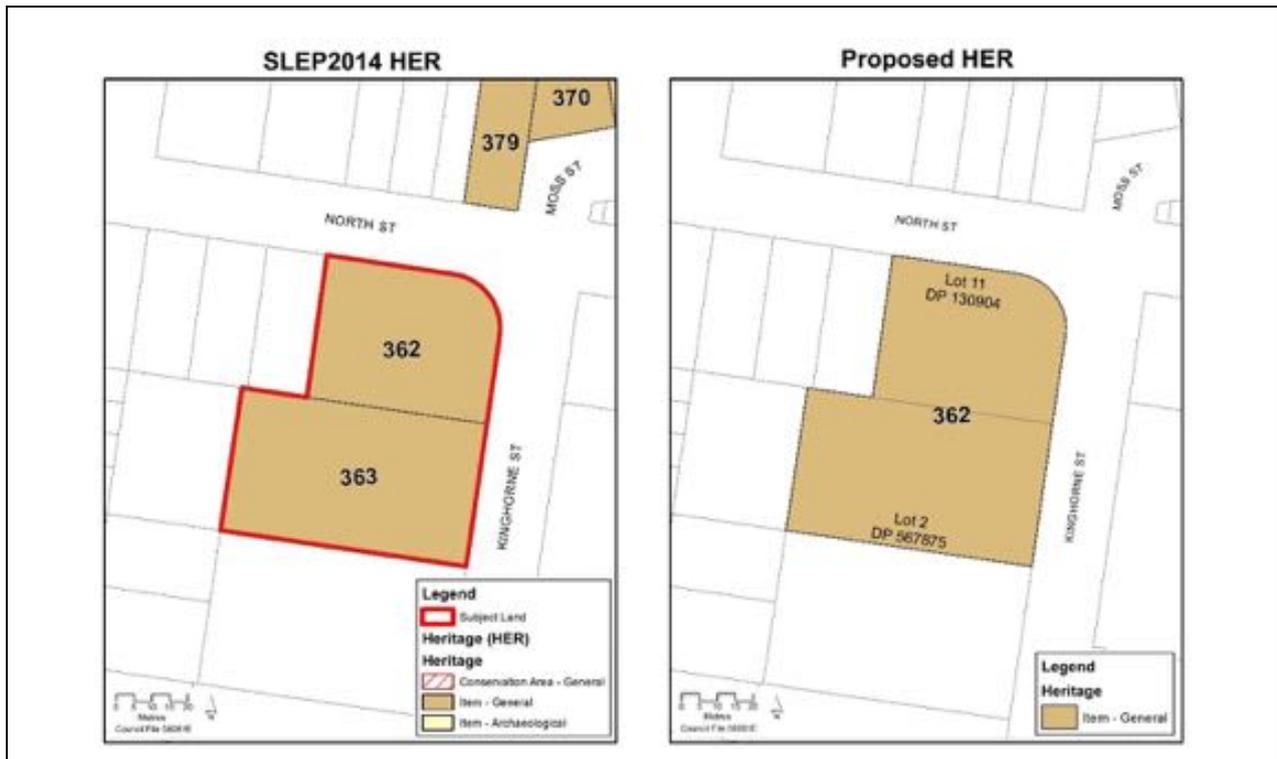


Issue: The item name lacks descriptive detail. The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item name to include 'St Andrew's House'. Update the item address, property description and Heritage Map (Sheet HER_013E) to also include Lot 2, DP 567875 (5 Kinghorne Street).

Rationale: 'St Andrew's House' is the name of the property and including it in the item name strengthens the item's identification. The two storey Victorian Gothic style manse is partially located within Lot 2, DP 567875 (5 Kinghorne Street) and the item address, property description and heritage mapping should be updated to include all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 362 Item: Two storey Victorian Gothic style manse Address: 3 Kinghorne Street Locality: Nowra Property Description: Lot 11, DP 130904 Significance: Local</p>	<p>Item No: 362 Item: St Andrew's House –Two storey Victorian Gothic style manse Address: 3 and 5 Kinghorne Street Locality: Nowra Property Description: Lot 11, DP 130904; Lot 2, DP 567875 Significance: Local</p>



137. Item No 365: Victorian commercial bank stables (former)

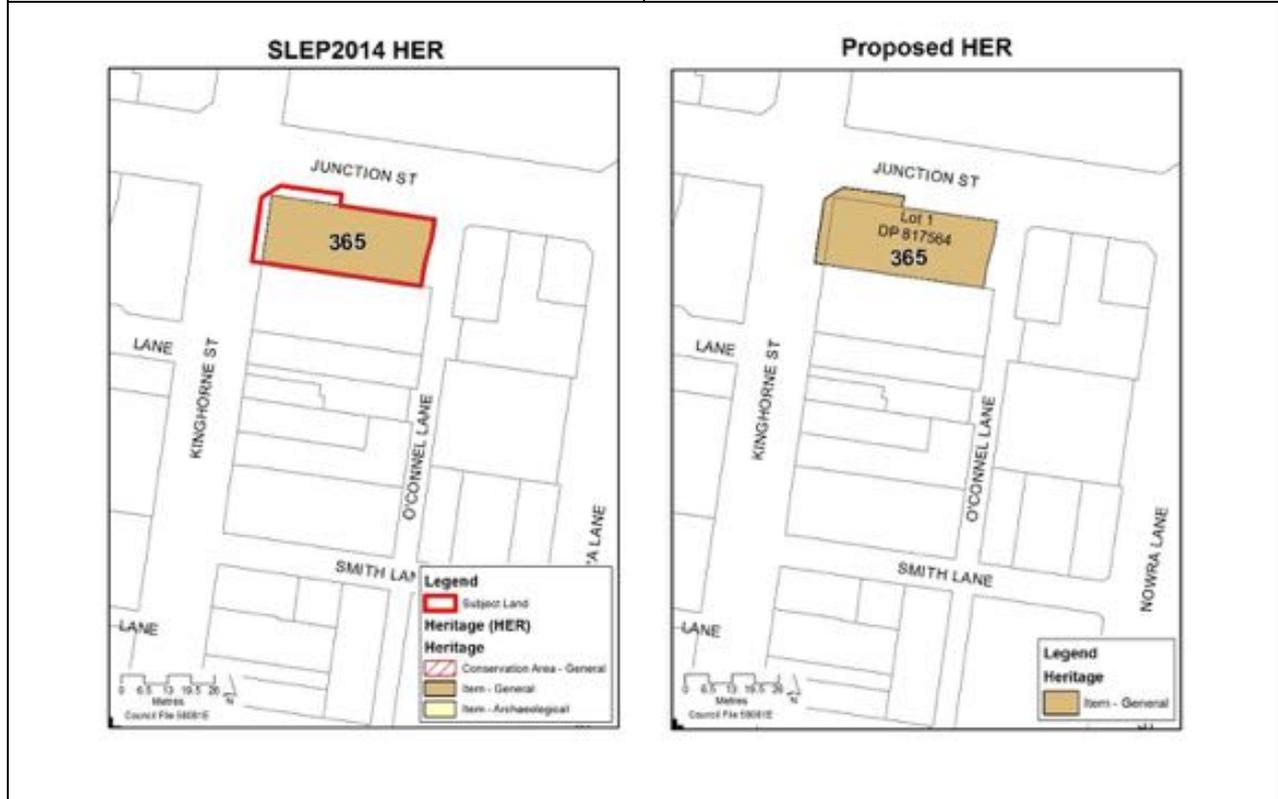


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description to include the adjacent road reserve. Update the Heritage Mapping (Sheet HER_013E) to cover the entire curtilage of the heritage item.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 365 Item: Victorian commercial bank stables (former) Address: 56 Kinghorne Street Locality: Nowra Property Description: Lot 1, DP 817564 Significance: Local</p>	<p>Item No: 365 Item: Victorian commercial bank stables (former) Address: 56 Kinghorne Street Locality: Nowra Property Description: Lot 1, DP 817564 and the adjacent road reserve Significance: Local</p>



138. Item No. 405: Nowra showground and sportsground complex including Federation brick pavilion, Victorian masonry gate, toilet, former Victorian Masonry Entrance Gate, Hanging Rock Lookout, Inter-war Castellated Sandstone Memorial Gateway and Sculpture, “Monaghan’s”—Victorian Memorial Cast Iron Fountain

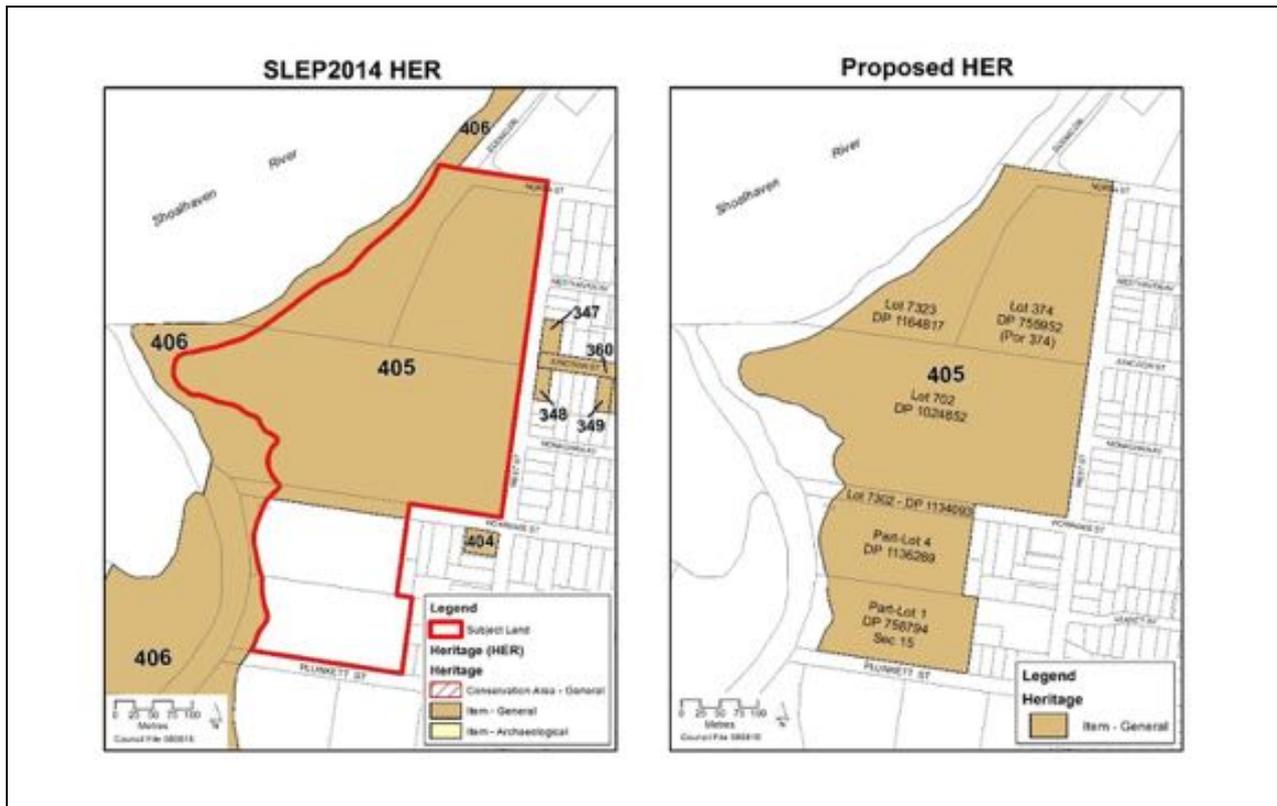


Issue: The item address, property description and heritage mapping are incomplete.

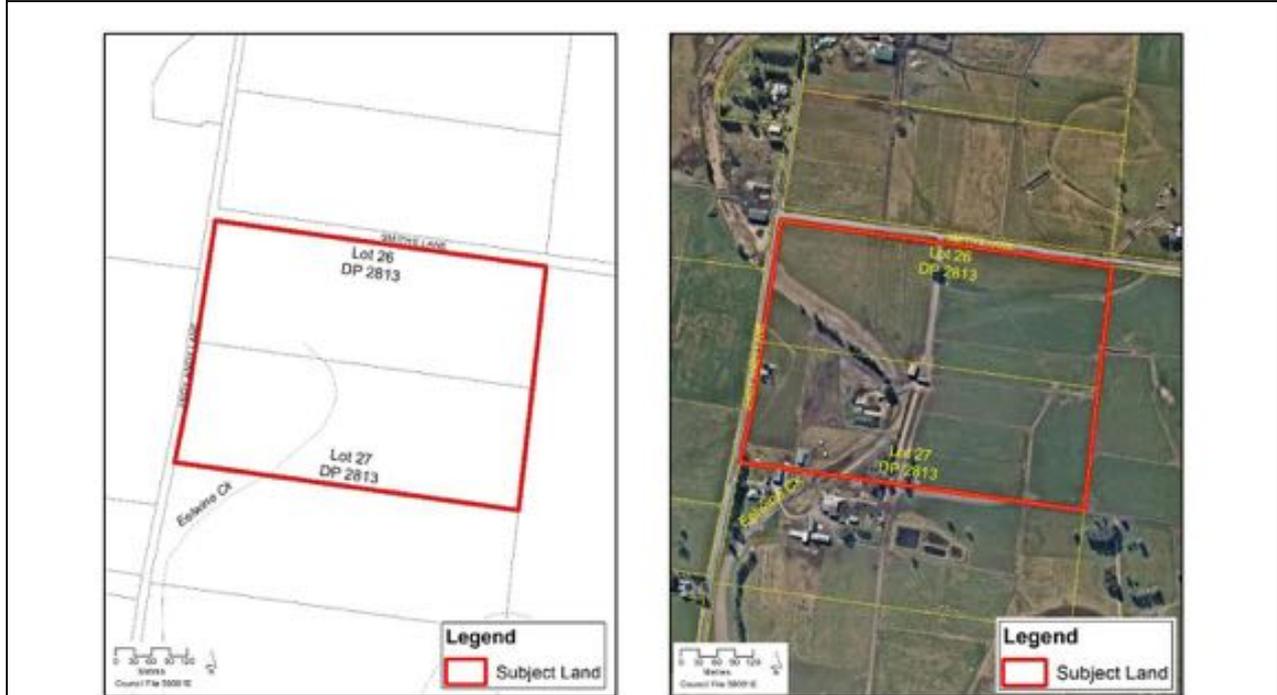
Proposed change: Update the item address to include Plunkett Street and Worrigees Street. Update the property description and Heritage Map (Sheet HER_013E) to include Part Lot 4, DP 1136269 and Part Lot 1, Section 15, DP 758794.

Rationale: The Horse and Cattle area, a part of the heritage item recognised in the Heritage Inventory Sheet, is located on Part Lot 4, DP 1136269 (Worrigees Street) and Part Lot 1, Section 15, DP 758794 (Plunkett Street). The item address, property description and heritage mapping should be updated to include all lots associated with the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 405 Item: Nowra showground and sportsground complex including Federation brick pavilion, Victorian masonry gate, toilet, former Victorian Masonry Entrance Gate, Hanging Rock Lookout, Inter-war Castellated Sandstone Memorial Gateway and Sculpture, “Monaghan’s”—Victorian Memorial Cast Iron Fountain Address: West Street Locality: Nowra Property Description: Lot 374, DP 755952; Lot 702, DP 1024852; Lot 7302, DP 1134093; Lot 7323, DP 1164817 Significance: Local</p>	<p>Item No: 405 Item: Nowra showground and sportsground complex including Federation brick pavilion, Victorian masonry gate, toilet, former Victorian Masonry Entrance Gate, Hanging Rock Lookout, Inter-war Castellated Sandstone Memorial Gateway and Sculpture, “Monaghan’s”—Victorian Memorial Cast Iron Fountain Address: West Street, Plunkett Street and Worrigees Street Locality: Nowra Property Description: Lot 374, DP 755952; Lot 702, DP 1024852; Lot 7302, DP 1134093; Lot 7323, DP 1164817; Part Lot 4, DP 1136269; Part Lot 1, Section 15, DP 758794. Significance: Local</p>



139. Item No. 432: Berry Estate Slab Barn

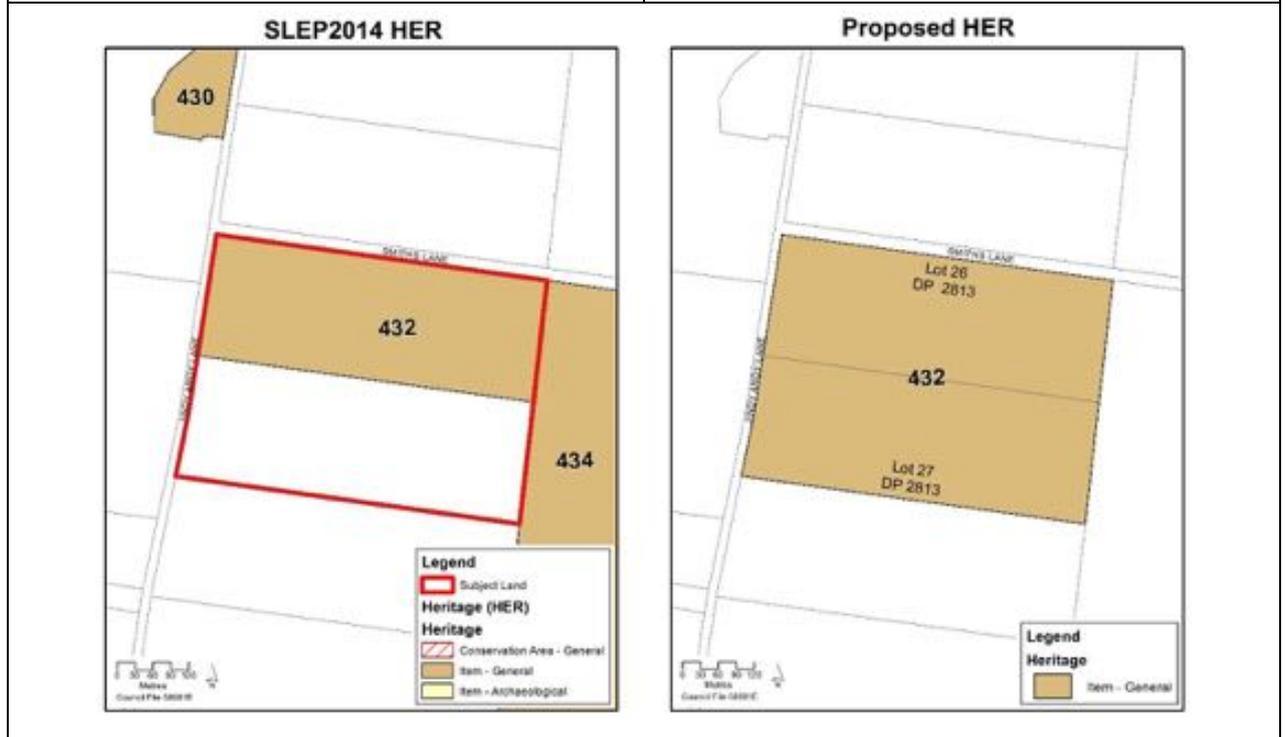


Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing as is the architectural style. The property description and heritage mapping are incomplete.

Proposed change: Update the item name to reference the accessway, fig tree and architectural style of the barn. Update the property description and Heritage Map (Sheet HER_019C) to include Lot 27, DP 2813.

Rationale: The accessway and fig tree are a part of the item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this. Including the architectural style of the barn provides

additional heritage context to the item. Part of the item, the barn, is located on Lot 27, DP 2813 and the property description and heritage mapping should be updated to include all lots associated with the item.	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 432 Item: Berry Estate Slab Barn Address: 130 Jindy Andy Lane Locality: Numbaa Property Description: Lot 26, DP 2813 Significance: Local</p>	<p>Item No: 432 Item: Berry Estate Vertical Slab Barn, including the accessway and fig tree Address: 130 Jindy Andy Lane Locality: Numbaa Property Description: Lot 26 and 27, DP 2813 Significance: Local</p>



140. Item No. 444: Pyree Literary Institute

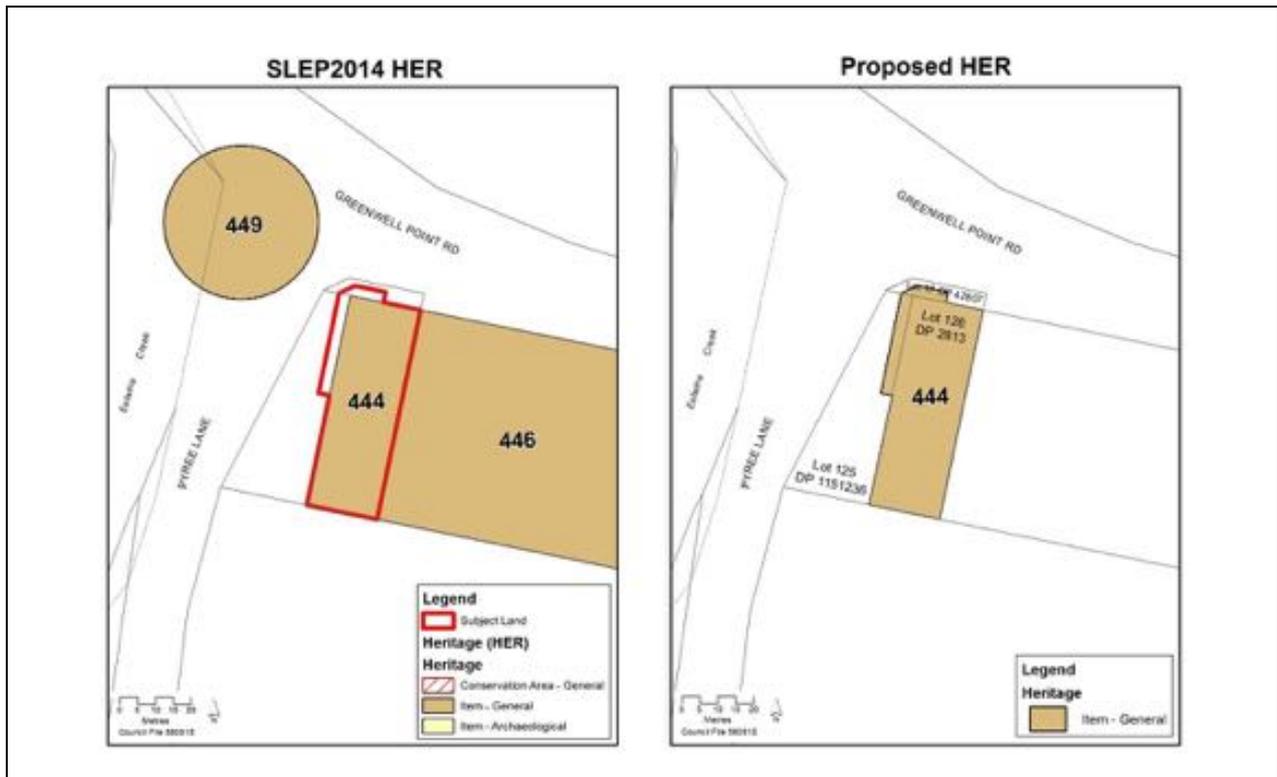


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description and Heritage Mapping (Sheet HER_19H) to include Part of Lot 125, DP 1151236 and Part of Lot 17, DP 42807.

Rationale: The heritage item is located within a portion of Lot 125, DP 1151236 and Lot 17, DP 42807 and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 444 Item: Pyree Literary Institute Address: 880 Greenwell Point Road Locality: Pyree Property Description: Lot 126, DP 2813 Significance: Local</p>	<p>Item No: 444 Item: Pyree Literary Institute Address: 880 Greenwell Point Road Locality: Pyree Property Description: Lot 126, DP 2813; Part of Lot 125, DP 1151236; Part of Lot 17, DP 42807 Significance: Local</p>

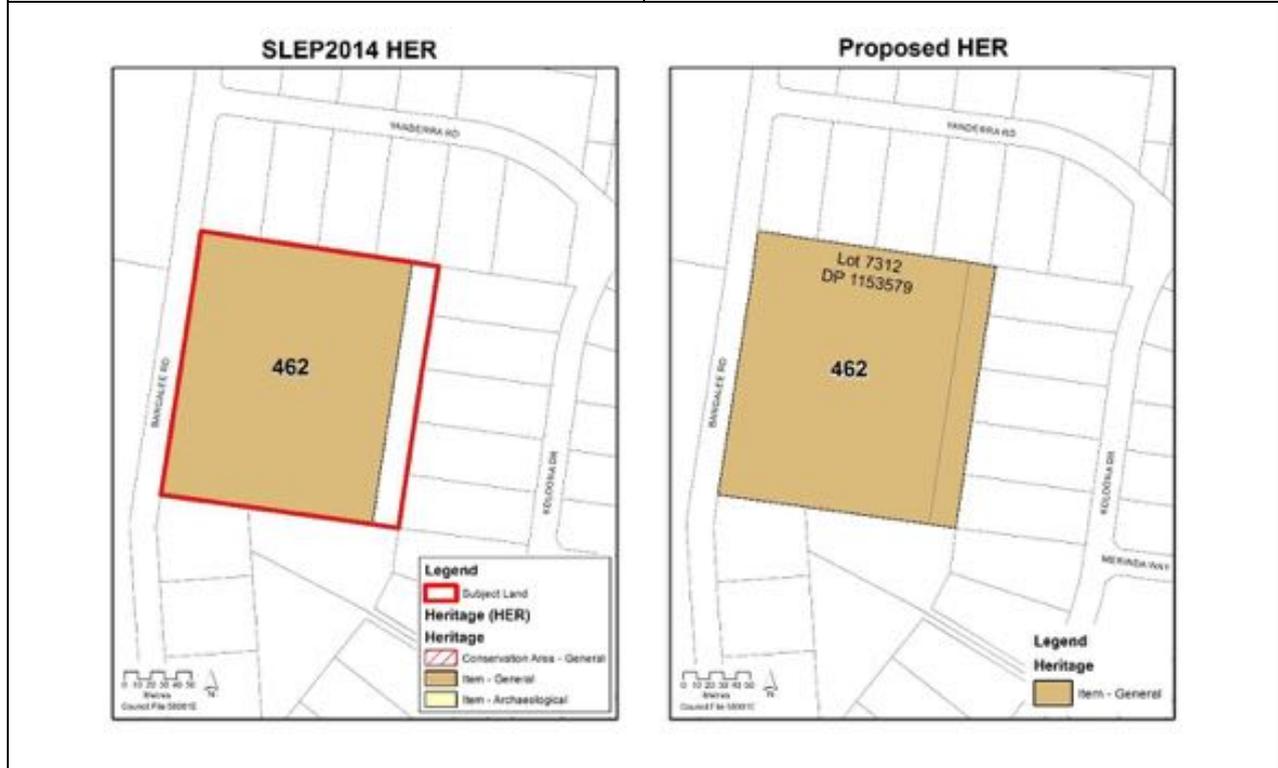


141. Item No. 462: Good Dog Cemetery



Issue: The property description and heritage mapping are incomplete.
Proposed change: Update the property description and Heritage Map (Sheet HER_013A) to include the adjacent road reserve.
Rationale: According to the Heritage Inventory Sheet, part of the heritage item is also located within the adjacent road reserve and the property description and heritage mapping should be updated to include all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 462 Item: Good Dog Cemetery Address: Bangalee Road Locality: Tapitallee Property Description: Lot 7312, DP 1153579 Significance: Local</p>	<p>Item No: 462 Item: Good Dog Cemetery Address: Bangalee Road Locality: Tapitallee Property Description: Lot 7312, DP 1153579 and the adjacent road reserve Significance: Local</p>



142. Item No. 484: Victorian Georgian style Sandstone School and Schoolmaster’s Residence

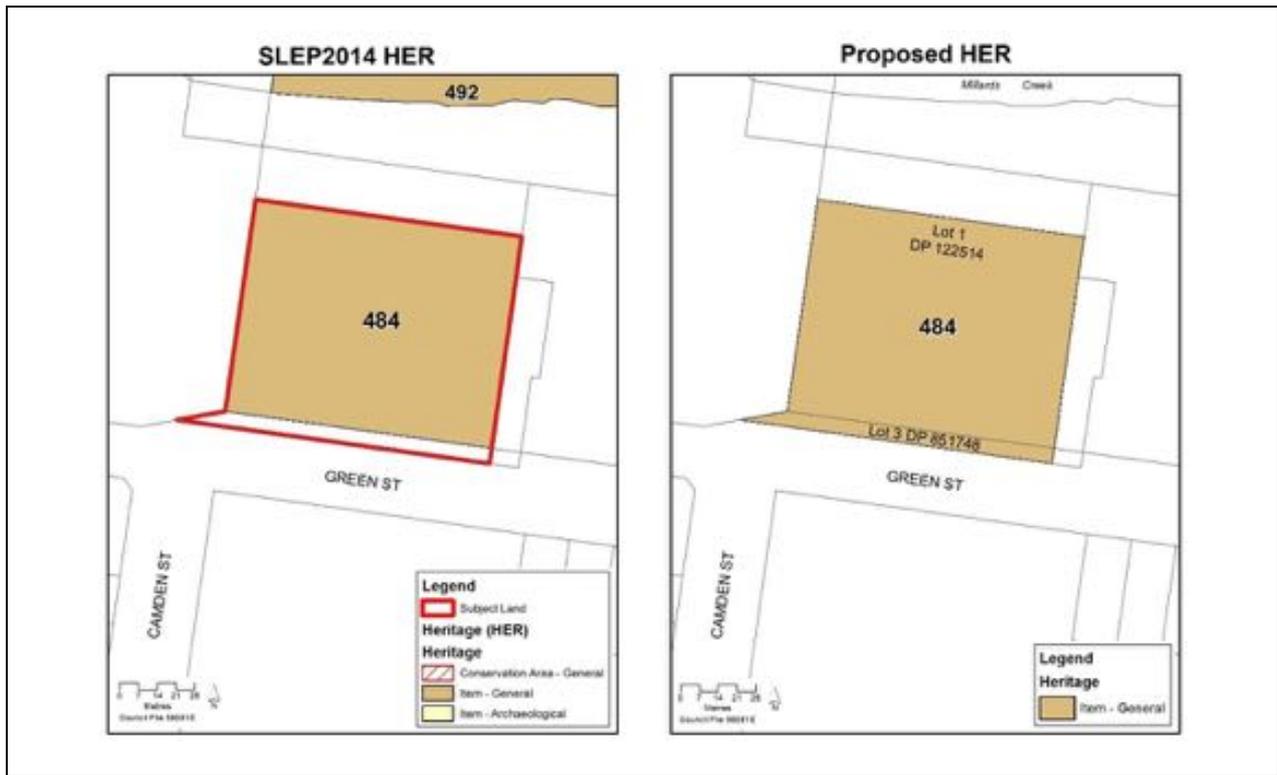


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description and Heritage Map (Sheet HER_016D) to include Lot 3, DP 851748.

Rationale: According to the Heritage Inventory Sheet, part of the item is also located within Lot 3, DP 851748 and the property description and heritage mapping should be updated to include all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 484 Item: Victorian Georgian style Sandstone School and Schoolmaster’s Residence Address: 241 Green Street Locality: Ulladulla Property Description: Lot 1, DP 122514 Significance: Local</p>	<p>Item No: 484 Item: Victorian Georgian style Sandstone School and Schoolmaster’s Residence Address: 241 Green Street Locality: Ulladulla Property Description: Lot 1, DP 122514; Lot 3, DP 851748 Significance: Local</p>



143. Item No. 488: “Millards Cottage”—two storey Victorian rendered Masonry Building

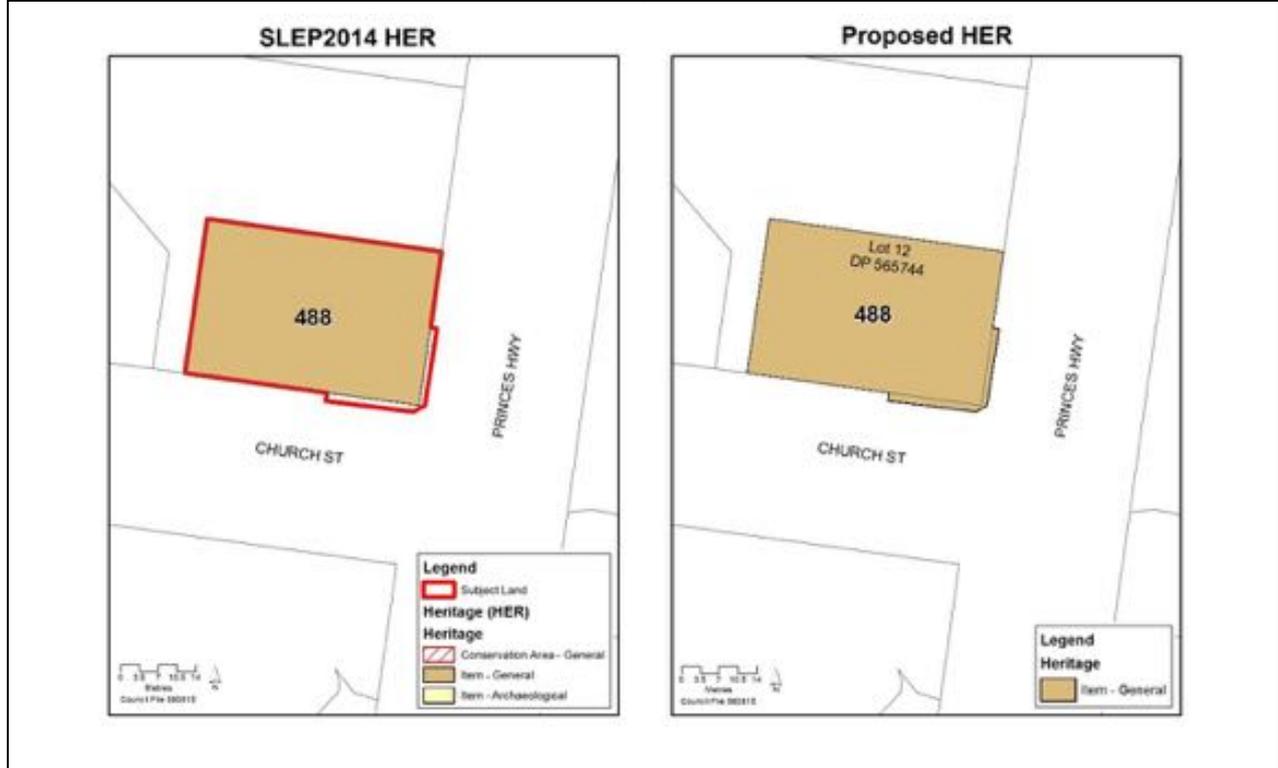


Issue: The property description and heritage mapping are incomplete.

Proposed change: Update the property description and Heritage Mapping (Sheet HER_16D) to include the adjacent road reserve.

Rationale: The heritage item is partially located within the adjacent road reserve and the property description and heritage mapping should be updated to identify the location of the entire heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 488 Item: “Millards Cottage”—two storey Victorian rendered Masonry Building Address: 81 Princes Highway Locality: Ulladulla Property Description: Lot 12, DP 565744 Significance: Local</p>	<p>Item No: 488 Item: “Millards Cottage”—two storey Victorian rendered Masonry Building Address: 81 Princes Highway Locality: Ulladulla Property Description: Lot 12, DP 565744 and the adjacent road reserve Significance: Local</p>



144. Item No. 489: “The Marlin”—early Post war American Colonial Hotel

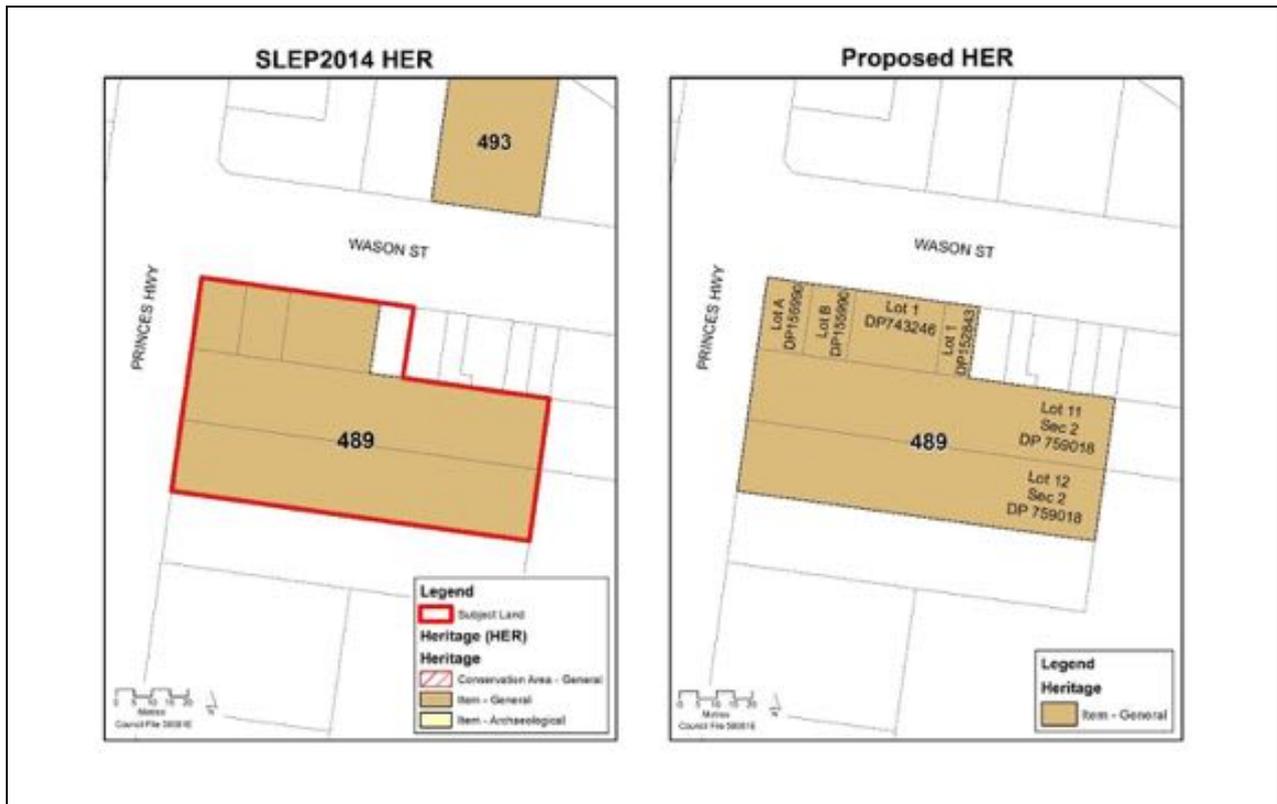


Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address to include 6, 10 and 14 Wason Street. Update the property description and Heritage Map (Sheet HER_016D) to include Lot 1, DP 152843.

Rationale: The item is mapped as being located on 6 and 10 Wason Street. Updating the item address aligns the listing with the mapped data. Part of the item is also located within Lot 1 DP 152843 (12 Wason Street) and the item address, property description and heritage mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 489 Item: “The Marlin”—early Post war American Colonial Hotel Address: 108–112 Princes Highway Locality: Ulladulla Property Description: Lots A and B, DP 155990; Lots 11 and 12, Section 2, DP 759018; Lot 1, DP 743246; Significance: Local</p>	<p>Item No: 489 Item: “The Marlin”—early Post war American Colonial Hotel Address: 108–112 Princes Highway and 6, 10 and 14 Wason Street Locality: Ulladulla Property Description: Lots A and B, DP 155990; Lots 11 and 12, Section 2, DP 759018; Lot 1, DP 743246; Lot 1 DP 152843 Significance: Local</p>



145. Item No. 495: Ulladulla Seawater Pool

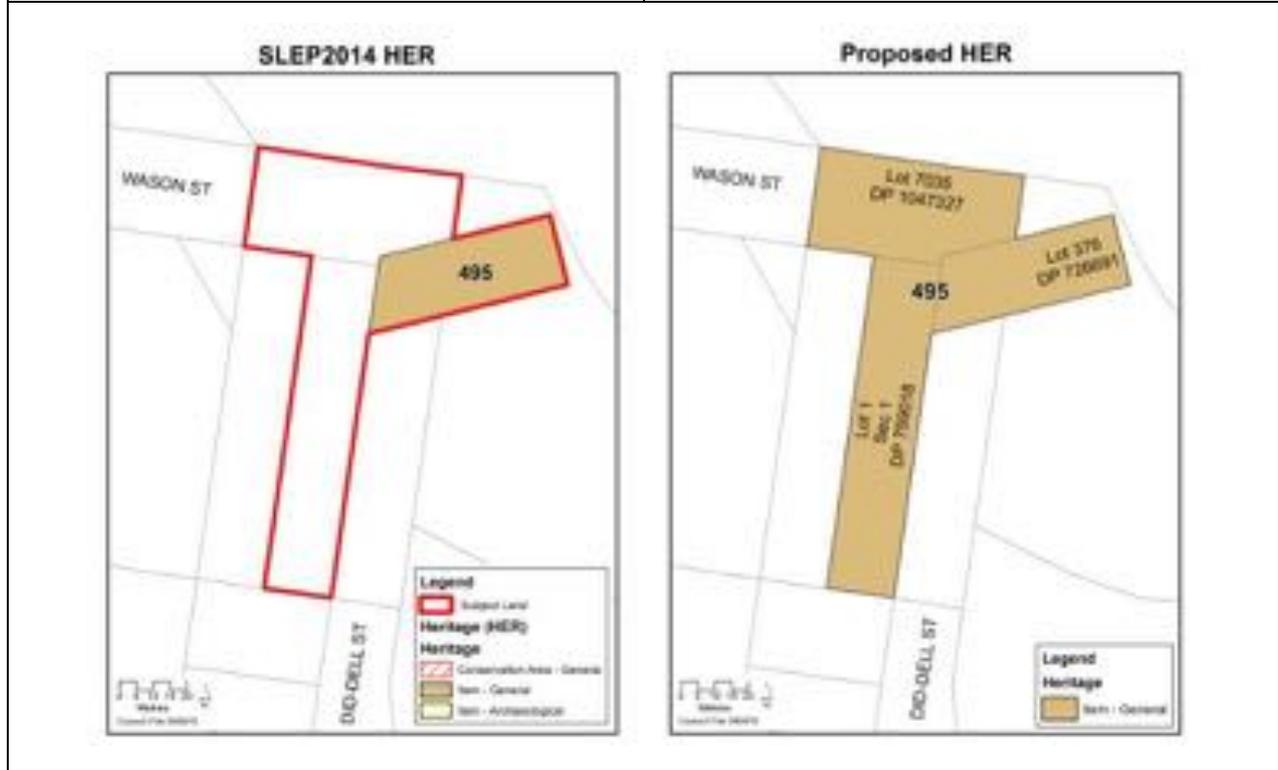


Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address to include a street number. Update the property description and Heritage Map (Sheet HER_016D) to include Lot 7035, DP 1047327 and Lot 1, Section 1, DP 759018.

Rationale: Part of the item is located on Lot 7035, DP 1047327 (Wason Street) and Lot 1, Section 1, DP 759018 (50 Wason Street). The item address, property description and heritage mapping should be updated to identify all lots associated with the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 495 Item: Ulladulla Seawater Pool Address: Wason Street Locality: Ulladulla Property Description: Lot 376, DP 726691 Significance: Local</p>	<p>Item No: 495 Item: Ulladulla Seawater Pool Address: 50 Wason Street Locality: Ulladulla Property Description: Lot 376, DP 726691; Lot 7035, DP 1047327; Lot 1, Section 1, DP 759018 Significance: Local</p>



146. Item No. 501: South Huskisson Wharf Sandstone Remnants

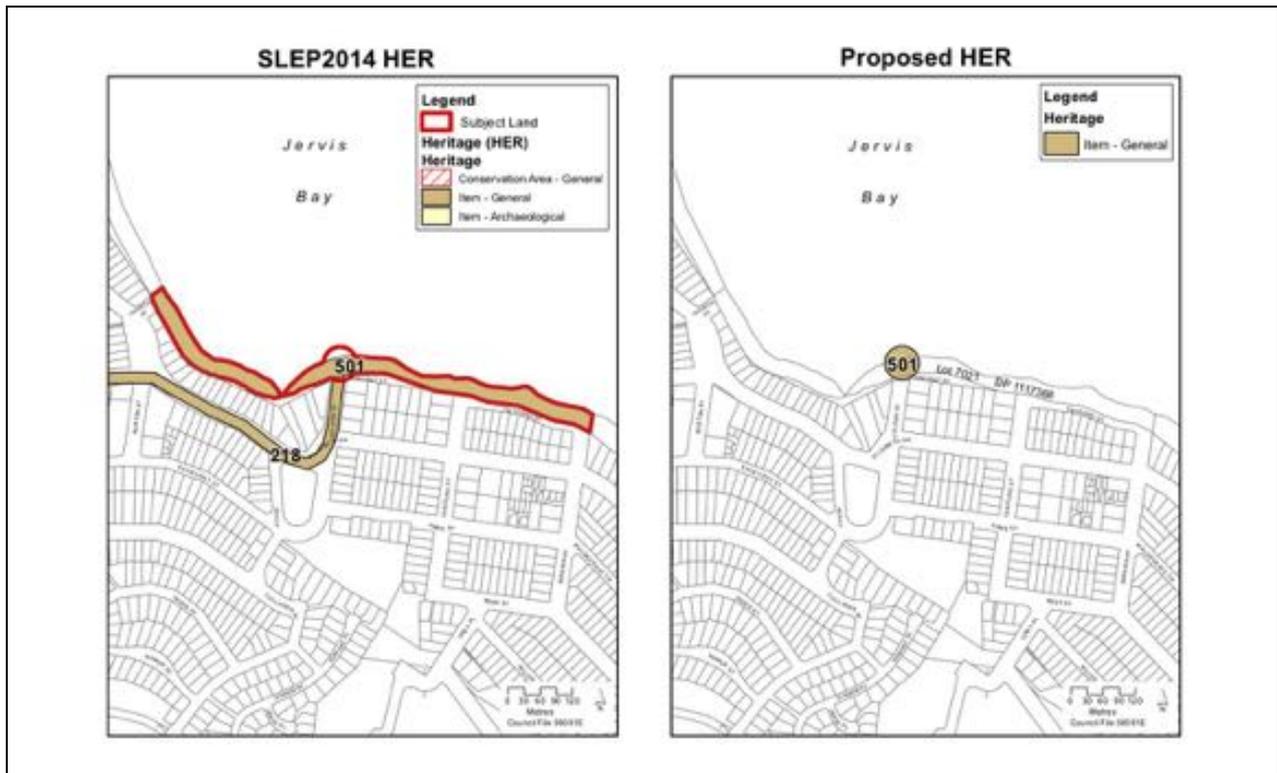


Issue: The item address and heritage mapping are incorrect. The property description is incomplete.

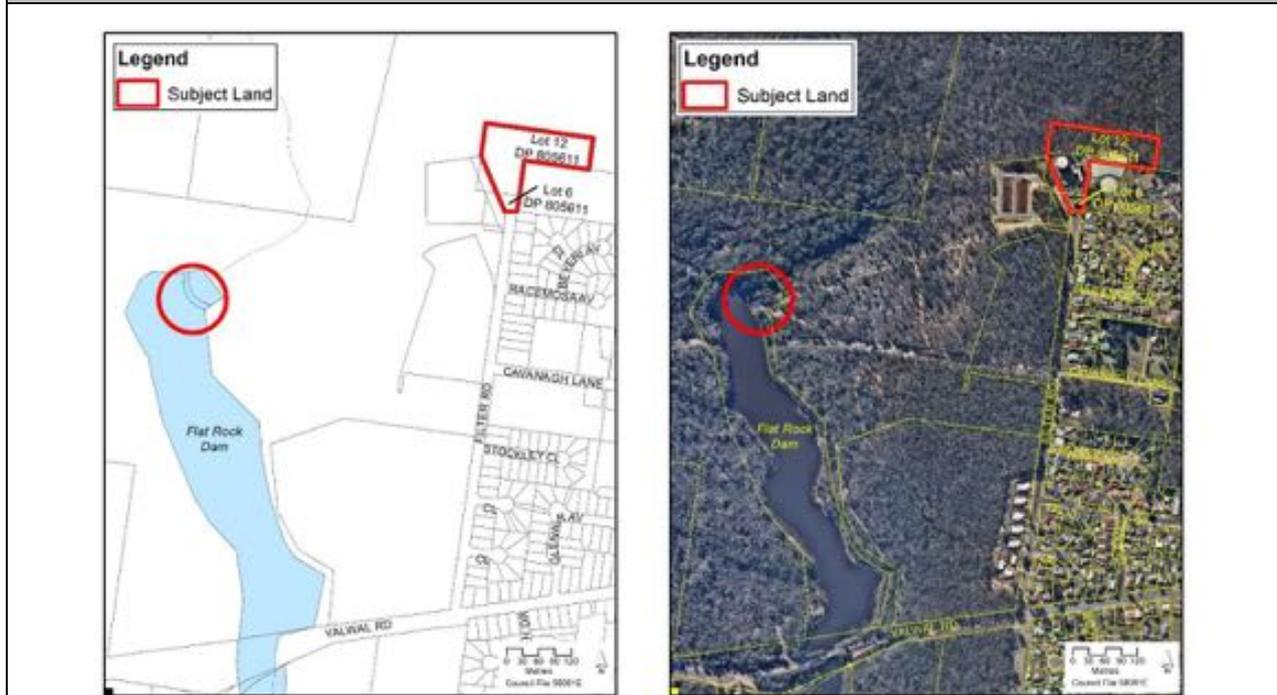
Proposed change: Update the item address from 'Elizabeth Drive' to 'corner of Vincent Street and Holden Street'. Update the Heritage Map (HER_020C) to accurately identify the item's location.

Rationale: The entirety of Lot 7021, DP 1117368 does not need to be identified as a heritage item, the item is only located on part of the lot. The proposed change will more accurately identify the item and its location. The proposed mapping change will require associated changes to the item address and property description to align the listing with the mapped data.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 501 Item: South Huskisson Wharf Sandstone Remnants Address: Elizabeth Drive Locality: Vincentia Property Description: Lot 7021, DP 1117368 Significance: Local</p>	<p>Item No: 501 Item: South Huskisson Wharf Sandstone Remnants Address: Elizabeth Drive Corner of Vincent Street and Holden Street Locality: Vincentia Property Description: Lot 7021, DP 1117368 and the adjacent road reserve Significance: Local</p>



147. Item No. 509: Inter-war reinforced concrete building and storage dam (former Nowra water supply and filtration plant)

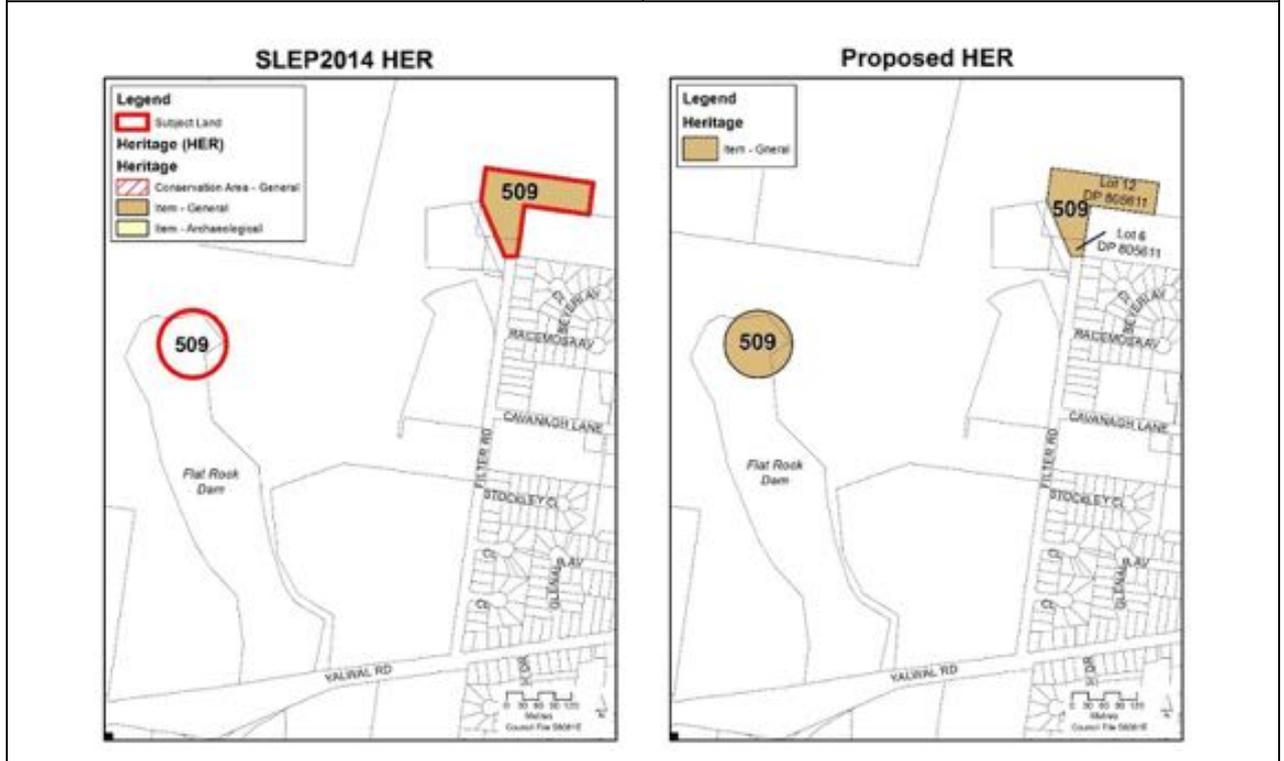


Issue: The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item address to include Yalwal Road. Update the property description to remove Flatrock Creek Waterway and include Part of Lot 7324, DP 1166433 and Flat Rock Dam. Update the Heritage Map (Sheet HER_013E) to include the storage dam.

Rationale: The storage dam is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the heritage mapping should be updated to include the specific location of the dam. The storage dam is located at Flat Rock Dam and Part of Lot 7324, DP 1166433 (Yalwal Road), not the Flatrock Creek

Waterway. Updating the item address and property description to reflect this will better identify the item's location.	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 509 Item: Inter-war reinforced concrete building and storage dam (former Nowra water supply and filtration plant) Address: Filter Road Locality: West Nowra Property Description: Lots 6 and 12, DP 805611; Flatrock Creek Waterway Significance: Local</p>	<p>Item No: 509 Item: Inter-war reinforced concrete building and storage dam (former Nowra water supply and filtration plant) Address: Filter Road and Yalwal Road Locality: West Nowra Property Description: Lots 6 and 12, DP 805611; Part of Lot 7324, DP 1166433; Flatrock Creek Waterway Flat Rock Dam Significance: Local</p>



148. Item No. 532: “Kirmington”—dairy farm complex and Henry Kendall monolith

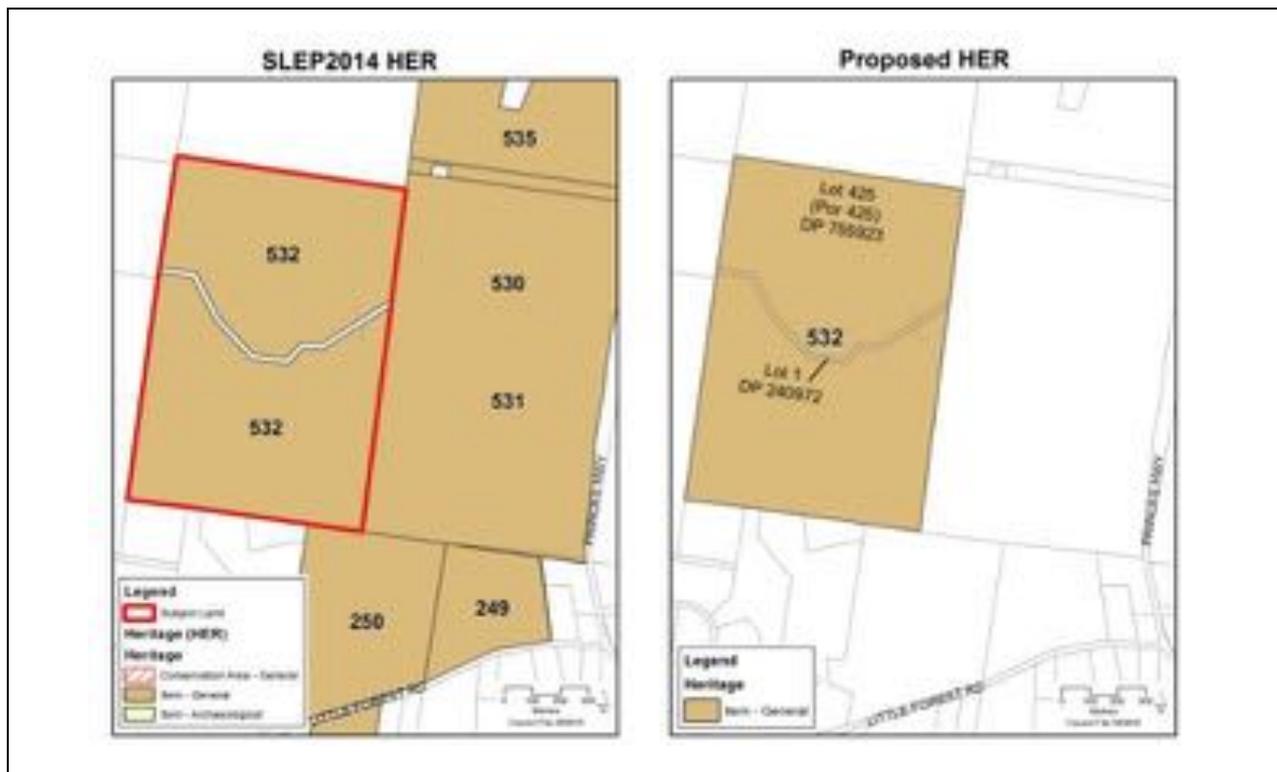


Issue: The item name lacks descriptive detail. Details identifying all components of the item are missing. The property description and heritage mapping are incomplete.

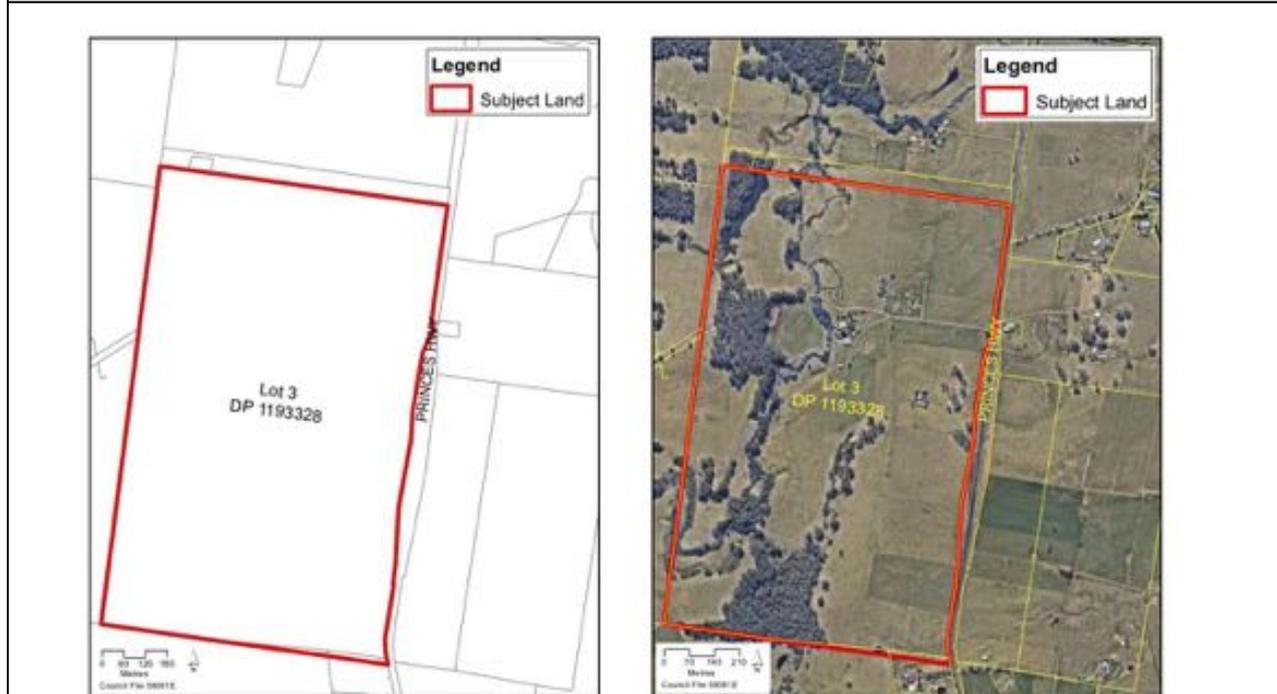
Proposed change: Update the item name to reference the Mid Victorian Georgian farmhouse. Update the property description and Heritage Map (Sheet HER_015) to include Lot 1, DP 240972.

Rationale: According to the Heritage Inventory Sheet, part of the item is also located on Lot 1, DP 240972 and the property description and heritage mapping should be updated to include all lots associated with the item. The farmhouse is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this. Including the architectural style of the farmhouse provides additional heritage context to the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 532 Item: “Kirmington”—dairy farm complex and Henry Kendall monolith Address: E379B Princes Highway Locality: Yatte Yattah Property Description: Lot 425, DP 755923 Significance: Local</p>	<p>Item No: 532 Item: “Kirmington”—Mid Victorian Georgian farmhouse, dairy farm complex and Henry Kendall monolith Address: E379B Princes Highway Locality: Yatte Yattah Property Description: Lot 425, DP 755923; Lot 1, DP 240972 Significance: Local</p>

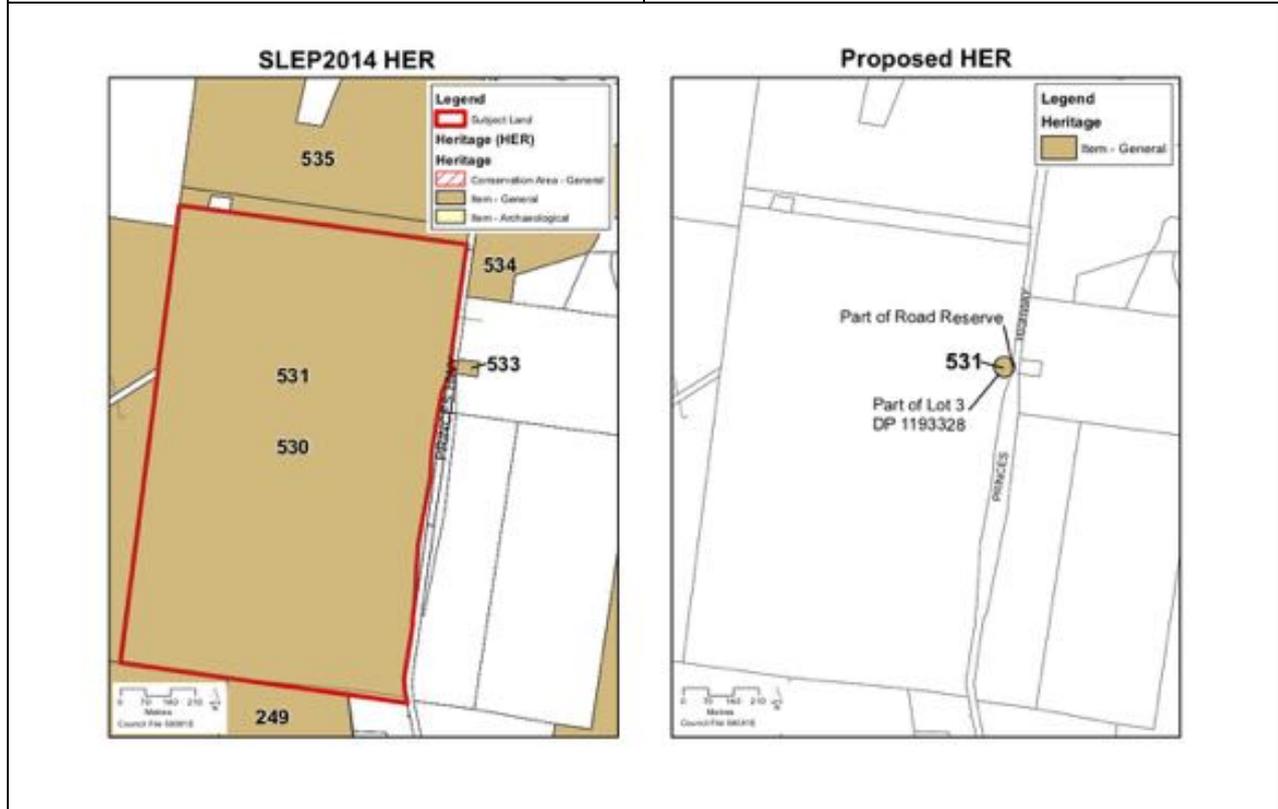


149. Item No. 531: *Quercus robur* (English Oak trees-2) on driveway entrance



Issue: The property description and heritage mapping are incorrect.
Proposed change: Update the property description and Heritage Map (Sheet HER_019E) to only include the curtilage of the 2 English Oak trees.
Rationale: The entirety of Lot 3, DP 1193328 and Part Lot 189, DP 755923 do not need to be identified as a heritage item. Amending the heritage mapping layer to only include the curtilage of the 2 English Oak trees will more accurately identify the item’s location. The heritage item is only located within part of Lot 3, DP 1193328 and the adjacent road reserve. Amending the property description to reflect this will more accurately identify the location of the item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 531 Item: <i>Quercus robur</i> (English Oak trees-2) on driveway entrance Address: E379A Princes Highway Locality: Yatte Yattah Property Description: Part Lot 189, DP 755923; Lot 3, DP 1193328 Significance: Local</p>	<p>Item No: 531 Item: <i>Quercus robur</i> (English Oak trees-2) on driveway entrance Address: E379A Princes Highway Locality: Yatte Yattah Property Description: Part Lot 189, DP 755923; Part of Lot 3, DP 1193328 and the adjacent road reserve Significance: Local</p>



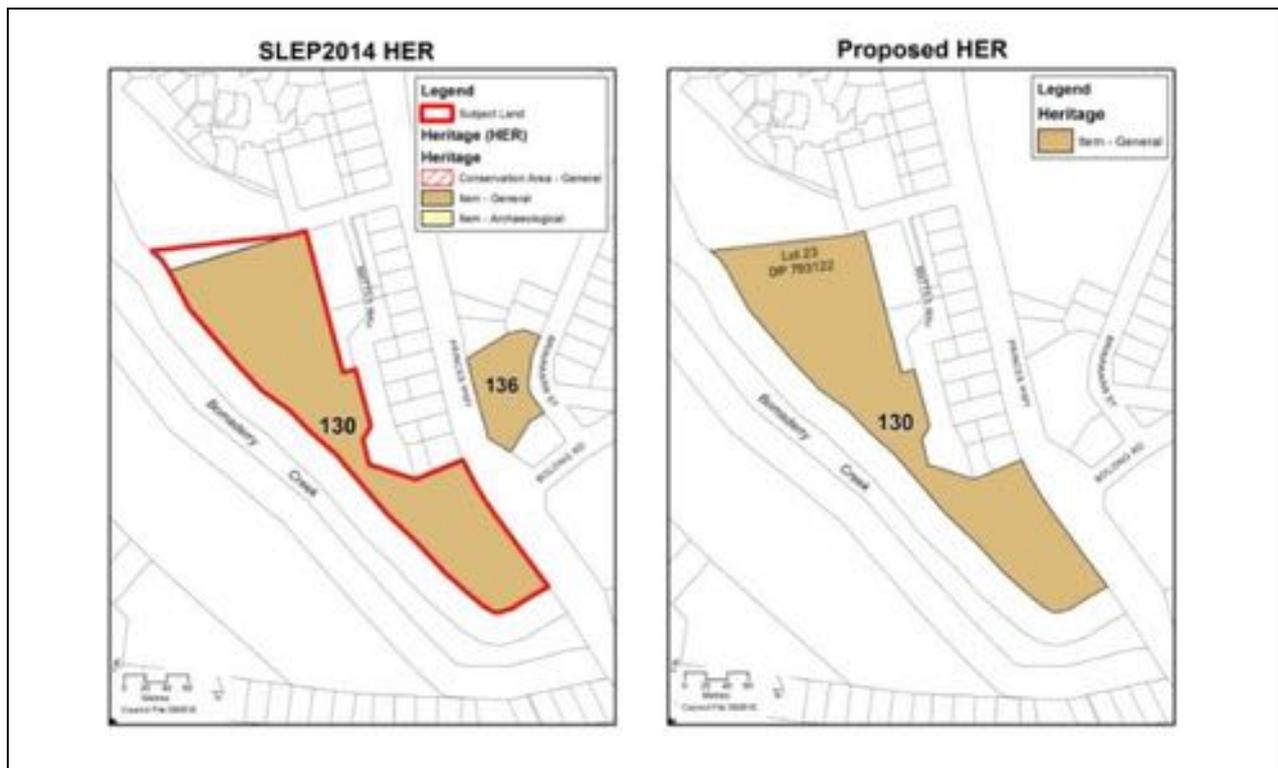
3.2.4 Shift in cadastre mapping anomalies

The Shoalhaven LGA is constantly being surveyed with more accurate locational information becoming available in the process. At times this results in a physical shift in the Council’s official cadastre, which all GIS and mapping data is based upon.

The following heritage mapping amendments are a result from a shift in Council’s cadastre. It is noted that some of these mapping changes have complementary instrument changes, as outlined in **Table 5** below. The proposed changes are identified in red.

Table 5: Mapping anomalies - shift in cadastre

150. Item No. 130: “Lynburn”—timber Federation residence and garden	
	
<p>Issue: The item address and heritage mapping are incomplete.</p> <p>Proposed change: Update the item address to include a street number. Update the Heritage Map (Sheet HER_013E) to include the entirety of Lot 23, DP 793122.</p> <p>Rationale: Updating the item address to include a street number will allow for better identification of the item’s location. A cadastre shift has resulted the heritage mapping not including the entirety of Lot 23, DP 793122. Updating the heritage mapping to cover the entirety of Lot 23, DP 793122 will better identify the exact location of the heritage item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 130</p> <p>Item: “Lynburn”—timber Federation residence and garden</p> <p>Address: Mattes Way</p> <p>Locality: Bomaderry</p> <p>Property Description: Lot 23, DP 793122</p> <p>Significance: Local</p>	<p>Item No: 130</p> <p>Item: “Lynburn”—timber Federation residence and garden</p> <p>Address: 13 Mattes Way</p> <p>Locality: Bomaderry</p> <p>Property Description: Lot 23, DP 793122</p> <p>Significance: Local</p>



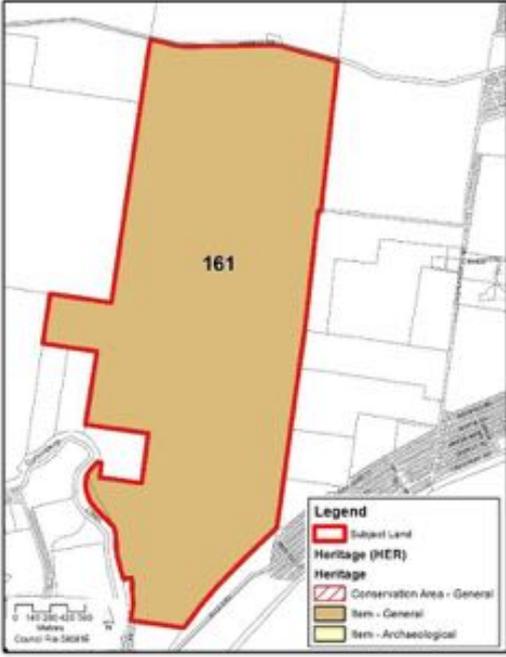
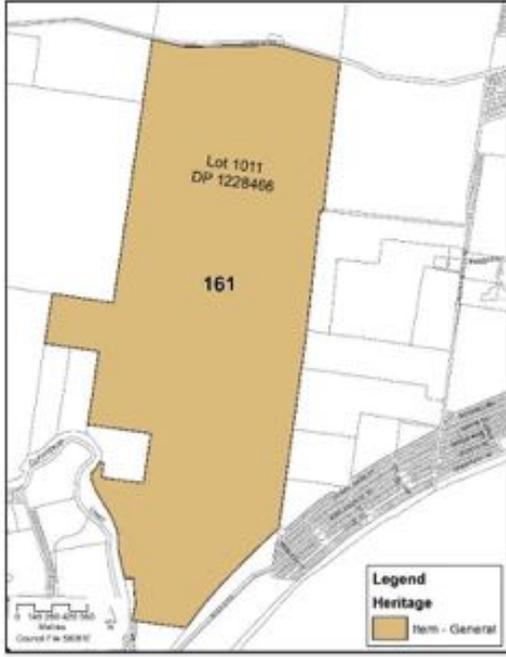
151. Item No. 161: Lone Grave of Thomas Speechly



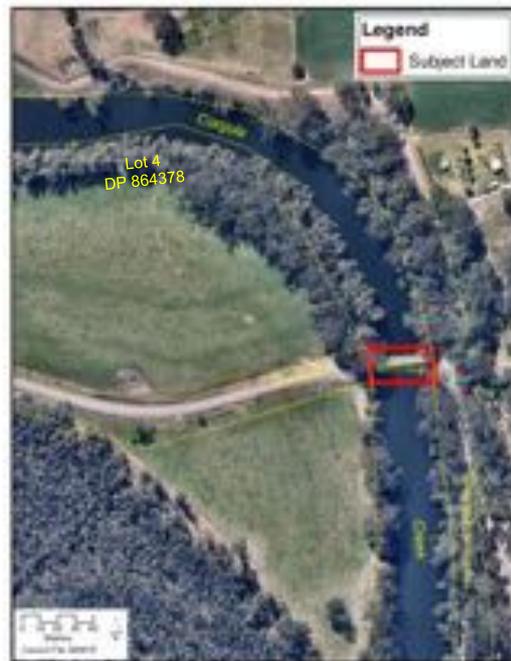
Issue: The property description and mapping layer are incorrect.

Proposed change: Update the property description from Part Lot 101, DP 755928 to Lot 1011 DP 1228466. Update the Heritage Map (Sheet HER_020A, HER_020B, HER_020E and HER_020F) to only cover Lot 1011 DP 755928.

Rational: An administrative error in making the LEP 2014 resulted in an incorrect property description, this should be corrected to allow for better identification of the item's location. A cadastre shift has resulted the heritage mapping not including the entirety of Lot 1011, DP 1228466. Updating the heritage mapping to cover the entirety of Lot 1011, DP 1228466 will better identify the exact location of the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 161 Item: Lone grave of Thomas Speechley Address: Forest Road Locality: Comberton Property Description: Part Lot 101, DP 755928 Significance: Local</p>	<p>Item No: 161 Item: Lone grave of Thomas Speechley Address: Forest Road Locality: Comberton Property Description: Part Lot 101, DP 755928 Lot 1011, DP 1228466 Significance: Local</p>
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> <p>SLEP2014 HER</p>  </div> <div style="text-align: center;"> <p>Proposed HER</p>  </div> </div>	

152. Item No. 164: Conjola timber trestle bridge

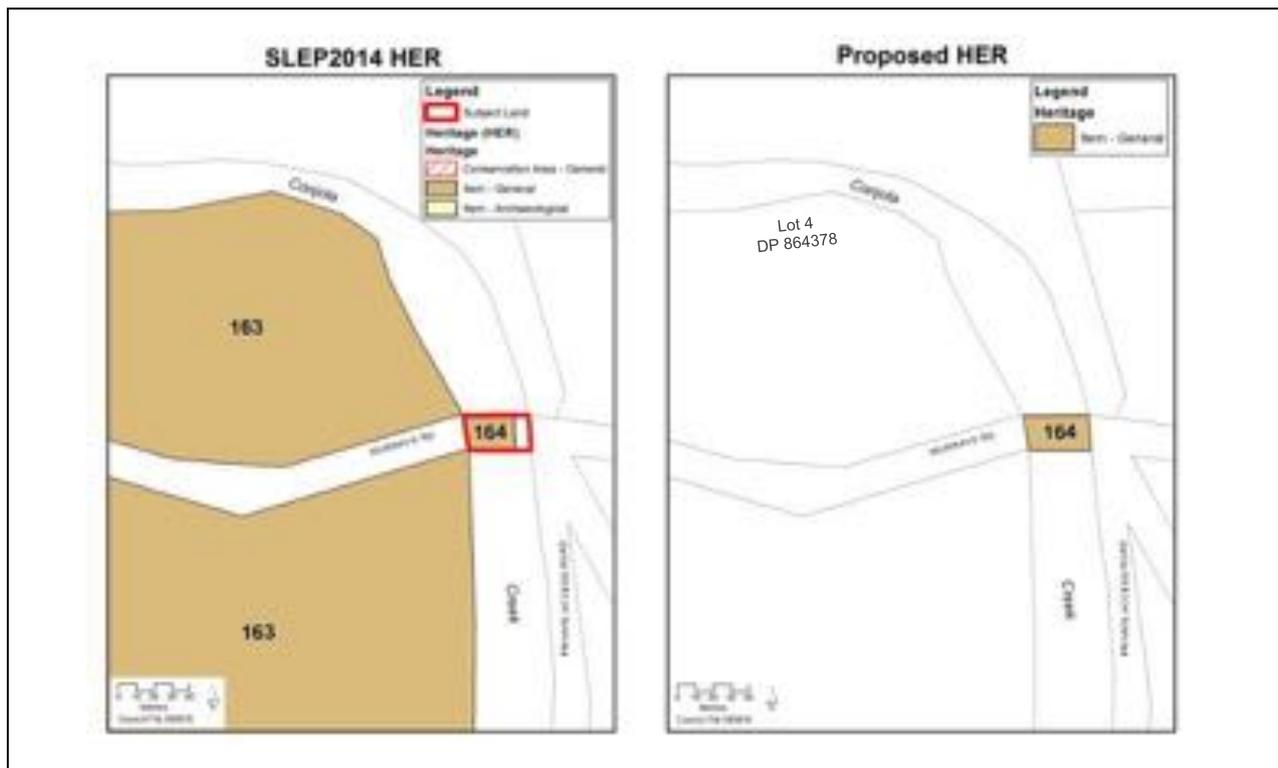


Issue: The property description is incorrect, and the mapping is incomplete.

Proposed change: Update the property description from road reserve to Part of Conjola Creek, adjacent to Lot 4 DP 864378. Update the Heritage Map (Sheet HER_015A) to include the entire item.

Rationale: Updating the property description to a more specific description will allow for better identification of the item’s location. A cadastre shift has resulted the heritage mapping not covering the entire bridge. Updating the heritage mapping to cover the curtilage of the bridge will better identify the exact location of the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 164 Item: Conjola timber trestle bridge Address: Murrays Road Locality: Conjola Property Description: Road Reserve Significance: Local</p>	<p>Item No: 164 Item: Conjola timber trestle bridge Address: Murrays Road Locality: Conjola Property Description: Read Reserve-Part of Conjola Creek, adjacent to Lot 4 DP 864378 Significance: Local</p>



153. Item No. 249: “Mimosa Farm”—dairy farm complex

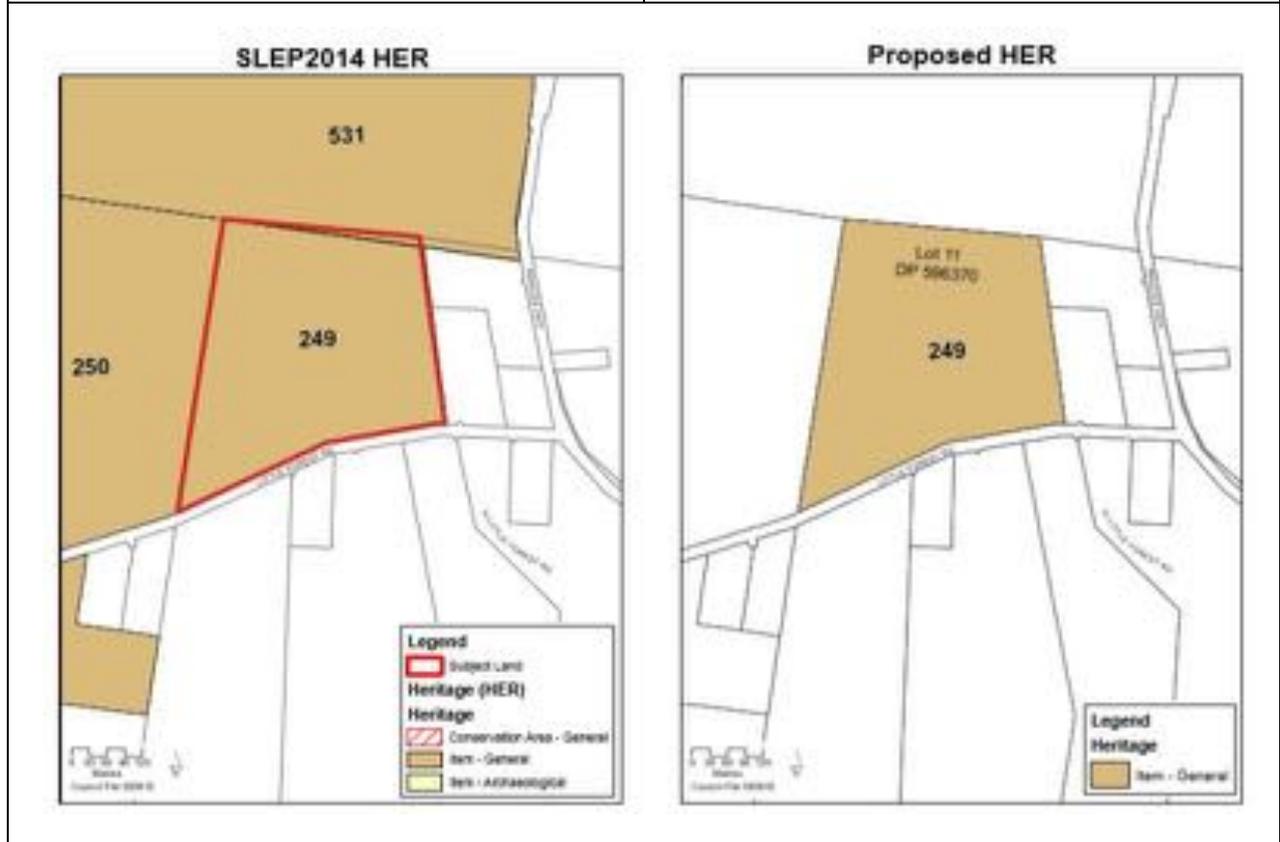


Issue: The item name lacks descriptive detail. Details identifying all components of the item are missing. The heritage mapping is incomplete.

Proposed change: Update the item name to reference the Victorian Georgian residence. Update the Heritage Map (Sheet HER_015) to include all of Lot 11 DP 596370.

Rationale: The residence is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this. Including the architectural style provides additional heritage context to the item. A cadastre shift has resulted the heritage mapping not including the entirety

of Lot 11, DP 596370. Updating the heritage mapping to cover the entirety of Lot 11, DP 596370 will better identify the exact location of the heritage item.	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 249 Item: “Mimosa Farm”—dairy farm complex Address : 40 Little Forest Road Locality: Little Forest Property Description: Lot 11, DP 596370 Significance: Local</p>	<p>Item No: 249 Item: “Mimosa Farm”—Victorian Georgian residence and dairy farm complex Address : 40 Little Forest Road Locality: Little Forest Property Description: Lot 11, DP 596370 Significance: Local</p>



154. Item No. 284: Relocated Victorian rendered masonry lighthouse keeper’s cottage



Issue: The heritage mapping is incomplete.

Proposed change: Update the Heritage Map (Sheet HER_016C) to include all of Lot 1, DP 85425.

Rationale: A cadastre shift has resulted the heritage mapping not including the entirety of Lot 1, DP 85425. Updating the heritage mapping to cover the entirety of Lot 1, DP 85425 will better identify the exact location of the heritage item.

Existing Schedule 5

Item No: 284

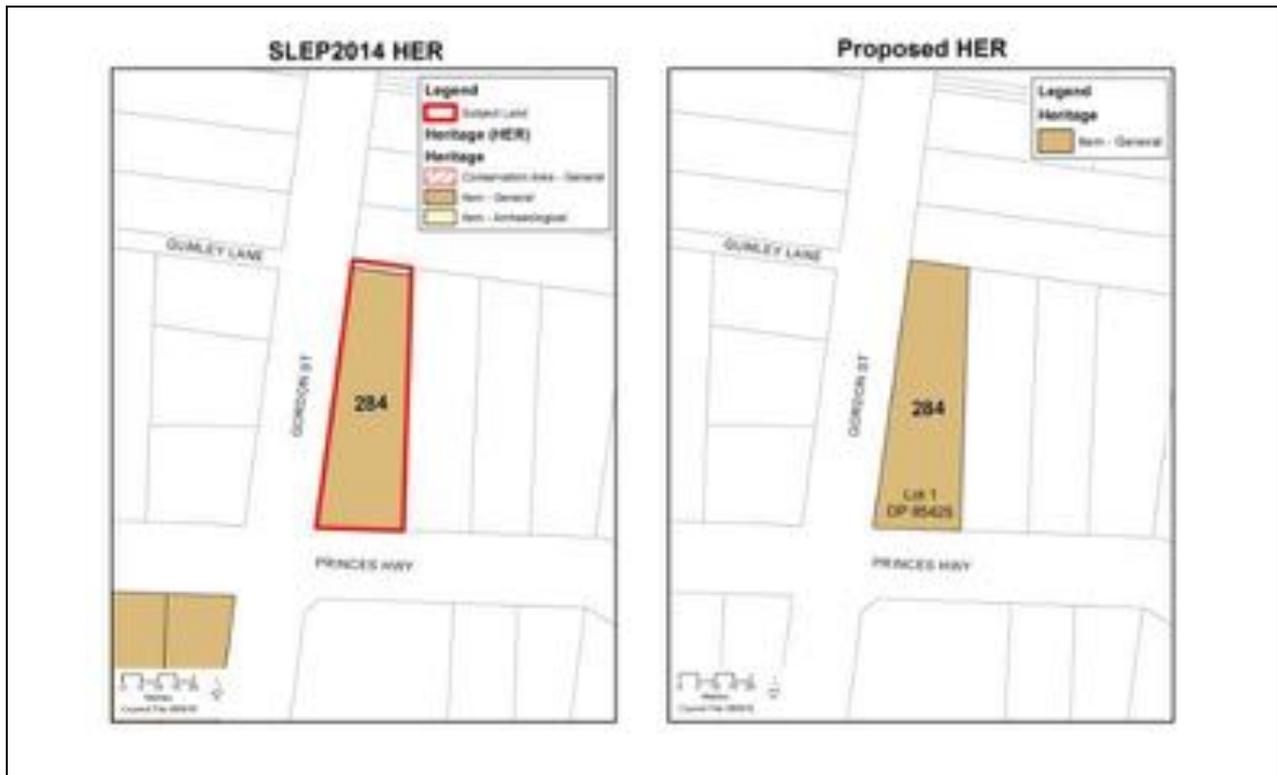
Item: Relocated Victorian rendered masonry lighthouse keeper’s cottage

Address: 122 Princes Highway

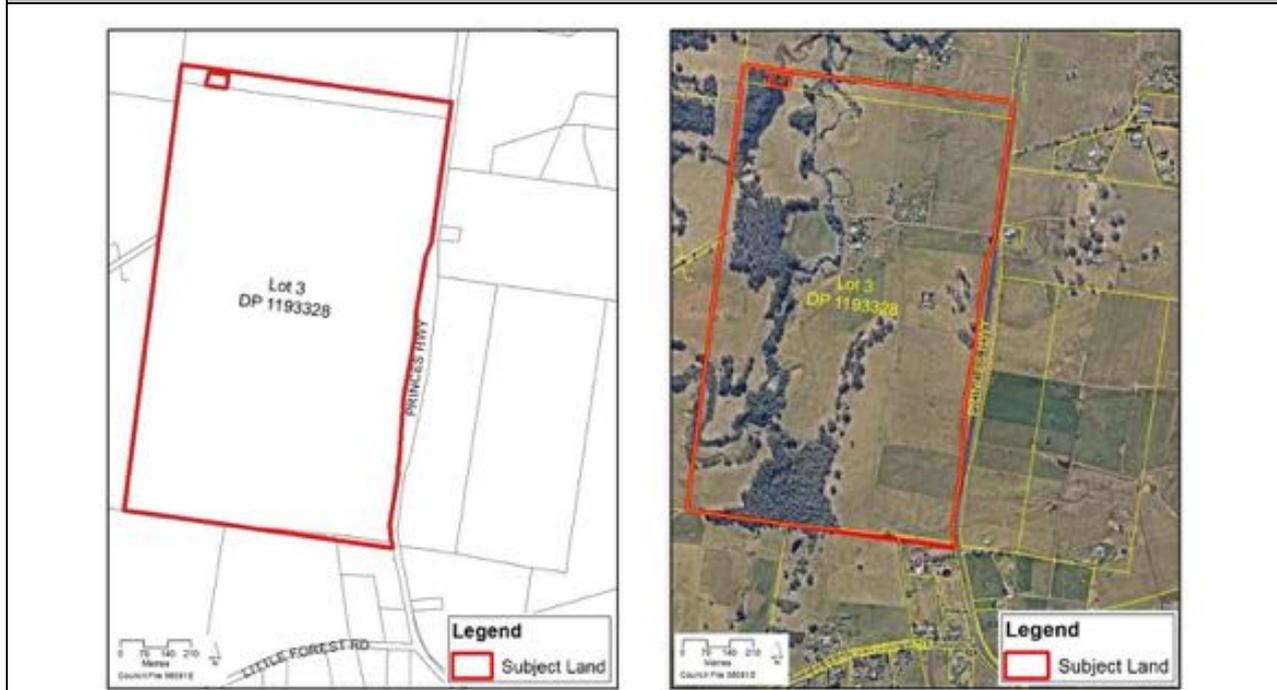
Locality: Milton

Property Description: Lot 1, DP 85425

Significance: Local



155. Item No. 530: “Kendall Dale”—dairy farm complex including homestead and garden



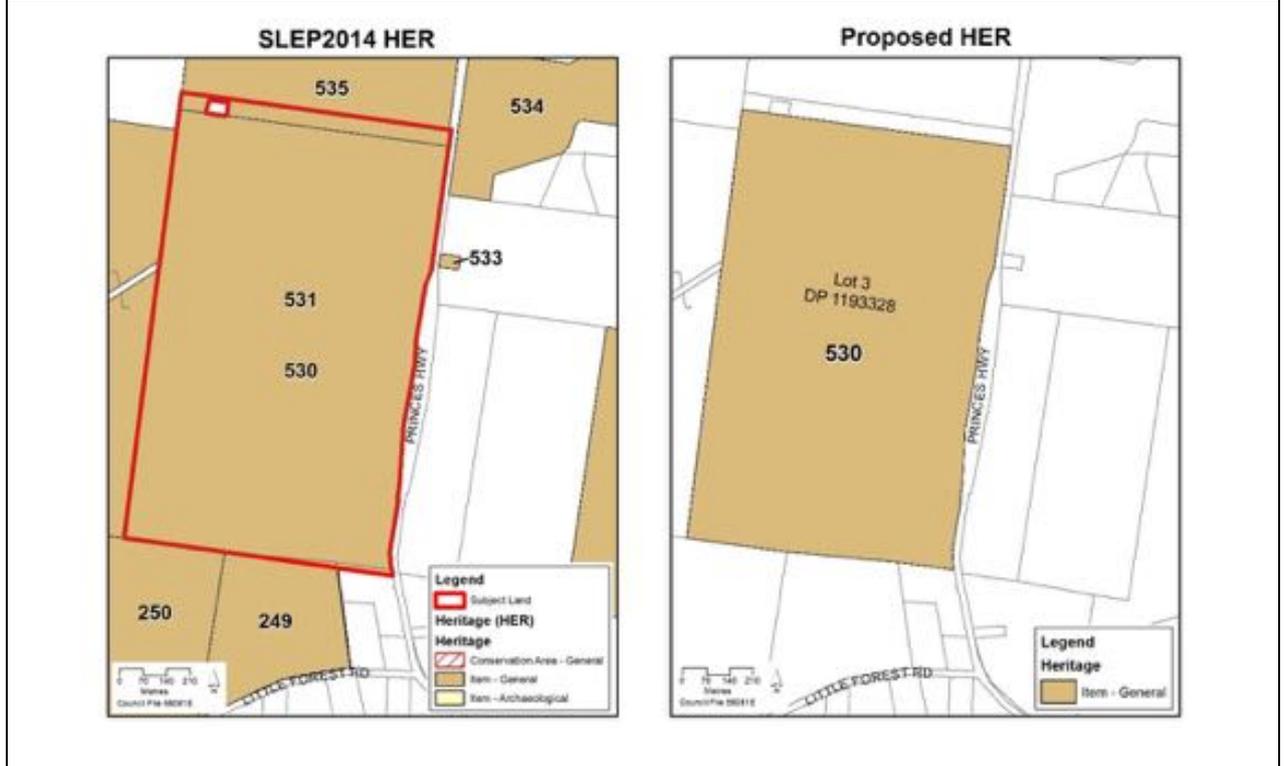
Issue: The property description and heritage mapping are incorrect.

Proposed change: Update the property description to remove Part Lot 189, DP 755923. Update the Heritage Map (Sheet HER_015) to only cover Lot 3, DP 1193328.

Rationale: According to the Heritage Inventory Sheet, no component of the heritage item is located within Part Lot 189, DP 755923. The property description and heritage mapping should be updated to only identify lots associated with the heritage item. A cadastre shift has resulted the heritage mapping not including the

entirety of Lot 3, DP 1193328. Updating the heritage mapping to cover the entirety of Lot 3, DP 1193328 will better identify the exact location of the heritage item.

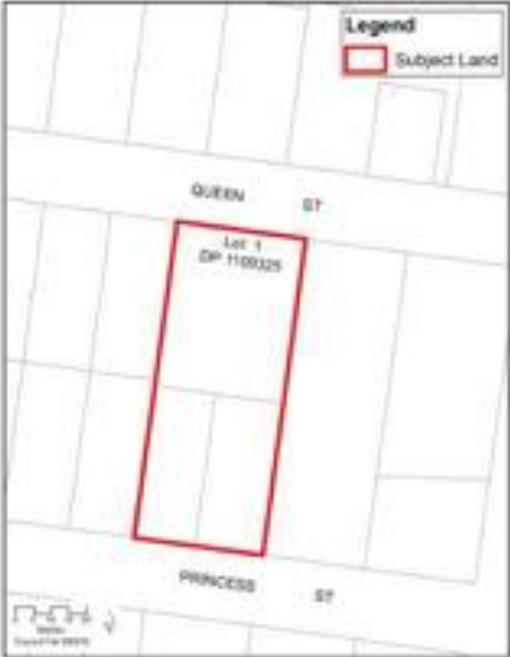
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 530 Item: “Kendall Dale”—dairy farm complex including homestead and garden Address: E379A Princes Highway Locality: Yatte Yattah Property Description: Part Lot 189, DP 755923; Lot 3, DP 1193328 Significance: Local</p>	<p>Item No: 530 Item: “Kendall Dale”—dairy farm complex including homestead and garden Address: E379A Princes Highway Locality: Yatte Yattah Property Description: Part Lot 189, DP 755923; Lot 3, DP 1193328 Significance: Local</p>

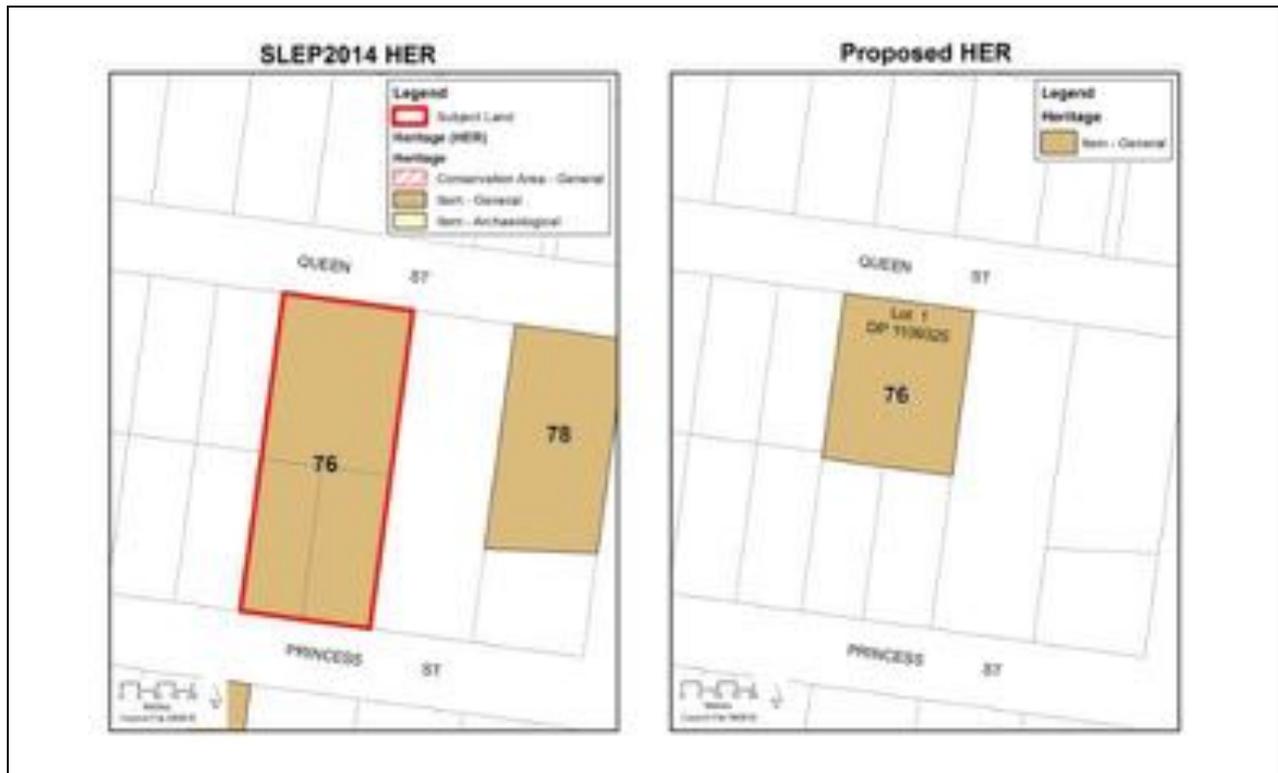


3.2.5 Physical changes to items

8 items have been identified within Schedule 5 that require amendments due to physical changes to the item. The amendments to these 7 items are outlined in **Table 6** below, with proposed changes identified in **red**.

Table 6: Physical changes to items

156. Item No. 76: Mid-twentieth century residence including pool and garden	
	
<p>Issue: Lot 2, DP 110325 was subdivided into Lots 21 and 22, DP 1166530, and the pool (originally located on Lot 2, DP 110325) was removed. Due to the removal of the pool the item name, address, property description and heritage mapping are incorrect.</p> <p>Proposed change: Update the item name to remove reference to the pool. Update the item address and property description to remove Lot 2 DP 110325 (62 Queen Street). Update the Heritage Map (Sheet HER_019E) to remove Lots 21 and 22 DP 1166530.</p> <p>Rationale: The pool has been removed, extinguishing the heritage significance of Lot 2 (62 Queen Street). The item name, address, property description and heritage mapping should be updated to reflect the heritage item is now solely located within Lot 1 DP 1109325 (60 Queen Street).</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 76 Item: Mid-twentieth century residence including pool and garden Address: 60–62 Queen Street Locality: Berry Property Description: Lots 1 and 2, DP 1109325 Significance: Local</p>	<p>Item No: 76 Item: Mid-twentieth century residence including pool and garden Address: 60–62 Queen Street Locality: Berry Property Description: Lot 1 and-2 DP 1109325 Significance: Local</p>



157. Item No. 184: Moongate to former Culburra guesthouse site

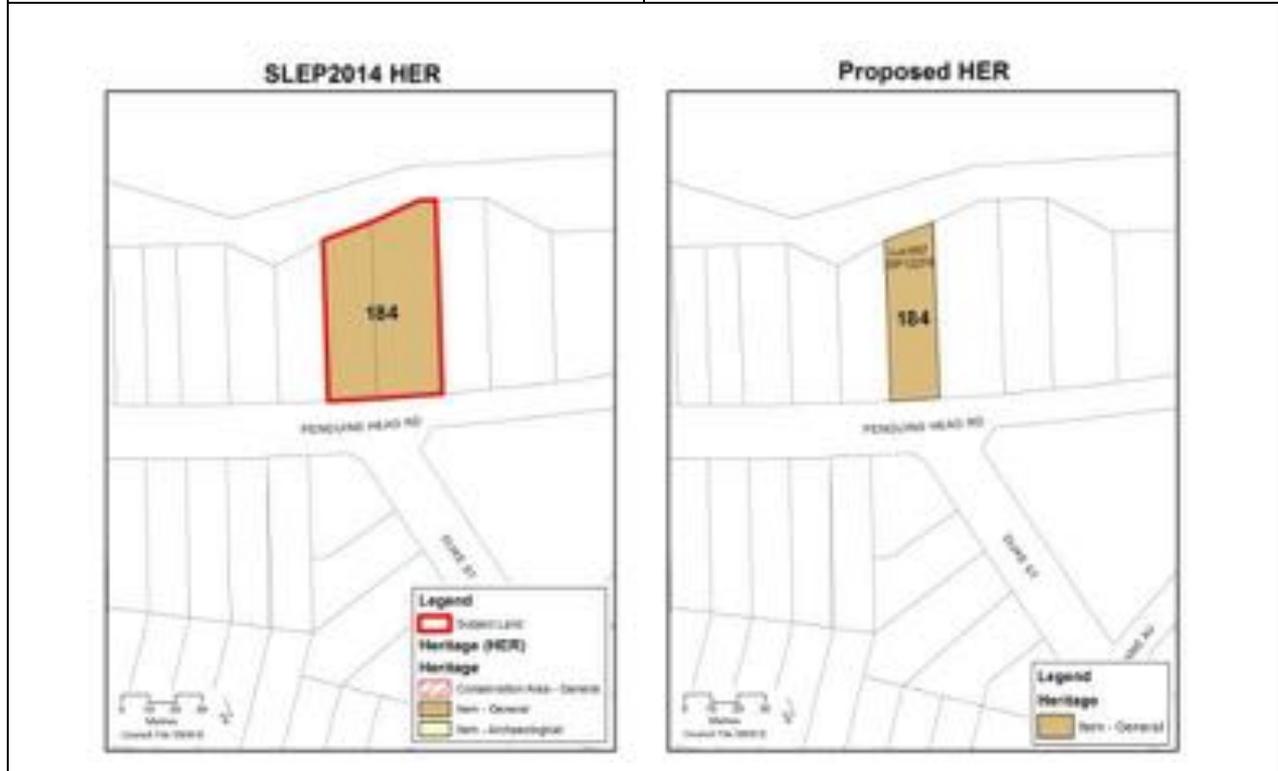


Issue: Part of the item (heritage tree) has been removed, making the property description and heritage mapping incorrect.

Proposed change: Update the property description and Heritage Map (Sheet HER_019K) to remove Lot C, DP 357811.

Rationale: The 'tree' located on Lot C DP 357811, which formed a part of the heritage item, has been lawfully removed. The property description and heritage mapping should be updated to reflect that Lot C, no longer possesses any heritage significance.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 184 Item: Moongate to former Culburra guesthouse site Address: 196 Penguins Head Road Locality: Culburra Beach Property Description: Lot 657, DP 12278; Lot C, DP 357811 Significance: Local</p>	<p>Item No: 184 Item: Moongate to former Culburra guesthouse site Address: 196 Penguins Head Road Locality: Culburra Beach Property Description: Lot 657, DP 12278; Lot C, DP 357811 Significance: Local</p>



158. Item No. 231: Victorian weatherboard shop and residence

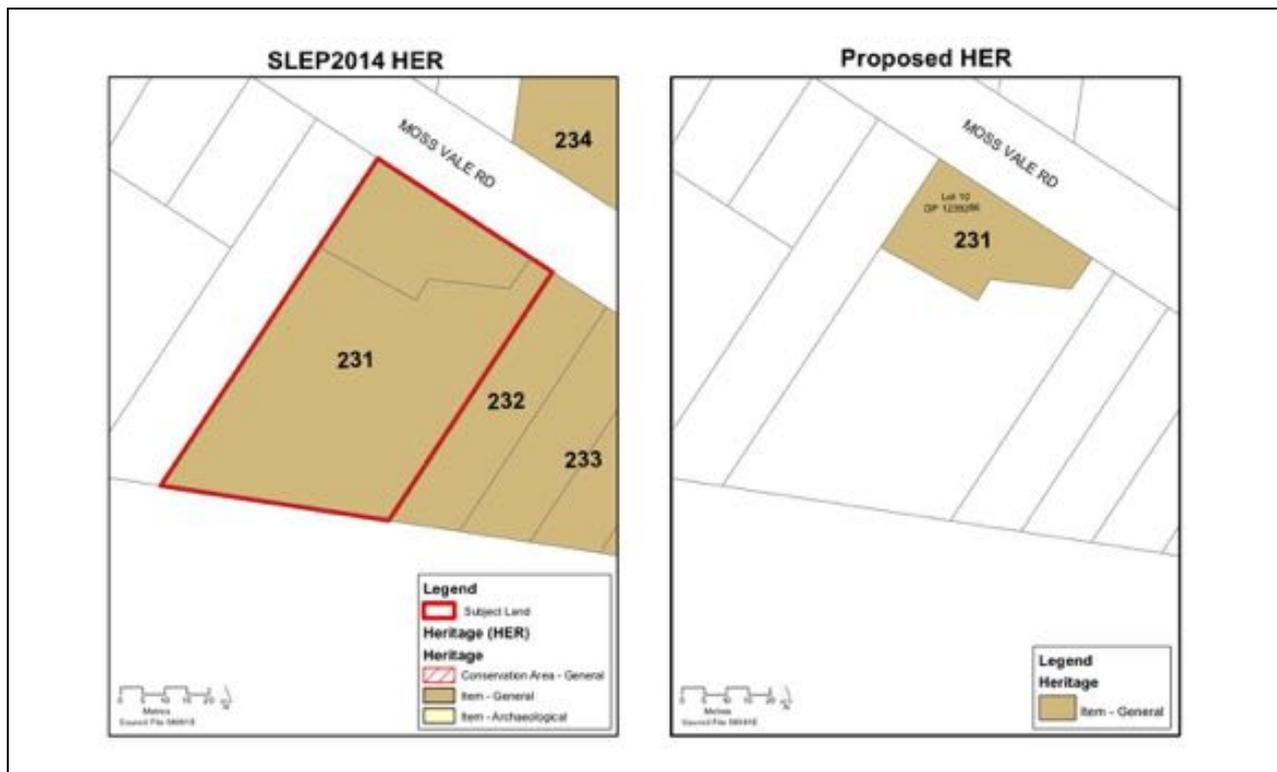


Issue: The property description and heritage mapping are incorrect.

Proposed change: Update the property description from Lot 1, DP 1182201 to Lot 10, DP 1239286. Update the Heritage Map (Sheet HER_012A) to remove Lot 11, DP 1239286.

Rationale: Lot 1, DP 1182201 was subdivided into Lots 10 and 11, DP 1239286. The Victorian weatherboard shop and residence is solely located within Lot 10, DP 1239286. The property description and heritage mapping should be updated to reflect that Lot 1, DP 1182201 no longer exists, and the heritage item is now solely located within Lot 10, DP 1239286.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 231 Item: Victorian weatherboard shop and residence Address: 170 Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 1182201 Significance: Local</p>	<p>Item No: 231 Item: Victorian weatherboard shop and residence Address: 170 Moss Vale Road Locality: Kangaroo Valley Property Description: Lot 1, DP 1182201 Lot 10, DP 1239286 Significance: Local</p>



159. Item No. 257: “Pomona”—dairy farm complex



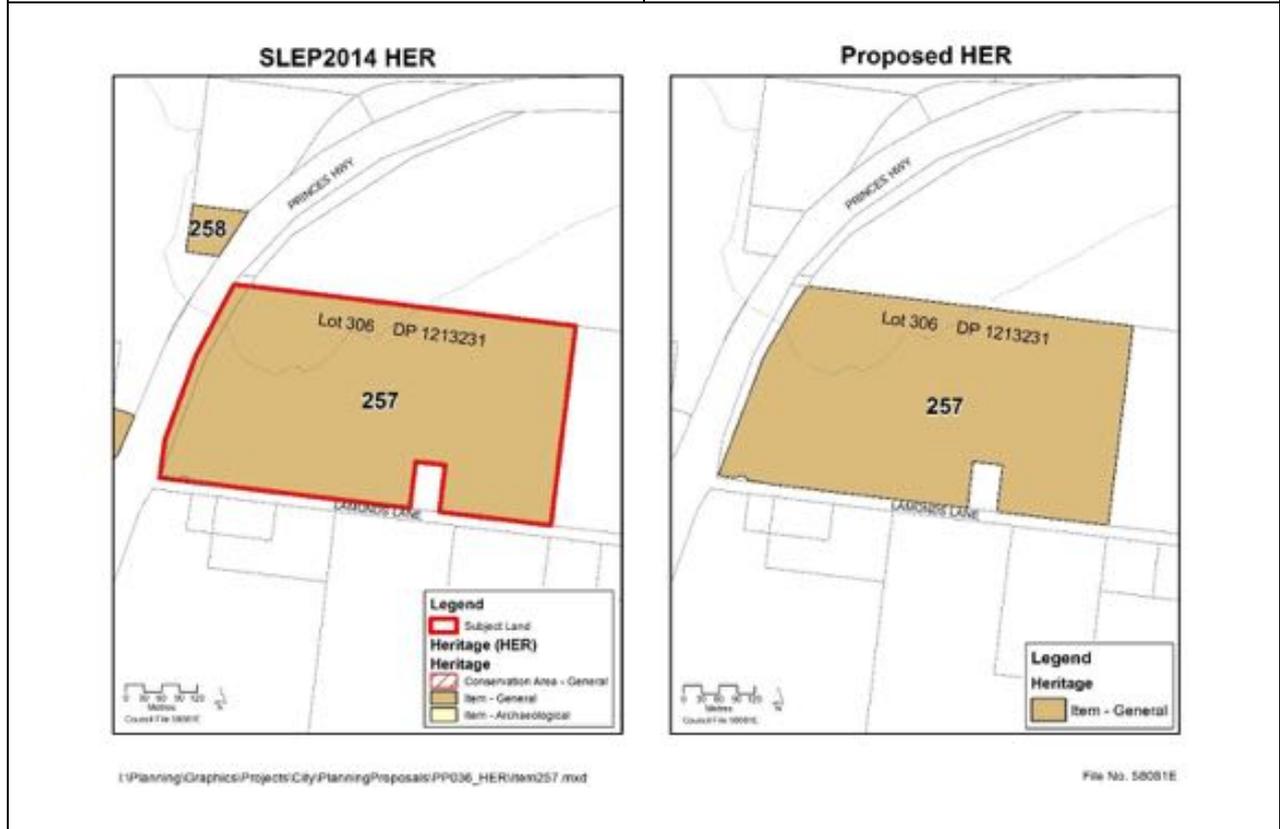
Issue: The item name does not accurately capture the item. Details identifying all components of the item are missing as is the architectural style. The property description and heritage mapping are incorrect.

Proposed change: Update the item name to reference the Federation period farmhouse. Update the Heritage Map (Sheet HER_013D) to remove Lot 2 DP 620160. Update the property description to remove Lot 2 DP 620160 and include Lot 306 DP 1213231.

Rationale: The farmhouse is a part of the heritage item, recognised in the Heritage Inventory Sheet, and the item name should be updated to reflect this. Including the architectural style in the item name provides additional heritage context to the item. Lot 2, DP 620160 was subdivided into Lots 306 and 312, DP

1213231. Lot 312 was acquired for the widening of the Princes Highway, severing its connection to the heritage item. The property description and heritage mapping should be updated to reflect that Lot 2, DP 620160 no longer exists, and the heritage item is now solely located within Lot 306, DP 1213231.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 257 Item: "Ponoma" —dairy farm complex Address: C360 Princes Highway Locality: Meroo Meadow Property Description: Lot 2, DP 620160 Significance: Local</p>	<p>Item No: 257 Item: "Ponoma" —Federation period farmhouse and dairy farm complex Address: C360 Princes Highway Locality: Meroo Meadow Property Description: Lot 2, DP 620160 Lot 306, DP 1213231 Significance: Local</p>



160. Item No. 312: Late Victorian weatherboard residence

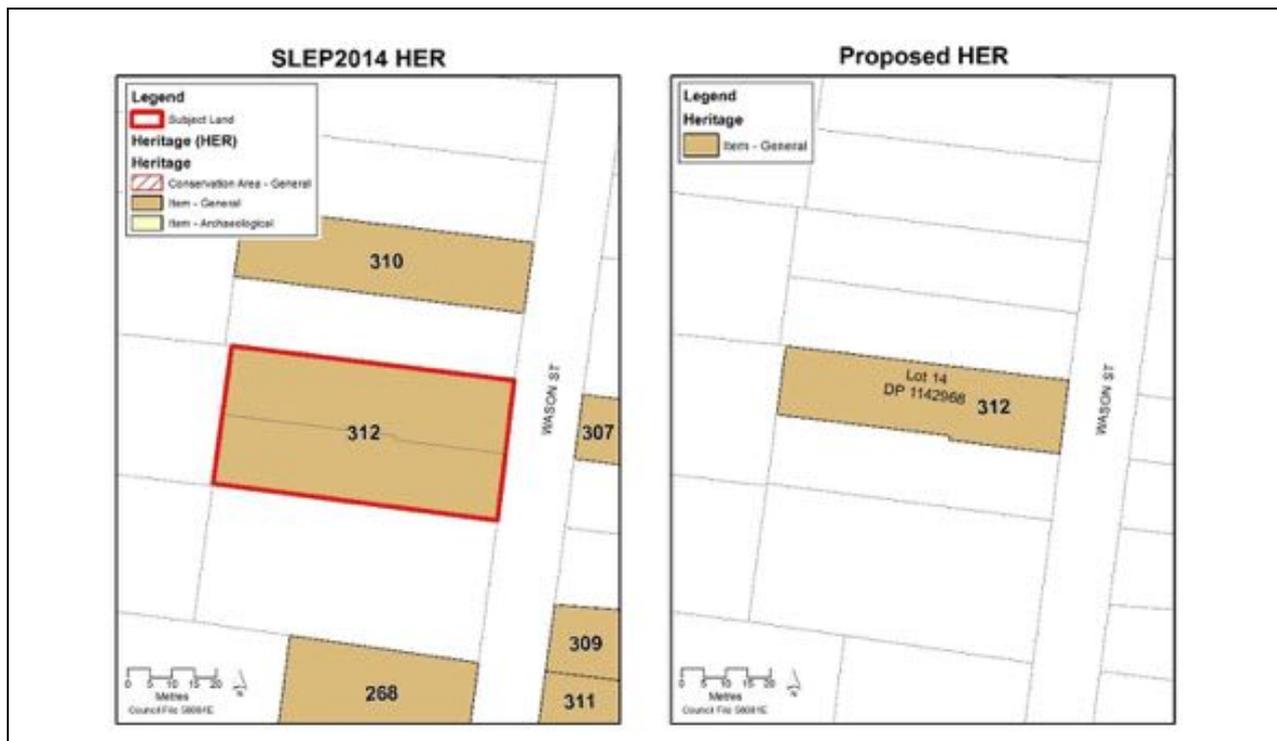


Issue: The complementary garden (not listed in the Heritage Inventory Sheet) within Lot 15, DP 1142968 has been lawfully removed.

Proposed change: Update the property description and Heritage Map (Sheet HER_016C) to remove Lot 15, DP 1142968.

Rationale: The Late Victorian weatherboard residence is solely located within Lot 14, DP 1142968, with a garden on Lot 15, DP 1142968 which complemented the heritage significance of the residence. The garden has been lawfully removed. The property description and heritage mapping should be updated to remove Lot 15, DP 1142968 as it no longer possesses any connection to the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 312 Item: Late Victorian weatherboard residence Address: 73 Wason Street Locality: Milton Property Description: Lots 14 and 15, DP 1142968 Significance: Local</p>	<p>Item No: 312 Item: Late Victorian weatherboard residence Address: 73 Wason Street Locality: Milton Property Description: Lots 14 and 15, DP 1142968 Significance: Local</p>



161. Item No. 407: Inter-war Weatherboard Building and Timber Wharf



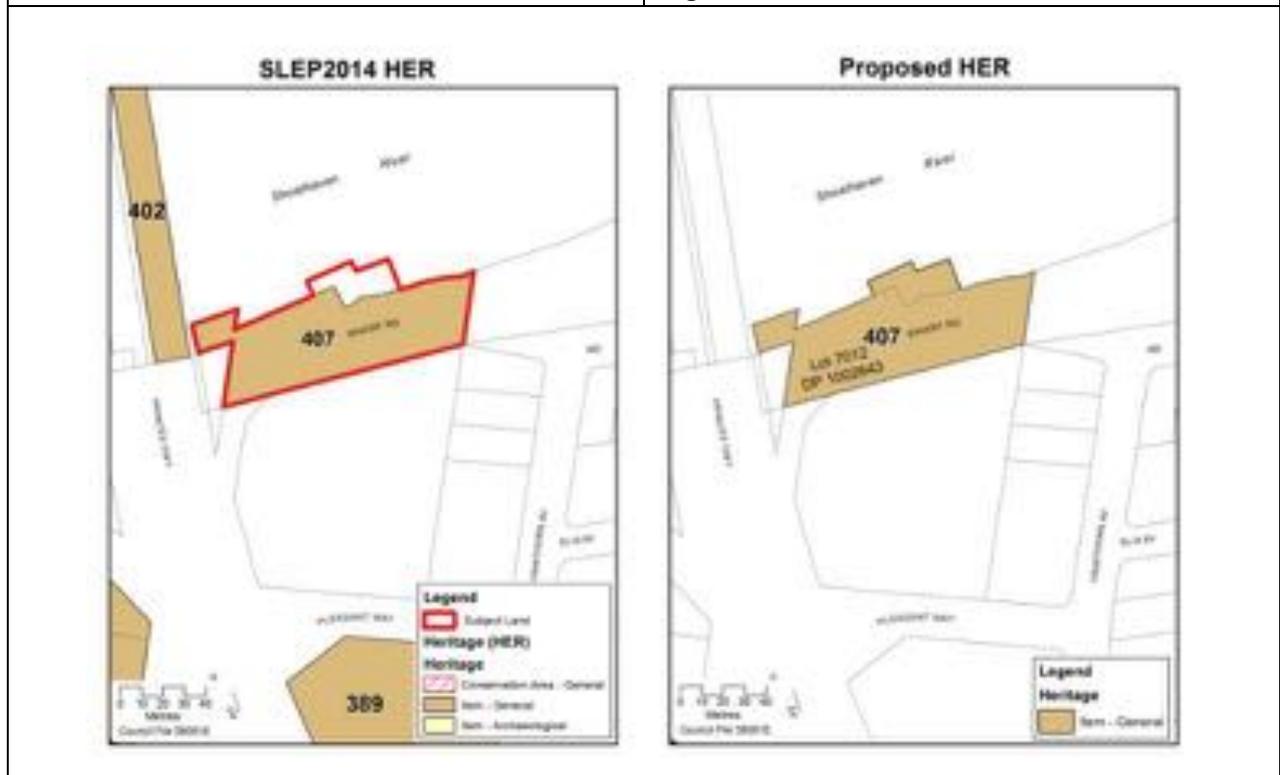
Issue: A part of the item, the Nowra Sailing Club weatherboard building, was burnt in a fire and subsequently removed. As a result the item name is now incorrect. The item address, property description and heritage mapping are incomplete.

Proposed change: Update the item name to reference the removal of the Nowra Sailing Club weatherboard building. Update the item address to include a street number. Update the property description and Heritage Map (Sheet HER_013E) to include the portion of the wharf that extends over the adjacent waterway.

Rationale: The weatherboard building (former Nowra Sailing Club) burnt down in a fire and was subsequently removed. The site still possesses heritage significance, illustrating the historic relationship

between Nowra and the Shoalhaven River. The item name however, should be updated to reflect that the sailing club has been removed from the site. Updating the item address to include a street number will better identify the location of the heritage item. The wharf and demolished building site extend over the adjacent river. The property description and heritage mapping should be updated to include the portion of the river the item extends over. This will allow for better identification of the item’s location. Furthermore, the wharf has archaeological significance and is proposed to be included as a new archaeological item in Schedule 5 – see Section 3.3 of this report.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 407 Item: Inter-war Weatherboard Building and Timber Wharf Address: Wharf Road Locality: Nowra Property Description: Lot 7012, DP 1002643 Significance: Local</p>	<p>Item No: 407 Item: Inter-war Weatherboard Building Former Nowra Sailing Club site and Timber Wharf Address: 6 Wharf Road Locality: Nowra Property Description: Lot 7012, DP 1002643 and the adjacent waterway Significance: Local</p>



162. Item No. 438: Parma Farm

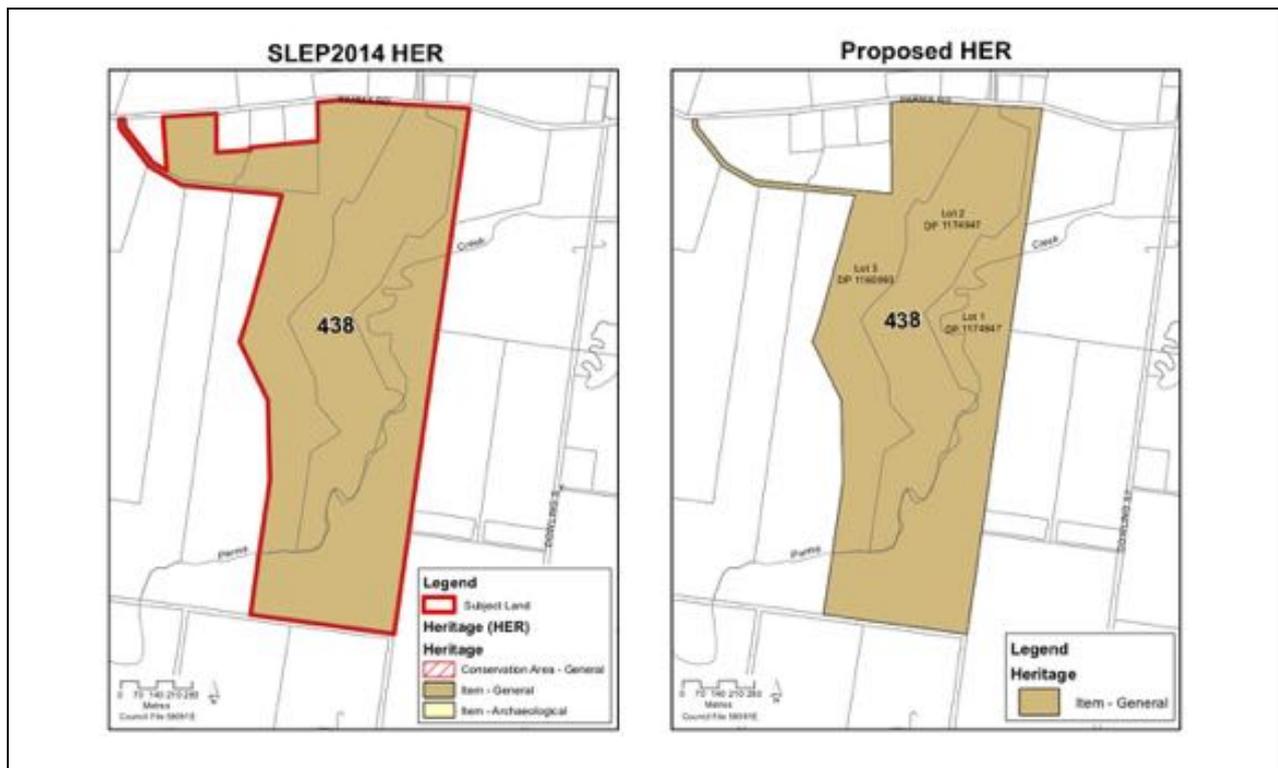


Issue: The item address is incomplete. The property description and heritage mapping are incorrect.

Proposed change: Update the item address to include the street numbers. Update the property description to remove Lot 4, DP 1160993 and Lot 4, DP 1143944 and include Lots 1 and 2, DP 1174947. Update Heritage Map (Sheet HER_014C) to remove Lots 41 and 42, DP 1251808.

Rationale: The item address does not currently have a numerical identifier. Including the street numbers will better identify the location of the item. Lot 4, DP 1160993 has been subdivided into Lots 1 and 2, DP 1174947 and Lot 4, DP 1143944 has been subdivided Lots 41 and 42, DP 1251808. The property description should be updated to identify only the current property description of lots associated with the heritage item. Lots 41 and 42, DP 1251808 do not contain the heritage item, and the heritage layer is only present over the lots due to an administrative error during the subdivision of Lot 3, DP 1160993. The heritage mapping should be updated to only identify lots associated with the heritage item.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 438 Item: Parma Farm Address: Parma Road Locality: Parma Property Description: Lot 4, DP 1143944; Lots 3 and 4, DP 1160993 Significance: Local</p>	<p>Item No: 438 Item: Parma Farm Address: 259, 269 and 383E, Parma Road Locality: Parma Property Description: Lots 1 and 2, DP 1174947; Lot 4, DP 1143944; Lot, 3 and 4 DP 1160993 Significance: Local</p>



163. Item No. 460: Kemps Boatshed

Issue: The Kemps Boatshed was burnt in a fire and subsequently removed from the site. The property description is incorrect.

Proposed change: Update the item name to ‘Former Kemps Boatshed site. Update the property description to remove “Part”.

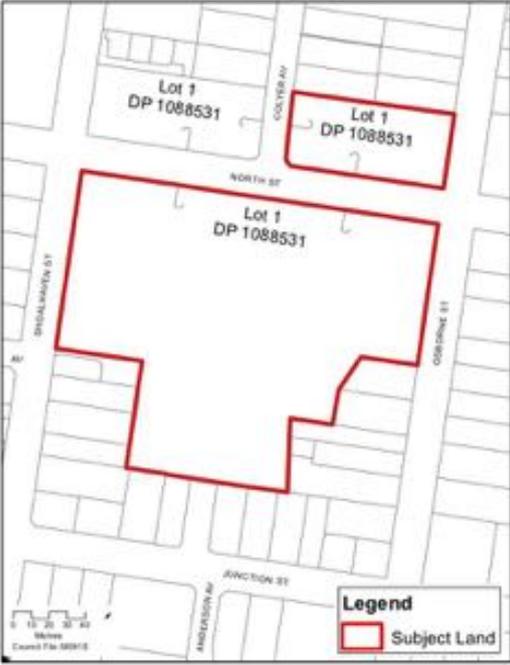
Rationale: The item was burnt down in a fire and was subsequently removed in 2012. The site may still possess archaeological potential and should remain in the heritage inventory, under an updated listing, until an archaeological investigation of the site is undertaken. The legal address of the lot is Lot 7028, DP 1052695, not Part Lot 7028, DP 1052695.

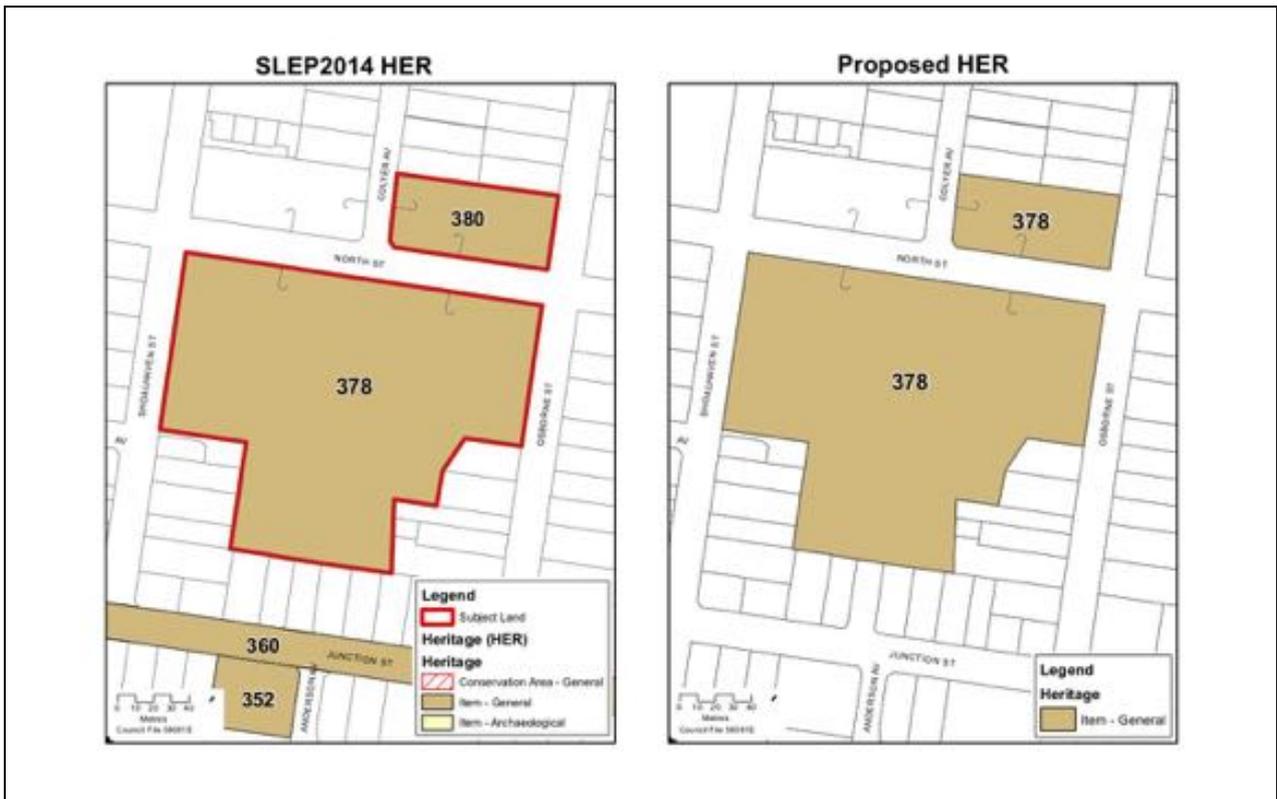
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 460 Item: Kemps Boatshed Address: River Road Locality: Sussex Inlet Property Description: Part Lot 7028, DP 1052695 Significance: Local</p>	<p>Item No: 460 Item: Former Kemps Boatshed site Address: River Road Locality: Sussex Inlet Property Description: Part Lot 7028, DP 1052695 Significance: Local</p>

3.2.6 Items to be amalgamated

Items 378 and 380 are proposed to be amalgamated under a larger single listing, as outlined in **Table 7** with the proposed changes identified in **red**.

Table 7: Items to be amalgamated

164. Item No. 378: St Michael's Roman Catholic Church including two storey Victorian presbytery and grounds & Item No. 380: St Michael's Roman Catholic Cemetery	
	
<p>Issue: St Michael's Church and St Michael's Cemetery are listed as separate items within Schedule 5, failing to recognise the shared history and heritage significance of the items.</p> <p>Proposed change: Combine items 378 and 380 into a single listing (delete the item 380 listing). Update the item name of item 378 to include the cemetery. Update the Heritage Map (Sheet HER_013E) to combine items 378 and 380 under a single listing.</p> <p>Rationale: The two heritage items are directly related; with the cemetery (item 380) being donated to and used by the church as their burial ground until 1948 when the last burial occurred. The Heritage Inventory Sheets of the two items refers to their combined group value and recognising the shared heritage significance of the two items under a single listing will better reflect the shared history of the items.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 378 Item: St Michael's Roman Catholic Church including two storey Victorian presbytery and grounds Address: 20 North Street Locality: Nowra Property Description: Lot 1, DP 1088531 Significance: Local</p>	<p>Item No: 378 Item: St Michael's Roman Catholic Church including two storey Victorian presbytery, cemetery and grounds Address: 20 North Street Locality: Nowra Property Description: Lot 1, DP 1088531 Significance: Local</p>
<p>Item No: 380 Item: St Michael's Roman Catholic Cemetery Address: North Street Locality: Nowra Property Description: Lot 1, DP 1088531 Significance: Local</p>	<p>Item No: 380 Item: St Michael's Roman Catholic Cemetery Address: North Street Locality: Nowra Property Description: Lot 1, DP 1088531 Significance: Local</p>



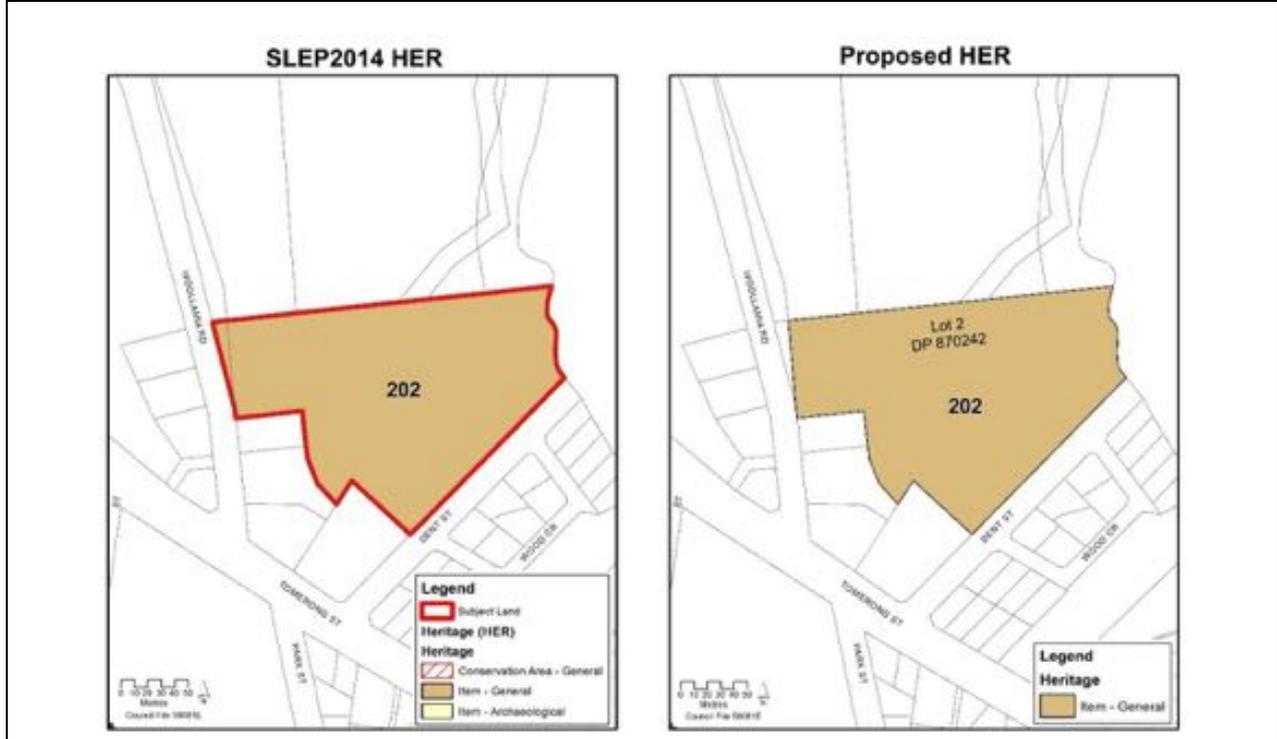
3.2.7 New components to existing items

New components are proposed to be included as a part of two (2) existing heritage items (items 202 and 215) within Schedule 5. These additions have resulted from the identification of additional components possessing heritage significance. The proposed changes to the two (2) items are outlined in **Table 8** below, with the proposed changes identified in red.

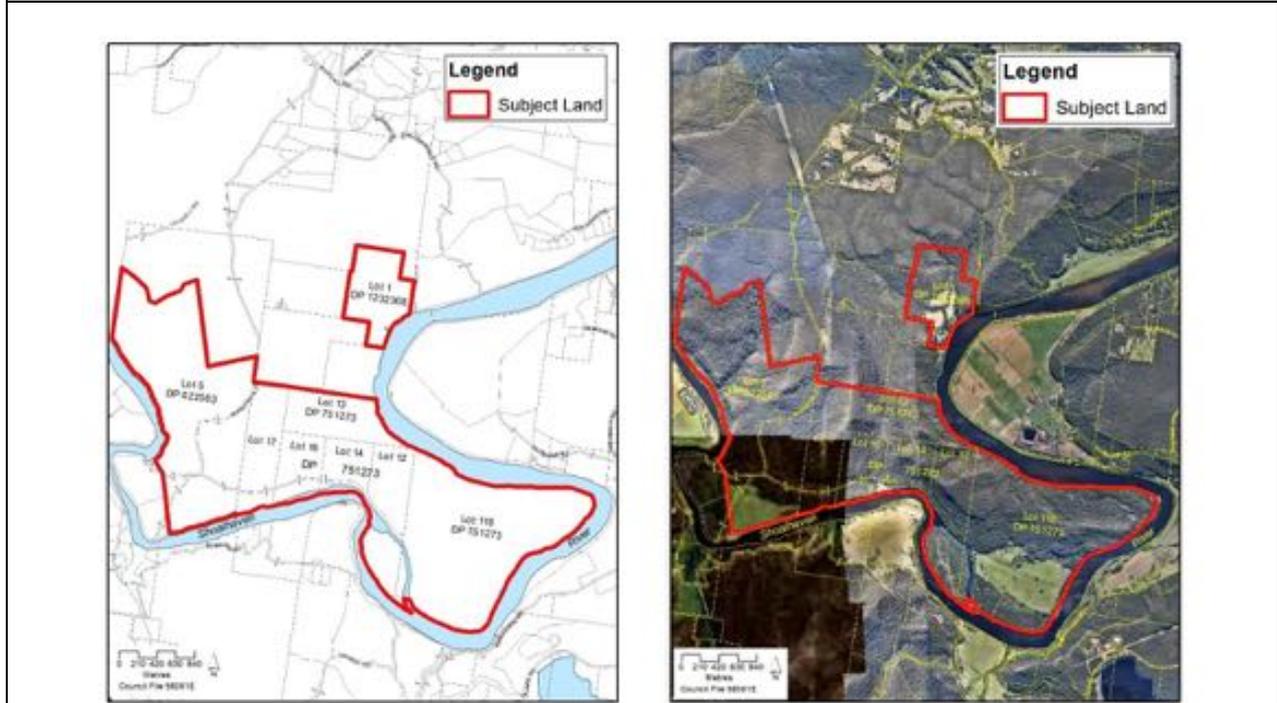
Table 8: New components to existing items

165. Item No: 202: Item: Lady Denman heritage complex including relocated former St Georges Basin school buildings and relocated former Woollamia Union Church	
	
<p>Issue: Four (4) new vessels at the museum located on Lot 2, DP 870242 have been identified to possess heritage significance and are proposed to be added to the current listing for item 202. The property description and heritage mapping are incorrect.</p> <p>Proposed change: Update the item name to reference to the four (4) new vessels on the site possessing heritage significance. Update the property description from Lot 138, DP 720912 to Lot 2, DP 870242. Update the Heritage Map (Sheet HER_020C) to remove Lot 4, DP 87042.</p> <p>Rationale: Lot 138, DP 720912 was recently subdivided into Lots 2 and 4, DP 870242. The heritage item is located solely within Lot 2, DP 870242 and the property description and heritage mapping should be updated to only include the lot associated with the heritage item. The vessels to be added to the museum are of historical significance and should be specifically recognised within the heritage listing of item 202. This is supported by Heritage Data Forms for the 4 vessels including Statement of Significances, located at Attachment C.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: 202 Item: Lady Denman heritage complex including relocated former St Georges Basin school buildings and relocated former Woollamia Union Church</p>	<p>Item No: 202 Item: Lady Denman heritage complex including, relocated former St Georges Basin school buildings, relocated former Woollamia Union Church</p>

<p>Address: 11 Dent Street Locality: Huskisson Property Description: Lot 138, DP 720912 Significance: Local</p>	<p>Church, and 4 vessels (Crest, Kingfisher, Porthole, Seebee Runabout) Address: 11 Dent Street Locality: Huskisson Property Description: Lot 138, DP 720912 Lot 2, DP 870242 Significance: Local</p>
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166. Item No. 215: “Bundanon”—homestead including outbuildings and natural landscape

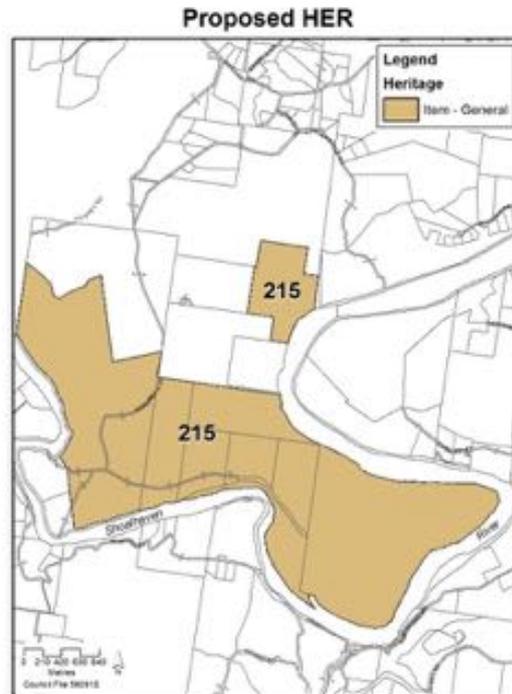
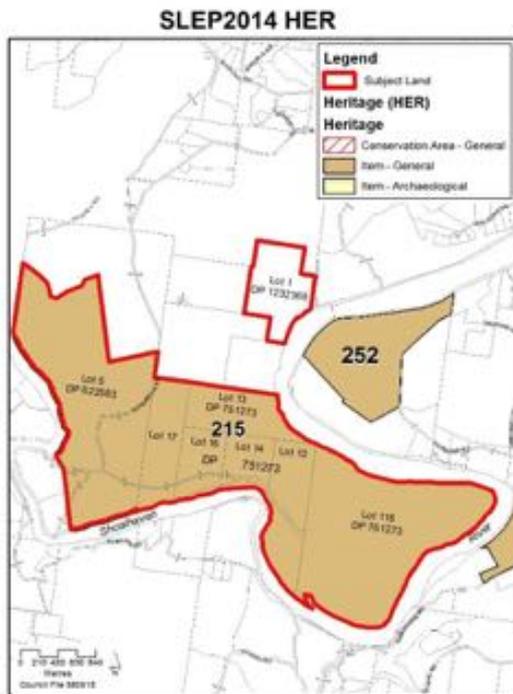


Issue: Bundanon Trust Properties is a Commonwealth listed heritage item and the current item name, property description and heritage mapping do not align with the Commonwealth listing.

Proposed Change: Update the item name to align with the Commonwealth listing. Update the property description to include Lot 1, DP 1232368, and the internal road reserve. Update the Heritage Map (Sheet HER_013, HER_013B, HER_013C) to include Lot 1, DP 1232368.

Rationale: Bundanon, Beeweeree, Earie Park and Riversdale are the four properties that make-up the Bundanon Trust properties, as identified within the Commonwealth Heritage List, and including them within the item name strengthens the item’s identification. The item is mapped as being located within the internal road reserve and updating the property description to reference the internal road reserve aligns the listing with the mapped data. The Commonwealth listing of the Bundanon Trust Properties includes Lot 1 DP, 1232368 and updating the property description and heritage mapping to include Lot 1 DP, 1232368 will align the local listing with the Commonwealth listing. Supporting documentation is provided at **Attachment D**.

Existing Schedule 5	Proposed Schedule 5
<p>Item No: 215 Item: “Bundanon”—homestead including outbuildings and natural landscape Address: 533 Bundanon Road Locality: Illaroo Property Description: Lots 12–14, 16, 17 and 118, DP 751273; Lot 5, DP 622583 Significance: Local</p>	<p>Item No: 215 Item: “Bundanon Trust Properties” —homestead Bundanon, Beeweeree, Earie Park and Riversdale, including outbuildings and natural landscapes Address: 533 Bundanon Road Locality: Illaroo Property Description: Lots 12–14, 16, 17 and 118, DP 751273; Lot 5, DP 622583; Lot 1 DP, 1232368; and the internal road reserves Significance: Local</p>

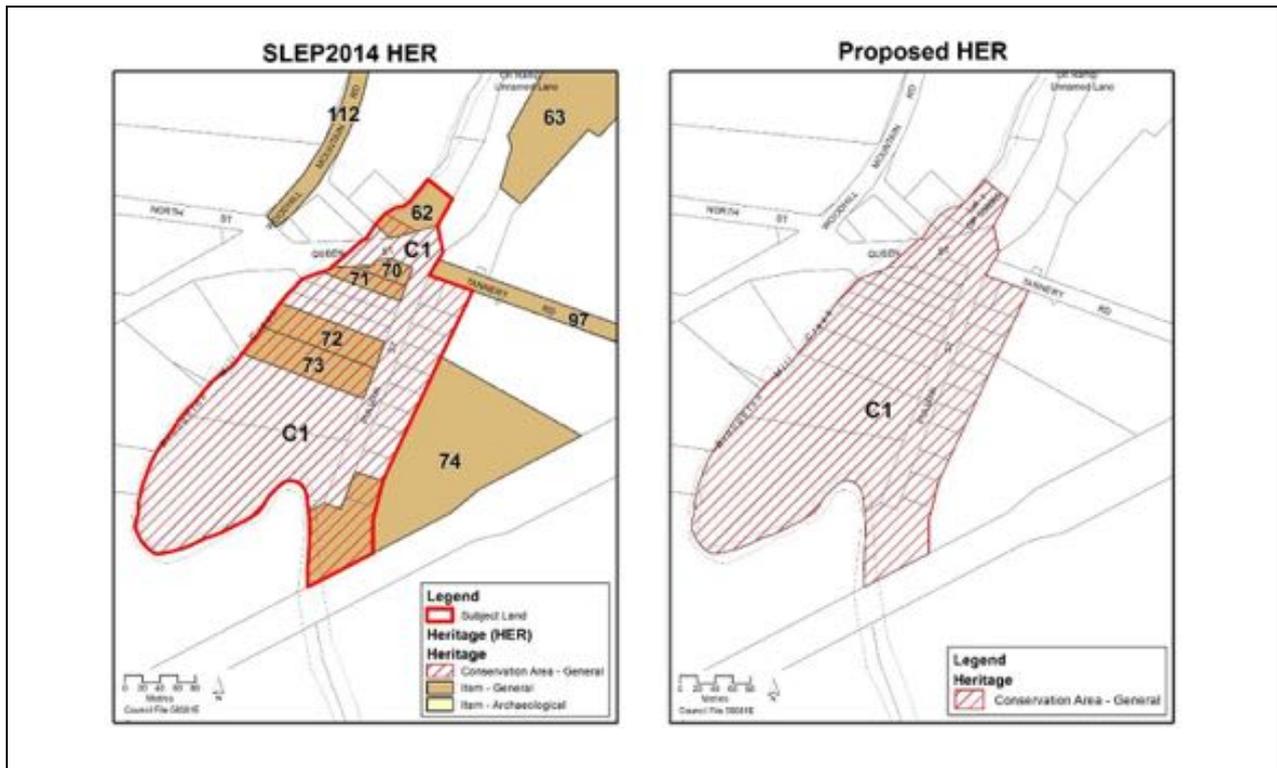


3.2.8 Heritage conservation areas

It has been identified that the heritage mapping for two Heritage Conservation Areas within Schedule 5 are incomplete. The proposed changes to mapping of the two items are outlined in **Table 9** below.

Table 9: Heritage conservation areas

167. Heritage Conservation Area C1: Pulman Street Heritage Conservation Area
<div style="display: flex; justify-content: space-around;">   </div> <p>Issue: The heritage mapping is incomplete.</p> <p>Proposed change: Update the Heritage Map (Sheet HER_019E) to include Lot 1, DP 558065.</p> <p>Rationale: Lot 1, DP 558065 is recognised in the Heritage Inventory Sheet as a part of the Pulman Street Heritage Conservation Area. The heritage mapping should be updated to include Lot 1, DP 558065, to reflect the Heritage Inventory Sheet.</p>
Existing Schedule 5
<p>Item No: C1</p> <p>Item: Pulman Street Heritage Conservation Area</p> <p>Locality: Berry</p> <p>Significance: Local</p>



168. Heritage Conservation Area C4: Hampton Bridge Heritage Conservation Area



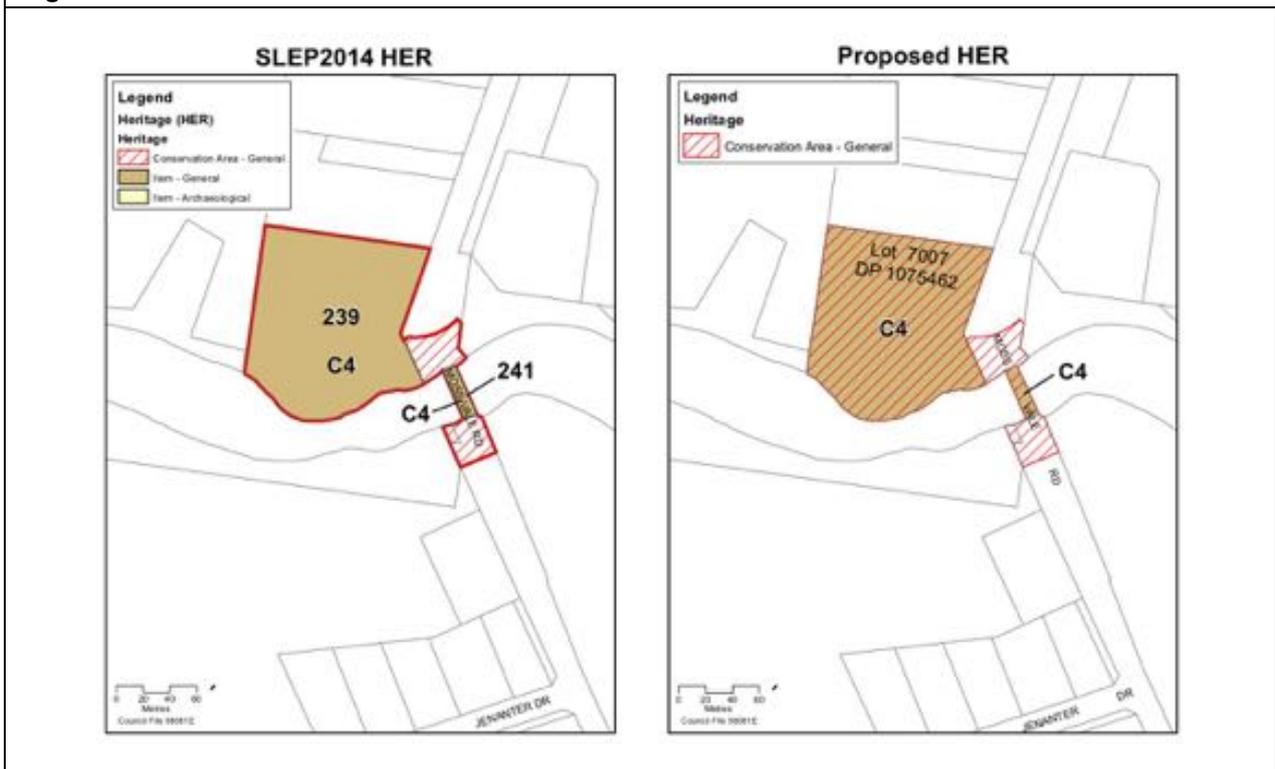
Issue: The Heritage Conservation Area layer is not visible through the heritage item layer.
Proposed change: Update the Heritage Map (Sheet HER_012A) to allow the conservation layer to be visible over the general heritage item layer.
Rationale: Allowing the Heritage Conservation Area layer to be visible over the heritage item layer will allow better identification of the lots associated with the Heritage Conservation Area.

Existing Schedule 5

Item No: C4
Item: Hampton Bridge Heritage Conservation Area

Locality: Kangaroo Valley

Significance: Local

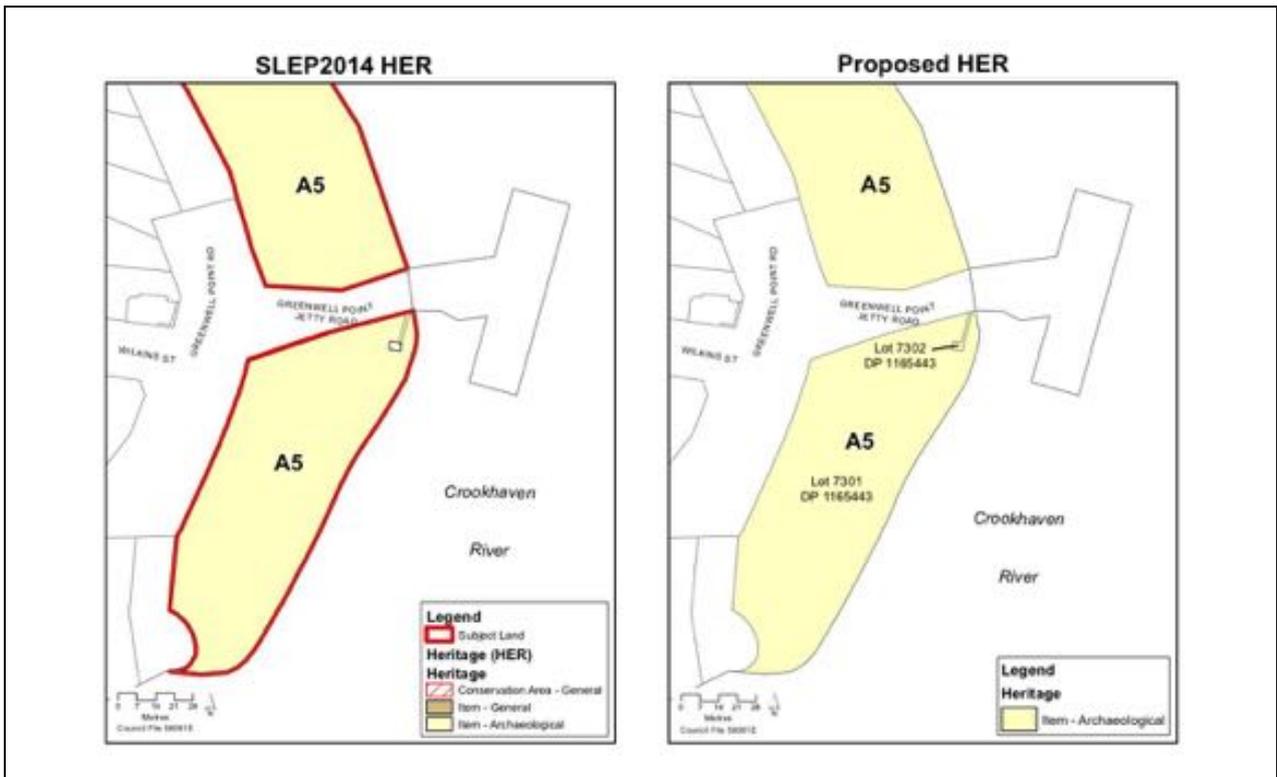


3.2.9 Archaeological sites

Item A5 Greenwell Point Wharf and Surrounds, an archaeological site within Schedule 5, requires administrative amendments to the instrument and associated mapping. This is shown in **Table 10** below, the proposed changes are identified in **red**.

Table 10: Archaeological sites

169. Item No. A5: Greenwell Point wharf and surrounds	
<p>Issue: The item name and heritage mapping are incomplete. The item has been nominated for state significance.</p> <p>Proposed change: Update the item name to replace ‘Greenwell Point wharf’ with ‘Berry’s wharf’. Include reference to the breaking chain within the item name. Update the item significance to reference the item’s nomination for State significance. Update the Heritage Map (Sheet HER_19H) to include Lot 7302, DP 1165443.</p> <p>Rationale: Updating the name to reference the breaking chain and replace the name from Greenwell Point to Berry’s wharf will better identify the item and all its components. It is noted that this item has been nominated for the State Heritage Register however the outcome is yet unknown. As per Practice Note PN11-001 it is proposed to list the item’s significance as ‘Nominated item of State significance’. The heritage item is also located on Lot 7302, DP 1165443 and the heritage mapping should be updated to identify the location of all components of the item.</p>	
Existing Schedule 5	Proposed Schedule 5
<p>Item No: A5 Item: Greenwell Point wharf and surrounds Address: Greenwell Point Road Locality: Greenwell Point Property Description: Lot 7300-7302, DP 1165443 Significance: Local</p>	<p>Item No: A5 Item: Greenwell Point Berry’s wharf including surrounds and breaking chain Address: Greenwell Point Road Locality: Greenwell Point Property Description: Lot 7300-7302, DP 1165443 Significance: Local Nominated item of State significance</p>



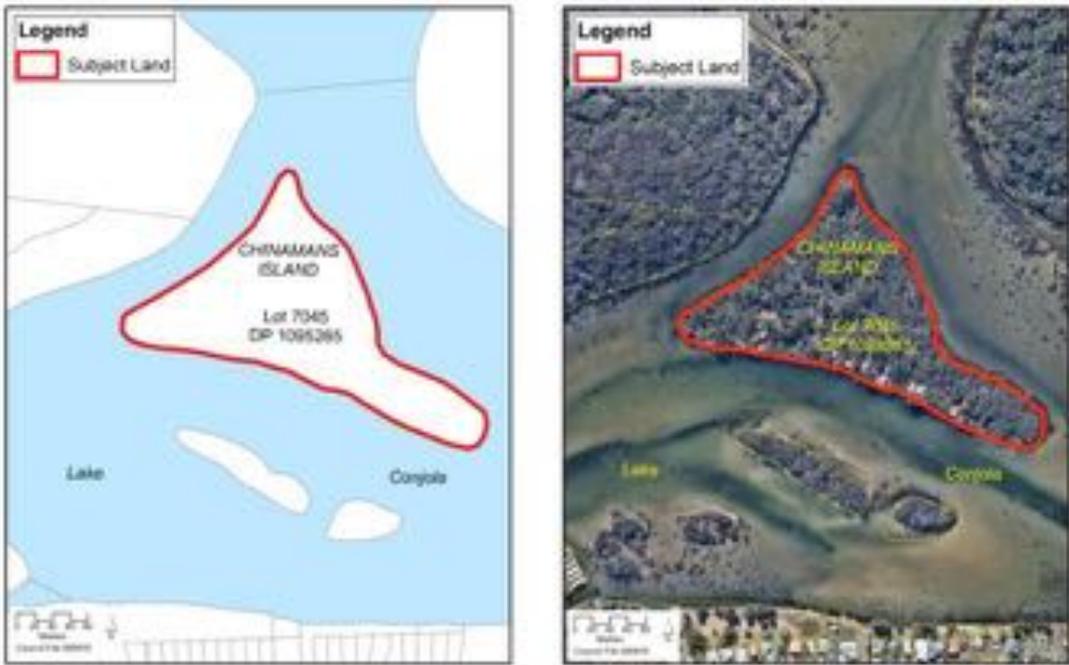
3.3 Proposed New Items

On the 8th May 2018 Council’s Development Committee (MIN18.333) resolved to list the cottages and former timber railway on Chinaman’s Island as local heritage items in Schedule 5 of Shoalhaven Local Environment Plan 2014. Refer to **Attachment E** for a copy of the Council report and minutes. These two (2) proposed heritage listings are supported by a Heritage Report, including a Statement of Significance, prepared by Council’s Heritage Advisor, provided at **Attachment F**.

In addition, it is proposed to list the remains of the Nowra Wharf, which forms part of Heritage Item 407 – Inter-war Weatherboard Building and Timber Wharf, as an archaeological site. The new listing for the Nowra Wharf is supported by a Statement of Heritage Impact including a Statement of Significance provided at **Attachment G**.

The three (3) proposed new heritage items are outlined in **Table 11** below. The items are proposed with consideration of Practice Note PN 11-001.

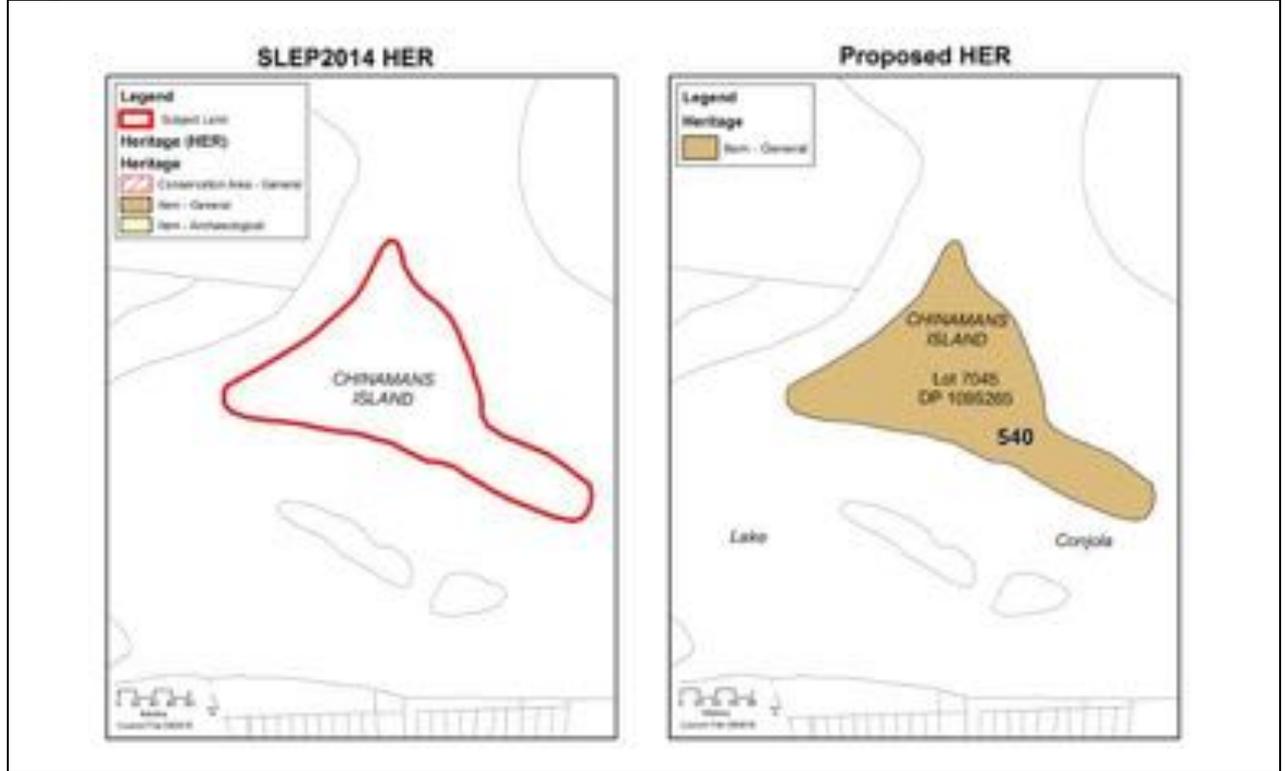
Table 11: Proposed new items

170. Item No. 540: Chinaman’s Island Cottage Group

<p>Rationale: On 8 May 2018, Council’s Development Committee (MIN18.333) resolved to list the cottages on Chinaman’s Islands within Schedule 5 of SLEP 2014. The cottages on Chinaman’s Island have been assessed to possess heritage significance, supported by a Heritage Assessment located at Attachment F. The following is an extract from the recommendation of the Heritage Assessment:</p> <p><i>The significance of the property is assessed as local. The Chinamans Island Cottage Group is a rare grouping of mid-twentieth century dwellings and as such should be afforded protection as a heritage item on Schedule 5 of Shoalhaven Local Environmental Plan 2014.</i></p>

Mapping Changes: Update the Heritage Map (Sheet HER_015F) to include a heritage layer over Lot 7045 DP 1095265.

Proposed Schedule 5 Listing

Item No: 540
Item: Chinaman’s Island Cottage Group
Address: Chinaman’s Island
Locality: Lake Conjola
Property Description: Lot 7045, DP 1095265
Significance: Local



171. Item No. A7: Chinaman’s Island timber railway remains



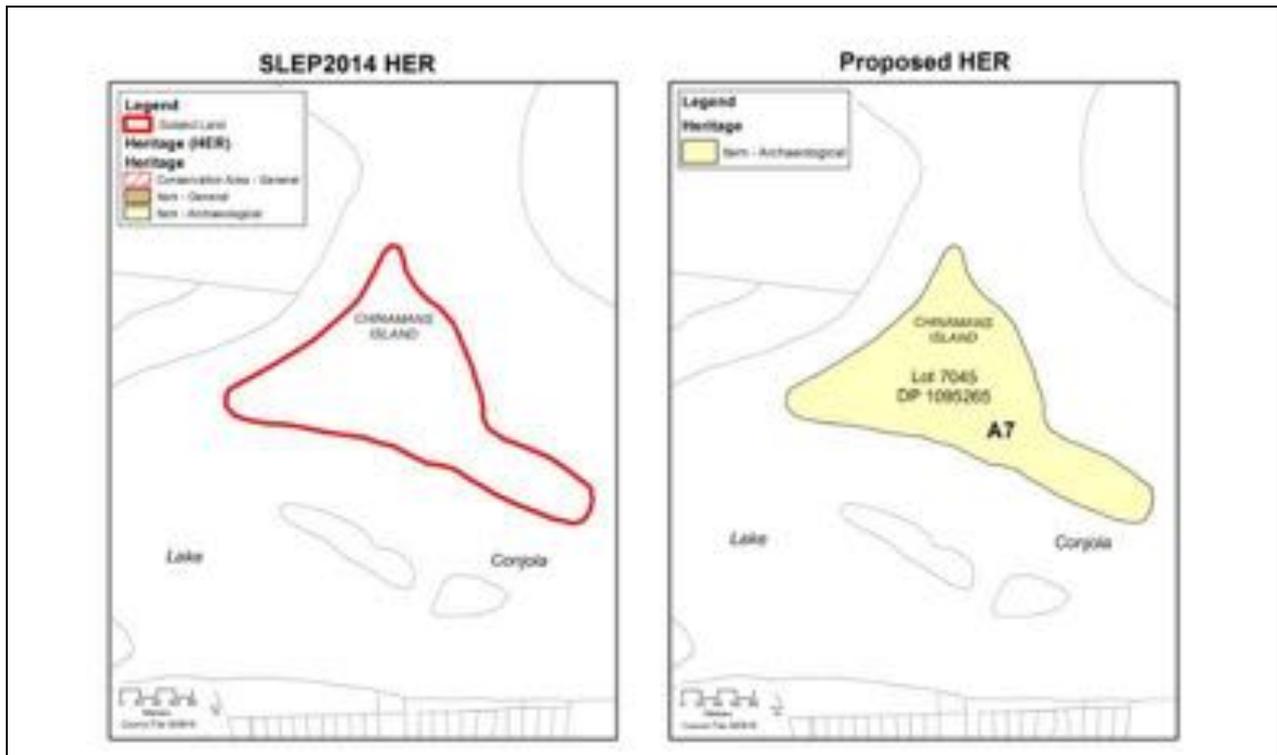
Rationale: On 8 May 2018, Council's Development Committee (MIN18.333) resolved to list the former timber railway on Chinaman’s Islands within Schedule 5. The former timber railway is proposed to be listed as an archaeological site within Schedule 5, supported by a Heritage Assessment located at **Attachment F**. The following is an extract from the recommendation of the Heritage Assessment:

The potential for archaeological remains of the former timber railway is also significant and should be protected as an archaeological item in Schedule 5 of Shoalhaven Local Environmental Plan 2014.

Mapping Changes: Update the Heritage Map (Sheet HER_015F) to include an archaeological layer over Lot 7045 DP 1095265.

Proposed Schedule 5 listing

Item No: A7
Item: Chinaman’s Island timber railway remains
Address: Chinaman’s Island
Locality: Lake Conjola
Property Description: Lot 7045 DP 1095265
Significance: Local



172. Item No. A8: Nowra Wharf

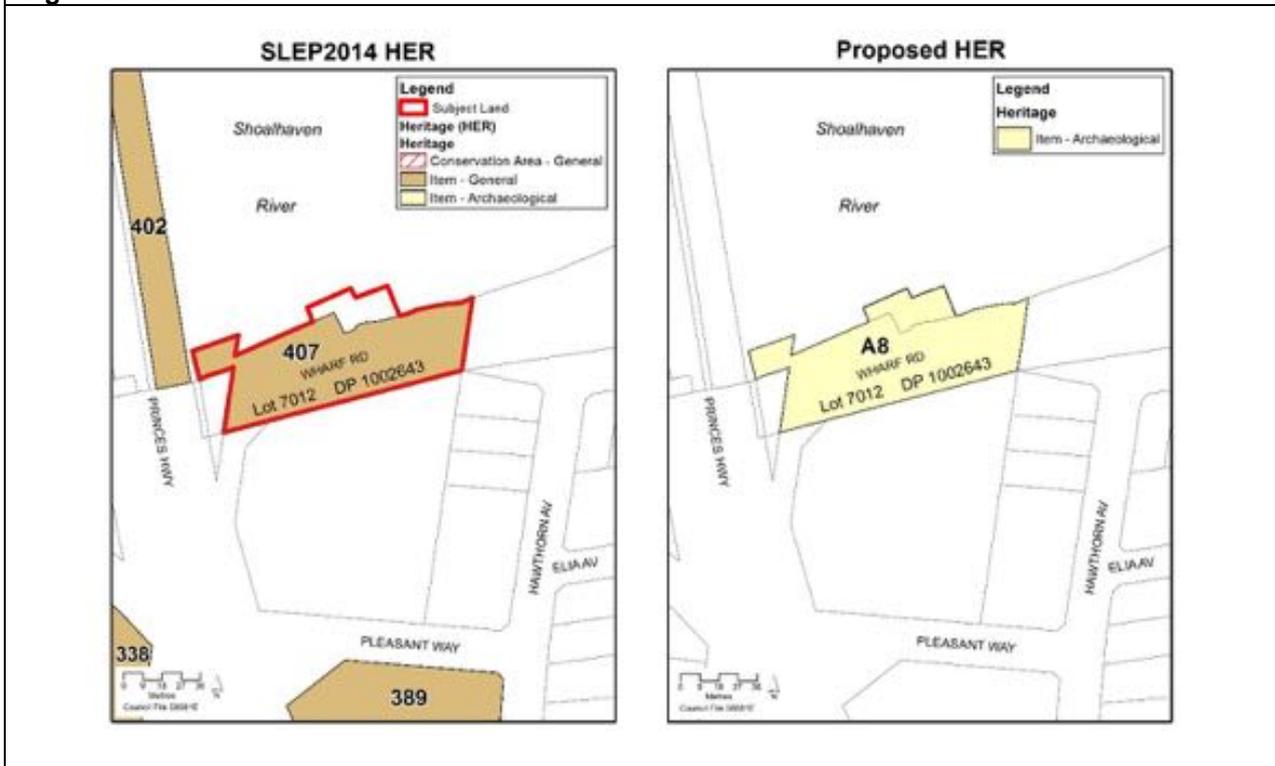


Rationale: A Heritage Assessment of the Nowra Sailing Club identified the Nowra Wharf site to possess potential archaeological significance. It is noted the wharf is intended to be removed as it poses a public safety concern, however the early footing in-situ is recommended to be retained. These remains are proposed to form the archaeological site, as supported by the Statement of Heritage Impact located in **Attachment G**.

Mapping Changes: Update the Heritage Map (Sheet HER_013E) to include an archaeological mapping layer over the proposed item (Lot 7012 and adjacent waterway)

Proposed Schedule 5 listing

Item No: A8
Item: Nowra Wharf
Address: 6 Wharf Road
Locality: Nowra
Property Description: Lot 7012, DP 1002643 and adjacent waterway
Significance: Local



4 Part 3 – Justification

4.1 Need for the Planning Proposal (Section A)

4.1.1 Is the Planning Proposal a result of any strategic study or report?

No, given that this PP covers a range of housekeeping matters relating to Schedule 5 of the SLEP 2014. While these amendments are not the result of a strategic study or report, they are consistent with Council's policy position and will ensure Schedule 5 and the associated mapping are both current and accurate.

The new items and components listed in Sections 3.2.7 and 3.3 are however supported by appropriate studies completed by an accredited heritage advisor in **Attachment C, F and G**.

4.1.2 Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Changes to SLEP 2014 are required and therefore a PP is the best and only means of achieving the intended outcome.

Amending Schedule 5 of the written instrument of SLEP 2014 and associated mapping is the only way to achieve the objectives of the PP.

The drafting errors in Schedule 5 and errors on the HER Map series can only be rectified by way of an LEP amendment.

Adding new items to Schedule 5 is the only way to provide statutory recognition of the heritage significance of those items.

4.2 Relationship to strategic planning framework (Section B)

4.2.1 Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

The applicable regional strategy is the Illawarra-Shoalhaven Regional Plan. The relevant Direction and Action is outlined below.

- Direction 3.4 Protect the Region's Cultural Heritage.
 - Action 4.3.1: Conserve heritage sites when preparing local planning controls.

The PP is consistent with this Direction as it will strengthen the identification of heritage items in the Shoalhaven LGA. Where parts of items are proposed to be removed it is either the result of a previous administrative error or physical changes to the item that has removed its heritage significance.

The PP is not inconsistent with the ISRP.

4.2.2 Is the Planning Proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?

Shoalhaven City Council's Community Strategic Plan

The PP is consistent with Council's Community Strategic Plan, which forms part of the Shoalhaven Integrated Strategic Plan. The relevant themes and priorities are identified below:

- Theme 2 - Sustainable, liveable environments
 - Priority 2.2 Plan and management appropriate and sustainable development
- Theme 3 - Prosperous Communities
 - Priority 3.1 Maintain and grow a robust economy with vibrant towns villages
- Theme 4. Sustainable, liveable environments
 - Priority 4.3 Inform and engage with the community about the decisions that affect their lives

Theme 2. Sustainable, Liveable Environments

Priority 2.2 Plan and manage appropriate and sustainable development

The identification and preservation of Shoalhaven environmental heritage items will enable Council and the community to make informed and appropriate development decisions in relation to heritage items within Shoalhaven.

Theme 3. Prosperous Communities

Priority 3.1 Maintain and grow a robust economy with vibrant towns and villages

The identification and preservation of heritage items will positively contribute to the vibrancy of towns and villages within Shoalhaven.

Theme 4. Sustainable, Liveable Environments

Priority 4.3 Inform and engage with the community about the decisions that affect their lives

The PP will be exhibited in line with legislative requirements to allow the community to comment of the proposed changes to Schedule 5 of SLEP 2014.

Due to the housekeeping nature of the PP, the PP is considered consistent with the:

- Shoalhaven Growth Management Strategy.
- Nowra Bomaderry Structure Plan.
- Jervis Bay Settlement Strategy.
- Milton Ulladulla Structure Plan
- Sussex Inlet Settlement Strategy.

4.2.3 Is the Planning Proposal consistent with applicable state environmental planning policies?

The PP is consistent with the applicable state environmental planning policies (SEPPs). A full list of the SEPPs is provided at **Attachment H**.

4.2.4 Is the Planning Proposal consistent with applicable Ministerial Directions (s.9.1 directions)?

The PP is not inconsistent with the Ministerial Directions under s. 9.1 – refer to checklist at **Attachment I**. The Directions that are most relevant are discussed below.

Direction 1.5 Rural Lands

This direction applies as the PP affects land within an existing or proposed rural or environmental zone.

The PP:

- Is consistent with any applicable strategic plan (see section 4.2.1).
- Does not result in controls that infringe upon farmer right to farm.
- Does not prohibit the use of rural zoned land for the purpose of agriculture and primary production.

The PP additionally protects environmental values, specifically cultural heritage. Ensuring heritage items are correctly listed will strengthen the identification of heritage items in the Shoalhaven LGA.

The PP is therefore not inconsistent with this direction.

Direction 2.1 Environmental Protections Zones

This direction applies as the PP affects land within an environmental protection zone or land otherwise identified for environment protections purposes.

The PP is consistent with this direction as it solely relates to the amendment or inclusion of heritage listings within Schedule 5 and the associated heritage mapping, and will not change any environmental protection standards applicable to any environmental protection zones.

The PP is therefore not inconsistent with this direction.

Direction 2.2 Coastal Management

This direction applies as the PP affects land within the coastal zone, as defined under the *Coastal Management Act 2016*.

The PP:

- Does not make changes relevant to the *Coastal Management Act 2016*, NSW Coastal Management Manual, NSW Coastal Design Guidelines 2003 or any Coastal Zone Management Plan certified by the Minister or under the *Coastal Protection Act 1979*.
- Does not propose to rezone any land

- Does not seek to amend any maps contained within the *State Environmental Planning Policy (Coastal Management) 2018*.

The PP is therefore not inconsistent with this direction.

Direction 2.3 Heritage Conservation

This direction applies as the PP is proposing to amend the listing and associated mapping of heritage items within Schedule 5 of SLEP 2014.

The PP is considered consistent with this direction as it will strengthen the conservation of heritage items, heritage conservation areas and archaeological sites within Shoalhaven. This will be achieved through ensuring Council's heritage listings and associated mapping are accurate and reflect current data on the sites.

Where parts of items are proposed to be removed, it is either the result of a previous administrative error or physical changes to the item that has severed its heritage significance.

Direction 4.1 Acid Sulfate Soils

This direction applies as the PP affects land that has a probability of containing acid sulfate soils as shown on the Acid Sulfate Soils Planning Maps.

The PP:

- Does not propose to introduce provisions to regulate works in acid sulfate soils.
- Does not proposed to intensify land uses on land identified as having a provability of containing acid sulfate soils on the Acid Sulfate Soils Planning Maps.

The PP is therefore not inconsistent with this direction.

Direction 4.4 Planning for Bushfire Protection

This direction applies as the PP affects land which is mapped as bushfire prone.

The PP:

- Has regard to *Planning for Bushfire Protection 2006*.
- Does not result in controls that place inappropriate developments in hazardous areas.
- Does not prohibit bushfire hazard reduction within an APZ.

Consultation will be undertaken with the NSW Rural Fire Service following receipt of a Gateway determination, and prior to undertaking community consultation.

The PP is not inconsistent with this direction.

Direction 5.2 Sydney Drinking Water Catchments

The PP applies to land located at Kangaroo Valley and Sassafras which falls within the Sydney drinking water catchment area.

Consultation will be undertaken with the NSW Department of Industry – Natural Resources Access Regulator following receipt of a Gateway determination, and prior to

undertaking community consultation. Pre-Gateway consultation has not been undertaken as:

- It is considered that the PP will not adversely impact on water quality in the catchment area, nor will it disturb land and water capability in these areas. The amendments to SLEP 2014 are considered to be of minor significance.
- The PP is consistent with State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011 and the outcomes of the Strategic Land and Water Capability Assessment prepared by the Sydney Catchment Authority.

The PP is not inconsistent with this direction.

Direction 5.10 Implementation of Regional Plans

The Illawarra Shoalhaven Regional Plan (ISRP) applies to the Shoalhaven Local Government Area. The PP is consistent with the ISRP as discussed in Section 4.2.1 above.

The PP is therefore consistent with this direction

4.3 Environmental, Social and Economic Impact (Section C)

4.3.1 Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?

The PP is administrative in nature and it is not anticipated that the proposed amendments will adversely impact critical habitat or threatened species, populations or ecological communities, or their habitats.

4.3.2 Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

It is not anticipated that there will be any other adverse environmental effects resulting from this PP. Future development would consider environmental impacts as part of the development assessment process.

4.3.3 How has the Planning Proposal adequately addressed any social and economic effects?

This PP is not anticipated to have significant social or economic effects and any potential effects are considered positive.

Positive Social impact: Clarity of identification of heritage items will benefit social and cultural connection in the Shoalhaven community.

Positive Economic Impact: Stronger identification of heritage items will facilitate clarity of development choices in relation to heritage items and in the vicinity of heritage items. Additionally, strengthening the identification of items has the potential for beneficial effects relating to heritage tourism in Shoalhaven.

4.4 State and Commonwealth Interests (Section D)

4.4.1 Is there adequate public infrastructure for the Planning Proposal?

The PP will not create additional need for infrastructure.

4.4.2 What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

Council will consult with relevant State and Commonwealth authorities (e.g. NSW Rural Fire Service and Office of Environment and Heritage) in accordance with the conditions of the Gateway determination. The PP will be updated prior to public exhibition, if required, to incorporate the view of any public authority.

5 Part 4 – Mapping

There are numerous mapping changes identified within this PP. These are shown in **Part 2 – Explanation of Provisions**.

6 Part 5 - Community Consultation

Council proposes to exhibit the PP in accordance with the requirements of Schedule 1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and any other requirements as determined by the Gateway process. The PP is intended to be exhibited for a period of 28 days.

Public notification of the exhibition would include notification in the local newspapers, and a notice on Council’s website. Hard copies of the PP would be made available at Council’s Administrative Building in Nowra.

7 Part 6 – Project Timeline

Table 12: Project Timeline

Task	Anticipated Timeframe
Commencement date (date of Gateway determination)	November 2019
Completion of Gateway determination requirements	January 2020
Public exhibition	February/March 2020
Consideration of submissions	March/April 2020
Post exhibition consideration of PP	May/June 2020
Finalisation and notification of Plan	August 2020

Attachments

Attachment A – Evaluation criteria for the delegation of plan making functions to councils

Local Government Area:

Shoalhaven City Council

Name of draft LEP:

Shoalhaven Local Environmental Plan 2014
PP036 – 2019 Heritage Housekeeping Amendment

Address of Land (if applicable):

The subject land is: Multiple locations across Shoalhaven.

Intent of draft LEP:

The Planning Proposal seeks to amend Schedule 5 of the Shoalhaven Local Environment Plan (LEP) 2014 to respond to issues that have arisen following the passing of time, and list new local heritage items in Schedule 5.

Evaluation criteria for the issuing of an Authorisation	Council Response		Department Assessment	
	Y/N	Not relevant	Agree	Not agree
(Note: where the matter is identified as relevant and the requirement has not been met, council is attach information to explain why the matter has not been addressed)				
Is the Planning Proposal consistent with the Standard Instrument Order, 2006?	Y			
Does the Planning Proposal contain an adequate explanation of the intent, objectives, and intended outcome of the proposed amendment?	Y			
Are appropriate maps included to identify the location of the site and the intent of the amendment?	Y			
Does the Planning Proposal contain details related to proposed consultation?	Y			
Is the Planning Proposal compatible with an endorsed regional or sub-regional strategy or	Y			

local strategy endorsed by the Director-General?				
Does the Planning Proposal adequately address any consistency with all relevant S9.1 Planning Directions?	Y			
Is the Planning Proposal consistent with all relevant State Environmental Planning Policies (SEPPs)?	Y			
Minor Mapping Error Amendments				
Does the Planning Proposal seek to address a minor mapping error and contain all appropriate maps that clearly identify the error and the manner in which the error will be addressed?	Y			
Heritage LEPs does the heritage assessment meet these criteria?				
Does the Planning Proposal seek to add or remove a local heritage item and is it supported by a strategy / study endorsed by the Heritage Officer?	Y – (Council's heritage officer prepared the reports relating to the proposed new items)			
Does the Planning Proposal include another form of endorsement or support from the Heritage Office if there is no supporting strategy/study?		N/R		
Does the Planning Proposal potentially impact on item of State Heritage Significance and if so, have the views of the Heritage Office been obtained?	Y- (proposed amendments are largely administrative; Heritage Office will be notified at Exhibition)			
Reclassifications				
Is there an associated spot rezoning with the reclassification?		NR		
If yes to the above, is the rezoning consistent with an endorsed Plan Of Management (POM) or strategy?		NR		
Is the Planning Proposal proposed to rectify an anomaly in a classification?		NR		

Will the Planning Proposal be consistent with an adopted POM or other strategy related to the site?		NR		
Will the draft LEP discharge any interests in public land under Section 30 of the Local Government Act, 1993?		NR		
If so, has council identified all interests; whether any rights or interests will be extinguished; any trusts and covenants relevant to the site; and, included a copy of the title with the Planning Proposal?		NR		
Has the council identified that it will exhibit the Planning Proposal in accordance with the Department’s Practice Note (PN09-003) Classification and reclassification of public land through a local environmental plan and Best Practice Guidelines for LEPs and Council Land?		NR		
Has council acknowledged in its Planning Proposal that a Public Hearing will be required and agree to hold one as part of its documentation?		NR		
Spot Rezoning				
Will the proposal result in a loss of development potential for the site (ie reduced FSR or building height) that is not supported by an endorsed strategy?		NR		
Is the rezoning intended to address an anomaly that has been identified following the conversion of a principal LEP into a Standard Instrument LEP format?		NR		
Will the Planning Proposal deal with a previously deferred matter in an existing LEP and if so, does it provide enough information to explain how the issue that lead to the deferral has been addressed?		NR		
If yes, does the Planning Proposal contain sufficient documented justification to enable the matter to proceed?		NR		
Does the Planning Proposal create an exception to a mapped development standard?		NR		

Section 3.22 matters				
<p>Does the proposed instrument:</p> <p>a. Correct an obvious error in the principal instrument consisting of a misdescription, the inconsistent numbering of provisions, a wrong cross-reference, a spelling error, a grammatical mistake, the insertion of obviously missing words, the removal of obviously unnecessary words or a formatting error?;</p> <p>b. Address matters in the principal instrument that are of a consequential, transitional, machinery or other minor nature?;</p> <p>c. Deal with matters that do not warrant compliance with the conditions precedent for the making of the instrument because they will not have any significant adverse impact on the environment or adjoining land?</p> <p>(NOTE – the Minister (or delegate) will need to form an Opinion under section 3.22 of the Act in order for a matter in this category to proceed).</p>		N/R		

Attachment B – Council report and minute, 5 November 2019

DE19.118 Proposed 2019 Heritage Housekeeping Amendment - Shoalhaven Local Environmental Plan 2014 (PP036)

HPERM Ref: D19/250223

Group: Planning Environment & Development Group
Section: Strategic Planning

Purpose / Summary

Obtain the necessary resolution to progress the [2019 Heritage Housekeeping Amendment Planning Proposal \(PP\)](#) which seeks to make a range of required housekeeping amendments to the heritage components of Shoalhaven Local Environmental Plan (LEP) 2014.

The PP also seeks to list the cottages and former timber railway on Chinaman's Island, Lake Conjola as local heritage items as resolved by Council.

Recommendation (Item to be determined under delegated authority)

That Council:

1. Submit the 2019 Heritage Housekeeping Amendment Planning Proposal (PP036) to the NSW Department of Planning, Industry and Environment for initial Gateway determination and, if favourable, proceed to formal public exhibition in accordance with the terms of the determination and legislative requirements.
2. Advise key stakeholders, including relevant Community Consultative Bodies and any directly affected landowners, of the public exhibition arrangements.
3. Receive a further report on PP036 following the conclusion of the public exhibition period.

Options

1. As recommended.

Implications: This is the preferred option as it will enable Council to address the identified inaccuracies in the LEP, make necessary adjustments and ensure it remains accurate and correctly identifies the location of local heritage items within the Shoalhaven. This will also ensure that steps are taken to recognise the heritage significance of the cottages and former timber railway on Chinaman's Island in the Shoalhaven LEP 2014.

2. Adopt an alternative recommendation. This could include endorsing the PP with the exception of the map changes relating to 14 items which seek to include private properties not currently identified in the map layer of the LEP within the heritage listing of existing items. Two alternatives could potentially be considered regarding these specific items:

- Consider as part of a separate standalone subsequent PP that can be given specific consideration; or
- Not proceed with them and discontinue the relevant proposed changes.

Note: an alternative recommendation can be presented at the meeting if one of these alternatives is considered.

Implications: This will depend on the extent of any changes. Depending on its nature, an alternative recommendation could delay the resolution of the identified housekeeping matters and heritage listing of the cottages and former timber railway on Chinaman's Island. Amendments to the instrument may still be required to address property description and other minor housekeeping matters relating to some of these items.

3. Not proceed with the PP.

Implications: This is not favoured as the identified housekeeping matters will not be resolved and the cottages and former timber railway on Chinaman's Island will not proceed to heritage listing.

Background

Since its commencement in 2014 Council has continued to update and revise the Shoalhaven LEP 2014 via on-going housekeeping amendments.

As part of the housekeeping review process, a number of issues and anomalies have been identified in relation to the heritage items listed in LEP Schedule 5 and the associated heritage map.

In addition; on 8 May 2018, Council's Development Committee resolved (MIN18.333) to list the cottages and the former timber railway at Chinaman's Island, Lake Conjola as local heritage items in LEP Schedule 5.

2019 Heritage Housekeeping Amendments

The [2019 Heritage Housekeeping Amendment Planning Proposal \(PP\)](#) seeks to amend LEP Schedule 5 and the associated heritage map in Shoalhaven LEP 2014. The amendments to the LEP are predominantly administrative in nature, responding to anomalies or issues that have been identified through the operation of the Plan since 2014, including:

- Errors during the making of Shoalhaven LEP 2014 (e.g. items incorrectly or incompletely identified in the instrument or map);
- Locational inaccuracy, including property description, street address and map, due to a variety of factors (e.g. road network reconfiguration, subdivisions, cadastre shifts/updates);
- Changes to the heritage significance of items (No.241 Hampden Bridge has been included in the NSW State Heritage Register and No.A5 Greenwell Point wharf and surrounds has been nominated for inclusion in the NSW State Heritage Register); and
- Physical changes to items due to development or other factors (e.g. tree removal, subdivision or natural disaster).

In addition to these largely administrative changes the PP also seeks to:

- Include new components for two (2) existing items – No.202 Lady Denman heritage complex and No.215 Bundanon;
- Include one (1) existing item additionally as an archaeological site – No.407 Nowra Wharf; and
- Include two (2) new items (the cottages and former timber railway at Chinaman's Island, Lake Conjola) within LEP Schedule 5.

The range of proposed amendments are summarised in **Table 1** below, along with a brief explanation of why the change/adjustment is required.

Table 1: Summary of the proposed amendments

Summary of proposed amendment	Rationale
<p>64 items within LEP Schedule 5 require administrative amendments only to the Instrument. These amendments include: updating the item names, addresses and property descriptions.</p>	<p>The proposed changes respond to issues that have been identified in the accuracy of the current schedule. These changes are administrative only and amend the item name, address and/or property description due to identified inaccuracies or respond to the lack of adequate detail within the heritage listing.</p>
<p>Eight (8) LEP Schedule 5 items are located within a road reserve and have been incorrectly mapped, with the heritage layer covering the entire road reserve, rather than the specific location.</p> <p>It is proposed to remove the heritage map layer from the road reserve and only map the location of the item and its immediate curtilage. Associated amendments to the item address and property description are also required to reflect the proposed changes to the heritage map.</p> <p>Note: three (3) of the proposed changes will also affect private properties that are not currently identified on the heritage layer in the LEP (refer to Items No.33, 41 and 45 in the PP).</p>	<p>The entire road reserve does not need to be identified as a heritage item. The proposed change will ensure the heritage layer is placed solely over the actual item and its immediate curtilage. This will allow for better identification of the item’s specific location and remove heritage controls from land that does not contain a heritage item.</p> <p>The three (3) properties that are not currently identified on the heritage layer in the LEP are however identified within the Heritage Inventory Sheets for the heritage items as containing a portion of the item in question. Amending the listing and associated heritage map to cover the curtilage of the heritage items (including the three (3) private properties) will better align LEP Schedule 5 with the data in the supporting Heritage Inventory Sheets.</p>
<p>25 items within LEP Schedule 5 include a heritage significant tree(s) where the dripline of the tree(s) extends beyond the current heritage map layer. It is proposed to extend the heritage layer for these items to include the entire curtilage of the tree(s).</p> <p>Associated amendments to the item address and property description are required to reflect the proposed changes to the heritage map.</p> <p>Note: these changes only affect private land that is currently identified on the heritage layer in the LEP or that is owned or managed by Council (including a road reserve). None of the proposed changes will affect private property that is not currently identified on the heritage layer in the LEP - the tree drip line has been interrupted to avoid these additional</p>	<p>Extending the heritage layer to include the dripline of the heritage listed tree(s) will enable better identification of the location of the heritage item in question or that component of a heritage item. This only applies to properties on the existing heritage layer in the LEP or land that is owned or managed by Council (including the road reserve).</p> <p>This change will allow for:</p> <ul style="list-style-type: none"> • Better identification of the specific location of the heritage items. • Better management and maintenance of items on public land. • The correct identification of land affected by heritage controls on Planning Certificates provided under section 10.7 of the Environmental Planning and Assessment Act 1979.

<p>private properties. See map example below:</p> 	
<p>52 items within LEP Schedule 5 require amendments to the heritage map with some items also requiring associated amendments to the Instrument.</p> <p>Some of these amendments include adding and/or removing lots from the heritage listing.</p> <p>One of the proposed amendments is to Item No.241 Hampden Bridge to reflect its inclusion on the NSW State Heritage Register. In September 2018, Council supported (MIN18.800) the inclusion of the bridge on the NSW State Heritage Register. The State listing was Gazetted on 2 August 2019.</p> <p>Note: 14 of these amendments will or could affect additional private properties that are not currently identified on the heritage layer in the LEP (refer to Item No's 6, 36, 114, 124, 135, 226, 325, 344, 405, 432, 444, 489, 509 and 532 in the PP).</p>	<p>The proposed changes respond to inaccuracies within LEP Schedule 5 and the associated heritage map. The amendments are only proposed where the instrument or heritage map are either incorrect or incomplete due to errors in the preparation of the original Shoalhaven LEP 2014.</p> <p>Lots are only proposed to be removed from the heritage map when the item has been incorrectly identified as being located on these lots. This will ensure heritage controls only apply to land that actually contains a heritage item.</p> <p>Lots are only proposed to be included on an item's heritage map when the Heritage Inventory Sheet lists the item as being located on that lot.</p> <p>Note: Should Council wish to exclude the 14 proposed amendments that seek to specifically map private property not currently identified on the heritage map in the LEP, these items should possibly still be considered as part of a separate process. Council could also discontinue completely the amendments associated with these items.</p> <p>However, amendments to the instrument may still be required to address property description and other minor housekeeping matters.</p>
<p>Six (6) items currently identified within LEP Schedule 5 require amendments to the associated heritage map layer as a result from a shift in Council's cadastre. Some of these map changes also require complementary instrument changes.</p>	<p>Shoalhaven is constantly being surveyed with more accurate locational information becoming available in the process. At times this results in a physical shift in the Council's official cadastre, on which all GIS and map data is based. The proposed amendments to the heritage map layer will ensure the map identifies the entire lot a heritage item is located on.</p>
<p>Eight (8) items within LEP Schedule 5 require amendments due to physical changes to the heritage item (e.g. subdivisions, lawful developments and natural disasters) that have altered the heritage item.</p>	<p>Eight (8) heritage items have been physically altered since the LEP was originally compiled in 2014. The proposed amendments reflect the physical alterations to the heritage items and ensure that lots that no longer possess heritage significance are not identified within LEP Schedule 5 or the associated heritage map.</p> <p>It is noted that none of the proposed</p>

	amendments will remove an item from LEP Schedule 5.
Item No.378 (St Michael's Roman Catholic Church including two storey Victorian presbytery and grounds) and Item No.380 (St Michael's Roman Catholic Cemetery) are proposed to be combined into a single heritage listing.	<p>These two items are located within the same lot and share a combined history and use.</p> <p>The cemetery that makes up Item No.380 was donated to the church (Item No.378) to be used as a burial ground for the congregation. The Heritage Inventory for the two items additionally refers to the shared group value of the two items.</p> <p>Recognising the shared heritage significance of the two items under a single listing reflects the combined history of the site and strengthens their related nature in the LEP.</p>
The Jervis Bay Maritime Museum (Lady Denman Heritage Complex) custodians have requested that Council amend the name of Item No.202 to recognise the heritage significance of four (4) vessels located at the site.	<p>Four (4) vessels located at the Lady Denman Heritage Complex (Item No. 202) have been identified as having heritage significance. It is proposed to amend the name of Item No.202 to include the names of these four vessels (Crest, Kingfisher, Porthole, Seabee Runabout) to recognise their heritage significance.</p> <p>This will allow the Museum to apply for conservation-based grant funding to help preserve the vessels.</p>
Amend the item name, property description and heritage map for Item No.215 ("Bundanon"-homestead including outbuildings and natural landscape) to align the local listing with the Commonwealth Heritage List Inventory Sheet.	Item No.215 is additionally listed within the Commonwealth Heritage List. It is proposed to amend the item name to reference the four (4) properties that make up Item No.215. It is also proposed to amend the property description and associated heritage map to include Lot 1, DP 1232368. This will ensure the local listing is consistent with the Commonwealth listing.
Amend the heritage map of the Pulman Street Heritage Conservation Area (HCA) to include an additional lot (Lot 1, DP 558065).	Lot 1, DP 558065 is recognised in the Heritage Inventory Sheet of the Pulman Street HCA as a component of the HCA. The heritage map should be amended to include all lots associated with the HCA.
Amend the heritage map of the Hampden Bridge HCA to be visible over the heritage item map layer.	The hatched HCA map layer for the Hampden Bridge HCA is not visible through the solid polygon heritage item map layer. Amending the HCA map layer to be visible over the heritage item layer will help better identify the location of both the HCA and the heritage item.
On 19 April 2016, Council resolved (MIN16.275(c)) to request the NSW Office of Environment and Heritage to place the old Berry's Wharf site (Item No.A5) at Greenwell Point on the NSW State	Existing Item No.A5 has been nominated for inclusion on the State Heritage Register. While the outcome is unknown at this point in time, Practice Note PN11-001 requires that the items significance be listed as 'nominated item of

<p>Heritage Register. This was supported by a maritime archaeological survey of the site.</p> <p>To reflect this, it is proposed to amend the significance of Item No. A5 (Greenwell Point Wharf and Surrounds) in the LEP to reflect the item's State significance nomination.</p> <p>It is also proposed to amend the item name to replace 'Greenwell Point Wharf' with 'Berry's Wharf' and include the 'breaking chain' within the item name.</p> <p>The heritage map is also proposed to be amended to include Lot 7302, DP 1165443.</p>	<p>State significance' until a decision is made by the Heritage Council of NSW.</p> <p>Updating the name to also reference the breaking chain will better identify the item and all its components and amending the item name to replace 'Greenwell Point Wharf' with the more common name 'Berry's Wharf' will strengthen the identification of the heritage item.</p> <p>LEP Schedule 5 lists the heritage item as partially located on Lot 7302, DP 1165443. Updating the heritage map to also include Lot 7302, DP 1165443 will align the heritage map with the LEP Schedule 5 heritage listing.</p>
<p>Add the Chinaman's Island (Lake Conjola) cottage group as a heritage item and the Chinaman's Island former timber railway as an archaeological site to LEP Schedule 5.</p>	<p>On 8 May 2018, Council resolved (MIN18.333) to list the cottages and the former timber railway as local heritage items in LEP Schedule 5.</p>
<p>Include the Nowra Wharf (which forms part of heritage item No.407) as an archaeological item in LEP Schedule 5.</p>	<p>The Nowra Sailing Club Heritage Assessment identified that the wharf possesses archaeological potential. While the wharf has been removed as it posed a public safety risk, the early footing is to be retained in-situ. These remains are proposed to be listed in LEP Schedule 5 as an archaeological site as supported by a Statement of Heritage Impact for the Nowra Wharf.</p>

Following initial endorsement by Council, the PP will be submitted to the NSW Department of Planning, Industry and Environment for a Gateway determination. Depending on the response it will then proceed to formal public exhibition.

Community Engagement

Should the PP receive a favourable Gateway determination, it will be exhibited for comment in accordance with Council's Community Engagement Policy at Level 1 to 'inform' and 'consult', and in accordance with the relevant legislative requirements.

The Gateway determination will specify the minimum exhibition period and any government agencies who should be consulted.

Any directly affected landowners will be advised of the exhibition arrangements in writing, as well as all Community Consultative Bodies.

Financial Implications

There are no immediate financial implications for Council. This PP is being resourced within the Strategic Planning budget.

Risk Implications

Ensuring the heritage listings within LEP Schedule 5 and the associated heritage map are accurate will help protect these heritage items from unsympathetic development or other impacts.

COUNCIL RESOLUTION

DEVELOPMENT & ENVIRONMENT COMMITTEE

05/11/2019

Subject: Proposed 2019 Heritage Housekeeping Amendment - Shoalhaven LEP 2014 (PP036)- Gateway Determination
Target Date:
Notes:
HPERM Reference 58081E
Related Report D19/250223
Item Number DE19.118

RESOLVED (Clr White / Clr Digiglio)

MIN19.817

That Council:

1. Submit the 2019 Heritage Housekeeping Amendment Planning Proposal (PP036) to the NSW Department of Planning, Industry and Environment for initial Gateway determination and, if favourable, proceed to formal public exhibition in accordance with the terms of the determination and legislative requirements.
2. Advise key stakeholders, including relevant Community Consultative Bodies and any directly affected landowners, of the public exhibition arrangements.
3. Receive a further report on PP036 following the conclusion of the public exhibition period.

FOR: Clr Gash, Clr White, Clr Wells, Clr Levett, Clr Digiglio, Clr Alldrick, Clr Pakes, Clr Watson, Clr Proudfoot and Stephen Dunshea

AGAINST: Nil

CARRIED

Attachment C – Heritage Data Sheets for Item 202: Lady Denman heritage complex

Heritage Data Form

ITEM DETAILS					
Name of Item	Crest				
Other Name/s Former Name/s	NINON				
Item type (if known)	Movable Item				
Item group (if known)	Vessel				
Item category (if known)	Maritime				
Area, Group, or Collection Name	Lady Denman Heritage Complex Huskisson				
Street number	11				
Street name	Dent Street,				
Suburb/town	Huskisson	Postcode	2540		
Local Government Area/s	Shoalhaven				
Property description	Lot 138, DP 720912				
Location - Lat/long	Latitude		Longitude		
Location - AMG (if no street address)	Zone		Easting		Northing
Owner	Jervis Bay Maritime Museum / LDHC				
Current use	Museum exhibit				
Former Use	Fishing Boat				
Statement of significance	<p>Crest is a motor launch built in 1911 by Freddie Dent at his Huskisson NSW boatyard, on Currambene Creek. It is the only surviving example of the many Jervis Bay launches built by Dent who was well known in the region as one of the principal boat builders in the early 1900s. The hull retains considerable original integrity and shows features that were hallmarks of his construction. It was used as a fishing vessel on Jervis Bay by Mr Jack Rossen for almost 50 years after its launch.</p>				
Level of Significance				Local	

DESCRIPTION	
Designer	Freddie Dent
Builder/ maker	Freddie Dent

Heritage Data Form

Physical Description	<p>Vessel Dimensions: 8.41 m x 7.16 m x 2.08 m x 0.73 m (27.6 ft x 23.5 ft x 6.8 ft x 2.4 ft)</p> <p>Cabin or superstructure material and construction: timber planked</p> <p>Current status: non-floating non-operational on public display</p> <p>Deck layout: decked with cockpit</p> <p>Deck material and construction: timber planked</p> <p>Hull material and construction: carvel timber carvel-planked timber</p> <p>Hull shape: displacement monohull overhanging transom plumb stem vertical stem round bottom</p> <p>Keel/centreboard/rudder type: keel hung rudder launch deadwood</p> <p>Motor propulsion: inboard motor vesselMV</p> <p>Propeller: single</p> <p>Related materials: drawings film models photos plans</p> <p>Hand propulsion/steering mechanism: wheel</p>					
Physical condition and Archaeological potential	The vessel is currently on public display in a dry dock and is being restored to full operational capability. The restoration work is expected to be completed in 2018.					
Construction years	Start year	1911	Finish year	1911	Circa	yes
Modifications and dates	<p>Since its construction the vessel has had its deck raised forward and had added a wheelhouse at midships (dates unknown)</p> <p>Being restored by team of Museum volunteers in accordance with Conservation Management Plan carried out in 2012.</p>					
Further comments						

HISTORY

Historical notes	<p>Crest is a carvel planked vessel built for a Danish born fisherman, Jack Rossen. He named it Ninon after his wife Stella Ninon Moon. It is planked in local hardwoods, and built with a counter stern and plumb stem, features that were typical for the era.</p> <p>The Ninon was used in Jervis Bay, nearby St Georges Basin and along that region's coast. Jack Rossen owned the vessel until his death in 1957, and after that Ninon went through a succession of owners and changes. The most significant alteration was the addition of a</p>
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Heritage Data Form

	<p>raised deck forward and wheelhouse at midships. The hull however is virtually unchanged and apart from repairs has a considerable amount of original material. The new owners replaced the original petrol motor with a diesel and the launch was renamed Crest.</p> <p>Freddie Dent and his brother Joseph Dent constructed a number of launches similar to Ninon and they were common to the Jervis Bay area. A number of images survive to show their typical details, but Ninon is the only one of these craft that remains extant to show his typical construction. This includes his hallmark arrangement of an additional stern post at the aperture for the propeller that also forms a bollard post on deck.</p> <p>Joseph Dent also built the ferry Lady Denman in the same year, and both are now preserved at the Jervis Bay Maritime Museum in Huskisson, on the western shore of Jervis Bay.</p>
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THEMES	
National historical theme	
State historical theme	3. Developing local, regional and national economies – fishing, industry, transport 4. Building settlements - towns and villages, accommodation 8. Developing Cultural Life - Leisure

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	<p>The Crest is one of two surviving examples of the wooden boat building industry in Jervis Bay from 1910, (the other is the Lady Denman Ferry) an industry that used local timbers and was critical to the early economic and social development of the Huskisson district.</p> <p>The Dent family have a long association with the local area from the time of its first development. George Dent (1822 – 1920) came to the area in 1861 on board the <i>Grace Dent</i> looking to source timber for the family timber yard in Sydney. Shortly after he bought shipwrights William Hood and William Storey to Huskisson to build the ships. The last registered ship built by the Dents was the <i>Maclaren King</i> in 1923.</p> <p>Retaining and restoring the vessel provides the historical context of the wooden boat building industry in Jervis Bay, and the early fishing industry in the area.</p>

Heritage Data Form

Historical association significance SHR criteria (b)	
Aesthetic significance SHR criteria (c)	The type of wooden boat exemplified by the Crest is no longer built. The skill and craftsmanship involved in turning local timbers into sturdy, long-lived vessels such as the Crest is a tribute to the people of the Jervis Bay area.
Social significance SHR criteria (d)	As well as shipbuilding on Currumbene Creek, George Dent built the Jervis Bay Hotel in 1893, and over a period of years the family also built a number of guest houses on the waterfront that started the early tourism industry. As ships were launched, invitations were sent out and great celebrations followed. The Crest is emblematic of the social and cultural growth and development of the area.
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	The Crest is the only surviving example of the many Jervis Bay launches built by Freddie Dent, who was well known in the region as one of the principal boat builders in the early 1900s. It is also the sole survivor of the many seine net fishing boats that were once in use on Jervis Bay and St Georges Basin.
Representativeness SHR criteria (g)	See Rarity, above.
Integrity	

Heritage Data Form

HERITAGE LISTINGS	
Heritage listing/s	Australian Register of Historic Vessels HV000049

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
CMP	David Payne	Crest Management Plan	2012	Jervis Bay Maritime Museum (LDHC)
Database	Australian National Maritime Museum	Australian Register of Historic Vessels	2012	Australian National Maritime Museum
Book	Bridget Sant	Huskisson's Ships and their Builders 1861-1977 (ISBN 0958 644 780)	2012	Jervis Bay Maritime Museum (LDHC)

RECOMMENDATIONS	
Recommendations	

SOURCE OF THIS INFORMATION			
Name of study or report	Australian Register of Historic Vessels	Year of study or report	2012
Item number in study or report	HV000049		
Author of study or report	David Payne, Curator of Historical Vessels, ANMM		
Inspected by	David Payne		
NSW Heritage Manual guidelines used?	Yes <input type="checkbox"/>		No <input type="checkbox"/>
This form completed by		Date	

Heritage Data Form

IMAGES - 1 per page

Image caption	The Crest undergoing restoration at the Museum				
Image year		Image by		Image copyright holder	



Heritage Data Form

IMAGES - 1 per page

Image caption	The Crest undergoing restoration at the Museum, next to the hull of a work frame fishing boat				
Image year		Image by		Image copyright holder	



Heritage Data Form

IMAGES - 1 per page

Image caption	NINON				
Image year	Unknown	Image by		Image copyright holder	LDHC



Heritage Data Form

ITEM DETAILS							
Name of Item	Kingfisher						
Other Name/s Former Name/s							
Item type (if known)	Moveable Item						
Item group (if known)							
Item category (if known)							
Area, Group, or Collection Name	Lady Denman Heritage Complex Huskisson						
Street number	11						
Street name	Dent Street						
Suburb/town	Huskisson				Postcode	2540	
Local Government Area/s	Shoalhaven						
Property description	Lot 138, DP 720912						
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting		Northing		
Owner	Jervis Bay Maritime Museum / LDHC						
Current use	Museum Exhibit						
Former Use	Fishing Boat						
Statement of significance	<p><i>Kingfisher</i> is a 9.14m long fishing boat built at Huskisson NSW on Jervis Bay in 1946 by Alf Settlee OAM (1914 – 1998). The vessel exemplifies the strong Jervis Bay boatbuilding tradition which reached a peak with the father and son Settlees, both named Alfred, and with its transom stern and short overhang to the counter shows a transitional hull shape they used at this time.</p> <p><i>Kingfisher</i> has excellent provenance. From details of its construction and the men who built her, through to its working history as well as details of all its owners which included, until recently, John Settlee (grandson of the builder). All major repair work and much of its maintenance has been carried out over the years at the Settlee boat shed on Currambene Creek, Huskisson NSW and John has had an association with the vessel all his life.</p> <p><i>Kingfisher</i> can be considered a transitional vessel as it contains elements in its construction of pre and post-World War II design.</p> <p>Apart from the ARHV-listed Crest, a Dent vessel (built 1911), and Porthole, another Settlee boat, there are no existing boats with such a long term attachment to Jervis Bay as the Kingfisher. These two vessels represent the two major boat-building families in the history of Jervis Bay.</p>						

Heritage Data Form

	<p>Kingfisher is considered a good example of her type by contemporary shipwrights due to its fine entry and wake characteristics. The hull is constructed with (locally sourced) spotted gum planks and the topsides in kauri planks. All structural members including frames and knees are timber.</p> <p>Kingfisher also captures the stories of the local fishing industry and changes the industry underwent in the region..</p> <p>This is one of two fishing boats that survive from the Settree boat shed.</p>	
Level of Significance		Local

Heritage Data Form

DESCRIPTION						
Designer	A.R. and A.W.M. Settree					
Builder/ maker	A.R and A.W.M Settree					
Physical Description	<p>Vessel Dimensions: 9.23 m × 1.2 m (30.28 ft × 3.94 ft)</p> <p>Ballast: internal</p> <p>Cabin or superstructure material and construction: timber plywood</p> <p>Current status: hard stand/cradle non-operational</p> <p>Deck layout: decked with cockpit</p> <p>Deck material and construction: timber planked timber plywood</p> <p>Hull material and construction: carvel timber carvel-planked timber</p> <p>Hull shape: displacement monohull overhanging transom plumb stem vertical stem</p> <p>Keel/centreboard/rudder type: keel hung rudder launch deadwood</p> <p>Motor propulsion: diesel motor vessel MV</p> <p>Propeller: single</p> <p>Related materials: photos</p> <p>Hand propulsion/steering mechanism: wheel</p>					
Physical condition and Archaeological potential	<p>The Kingfisher requires restoration and is out of the water on dry dock display in the museum grounds, having been rescued following sinking after a storm in 2016. Kingfisher was constructed at the old Settree boat building facility, 300metres away.</p> <p>The vessel is in fair condition and has been stabilised, conservation work will begin once the funds become available.</p>					
Construction years	Start year		Finish year	1946	Circa	<input type="checkbox"/>
Modifications and dates	<p>Currently being conserved at Jervis Bay Maritime Museum</p> <p>Kingfisher has excellent provenance. From details of its construction and the men who built her, through to its working history as well as details of all its owners which included, until recently, John Settree (grandson of the builder). All major repair work and much of its maintenance has been carried out over the years at the Settree boat shed on Currumbene Creek, Huskisson NSW and John has had an association with the vessel all his life.</p> <p>Kingfisher can be considered a transitional vessel as it contains elements in its construction of pre and post-World War II design.</p> <p>Apart from the ARHV-listed Crest, a Dent vessel (built 1911), there are no existing boats with such a long term attachment to Jervis Bay as the Kingfisher. These two vessels represent the two major boat-building families in the history of Jervis Bay.</p> <p>Kingfisher is considered a good example of her type by contemporary shipwrights due to its fine entry and wake characteristics. The hull is constructed with (locally sourced) spotted gum planks and the topsides in kauri planks. All structural members including frames and knees are timber.</p>					

Heritage Data Form

	<p>Kingfisher is a complete vessel which in recent years has undergone an extensive overhaul whilst in the care of John Settree and as such could be relatively easy to repair and return to the waters of Currambene creek.</p> <p>Kingfisher is an outstanding example of wood frame fishing boats built and used on Jervis Bay by Alfred William and Alfred Raymond Settree between 1930 and 1975. Its fabric contains elements of the workmanship of three generations of the Settree family and its structure includes significant components of locally-sourced timber. It is representative of an iconic era of Jervis Bay and complements other vessels in the collection of the Jervis Bay Maritime Museum.</p>
Further Comments	

Heritage Data Form

HISTORY	
Historical notes	<p>Shipbuilding was a prominent early industry in the Huskisson area from 1861 when George Dent came to the area in search of timber, and liking what he saw, took up the rights to half a mile of Huskisson water-front where he started to build ships because of the availability of spotted gum and cedar timber in the local area.</p> <p>The Settrees were the second prominent shipbuilding family, arriving in Huskisson in the 1930's. The Settree family were well-established shipbuilders commencing around 1840 on the Brisbane Waters and later at other locations on the north coast including the Tweed River.</p> <p>Alfred William Morrow Settree (1877 – 1957), shipwright, first moved to Sussex Inlet in 1913 and after a sojourn in Wollongong area moved to Huskisson permanently in 1930. His move to Huskisson marked the start of a major new episode in the ship building industry. The Settree shipyard constructed a number of vessels for commercial interests in the Pacific Islands through Settree's association with WR Carpenter who had a business trading copra. The most notable of these were the Desikoko (1934) and the Duranbah (1936).</p> <p>The family business continued through the Depression and eventually Alfred Raymond Settree II OAM (1914 -1998) served his apprenticeship as a shipwright under his father. However, unlike his father, who built few fishing boats, Alf built little else. The small ports along the south coast had had small fishing boats working close to the shore for many decades, but in the 1930s the focus shifted to trawlers. Many of these were requisitioned for service during WW2, and after the war, the demand for new boats kept the Settree boatyard busy.</p> <p>Kingfisher is carvel planked and has a raised deck and wheelhouse for offshore work. It has a single diesel engine and propeller. The stern shape is its significant feature, the counter overhangs the waterline a short distance and allows the plumb transom to be clear of the water, whereas most post war launch sterns had no overhang and even had the transom partially submerged. Kingfisher was known for its fine entry and smooth wake characteristics and its short overhanging stern arrangement would have helped this to come about. Later Settree vessels went to a canoe stern which gives a very similar outcome to the stern wave pattern, and is represented on Porthole, also in the JBMM collection.</p>
THEMES	
National historical theme	
State historical theme	3. Developing local, regional and national economies – fishing, industry, transport 4. Building settlements - towns and villages 8. Developing Cultural Life - Leisure

Heritage Data Form

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	Kingfisher, Porthole, and Ninon (Crest – built by the Dent family), are all listed on the Australian Register of Historic Vessels and are all in the JBMM collection. They are three of the very few remaining vessels with an original and long term connection to Huskisson. Together they tell a strong story about the region’s boat builders and fishing, and of the craftsmanship involved in the construction of work frame vessels from local timbers.
Historical association significance SHR criteria (b)	
Aesthetic significance SHR criteria (c)	The classic lines of the vessel highlight the quality of the craftsmanship of the local boatbuilding industry in Huskisson, an industry that for over a hundred years turned timber obtained from local eucalypt forests into functional, robust and stylish boats used widely within Australia and internationally.
Social significance SHR criteria (d)	
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	See Historical Significance above.
Representativeness SHR criteria (g)	The Kingfisher is representative of the types of timber work frame boats built by generations of the Dent and Setttee families in Huskisson, primarily using local timbers and craftsmen. This fishing vessel was built just prior to when AR Setttee took over the family business and focused exclusively on motor fishing vessels until the business closed in 1977.
Integrity	

Heritage Data Form

HERITAGE LISTINGS	
Heritage listing/s	Australian Register of Historic Vessels

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
CMP	David Payne	Kingfisher Conservation Management Plan	2017	Jervis Bay Maritime Museum (LDHC)
Database	Australian National Maritime Museum	Australian Register of Historic Vessels	2012	Australian National Maritime Museum
Book	Bridget Sant	Huskisson's Ships and their Builders 1861-1977 (ISBN 0958 644 780)	2012	Jervis Bay Maritime Museum (LDHC)

RECOMMENDATIONS	
Recommendations	

SOURCE OF THIS INFORMATION			
Name of study or report	Australian Register of Historic Vessels	Year of study or report	2012
Item number in study or report	HV000701		
Author of study or report	David Payne, Curator of Historic Vessels, National Maritime Museum		
Inspected by	David Payne		
NSW Heritage Manual guidelines used?	Yes <input type="checkbox"/>	No <input type="checkbox"/>	
This form completed by		Date	

Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption	The Kingfisher on Jervis Bay				
Image year		Image by		Image copyright holder	



IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Heritage Data Form

Image caption	The Kingfisher being restored at Jervis Bay Maritime Museum				
Image year		Image by		Image copyright holder	



Heritage Data Form

ITEM DETAILS							
Name of Item	Porthole						
Other Name/s Former Name/s	Antoinette						
Item type (if known)	Moveable Item						
Item group (if known)							
Item category (if known)	Fishing Boat						
Area, Group, or Collection Name	Lady Denman Heritage Complex Huskisson (LDHC)						
Street number	11						
Street name	Dent Street						
Suburb/town	Huskisson				Postcode	2540	
Local Government Area/s	Shoalhaven						
Property description	LOT 138, DP 720912						
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting		Northing		
Owner	LDHC Trading as Jervis Bay Maritime Museum						
Current use	Static Exhibit						
Former Use	Fishing boat used in Jervis Bay						
Statement of significance	<p>PORTHOLE is a fishing boat built at Huskisson NSW on Jervis Bay in 1952. It was built for local fisherman Rocco Musumeci by the Settree family, the principal boatbuilders in the region. Formerly known as the snapper boat ANTIONETTE, it represents the story of this well-known type used on the NSW coast. The vessel's canoe stern shows the type's variation in styles and proportions.</p> <p>In particular PORTHOLE interprets the strong Jervis Bay boatbuilding tradition which reached a peak with the father and son Settrees, both named Alfred. It also captures the changing stories of the local fishing industry before becoming a recreational fishing craft. It is now on display at the Jervis Bay Maritime Museum and is located very close to where it was built</p> <p>PORTHOLE, KINGFSHER, and NINON (CREST) (a Dent built vessel), are all listed on the Australian Register of Historic Vessels, and are all in the JBMM collection. They are three of the very few remaining vessels with an original and long term connection to Huskisson. Together they tell a strong story about the region's boat builders and fishing as well as the economic and social</p>						

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	development of the local area.		
Level of Significance	State <input type="checkbox"/>	Local X	

DESCRIPTION					
Designer	Alfred Settree				
Builder/ maker	AR Settree				
Physical Description	<p>Porthole is 8.84m long and was carvel planked with a timber deck and cabin. It was built with an 'elliptical stern' or canoe stern, a characteristic which became recognisable on the South Coast as a 'Settree boat' and was designed to stop fishing lines snagging by providing a continuous surface.</p> <p>Built with twin engines - Rustin Hornby petrol motors. The twin engines and propellers were matched with just a single rudder on the centreline</p> <p>Cabin or superstructure material and construction timber plywood Current status: Static on display outside Deck material and construction: timber planked Hull material and construction: clinker timber and glued lap strake timber Hull shape : canoe stern/double ended displacement mono-hull round bottom Keel/centreboard/rudder type: keel hung rudder launch deadwood Motor propulsion: motor vessel MV Propeller: twin dual Hand propulsion/steering mechanism: wheel</p>				
Physical condition and Archaeological potential	The condition of the PORTHOLE is fair. The vessel is currently out of the water in the grounds of museum, near the shores of Currumbene Creek, approximately 300 metres from the old Settree boat building facility where it was constructed. It has been stabilised and conservation work will begin once funds become available.				
Construction years	Start year		Finish year		Circa <input type="checkbox"/>
Modifications and dates	<p>The vessel now has a raised deck and a wheelhouse that were not part of the original construction, but they both reflect the changes made to suit new owners and their varied use for the vessel.</p> <p>Fibreglass addition to the hull (addition unknown)</p> <p>Photographic reveal the lacing and removal of a rear awning and the rigging has changed configuration a number of times.</p>				
Further comments					

Heritage Data Form

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HISTORY

Historical notes

Alfred William Morrow Settree (1877 – 1957), shipwright, first moved to Sussex Inlet in 1913 and after a sojourn in Wollongong area moved to Huskisson permanently in 1930. His move to Huskisson marked the start of a major new episode in the local ship building industry. The Settree shipyard constructed a number of vessels for commercial interests in the Pacific Islands through Settree's association with WR Carpenter who had a business trading copra. The most notable of these were the Desikoko (1934) and the Duranbah (1936).

The family business continued through the Depression and eventually Alfred Raymond Settree II (1914 -1998) served his apprenticeship as a shipwright under his father. However, unlike his father, who built few fishing boats, Alf built little else. The small ports along the south coast had had small fishing boats working close to the shore for many decades, but in the 1930s the focus shifted to trawlers. Many of these were requisitioned for service during WW2, and after the war, the demand for new boats kept the Settree boatyard busy.

In 1952, Rocco Musumeci commissioned Alfred Raymond Settree, whose yard was on the shores of Currumbene Creek, Huskisson NSW, to build him a snapper boat for his growing fleet of fishing vessels operating from Jervis Bay. Alfred Raymond Settree together with his father Alfred William Morrow Settree II constructed PORTHOLE then named ANTOINETTE, sourcing the wood from local forests.

It was built with twin engines (Rustin Hornby petrol motors) because Musumeci once had trouble with a single engine vessel and had run aground when the engine failed. He did not want that to happen again and insisted on a twin engine configuration. However the twin engines and propellers matched with just a single rudder on the centreline made PORTHOLE notoriously difficult to steer and PORTHOLE ran aground on a number of occasions, most notably in 1980 at the entrance to Currumbene Creek fully loaded with salmon. John Settree, along with his father Alfred Raymond assisted in the rescue and repair of the boat, resulting in three generations of the Settree family being associated with the vessel over its lifetime.

After it was sold by Musumeci in 1989 to Wayne Walker, the name was changed to PORTHOLE. Whilst under the ownership of Claudio and Katrina Zarella in the 1990s, PORTHOLE was used by Claudio to catch Pilchards. Kevin Polley bought PORTHOLE on the 5 July 2001 and spent the next 18 months restoring it for recreational fishing expeditions on Jervis Bay.

Kevin Polley was a member of a group of boat enthusiasts known as the 'Pirates of the Currumbene'. This group of around 14 local boats would set out on weekends early in the morning and fish around Jervis Bay, before all meeting up at 4pm off Long Beach. The group would gather on PORTHOLE for a BBQ and drinks until 10/11pm before heading home PORTHOLE was considered amongst the group to be the best platform for a party.

Heritage Data Form

	In April 2013, Kevin Polley donated PORTHOLE to the Lady Denman Heritage Complex, now the Jervis Bay Maritime Museum.
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THEMES	
National historical theme	
State historical theme	3. Developing local, regional and national economies – fishing, industry, transport 4. Building settlements - towns and villages 8. Developing Cultural Life - Leisure

APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	<p>The Porthole is historically significant as a last surviving example wooden boat building in regional areas for the fishing industry prior to the introduction of commercially produced fibreglass and concrete vessels which came to dominate the industry.</p> <p>It is significant as a surviving example from one of the two boat-building families, the Dents followed by the Settree's, a continuous history in the local area from the late 19th Century to the 20th Century and in this case, the continuity from father to son and the changing pattern of the industry of boat building in the local area from larger trading vessels to fishing and leisure craft.</p>
Historical association significance SHR criteria (b)	
Aesthetic significance SHR criteria (c)	<p>The Porthole is an excellent example of improvised boatbuilding and design, a theme that is popular in regional Australia. There are craft in many other places around the country that have been built on the same concept. Characteristically the builder has taken something out of context to create a vessel that has the elements of its intended type, but clearly shows its other, original use. In this instance, the stern shape has been modified to suit the purpose of the fishermen.</p>
Social significance SHR criteria (d)	<p>The Settree family has a long historical association with the local area. For Huskisson, a small seaside village, this vessel represents an essential part of the social and cultural history of the local area.</p>

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Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	
Representativeness SHR criteria (g)	The Porthole is representative of the importance of the fishing industry to the local area until the early 1980's and through its association with wooden boat-building and the economic past-time of the local community.
Integrity	

Heritage Data Form

HERITAGE LISTINGS	
Heritage listing/s	Australian Historic Vessels Register , Vessel Number HV000655

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository
CMP	David Payne	Porthole Conservation Management Plan	2017	Jervis Bay Maritime Museum (LDHC)
Database	Australian National Maritime Museum	Australian Register of Historic Vessels	2012	Australian National Maritime Museum 2012
Book	Bridget Sant	Huskisson's Ships and their Builders 1861-1977 (ISBN 0958 644 780)	2012	Jervis Bay Maritime Museum (LDHC)

RECOMMENDATIONS	
Recommendations	

SOURCE OF THIS INFORMATION			
Name of study or report	Australian Historic Vessels Register	Year of study or report	
Item number in study or report	, Vessel Number HV000655		
Author of study or report	David Payne, Curator of Historic Vessels, National Maritime Museum		
Inspected by	David Payne		
NSW Heritage Manual guidelines used?			Yes <input type="checkbox"/> No <input type="checkbox"/>
This form completed by		Date	

Heritage Data Form

IMAGES - 1 per page

Please supply images of each elevation, the interior and the setting.

Image caption					
Image year		Image by		Image copyright holder	



PORTHOLE: Leaving Currambene Creek, Huskisson

Heritage Data Form

ITEM DETAILS							
Name of Item	Seabee Runabout						
Other Name/s Former Name/s							
Item type (if known)	Movable Item						
Item group (if known)							
Item category (if known)							
Area, Group, or Collection Name	Lady Denman heritage complex						
Street number	11						
Street name	Dent Street,						
Suburb/town	Huskisson				Postcode		
Local Government Area/s	Shoalhaven						
Property description	Lot 138, DP 720912						
Location - Lat/long	Latitude				Longitude		
Location - AMG (if no street address)	Zone		Easting		Northing		
Owner	Jervis Bay Maritime Museum						
Current use	Museum exhibit						
Former Use	Speedboat adapted from an amphibious aircraft						
Statement of significance	<p>Built in the early 1960s the Seabee runabout was built by adapting the fuselage from a wrecked Republic Seabee amphibious aircraft. The Seabee is historically significant for its ability to demonstrate the historic theme of 1960s improvisation and adaption that was especially prevalent in the post war period when materials were scarce and expensive. Used in Sydney and on Jervis Bay NSW it is an intriguing example of a craft built through improvisation and adaptation, a theme popular to many Australian handyman builders. The Seabee is an excellent example of improvised boatbuilding, a theme that is popular in regional Australia where a variety of items are made by adapting something that has often been discarded, making it available at no cost. The builder has taken something out of context to create a vessel that has the elements of its intended type, but clearly shows its other, original use.</p> <p>The Republic Seabee was a popular North American single engine, amphibious aircraft, only four Seabees are understood to have been imported into Australia in the late 1950s, early 1960s. The Seabee vessel is the only boat known to have been adapted from Republic Seabee.</p>						
Level of Significance					Local		

DESCRIPTION	
Designer	Les Hodge
Builder/ maker	Les Hodge

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Physical Description	The SEABEE runabout is 3.380 metres long, made from aluminium and painted a salmon colour on the hull. It was made from the forward section of the main fuselage of a Republic Seabee amphibious aircraft that had been destroyed in hangar fire at Bankstown Airport (NSW) on 17 January, 1958.. The shell of the hull has a simple plywood deck and transom built onto it, with three cockpits. The aluminium bulkheads and framework that was already part of the aircraft structure were retained in the boat. The forward cockpit has basic timber seating and a cane covered steering wheel. It was powered by and outboard engine, which is no longer extant, but the steering cables remain, still connected to the wheel.					
Physical condition and Archaeological potential	The SEABEE runabout is in good condition, and in 2012 is on display at Lady Denman Heritage Complex, at Huskisson NSW on the shores of Jervis Bay.					
Construction years	Start year	1959	Finish year	1960	Circa	yes
Modifications and dates	<p>Current status: non-operational on public display</p> <p>Deck layout: decked with cockpit</p> <p>Deck material and construction: timber plywood</p> <p>Hull material and construction: aluminium alloy</p> <p>Hull shape: chines monohull vee-bottom v-bottom v- section vee- section</p> <p>Motor propulsion: outboard</p> <p>Hand propulsion/steering mechanism: wheel</p>					
Further comments						

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HISTORY	
Historical notes	<p>The builder was Les Hodge, an ex-RAAF engineer who had a panel beating business near Bankstown. The runabout was purchased c1961 by Jack Dowling, a supervisor at Goodyear Tyres, Rosehill and he used it in the Sydney area before moving to Watts Rd, Callala Beach on the NSW South Coast in the mid-1960s. Originally the boat had a 14½ horsepower McCullock engine (American). In the mid-1970s Dowling's step son, Len Harrison installed a 20hp Johnson Seahorse outboard and added a keel for better stability.</p> <p>Dowling's widow, Edna Jane Dowling donated the boat to the Fleet Air Arm Museum (Nowra) in the early 1990s but no details were recorded. In 2003 the museum de-accessioned the runabout and it was 'adopted' by a group of volunteers from the museum and eventually offered to the Lady Denman Maritime Museum in 2008.</p> <p>It is an excellent example of improvised boatbuilding, a theme that is popular in regional Australia where a variety of items are made by adapting something that has often been discarded, making it available at no cost. There are craft in many other places around the country that have been built on the same concept. Characteristically the builder has taken something out of context to create a vessel that has the elements of its intended type, but clearly shows its other, original use. In this instance, the hull shape is remarkably similar to hulls that have been designed as powercraft. It has a single chine, and a concave forward section that leads into a veed hull shape from the middle of the hull aft to the transom, forming a quite conventional style of hull shape.</p> <p>The Republic Seabee was a popular North American single engine, amphibious aircraft. The fuselage became a hull, supported by two floats on the wings to give it stability at rest in the water. Four Seebees are understood to have been imported into Australia in the late 1950s, early 1960s.</p>

THEMES	
National historical theme	
State historical theme	8. Developing Australia's Cultural life - Leisure

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APPLICATION OF CRITERIA	
Historical significance SHR criteria (a)	The Seabee is historically significant for its ability to demonstrate the historic theme of 1960s improvisation and adaption that was especially prevalent in the post war period when materials were scarce and expensive.
Historical association significance SHR criteria (b)	
Aesthetic significance SHR criteria (c)	The Seabee is an excellent example of improvised boatbuilding, a theme that is popular in regional Australia where a variety of items are made by adapting something that has often been discarded, making it available at no cost. There are craft in many other places around the country that have been built on the same concept. Characteristically the builder has taken something out of context to create a vessel that has the elements of its intended type, but clearly shows its other, original use. In this instance, the hull shape is remarkably similar to hulls that have been designed as powercraft. It has a single chine, and a concave forward section that leads into a veed hull shape from the middle of the hull aft to the transom, forming a quite conventional style of hull shape
Social significance SHR criteria (d)	
Technical/Research significance SHR criteria (e)	
Rarity SHR criteria (f)	The Republic Seabee was a popular North American single engine, amphibious aircraft, only four Seabees are understood to have been imported into Australia in the late 1950s, early 1960s. The Seabee vessel is the only boat known to have been adapted from Republic Seabee.
Representativeness SHR criteria (g)	The Seabee is representative of 1960s ingenuity and the theme of regional Australian improvisation and making do with what is available.
Integrity	

Heritage Data Form

HERITAGE LISTINGS	
Heritage listing/s	Australian Historic Vessels Register

INFORMATION SOURCES				
Include conservation and/or management plans and other heritage studies.				
Type	Author/Client	Title	Year	Repository

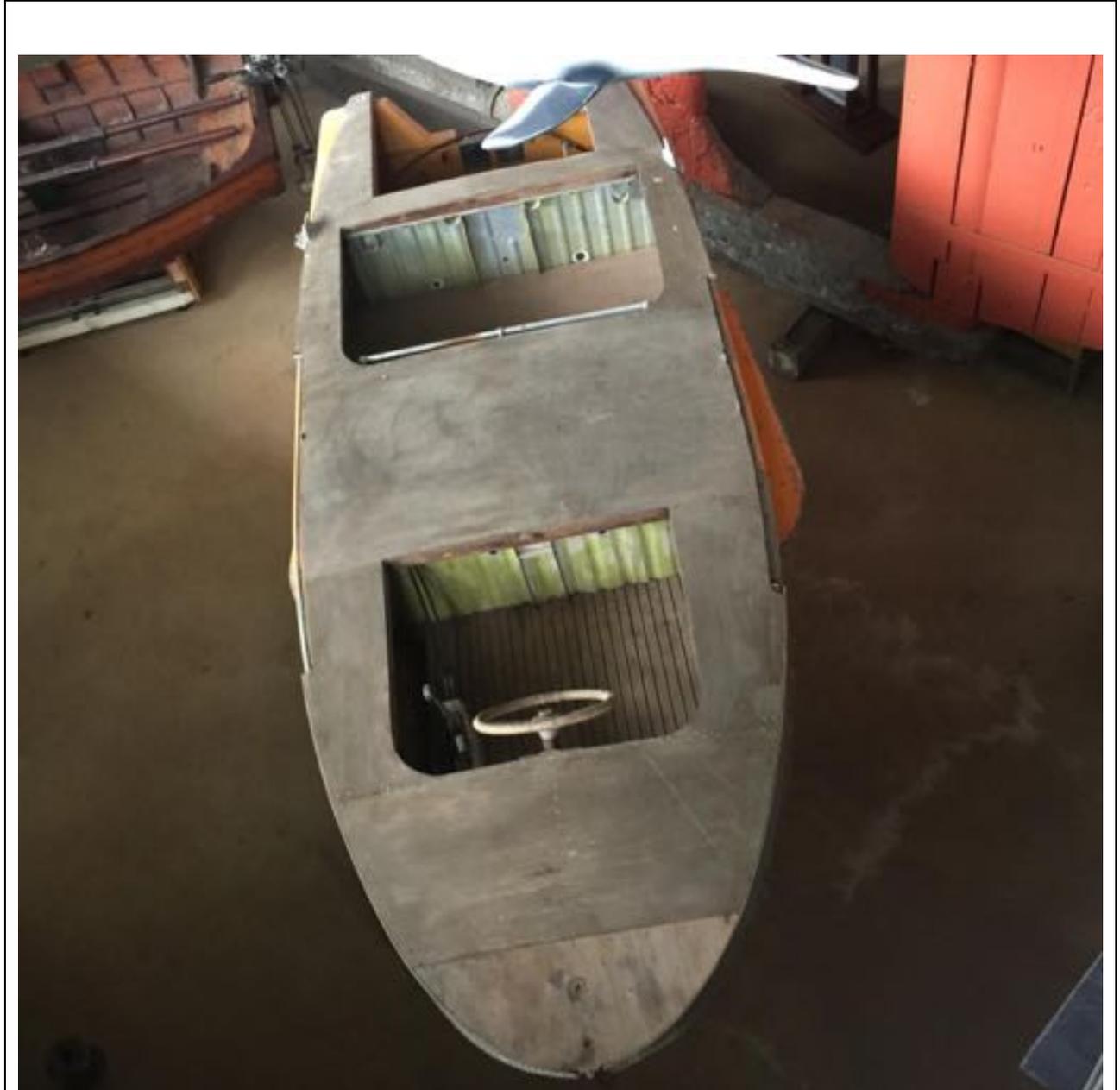
RECOMMENDATIONS	
Recommendations	

SOURCE OF THIS INFORMATION			
Name of study or report	Australian Historic Vessels Register	Year of study or report	2012
Item number in study or report	HV000522		
Author of study or report	Australian National Maritime Museum		
Inspected by			
NSW Heritage Manual guidelines used?	Yes <input checked="" type="checkbox"/>		No <input type="checkbox"/>
This form completed by	Diana Lorentz, Jervis Bay Maritime Museum	Date	5/3/2018

Heritage Data Form

IMAGES - 1 per page

Image caption	The Seabee viewed from above				
Image year	2017	Image by	L.Thom	Image copyright holder	Shoalhaven City Council



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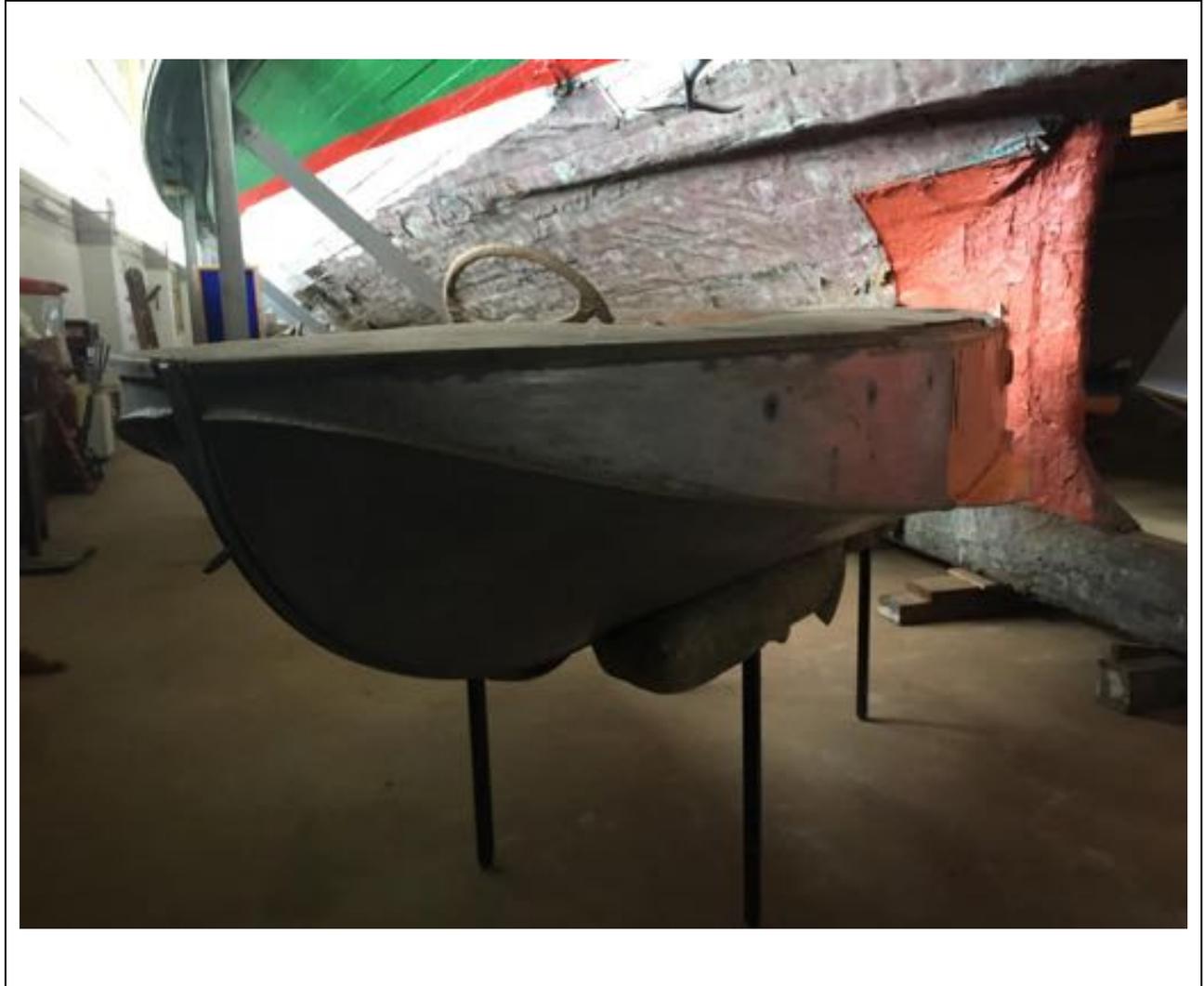
Image caption	The Seabee viewed from the side				
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Heritage Data Form

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Image caption	The Seabee viewed from the side				
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**Attachment D – Commonwealth Heritage Listing for Item 215: “Bundanon” —
homestead**

Place Details

[Send Feedback](#)

Bundanon Trust Property, Illaroo Rd, Nowra, NSW, Australia

Photographs



List	Commonwealth Heritage List
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Class	Historic
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Legal Status	Listed place (21/09/2015)
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Place ID	105321
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Place File No	1/11/102/0025
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Summary Statement of Significance

The Bundanon Trust properties, particularly Bundanon and Riversdale, are important for their association with major Australian artist Arthur Boyd. Imagery from the Bundanon Trust properties and surrounding Shoalhaven area features prominently in Boyd's mature artworks from 1971 until the artist's death in 1999. Pulpit Rock and other rocky outcrops jutting above the pastoral landscape and steep tree-covered hills visible from Bundanon, the large boulders along the far bank of the Shoalhaven River and the endemic bush took on symbolic, allegorical or mystical meaning in many of Boyd's paintings and graphic works, as well as providing subject for exploring the daily and seasonal cycle of nature. The iconic status of Pulpit Rock in Boyd's art has been compared by art historians with the significance of Mont Sainte-Victoire in the mature paintings of Cezanne.

By donating Bundanon, Riversdale, Earie Park and Beeweeree to the nation for ongoing use as a living arts centre, Arthur Boyd, supported by fellow artist Sir Sidney Nolan, sought to preserve the natural and cultural environment of the Bundanon Trust properties and surrounding area and provide an ongoing source of creative inspiration for generations of artists and students.

The properties, especially Riversdale, have additional significance for their association with internationally influential and acclaimed Australian architect Glenn Murcutt. As a public building the Arthur and Yvonne Boyd Education Centre has received several architecture awards for creative and technical excellence and is cited in the Pritzker Prize announcement of Murcutt's 2002 award as a 'masterwork'.

The Bundanon Trust properties have aesthetic value for past and present artists in residence, visiting architects, students, public visitors, volunteers from the Shoalhaven region and Bundanon Trust staff. This aesthetic value is expressed through the natural and cultural landscape of the properties, the harmonious relationship between the various buildings and their pastoral setting, the tranquillity of the area and lack of intrusion by modern commercial development, and the significant vistas from Bundanon and Riversdale of and across the Shoalhaven River, undisturbed bush, surrounding farmland and rocky outcrop.

The properties also contribute to contemporary understanding of the early European settlement of the Shoalhaven area. The clearing of the river flats for pasture and cropping, location of successive homesteads and ancilliary domestic and farm buildings and significant tree plantings illustrate the principal characteristics of pastoral properties in the south eastern region of NSW from the 1840s to 1930s. The history of the properties has social significance for many local residents. The experience of staying at Bundanon or Riversdale holds special significance for a large proportion of the artists granted residencies and architects attending master classes and many of the visiting students.

Official Values

Criterion A Processes

The Bundanon Trust Property has significant heritage value because of its importance in the course and pattern of Australia's cultural history, including its artistic culture. The area is associated with the life of prominent Australian artist Arthur Boyd and his mature artworks. The natural and the cultural landscapes of the Bundanon Trust Property and surrounding Shoalhaven area inspired a significant period of creativity in Boyd's later artistic output.

Features expressing this historic value include the Riversdale, Bundanon, Earie Park and Beeweere properties and the features of these places which reflect and inform the production of art work by Arthur Boyd. A number of specific features are also important: the tranquillity of the Shoalhaven River set in bushland and in open farmland when viewed from both Bundanon and Riversdale; the large iconic boulders along the far bank of the Shoalhaven River reach closest to the Bundanon homestead; and the iconic Pulpit Rock within a bushland setting visible from Bundanon. The natural bushland within the Bundanon and Riversdale properties and the natural bushland seen from these properties are also important.

The donation of the areas within the Bundanon Trust Property and their management as an arts centre is significant in the course and pattern of Australia's art and cultural history. The Bundanon and Riversdale properties have a high state and national profile for their association with important Australian artists and for housing a significant collection of Boyd family art works. Features expressing this value include the on-going use of the Bundanon Trust Property as an active arts centre.

The Riversdale property and the Arthur and Yvonne Boyd Education Centre have significant heritage value because of their importance in the course of Australia's architectural history. The award-winning Arthur and Yvonne Boyd Education Centre was designed by internationally acclaimed Australian architect Glenn Murcutt. The Centre is one of Murcutt's few public buildings and exemplifies his philosophical approach to architectural design. The centre has a simple, light structure utilising practical vernacular elements, set within, and complementing, the landscape. Features expressing this value include all of the architectural fabric and setting of the Glenn Murcutt designed Arthur and Yvonne Boyd Education Centre. Aspects of the building's site environment (orientation to the sun, views) which contribute to the designed experience of the building are also important. The location of the building in an open area and the views to and from the building and the Shoalhaven River are also important.

The Bundanon, Riversdale and Earie Park properties provide evidence of early patterns of settlement and landuse in the Shoalhaven region. The occupation of the Bundanon property by four generations of the MacKenzie family from 1837 until 1926, the jacaranda tree planted to commemorate the drowning of Kenneth and Helen MacKenzie in 1922 and the ongoing pastoral use of parts of these properties is locally significant. The location of the early homesteads on the Bundanon and Riversdale properties also demonstrate past Shoalhaven River flood events.

Features expressing this value include the early settler buildings, their location, built fabric dated prior to 1930 and the nineteenth century and early twentieth century plantings.

Criterion D Characteristic values

The Bundanon Trust Property has significant heritage value because of the place's importance in demonstrating the principal characteristics of a farming estate typical of the Shoalhaven area including demonstration of the social and working structure and the way of life experienced in the region in the second half of the nineteenth century.

Features expressing this value include Bundanon's location by the Shoalhaven River, the extant domestic and farm buildings within the Bundanon property and the colonial plantings, including the Bunya pines, Port Jackson fig, magnolia and Cook's pine.

The Bundanon Trust Property has significant heritage value as an active arts centre. Features expressing this value include the ongoing association of artists with the place and the natural environment within and surrounding the place which provide inspiration. The buildings supporting the operation of the place as a living arts centre are also important.

Criterion E Aesthetic characteristics

The Bundanon Trust Property areas have significant heritage value because of their importance in exhibiting aesthetic characteristics valued by the Australian arts community and visitors to the place. The beauty of the natural and the cultural landscape in and around the Bundanon and Riversdale properties has been a significant source of inspiration for a number of Australian artists. Elements of these landscapes are represented in art collections across the nation.

The attributes that express this aesthetic value include the beauty and tranquillity of the natural and the cultural landscapes as experienced within the Bundanon Trust Property. The views of the Shoalhaven River and surrounding bushland are important. Built features are also important aesthetic elements in the landscape including farm buildings, the Education Centre at Riversdale, the Bundanon homestead and colonial tree plantings. The lack of modern development and the sense of the place as a natural bushland recluse are important.

Views of landscape features which have been referenced in important Australian artworks are also significant.

Criterion F Technical achievement

The Riversdale property has significant heritage value for the creative and technical achievement in architecture associated with the Arthur and Yvonne Boyd Education Centre that was designed by the internationally renowned Australian architect Glenn Murcutt.

Features expressing this value include the architectural design and the built fabric of Glenn Murcutt's building. Integral to the design of the building is its relationship to the setting which is also significant.

Criterion G Social value

The Bundanon Trust Property areas have significant heritage value for the place's special association with Australia's art and creative community. The attributes that express these social values include the Boyd artwork collection, Boyd's studio, the use of the place as an active arts centre, the Bundanon homestead, the Arthur and Yvonne Boyd Education Centre and the vistas of the natural and cultural landscape, Shoalhaven River, the iconic Pulpit Rock and the large rounded boulders along the bank of the Shoalhaven River that appear in many of Boyd's paintings.

Criterion H Significant people

The Bundanon Trust Property has significant heritage value because of its special association with people of importance in Australia's cultural history. The place is associated with the prominent Australian artist Arthur Boyd, the prominent Australian architect Glenn Murcutt and the philanthropic group of people who contributed to the realisation of the living art centre within the Bundanon Trust Area. The philanthropic group includes the Boyd Family, Frank MacDonald, Sandra and Tony McGrath, Sir Sidney Nolan and Lady Nolan, Fred Street, David Gonski, Kim Santow, Terry Fern, David Coe and Simon Mordant.

The features expressing this value include the features within and surrounding the Bundanon Trust properties which reflect Boyd's artistic work, the building fabric and architectural integrity of Glenn Murcutt's Arthur and Yvonne Boyd's Education Centre and the continued use of the Bundanon Trust Property as a living art centre.

Description

Bundanon Trust comprises four properties totalling around 1 100 hectares of cultivated pastoral land and natural bush: Bundanon, Beeweere, Earie Park and Riversdale. The Trust also controls an area of leased Crown Land. Most of the properties are bounded by the Shoalhaven River at West Cambewarra west of Nowra, New South Wales.

The Bundanon property includes a working farm dating from 1838, a Victorian Georgian homestead in a garden setting, servants' quarters and kitchen, worker's cottage and manager's cottage, slab barn, workshop, a single-man's hut (half of an original double hut) dating from 1866 to 1925 and stockyards. A sculpture garden was established and extensive tree plantings undertaken between 1968-72, while Arthur Boyd's art studio was added in 1981. A master plan of 1995 by Tonkin and Zulaikha and Spackman + Mossop determined the future development of the key sites. An artists' centre comprising studio apartments, studios and a study centre and store has been constructed to provide additional artist in residence accommodation and house the Bundanon art collection assembled by Arthur Boyd over 56 years and comprising over 3 600 artworks by the Boyd family and friends, and contemporary artworks by past artists in residence.

Earie Park consists of two properties, one of which is co-owned by the Bundanon Trust and Lady Mary Nolan. None of the original homestead and farm buildings have survived. There are also no surviving buildings on Beeweere, although foundation stones of the house destroyed by fire in the 1970s remain evident.

Riversdale comprises the late 1890s homestead, the studio designed by Andre Porebski and constructed for Arthur Boyd after purchasing the property in 1973, the Mordant Family Library and the Arthur and Yvonne Boyd Education Centre designed by Glenn Murcutt in association with Reg Lark and Wendy Lewin and completed in 1999.

History

Environmental history

The Bundanon properties encompass a large tract of endemic bushland providing habitat for diverse native flora and fauna, possibly including rare species. Further research is required to establish its potential significance. This will be addressed in commissioned Land Management Plan.

Indigenous history

The traditional owners of the area are the Wodi Wodi people of the Yuin nation who speak the Dharawal language. There are Aboriginal sites on the property and oral tradition suggests that battles may have been fought in this area.

Post-European settlement history

Early settlement

The first European exploration of the Shoalhaven area took place in 1805. Bundanon was given as a land grant to Richard Henry Browne in 1832, but resumed by the government in 1837 because he had not complied with the condition that he clear and fence up to 55 acres in three years.

The Bundanon property was sold on 19 March 1838 for £400 to Dr Kenneth MacKenzie, a Scottish doctor from Dundonell in Rosshire who had practiced in London, Dublin and Paris. Dr MacKenzie acted as Magistrate for Petty Sessions in the first Nowra Court House from 1857 and was involved in the completion of the new Nowra Court House from 1860-61.

The MacKenzie family's original timber house was destroyed in the 1860 flood. The two-storey Georgian stone homestead was begun in the 1850s above the flood level and completed in 1866. The house was constructed of local sandstone blocks, cedar from the property and lime mortar made from shell deposits collected from the Shoalhaven River. Nowra bricklayer Charles Moore may have been the builder. According to Naismith, Scots traditionally favoured stone for their family 'seats'.

The homestead was erected as a conventional mid-nineteenth century five-bay Georgian style double-pile house featuring a central corridor on each floor providing access to four rooms with ground and first floors linked by a dogleg stair at the rear, the whole covered by a hipped roof. The single sash windows and French doors reflect fine carpentry, with Regency margin glazing in the doors characteristic of the Shoalhaven region and period. A two-storey verandah runs the length of the front of the house. The large communal living/dining room on the ground floor is atypical of the region but traditional in the houses of minor Scottish lairds. (Hobbs 2005, A2-7)

A weatherboard skillion kitchen with a stone chimney was built, attached to the rear of the house and a school room off the rear north west corner. Both structures were demolished in the 1960s.

Floods in the 1870s destroyed fences, yards and farm buildings. A weatherboard servants' quarters was built after 1870 and both a free-standing kitchen and a brick water cistern were built in the 1880s and aligned at a right angle to the rear of the house. A manager's cottage and a hut or 'bothie' to accommodate two single men (of which one single-man's hut remains extant) were also built in the 1870s.

The MacKenzie family lived at Bundanon for four generations, running a dairy farm and growing maize. (Hobbs 2005, A3) Hugh MacKenzie inherited the property from his father. Hugh's son Kenneth and granddaughter Helen drowned in 1922 and the jacaranda tree at the front of the homestead was planted in their memory. In 1926 the MacKenzie family left Bundanon, following which it was leased out to various occupants for the next 45 years. The homestead was empty during most of this period and fell into disrepair.

In 1968 Sandra and Anthony McGrath and Frank MacDonald bought Bundanon, intending to utilise it as an artists' retreat. With advice from architect Keith Cottier, they restored the homestead, painted the cedar timbers white and installed electricity and two bathrooms. Most of the working buildings were removed from the grounds and a garden installed. Kitchen and servants quarters were upgraded and by 1969 a covered breezeway and pergola had been built visually linking the three buildings.

Riversdale was also an early land grant. Repeated flooding destroyed the original homesteads three times between 1860 and 1891. The surviving cottage was relocated above the floodline in the early 1900s. The

Petrie and Wardlow families lived at Riversdale. The orchard remnant illustrates the self-sufficient nature of the property into the twentieth century, available horticultural material and nineteenth century land use patterns along the river flats.

The Beeweeree property was settled between 1884-87. The homestead was destroyed by fire in the 1970s and there are no surviving buildings. Some foundation stones and a hearth stone indicate the location of the former homestead. An English oak planted in the late 1880s also marks the former garden.

Eearie (now Eearie Park) is located at the head of the navigable part of the Shoalhaven River at Burrier which in the nineteenth century was the only point at which the river could be crossed by punt. Eearie Park was granted to the Biddulph brothers from Bristol. In 1824 Mary Reiby was granted 800 acres on the south bank opposite Eearie Park. Eearie was well established by 1855-56, with a homestead consisting of a range of buildings including yards, a house and sheds by 1859. Bella Biddulph married Kenneth MacKenzie's youngest son Hugh in 1876, thus linking the Bundanon and Eearie Park properties. None of the Eearie Park buildings are extant.

Arthur Boyd

Arthur Boyd (24 July 1920 – 24 April 1999) was born in Murrumbeena on Port Phillip Bay, Victoria, growing up in the artistic environment of his potter father Merric Boyd and mother Doris. After the death of his grandmother in 1936, Arthur Boyd spent three years living with his grandfather in Rosebud on the Mornington Peninsula before returning to Murrumbeena. Arthur Boyd was conscripted into the army in 1939, serving in the Cartographic Company in South Melbourne and Bendigo with fellow artist John Percival from 1941 to 1944.

Arthur Boyd married Yvonne Lennie in March 1945 and lived in the studio at Murrumbeena, while John Percival and his wife Mary Boyd lived in another house on the property. Boyd, Percival and Peter Herbst then established the Arthur Merric Boyd pottery as a joint venture. In 1955 the Boyd family moved to Beaumaris.

Arthur Boyd's wartime experience and friendship with other artists and intellectuals, including dispossessed European artists such as the Polish Jew Josl Bergner and Russian Danila Vassilieff, were reflected in his work of the 1940s and 50s. Breughel-like allegorical, anguished paintings explore themes such as evil, persecution and racism, set within Victorian landscapes. Exposure to Aboriginal disadvantage and dispossession during a 1951 visit to the Simpson Desert in central Australia provoked the Chagall-influenced Bride series (love, marriage and death of a half-caste).

In 1958 Arthur Boyd's work was chosen for Venice Biennale and in 1959 he and Yvonne moved to England where they lived for 12 years until 1971. During this period Boyd's work was further influenced by old masters, and he was inspired by Picasso and Goya to produce graphic work using drypoint and etching. The Whitechapel Gallery in London held a retrospective exhibition in 1962 and a Thames & Hudson book on Arthur Boyd's work was published in 1967. After briefly visiting Australia, in 1968-71 Boyd produced illustrations for TSR Boase's publication on Nebuchadnezzar, the King of Babylon who was banished to the desert for seven years after sacking Jerusalem, possibly in part as a comment on the Vietnam War (McKenzie 1994, 18-19; Pearce 1993, 11-22).

Arthur and Yvonne Boyd returned to Australia in 1971 to enable Boyd to take up a Creative Fellowship at the Australian National University in Canberra. At Frank MacDonald's invitation Arthur and Yvonne spent ten days at Bundanon. This ignited Boyd's love of landscape painting and his desire to establish an Australian home in the Shoalhaven. The more intense light and colours and larger scale of the Shoalhaven landscape contrasted with the gentler landscape of Arthur Boyd's formative years around Port Phillip Bay (McKenzie 1994, 14).

Arthur and Yvonne Boyd purchased Riversdale in 1973, building a studio and establishing the Mordant Family Library. They successively purchased Bundanon in 1979, then Eearie Park and Beeweeree around 1981. They also purchased a right of way and established leases over adjoining Crown Land (excluded from the proposed Commonwealth Heritage boundary).

A section of Eearie Park was purchased by Boyd's brother-in-law Sir Sidney and Lady Nolan from the

McGraths and MacDonald in 1981. The remaining portion was purchased jointly by Arthur Boyd and Sidney Nolan soon afterwards. In 1993 a section of Earie Park was added to the Bundanon Trust properties and the Boyds gifted their half interest in Earie Park to the Bundanon Trust in 1994. The final part of Earie Park (excluded from the proposed Commonwealth Heritage boundary) continues to be owned by Lady Mary Nolan and is managed by the Bundanon Trust.

Arthur Boyd commissioned a studio in the garden at Bundanon in which he produced a significant number of paintings during his successive returns to Australia in 1974-75, 1978, 1992-93, 1995-97. Arthur Boyd returned for the last time in early 1999 and died in Melbourne on 24 April 1999 (McKenzie 1994, 41, 106).

Arts Centre

Arthur Boyd built on the previous practice of Sandra and Anthony McGrath and Frank MacDonald by inviting the arts community to experience the properties as a source of inspiration and contemplation and as a venue for arts practice. Lloyd Rees worked there at different times, and later Brett Whitley, Tim Storrier, John Olsen and Joel Elenberg. In support of a 1977 submission to the NSW Government proposing establishment of a Shoalhaven regional gallery, the then-curator of Australian Art at Australian National Gallery, Daniel Thomas, said 'Few other landscapes in Australia have been honoured by so large a body of painting on the highest level of artistic achievement and of intellectual and emotional involvement' (McKenzie 1994, 15).

Soon after acquiring the Bundanon properties the Boyds sought to gift the properties and their holdings to the people of Australia for ongoing use as a 'living arts centre'. Underpinning Arthur Boyd's vision for a 'living arts centre' providing a haven for artists across all media, was his strong belief in the importance of creativity, the need to preserve the natural environment in perpetuity against destruction by European 'civilisation' through wanton hedonism and self-gratification, and that a part of the earth as beautiful as the Shoalhaven should be shared (Bowman 1998, 13-15; McKenzie 1994, 8, 14; Pearce 1993, 28-29).

In 1993 the Australian Government formally accepted the gift and established the Bundanon Trust to administer the properties.

The Bundanon Artist Residency Program was established in 1997. Each year over 300 Australian and international artists are offered residencies at Bundanon for up to five weeks each. An artists' centre was completed in 1998. It comprises the Alec and Helene Gonski Studio, the Hymie Sherman Studio, Sylvia Freedman Studio, Dorothy Porter Studio and Fern Studio. Two early farm buildings have been converted for use as a Writer's Cottage and a Musician's Cottage.

The Boyd collection is housed in the purpose-built Oscar and Mary Ramsay Study Centre, located within the artist' centre complex.

As part of its regular activities, the Bundanon Trust manages weekly open days of the Bundanon property, arranges periodic travelling exhibitions drawn from the collection, and each year holds a series of concerts and other events at Riversdale or Bundanon).

Glenn Murcutt Building: Arthur and Yvonne Boyd Education Centre

In consultation with the Boyds, the Board of the Bundanon Trust commissioned leading Australian architect Glenn Murcutt (born 25 July 1936) to design an education centre to be located at Riversdale. Murcutt's output had largely been restricted to privately commissioned houses. However, his reputation for creating distinctive buildings that both respond sympathetically to a particular Australian landscape setting and environmental conditions and 'touch the earth lightly' both visually and environmentally through the use of practical vernacular materials and innovative technology, complemented Arthur Boyd's philosophical outlook and priorities.

The acclaimed Arthur and Yvonne Boyd Education Centre, designed in association with Wendy Lewin and Reg Lark, was completed in 1999.

In 2011, the Education Centre hosts over 4 000 secondary and tertiary student residency visits, teacher professional development workshops, one day student workshops, a learning program involving one or

more local school and a broader outreach program. Outside of school terms the Education Centre building is also used for artists laboratories and is available for hire.

Since the Centre opened, an annual Glenn Murcutt Master Class has been held, tutored by leading architects Glenn Murcutt, Peter Stutchbury, Richard Leplastrier and Brit Andresen. Over the first 11 years, a total of 32 practicing architects and senior students from 19 countries have attended the Master Class each year.

Condition and Integrity

The buildings, gardens, natural and pastoral landscape of the Bundanon Trust properties are in very good condition. The Bundanon Constitution states that land given as part of the gift can never be developed or subdivided. The properties are managed in accordance with a Total Asset Management Strategy that includes a series of targeted management plans and a budget that governs the upkeep and maintenance of the buildings and grounds. There is also a Bundanon Trust Collection Preservation Plan that governs the upkeep of the movable collection including objects inside the buildings.

Lantana is an invasive plant and is widespread in the Shoalhaven area. The Bundanon Trust received a substantial grant from the Southern Rivers Catchment Management Authority to work towards eradicating the invasive weed over a 10 year period. Staff and volunteers work on the project on a weekly basis. The 2009-2010 Bundanon Trust Annual Report indicates, however, that the extent of infestation is overwhelming in some key locations on both Bundanon and Riversdale properties and will take a concerted effort over many years to control.

Location

Approximately 734ha, 9km west of Nowra off Illaroo Road, comprising the following areas:

- 1) – An area comprising the whole of Land Parcels 5/DP622583 (including the road reserves within the land parcel), 17/DP751273 (including the road reserve within the land parcel), 16/DP751273 (including the road reserve within the land parcel), 14/DP751273 (including the road reserve within the land parcel).
- 2) – An area comprising the whole of Land Parcels 224/DP751273, 227/DP751273 and 101/DP751273.
- 3) – The whole of Land Parcel 118/DP751273.

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Attachment E – Report and Minutes – Chinaman’s Island

DE18.40 Heritage Investigations - Chinaman's Island, Lake Conjola

HPERM Ref: D18/128260

Group: Planning Environment & Development Group
Section: Strategic Planning

Attachments:

1. Representation Response - Hon. Shelley Hancock
2. Heritage Assessment - Chinaman's Island (under separate cover)
3. Department of Industry - Crown Lands Correspondence

Purpose / Summary

Obtain direction on the potential local heritage listing (in the Local Environmental Plan) of the remaining cottages and archaeological remains of a timber railway located on Chinaman's Island in Lake Conjola.

Recommendation (Item to be determined under delegated authority)

That Council:

1. Support the listing of the former timber railway on Chinaman's Island as an archaeological site in Schedule 5 of Shoalhaven Local Environmental Plan 2014 and include the item in the upcoming Heritage Housekeeping Amendment to Shoalhaven Local Environmental Plan 2014.
2. Not support the listing of the remaining cottages on Chinaman's Island as local heritage items in Schedule 5 of Shoalhaven Local Environmental Plan 2014.
3. Support the mitigation recommendations for the partial or total removal of the remaining cottages as outlined in the Louise Thom Heritage Assessment (Attachment 2):
 - a. Full archival recording.
 - b. Preparation of a Heritage Interpretation Strategy and provision of interpretive information at Lake Conjola.
 - c. Provision of a copy of the Heritage Assessment to the Shoalhaven City Library and each of the remaining leaseholders.
4. Advise the remaining leaseholders, Conjola Community Association and Department of Industry - Crown Lands of this decision.

Options

1. As recommended.

Implications: This is the preferred option as it will commence the process to list the former timber railway on Chinaman's Island as an archaeological site in Schedule 5 of Shoalhaven Local Environmental Plan (LEP) 2014. Further, the future partial or total demolition of the remaining cottages will be mitigated by the steps outlined in part 3 of the above recommendation. It is noted that the mitigation approach is supported by Department of Industry (DoI) – Crown Lands.

2. List the cottages and the former timber railway in Schedule 5 of Shoalhaven LEP 2014.

Implications: This option is not preferred. The heritage listing of the cottages will not protect them from demolition by the Crown as per Section 4.33 of the *Environmental*

Planning and Assessment Act 1979 (EP&A Act). Upon demolition of the cottages, Council would also be required to prepare a Planning Proposal (PP) to remove the listing of the cottages from Schedule 5 of Shoalhaven LEP 2014 which is a resource intensive process.

3. Adopt an alternative recommendation.

Implications: Depending on its nature, an alternative recommendation could delay the process to consider heritage potential at Chinaman's Island.

4. Reject the recommendation.

Implications: This is not the preferred option as the heritage potential at Chinaman's Island will not be resolved.

Background

Chinaman's Island is in Lake Conjola, north of the existing urban area as shown in Figure 1 below.



Figure 1: Chinaman's Island, Lake Conjola

Chinaman's Island is owned by the NSW Government and is managed by DoI – Crown Lands. Early last century, 12 lots were offered for lease by ballot on a Permissive Occupancy (lease) basis.

Several small cottages were subsequently constructed by the leaseholders during the 1940's and 1950's, with some used permanently and others as holiday cottages.

During the 1970's, the leaseholders were informed by the Crown that the cottages would be demolished when the last surviving occupant passed away.

Of the 12 original cottages:

- 5 have been demolished (the last of was removed in 2012).
- 4 are earmarked for removal.

- 3 are subject to a current lease (1 is permanently occupied and 2 are used for holiday purposes).

The Island is currently zoned E2 Environmental Conservation under Shoalhaven LEP 2014 which reflects its location in an environmentally sensitive water body and the significant vegetation/habitat identified on the Island. The Island is located less than 500 metres from oyster leases and Lake Conjola itself is used extensively for recreational activities.

Given its location, the island is flood prone and categorised as a high hazard floodway. The risk to occupants is increased given that the island itself may be completely inundated in larger flood events, and access to and from the island would be dangerous. The island is also partly mapped as bushfire prone.

The cottages were constructed from weatherboard and fibro-cement sheeting which contain asbestos. Previous consents for demolition have contained conditions regarding the safe removal of asbestos.

The Interim Heritage Order and Heritage Significance

In 2015, relatives of the leaseholders petitioned the NSW Government to issue an Interim Heritage Order (IHO) under the NSW *Heritage Act 1977* to preserve the remaining cottages.

On 12 July 2016 the NSW Minister for Heritage advised that he had resolved not to proceed with an IHO for the cottages. Due to the urgency of the situation (possible pending demolition), the Minister recommended that Council assess the likely significance of the cottages with a view to possibly listing them as local heritage items in Shoalhaven LEP 2014.

In addition, the Minister recommended that the Crown undertake an archival recording of the remaining cottages to record the historic stories of the cottages for future generations.

Heritage Assessment Report

On 6 December 2016, under delegation, Council's Development Committee resolved (MIN16.942) that Council:

1. *Seek advice from the member of South Coast the Hon Shelley Hancock as to her support for the heritage value of the cottages on Chinaman's Island;*
2. *Seek support from the Local Member to make representations to the Minister*
3. *Subsequent to parts 1) and 2) Council undertake a heritage assessment of the Chinaman's Island cottages to determine their heritage significance.*
4. *If required a further report back to council on this matter.*

By way of written correspondence, advice was sought from the Hon. Shelley Hancock Member for the South Coast on 23 December 2016. A response was received on 5 September 2017 (**Attachment 1**) noting that representations had previously been made to the NSW Minister of Heritage, however support was extended to Council to investigate the heritage value of the cottages.

As such, Louise Thom Heritage was engaged by Council to prepare a heritage assessment for the cottages on Chinaman's Island. The Heritage Assessment (**Attachment 2**) concluded that the Chinaman's Island Cottages were rare and representative and should be listed as an item of local heritage item in Schedule 5 of Shoalhaven LEP 2014. However, should the partial or total removal of cottages be proposed, the Heritage Assessment has pragmatically identified that the following would mitigate against the loss:

- Full archival recording.

- Preparation of a Heritage Interpretation Strategy and provision of interpretive information at Lake Conjola in a location where Chinaman's Island can be viewed.
- Provision of a copy of the Heritage Assessment to Shoalhaven City Library and each of the remaining lease holders.

The Heritage Assessment also identified the potential existence of the archaeological remains of a former timber railway on the island which was associated with a former timber depot and timber operation. The Heritage Assessment also recommends that it should be protected as an archaeological item in Schedule 5 of Shoalhaven LEP 2014.

It is noted that the cottages and timber railway were not identified or considered through the Shoalhaven Heritage Study that essentially lead to the Heritage Schedule that is now contained in Shoalhaven LEP 2014.

Department of Industries – Crown Lands

DoI – Crown Lands have provided advice to Council (**Attachment 3**) outlining that the Minister administering the *Crown Lands Act 1989* does not support the listing of the cottages as an item of local heritage in Schedule 5 of Shoalhaven LEP 2014. Even if the cottages are heritage listed, DoI – Crown Lands have advised that they will continue to revoke the leases upon the passing of the leaseholders.

It is DoI – Crown Lands position that the heritage listing of these cottages would have significant cost and management implications for Government. The buildings are not considered suitable for continued long-term use for residential purposes or for redevelopment for a new use. Given the poor condition of the cottages and the fact that they contain asbestos and are located on an island with limited supporting infrastructure, DoI – Crown Lands have advised that they cannot justify maintaining the structures based on the potential heritage significance alone, nor do they have the funding available to do so.

As such, they consider that the environmental value in returning the Island to its natural state outweighs the merits of retaining the cottages and that it would be in the greater public interest to recognise the use of the Island by other means (e.g. archival recording). It is noted that the DoI – Crown Lands Strategic Plan for Chinaman's Island includes the removal of all cottages, the rehabilitation of the grounds and reservation for public recreation and environmental protection.

It is noted that DoI – Crown Lands:

- Does not object to the listing of the former timber railway as an archaeological site in Schedule 5 of Shoalhaven LEP 2014; and
- Has committed to undertake an archival recording of the remaining cottages as well as develop a heritage interpretation strategy and interpretive signage.

Relevant Legislative Considerations

Under Clause 5.10 Heritage Conservation of Shoalhaven LEP 2014, demolition of listed heritage items is permitted with development consent. As such, should Council proceed to list the remaining cottages in the LEP, DoI – Crown Lands must obtain development consent from Council prior to the demolition of the cottages.

It is noted that under the provisions of Section 4.33 Determination of Crown Development Applications of the EP&A Act, a Council must not refuse a development application lodged by the Crown, except with the approval of the Minister.

As such, Council could not refuse a development application for the demolition of the remaining Chinaman's Island cottages without concurrence from the NSW Minister for Planning.

Conclusion

As outlined above, it is the intention of DoI – Crown Lands to discontinue the remaining three leases at the passing of each surviving leaseholder and subsequently demolish the remaining cottages.

Should Council resolve to list the cottages in Schedule 5 of Shoalhaven LEP 2014, the process could include the following steps:

- Shoalhaven LEP 2014 is amended to include the cottages in Schedule 5 via the Planning Proposal process (Note: would still ultimately need to be agreed to by the NSW Government).
- DoI – Crown Lands could still submit a development application to demolish the cottages. Council cannot refuse the development application.
- DoI – Crown Lands could then still proceed to demolish the cottages.
- Shoalhaven LEP 2014 would then need to be amended again to remove the listed cottages from Schedule 5 via the Planning Proposal process.

Importantly, the provisions of the EP&A Act limit Council's ability to protect the remaining cottages, regardless of whether they are ultimately heritage listed. As such, it is recommended that the remaining cottages on the Island not be heritage listed. Instead an emphasis should be placed on the mitigation measures outlined in the Heritage Assessment. This will also mitigate against the need for a subsequent PP to remove the cottages from Schedule 5 of Shoalhaven LEP 2014 following the demolition of the cottages which remains the intent of DoI – Crown Lands.

There would be value in listing the former timber railway as an archaeological site in Schedule 5 of Shoalhaven LEP 2014.

Community Engagement

No formal community engagement has been undertaken at this stage. The representative of the remaining leaseholders (and relatives) has been advised that this matter will be presented to Council's Development Committee for consideration.

Any future PP to include items in Schedule 5 of Shoalhaven LEP 2014 would be subject to the exhibition requirements set out in the Gateway determination in accordance with the relevant legislation. This will involve notifying all adjoining landowners, relevant community groups and other interested parties.

Policy Implications

Inserting and deleting items in Schedule 5 of Shoalhaven LEP 2014 can only be undertaken via a PP. As such, should the cottages be listed as heritage items, another PP would be required to remove the listing should the cottages be demolished. PPs are generally resource and time intensive.

Financial Implications

There are no immediate financial implications for Council. Any future amendments to Shoalhaven LEP 2014 and Shoalhaven DCP 2014 would be resourced from the Strategic Planning budget.

Risk Implications

It is the future intention of DoI – Crown Lands to appoint Council as trustee of the reserve, charged with care, control and management. Council staff would be reluctant to support such a request whilst the remaining cottages are located on the Island due to the risk associated with the ongoing maintenance of the cottages (e.g. vandalism, unauthorised occupations, asbestos etc.).

INFORMATION ONLY

DEVELOPMENT COMMITTEE

08/05/2018

TO: Strategic Planning Manager (Clark, Gordon)

Subject: Heritage Investigations - Chinaman's Island, Lake Conjola - LEP amendment - list local heritage items - write to State MPs

Target Date:

Notes: This item has been assigned to Jenna Tague for action. This action has been automatically completed in InfoCouncil & TRIM.

HPERM Reference 54685E D18/128260

RESOLVED (Clr White / Clr Gartner)

MIN18.333

That Council:

1. Recognises the heritage significance of the cottages and the former timber railway on Chinaman's Island;
2. Lists the cottages and the former timber railway as local heritage items in Schedule 5 of Shoalhaven Local Environmental Plan 2014 (as part of housekeeping amendments to the LEP); and
3. Writes to both local State Members of Parliament advising them of Council's support for heritage listing of the cottages and former timber railway and seek their support in having them preserved.

FOR: Clr Gash, Clr Findley, Clr White, Clr Levett, Clr Cheyne, Clr Gartner, Clr Pakes, Clr Watson, Clr Proudfoot and Russ Pigg

AGAINST: Nil

CARRIED

Attachment F – Heritage Assessment – Chinaman’s Island

Heritage Assessment

Cottages on Chinamans Island, Lake Conjola, NSW

For Shoalhaven City Council

Date: January 2018



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Cover Image: Chinamans Island in the centre, the Village of Lake Conjola below. Date of photo unknown circa 1970s to 1980s. (From the collection of G.Milham (Millham))

HERITAGE ASSESSMENT OF CHINAMANS ISLAND COTTAGES, LAKE CONJOLA			
ISSUE	DESCRIPTION	DATE ISSUED	SENT TO
A	Final Report	18/01/2018	Jenna Tague Team Coordinator – Strategy Planning South Shoalhaven City Council

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Executive Summary

This heritage assessment report provides historical research, fabric analysis and comparative analysis in order to understand and assess the heritage significance of the Chinamans Island Cottage Group. The assessment uses standard NSW Heritage Significance Assessment criteria and methodology.

The Chinamans Island Cottage Group appear at first glance to be the type of ordinary fibro and weatherboard dwellings found throughout coastal NSW and the Shoalhaven. Whilst these dwelling types are becoming less common they are still relatively commonplace. However, the Cottages on Chinamans Island are not commonplace – they are isolated; they are a group of privately owned dwellings on Crown land with occupancy leases and they were built in the mid twentieth century out of materials that could be taken to the site by boat.

The Chinamans Island Cottages are a rare discrete grouping of mid-twentieth century dwellings located on an island within a lake and as such they are unlike any other group of cottages in Shoalhaven and possibly NSW. They have historic, aesthetic and social heritage value and are rare and representative of their type. For this reason it is recommended that they be included on the heritage schedule (schedule 5) of Shoalhaven Local Environmental Plan 2014. A full assessment of significance can be found from page 44 of this report.

Introduction

Purpose of this document

This report sets out to provide a Heritage Assessment of the Cottages on Chinamans Island in Conjola Lake on the NSW South Coast. On 6 December 2016 The Development Committee of Shoalhaven City Council considered a request for an Interim Heritage Order on the Chinamans Island Cottages and the Committee recommended that Council undertake a heritage assessment to determine their heritage significance. This report was commissioned by Shoalhaven City Council to provide that assessment.

Authorship

This report was prepared by Louise Thom. All photographs in this report were taken by Louise Thom on 10 and 11 November 2017 unless otherwise identified.

Copyright

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Guiding Principles

The preparation of this document has been guided by the following documents:

The Australia ICOMOS Charter for Places of Cultural Significance 1999 (Burra Charter)

Assessing Heritage Significance, NSW Heritage Office 2001 (Heritage Division, Office of Environment and Heritage publication) (Office of Environment and Heritage)

Conservation Plan (The Fifth Edition) 2000, James Semple Kerr (Kerr, 2000)

Location

Chinamans Island is located at the mouth of Conjola Lake between the peninsulas of Cunjurong Point and the Village of Lake Conjola. It is 6 km due east from Yattah Yattah which is approximately 12 km north of Ulladulla.

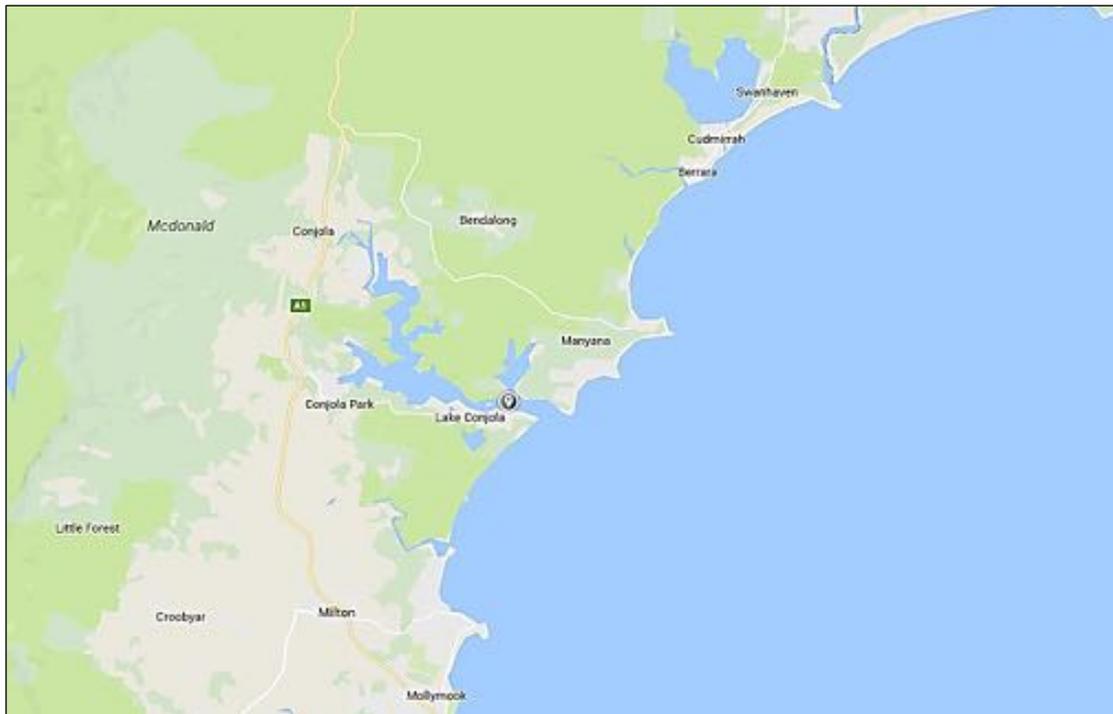


Figure 1 The locality of Chinamans Island. (GOOGLE MAPS) (Google, n.d.)



Figure 2 Aerial view of Chinamans Island. (SIX Image viewer (Land and Property Information Service, n.d.))

Statutory Situation

Shoalhaven Local Environmental Plan 2014 (NSW Government, n.d.)

Chinamans Island is zoned E2 Environmental Conservation under Shoalhaven Local Environmental Plan 2014.

Parts of the island are identified as 'Biodiversity – habitat corridor'. The whole island is identified as 'Biodiversity – significant vegetation'.

Chinamans Island and the structures on Chinamans Island are not listed in Schedule 5 – Heritage Items.

There is one Heritage Item in the vicinity of the subject site, see Table 1.

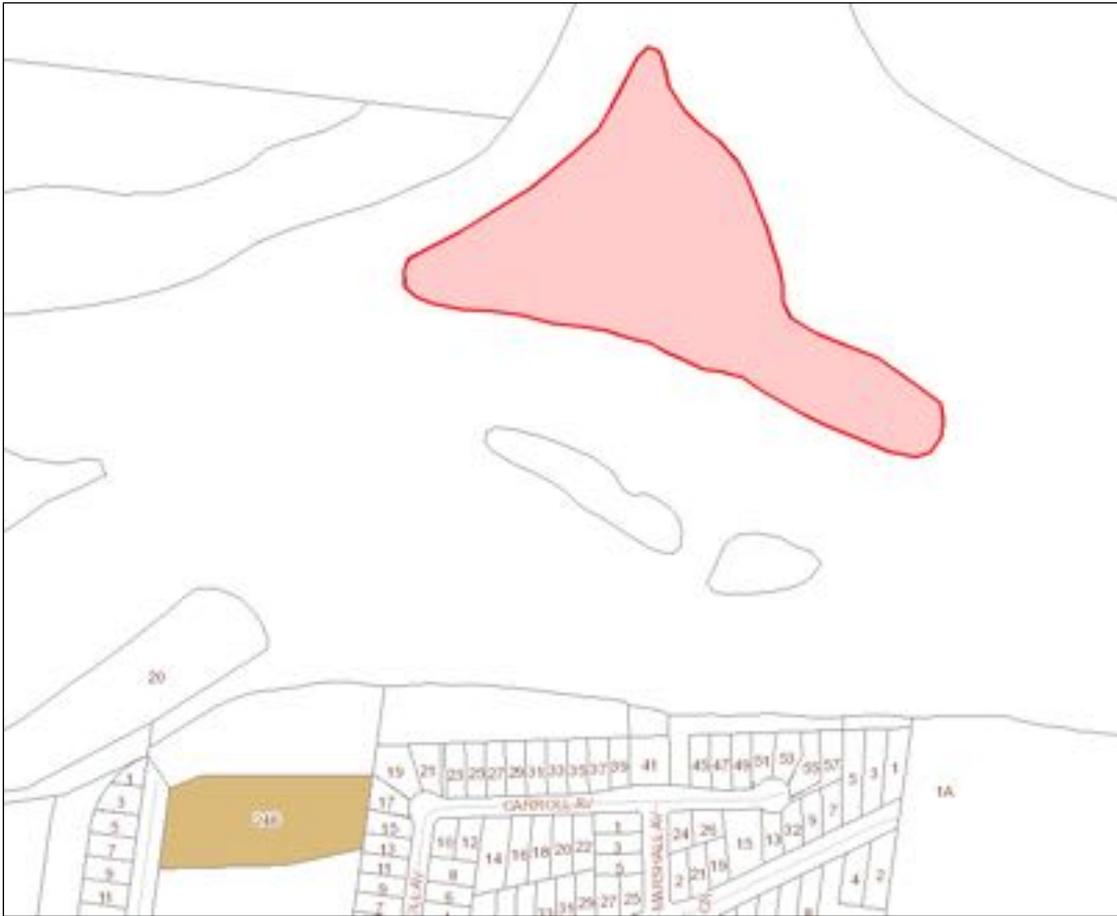


Figure 3. Shoalhaven Local Environmental Plan 2014 – Heritage Map – showing item no. 248 in the vicinity of Chinamans Island.

Table 1. Heritage Items within the vicinity of Chinamans Island.

Suburb	Item name	Address	Property description	Significance	Item no
Lake Conjola	Whitaker’s Island View Resort (former)	2 Aney Street	Lot 441, DP 755923	Local	248

Historical Overview

Yuin (also Djuwin) is the name Aboriginal people living between the Shoalhaven River and Malacoota on the South Coast of NSW use to refer to themselves. Yuin has also been used to describe Aboriginal people living between the Victorian border and northern Illawarra. According to Rose the term “Yuin” would be more adequately translated as “our people”, or we the people (Rose 1990: 10). Howitt also used the term Yuin freely in his 1904 work. Aboriginal people of the south coast refer to themselves as the saltwater people of the NSW

*South Coast.*¹ Important places for the Yuin are Jerrinja, Wreck Bay, Pigeon Cottage/Didthul, Gulaga, Najanuga, Baranguba, Wallaga Lake and Mumbulla Mountain.

An article published in the Shoalhaven Telegraph in 1934 described a conversation with a local Aboriginal man called Gidgee at Wandandian. He described himself as belonging to the Wandandian tribe whose territory “was bounded on the on the north by a line running along a green flat now known as Sussex inlet to Lake Conjola and away back to the mountains on the west.” He described the other side of the lake was the country of the Conjola tribe. Game and food was plentiful both on land and in the lake and sea, with good fishing, oysters, wallabies, wallaroos, emus and kangaroos.²

European expansion

Following the initial European exploration of the Shoalhaven River in 1805, cedar-getting became the main industry of the area, but any further development was curtailed by a lack of access to the interior, particularly the Southern Highlands. Thus throughout the 1810s several explorers attempted to find practical routes to the area, with Charles Throsby finally surveying a good route in 1821 through Tallaganda Shire, although the route itself was not developed at this time. Throughout the 1830s the increased amount of produce and wealth created by the pastoralists of the Southern Highlands and Monaro and the unsuitableness of the Great South Road for transporting goods to Sydney led to demand for an easier and more efficient route. One such alternative route was Throsby’s down to the coast which would allow produce, and in particular wool, to then be shipped to Sydney or exported straight to England. Consequently, the Wool Road from Braidwood to Jervis Bay (South Huskisson or present day Vincentia) via Nerriga, Sassafras, and Wandandian, was constructed using convict labour during 1841. The road was financed by the landowners around Jervis Bay and the Southern Highlands and Monaro who raised £5000 for its construction, with the only government assistance being the loan of the 70 convicts and overseers.³ Its construction brought about a land boom in the Shoalhaven area during the early 1840s as speculators envisioned the creation of a large port that would ship all manner of goods produced in the South Coast and Southern Highlands to Sydney. Following its opening it did act as a spur for the establishment of regular coastal shipping between Jervis Bay and Sydney, but this trade did not last. A bad drought in 1843 firstly brought about a lessening in traffic to Jervis Bay and then agitation by landowners and businessmen along the Great Southern Road who were losing trade brought about the cessation of the use of the Wool Road by 1844.⁴

In the meantime shipping from Sydney to Jervis Bay lead to rise of communities in Huskisson and South Huskisson. A convict transport called the Hive was wrecked on Bherwerre Beach, in 1835 with significant numbers of survivors who were aided by the local Aboriginal community.

¹ http://livingknowledge.anu.edu.au/learningsites/kooricoast/01_welcome.htm accessed 3/11/2017

² The Shoalhaven Telegraph 9 May 1934 Page 8 (Trove (National Library of Australia, n.d.))

³ Shoalhaven Historical Society (SHS), *Living Echoes: A History of the Shoalhaven* (Society, 1996). Shoalhaven City Council, Nowra, 1996, pp. 75

⁴ Freeman, *Heritage Study*, pp. 18-19, 21, 23, 28. *Living Echoes*, p. 76. (Freeman, 1996)

Reverend Thomas Kendall (1788-1832) of Lincolnshire, was the earliest European to take up land in the district in the vicinity of Lake Conjola. Kendall was a ruthless opportunistic adulterer who before he arrived on the South Coast with his wife and children had smuggled guns into New Zealand and had a child to a Maori Chief's 17 year old daughter. He was granted 1280 acres in 1827 on Narrawallee Creek where he cut and transported Cedar between 1828 and 1832. (Ewin)⁵ Another early settler was Thomas Florance who took up 1280 acres next to Kendalls.

The earliest European settlement around Conjola Lake was on its western side. With farms at Narrawallee, Yatte Yattah and Conjola. The Village of Lake Conjola was not settled until the first half of the 20th century. Access to the western side of the lake was provided in 1859 when a bridge was built to provide access to seven properties on the eastern side of Conjola Creek. This bridge remained the main access into Bendalong, Manyana and Cunjurong Point until the latter half of the 20th century.⁶

Timber, Dairy and Silica

Timber getting was an important industry in this area of the Shoalhaven. In the 1850s farms were being cleared in the forests simultaneously serving the timber industry. As Cedar became scarce other timbers such as ironbark, turpentine, mahogany, blackbutt, spotted gum and coachwood were harvested. The first sawmills were established in the 1860s. Ulladulla Harbour played a significant role in the shipping of timber to other ports. There were around 70 sawmills in peak period between Nowra and Kiola.

Around Conjola Lake timber was a significant industry. In 1878 the Goodlet and Smith Saw Mill was established at Red Head next to what became Bendalong Boat Harbour. Over the years of its use substantial numbers of sleepers were milled for the new railway lines that were being constructed between 1860s and 1880s. There was also considerable demand for timber in the Illawarra mining industry which was thriving at the end of the 19th century before the 1890s depression. Another mill was built at Red Head by Kirton and Earnshaw Ltd and worked by Tetley Davis and Reid. Established in 1919 the mill was destroyed by fire in 1926. Kirton and Earnshaw announced the closure of their timber mill at Red head owing to the high cost of recently introduced workers compensation insurance premiums. They also announced the closure for their silica operations.⁷

One of the original settlers at Red Head was Jesse Goodsell who took up a conditional purchase there in 1882. According to McAndrew, Goodsell described Chinese people living

⁵ Ewin, Joanne. *Milton-Ulladulla and Pioneers, Living Echoes* 1996, pp 126-132

⁶ Conjola Timber Trestle bridge
<http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2390280> accessed 3/11/2017

⁷ 1926 'SAWMILL DESTROYED', *The Braidwood Dispatch and Mining Journal (NSW : 1888 - 1954)*, 12 November, p. 2. , viewed 17 Nov 2017, <http://nla.gov.au/nla.news-article119315657> (National Library of Australia, n.d.)

on his property by the sea where they fished, collected and dried seaweed and grew tobacco. It is not known whether any of these people lived on Chinamans Island.⁸ It has been said that the island was named after George AhPoo whose family lived in Lake Conjola for a time. There is also reference to tobacco being grown or harvested on the island by the Chinese, however, no evidence has been found to establish the veracity of these claims.⁹

Attempts to grow wheat in the area failed with rust disease and thereafter dairying dominated agricultural pursuits. Along with the export of timber, dairy products were also transported from Ulladulla harbour. In the Milton District dairying gained strength from the 1860s as better and more reliable means of transport became available. The Illawarra Steamship Company allowed produce to be collected from Ulladulla and Greenwell Point. The boom period for Shoalhaven dairying was between 1890 and 1914 with Conjola Dairy Co-op opening in 1895 and the Yatte Yattah Co-operative Creamery and Ulladulla Refrigerated Butter Co. in 1896. In 1929 the Yatte Yattah factory added cheese production and operated as the Yatte Yattah Cheese Factory until its closure in 1942.¹⁰

In the late 19th century Conjola was one of seven small town centres south of Berry's Coolangatta. Schools opened at Red Head and Yatte Yattah in 1879. With timber getting and increased farming came greater levels of settlement and demands for churches, schools, postal services and other services. Conjola was dominated by Irish Catholics, the first of whom was Charles Murray. Seven generations of Murrays undertook various pursuits there including farming and dairying. A report from a local Postal Inspector in 1878 stated that at that time there were 11 families in Conjola and about 35 at Red Head. In 1914 the Murray family gave land for the erection of a St Patrick's Roman Catholic Church at Conjola.¹¹

Another industry at Red Head was Silica mining, a mineral that was largely used in fire bricks, mined in quantity by Kirton and Earnshaw between 1920 and 1924. In 1946 silica crushing moved to Yatte Yattah and the company Jetty at Red Head/Bendalong was demolished in 1975. (Freeman) In the 1920s Newbold refractories also began mining silica in the area around Pattemore Lagoon. By 1925 Newbold had built a railway track to export the ore from the mine, across Narrawallee Inlet, along Narawallee beach and around the foreshore to a deep water wharf off Bannister Head to the south.¹²

Tourism and holiday makers

The village of Manyana on the northern peninsula of Conjola Lake was originally planned to be a holiday destination with its name reflecting a laid back, put it off until tomorrow holiday feel. Located on land originally owned by Jesse Goodsell it was purchased in 1954 by John Curvers.

⁸ McAndrew p5 (Mc Andrew, 1991)

⁹ Dunn, Cathy. *Heritage Resources prepared for Louise Thom*, unpublished 2017 (Dunn. Cathy, 2017)

¹⁰ Shoalhaven Dairy Industry – Volume 1 conservation Analysis p12 (Various)

¹¹ McAndrew p16

¹² McAndrew p99

Personal accounts in McAndrew's book, *Congenial Conjola*, make frequent mention of visitors or tourists holidaying the Conjola Lake area. Nell Stephenson recalls 'holiday season tourists' coming to the dances held at the boarding Cottage for mill workers which run by her family at Bendalong Boat Harbour in the 1920s.¹³ Reference to a camping trip to Conjola Lake by a family in 1929 described an abundance of fish and a 10hr drive from Maroubra. Killarney was the first tourist park at Conjola Lake set up to cater for tourists in the 1920s. Huts with pole frames, tin roofs and hessian walls provided accommodation and showers were installed. The owners also provided transport across the lake and provided oysters and milk. In 1938 Conjola Lake was described in Gregory's NSW Official Fishing guide and Camping Directory, with good fishing and mention of the Entrance Camp.¹⁴ Promotion of tourism at Conjola Lake was not actively undertaken until the 1954 Festival of the Lakes. The South Coast Tourist Development Association (South Coast Tourist League) Tourism to the South Coast suffered a down turn when petrol rationed during the final years of World War Two. A news article of the time stated;

*Reports from South Coast tourist resorts indicate that unless it is possible for motorists to reach this area during the coming summer season, many businesses catering for tourist traffic will be faced with ruin. It is understood from the official reply that the Associations request is to be considered by the Controller of liquid fuel.*¹⁵

Settlement at the Village of Lake Conjola

The cottages on Chinamans Island have always been visually and practically linked to the southern shores of Conjola Lake. The Village of Lake Conjola was not selected until the late 19th century. The Parish Map extract in Figures 5 shows the early history of land subdivision at Lake Conjola early in the 20th century, with W.J. Roberts and Teirney being the principal land owners. During this early period visitors to the area were principally fishermen and campers.

William James Roberts of Milton took up a 40 acre grant of land by conditional purchase on the southern shore of Conjola Lake on 17 October 1922.¹⁶ He cleared the land and planted an orchard. Operating a ferry service between the north and south sides of the Lake from the location of the present post office. In 1927 Roberts, now described as a 'boatman', surrendered a part of his lot for the road. In 1929 Roberts sold to William Charitime Treherne of Glebe Point, motor driver. In 1934 Treherne sold to Edwin Norman and Alfred George Norman, poultry farmers of Ryde. In 1955 the Normans transferred small lot to David John Morgan Lot 3 DP 26928. (Land and Property Information Service, n.d.)

¹³ McAndrew pp 96-97

¹⁴ McAndrew pp 111-112

¹⁵ The Muswellbrook Chronicle 9 Sept 1941, p 4. (National Library of Australia, n.d.)

¹⁶ Volume 3383 Folio 38 (Thereafter Vol 4092 Fol 201) (Land and Property Information Service, n.d.)

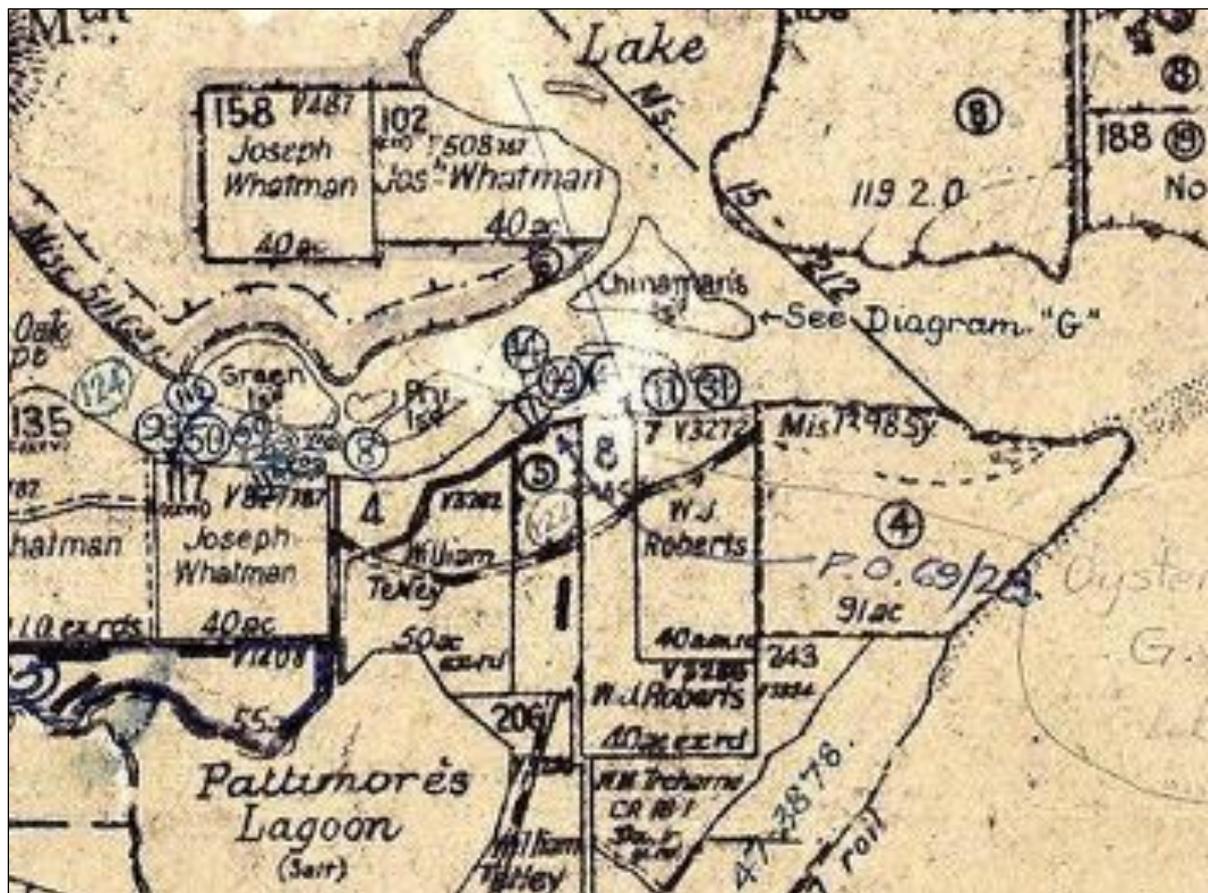


Figure 4. Parish of Conjola, County of St Vincent, Land District of Milton, Clyde Shire and Municipality of Ulladulla Eastern Division of NSW. Map cancelled 1917 (Land and Property Information Service, n.d.)

Chinamans Island

The name of Chinamans Island first appears in Conjola Parish Maps in the 1880s¹⁷. The next publicly available record relating to Chinamans Island concerned oyster leases.

In 1910 William George Alfred Hilder applied for and was granted Oyster Leases on Conjola Lake and in 1915-16 he applied for leases off Chinamans Island. Hilder reportedly lived on the island although no other reference can be found to support this. An application was also made by Thomas James Cork for oyster leases in the vicinity of Chinamans Island.¹⁸ Mrs Ada Marie Hilder also held oyster leases at Conjola Lake. Alfred and Ada surrendered these leases in 1923 as they had had little success. The Hilders had moved on from Chinamans Island by 1928 when Alfred was issued provisional certificates of title for Portions 117, 135,

¹⁷ Dunn, Cathy

¹⁸ 1916 'NOTIFICATION OF GRANTING OF OYSTER CULTURE LEASES.', *Government Gazette of the State of New South Wales (Sydney, NSW : 1901 - 2001)*, 30 June, p. 3710. , viewed 17 Nov 2017, <http://nla.gov.au/nla.news-article225963568> (National Library of Australia, n.d.)

136 and 137, at Killarney.¹⁹ George Theodore Hilder (presumably a relative) was still farming oysters in Lake Conjola in 1955.²⁰

In the 1920s Kirton and Earnshaw Timber Company, trading as the Red Mill Timber co. used Chinamans Island to assist in the export of timber across Conjola Lake. Bullocks or horses were used to drag sawn logs to certain areas around the lake such as Roberts Point or Leaning Oak Point. A paddle wheel vessel is said to have been used to move these logs up the lake to Chinamans Island. From here the logs were then hauled from one side of the island to the other and then across the water along a timber framed tramway to the north side of the lake. The Parish Map 1919-1924 shows the timber depot on the island and the route of the timber railway (Figure 6). From there wagons of timber were rolled along a tramway across to Red head/ Bendalong Boat Harbour. A photograph in McAndrews book shows a picture of a team of horses dragging a skip with a large log across a jetty like structure. The railway was still extant in the 1940s. There are remains of a timber structure evident in the waters on the northern side of Chinamans Island which are possibly surviving physical evidence of the timber railway.



Figure 5 Parish Map showing Occupation Permit for Timber Tramway and location of timber depot on Chinamans Island. (OccPer 21/4422) (National Library of Australia, n.d.)

James Cuthbert Allison (Jimmy) lived on the island in the 1930s working as an oyster farmer and fisherman. Jimmy Alison was also an agent for timber sleepers that were deposited there for transport across to Red Point. Also living on the Island in the 1930s was Mick Glanville and his wife and children. Reference is made in an article in the Shoalhaven

¹⁹ 1928 'Private Advertisements. NOTICE UNDER REAL PROPERTY ACT.', *Government Gazette of the State of New South Wales (Sydney, NSW : 1901 - 2001)*, 7 December, p. 5215. , viewed 17 Nov 2017, <http://nla.gov.au/nla.news-article223028514> (National Library of Australia, n.d.)

²⁰ 1955 'FISHERIES AND OYSTER FARMS ACT, 1935-1949.', *Government Gazette of the State of New South Wales (Sydney, NSW : 1901 - 2001)*, 1 July, p. 1797. , viewed 17 Nov 2017, <http://nla.gov.au/nla.news-article220385047> (National Library of Australia, n.d.)

Telegraph regarding a complaint to Clyde Shire Council. In the article Mr Treherne referred to Glanville’s hut on Chinamans Island as a flea infested place made of old iron bark and bags and that Glanville’s dogs and cats slept in it. Glanville’s occupation was worm catching and supplying bait to tourists.²¹

In 1946 the Department of Lands prepared a map of future lots on Chinamans Island that would be available for Permissive Occupancy. On the map three existing buildings are shown belonging to R. Wilson, G Rushton and A. Glanville. There is also a circled area that has a notation “partly cleared” this may have been the timber depot as it is in the vicinity of the archaeological remains on the norther side of the island.

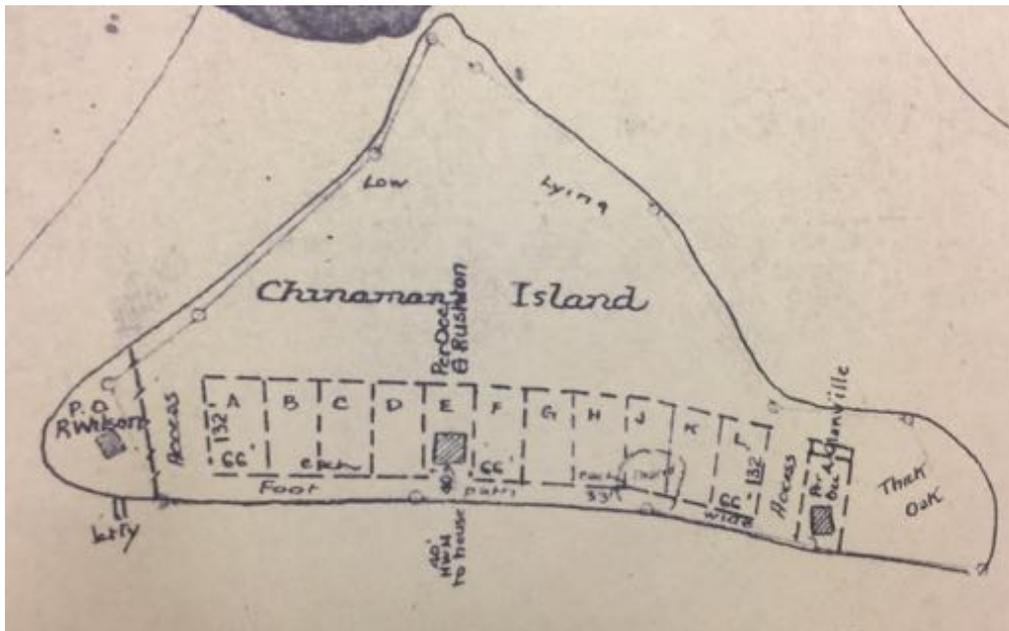


Figure 6. Tracing showing Permissive Occupancies. 1946

Locals refer to a public ballot for the vacant lots on Chinaman’s Island, however no documentary evidence has been found to substantiate this claim. The files held by Crown Lands contain requests in writing for Permissive Occupancy from the individuals who were then granted occupation on the Island. Between 1946 and 1947 the rest of the lots were assigned and further building had taken place on Lot E, Lot J, Lot K and the Glanville Lot. Table 2 provides a description of lot and the holder in 1947 – these are the first Permissive occupancy holders for these lots.

Table 2. Table of PO holders to accompany Figure 7 and 8.

Block	Holder in 1947	Lot No.	
		2	1967 transferred to T.M. Hambly
A	M.A.M. Southwell	3	1967 R.G. Henley
B	D.M. Hastie	4	1957 transferred to Roy A. Ferreira

²¹ The Shoalhaven Telegraph 17 may 1933 p6

C	Davidson	5	1960 P.Haybittle
D	R.J. Southwell	6	Vacant
E	F.E. Smith	7	1962 M. Smith
F	R.J. Stening	8	1962 N.B. Falson
G	F.N. Allsop	9	1958 F.Hicks, J.Saw, L. Southwell
H.	H.W.A. Hermann	10	1948 P.Ulciny
J	V.P. Campbell	11	1956 R.W. & G. Henley
K	H.J. Southwell	12	1958 C.A.L. Wallis
L	T.J. Donnelly	13	1962 R. King
M	A. Glanville	14	1957 J.E. Ryan

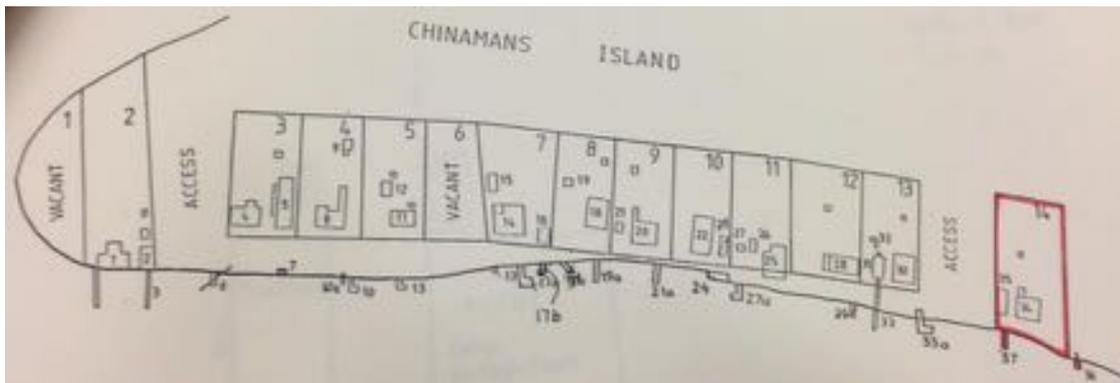


Figure 7. Change in numbering of lots and buildings shown circa 1967. (NSW Department of Industry, Lands & Water Division)

Development of each Lot (PO).

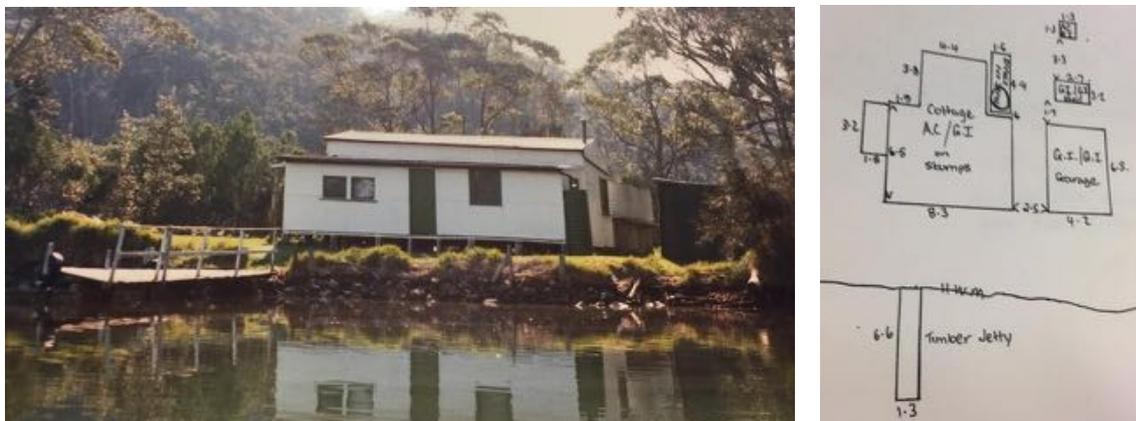


Figure 8. Lot 2 – PO 1967/13 Photo and plan by Department of Lands. (NSW Department of Industry, Lands & Water Division)

The Cottage, shed and jetty shown in Figure 9 was originally owned by Wilson and may have been built by Allison. It was transferred to T.M. Hambly, and has since been removed. The property was described by a report to the Department of lands in the 1990s as a weekend dwelling and jetty – total area 695.6m².



Figure 9. Lot 3 and Lot 4. The building in the middle is the boat shed belonging to Lot 3. (NSW Department of Industry, Lands & Water Division)



Figure 10. The rear view of Lot 4 and the boatshed on Lot 3. (Milham collection)

Lot 3 had a “weekend residence and boatshed”. Lot 4 was described as a “cottage and workshop”.

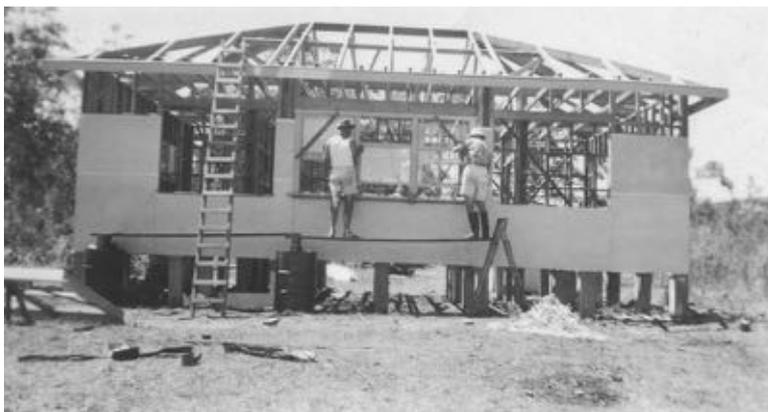


Figure 11. Building the Cottage on Lot 4. (Milham)

Everything on the island had to be brought to the island by boat as there is no land access. Despite this the Cottages are substantial and some were used as permanent residences. The Cottage and boatshed at Lot 3 have been removed. The Cottage at Lot 4 is still extant.



Figure 12. Lot 7 and Lot 8. (Dept of Lands)

Lot 7 (PO 62/7) belonged to M. Smith and has been removed.



Figure 13. The Smith Cottage at Lot 7 before it was extended. Note the two tone colour scheme with the moulded fibro cover strips picked out in a dark colour to match the windows. (Milham)

Lot 8 (PO62/42) belongs to N.B. Falson and is still extant and was described as a “residence”.



Figure 14. Mrs Smith and her sister (?) sitting on the jetty at their lot. (Milham Collection)



Figure 15. Lot 9 and Lot 10 (NSW Department of Industry, Lands & Water Division)

Lot 9 (PO 58/76) was owned by Hicks, Shaw and Southwell with a lot size of 812m². It was described as a “fibrous cement cottage on brick piers with galv. Iron roof and telephone. 59.3m³ fibrous cement shed with galv iron roof. Fibrous cement toilet with galv iron roof (earth pit) 1 large tank.”²² This cottage is still extant.

Lot 10 (PO 48/19) was owned by P.Ulincy. It was described as 844m² total area. A weatherboard clad cottage on timber and concrete block piers with galv iron roof and telephone. In 1969 it was described by an inspection report of the Department as dilapidated and “to be removed”.²³

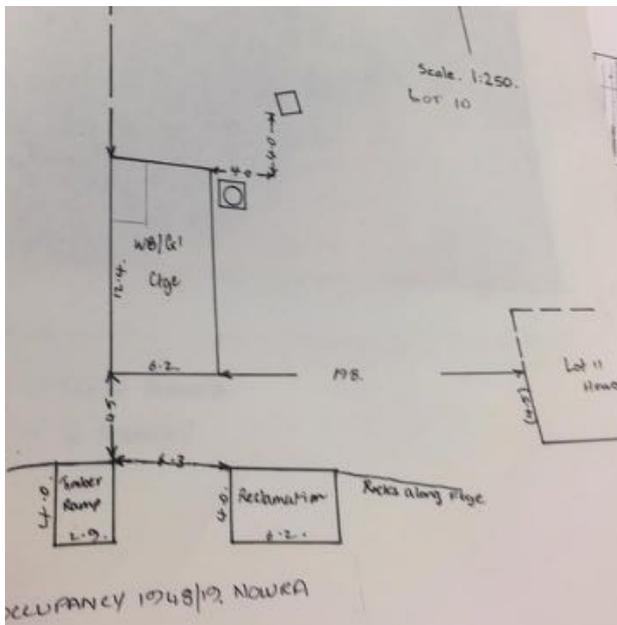


Figure 16. Lot 10 - P. Ulincy. (NSW Department of Industry, Lands & Water Division)

²² Valuer Generals report into tenant improvements, 1991. (NSW Department of Industry, Lands & Water Division)

²³ Department of Lands Inspection report (69/287; 69/319) dated 12/12/1969 (NSW Department of Industry, Lands & Water Division)



Figure 17. Lot 11 – Original dwelling constructed by Southwell and purchased by R.G Henley (Photo date 15/10/1991 (NSW Department of Industry, Lands & Water Division))

Lot 11 (PO 56/16) The original weatherboard cottage was built by the Southwells. Mr Henley purchased the dwelling from Mrs Southwell and then constructed a laundry, shower, storeroom, workshop and boatshed, retaining the dwelling. The Henley family used the property as a weekend- cottage.

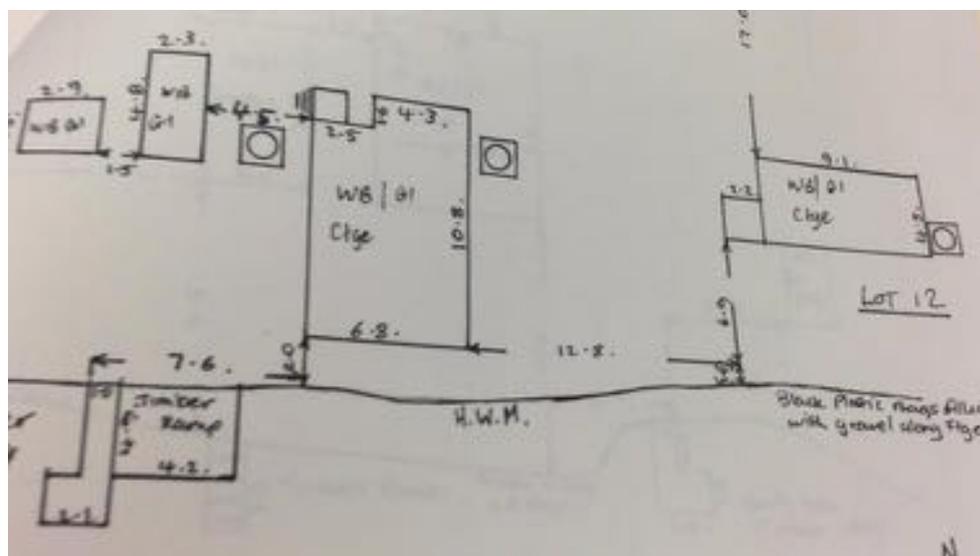


Figure 18. (NSW Department of Industry, Lands & Water Division) diagram of improvements at lot 11 and Lot 12

Lot 12 (PO 58/68) was owned by C.A.L. Wallis. In 1969 Lot 12 was described as containing a weatherboard cottage, boatshed and jetty constructed as a week-end residence. This cottage has been removed.



Figure 19. Lot 12 in 1991²⁴

Lot 13 (PO62/64) is owned by R. King and was described as a week-end cottage. According to oral testimony the original residents often constructed their boatshed first and lived in that until they'd built their Cottage.²⁵ This practice was common in Australia after World War II when construction materials were in limited supply.



Figure 20. Lot 12 on the left and lot 13 in the centre. (NSW Department of Industry, Lands & Water Division)

²⁴ Valuer General's Department. File Wo 91/V/286 dated 15/10/1991 (NSW Department of Industry, Lands & Water Division)

²⁵ Conversation with residents of Chinamans Island 11-11-2017 (Island, 2017)

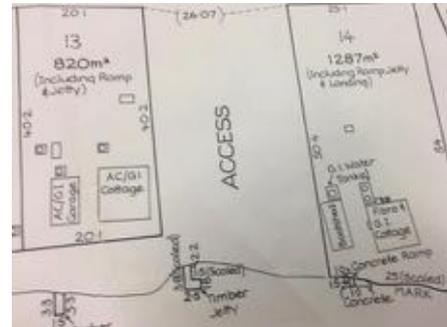


Figure 21. Lot 14. (NSW Department of Industry, Lands & Water Division) Figure 22. Extract from 1990 survey²⁶

Lot 14 (PO 57/32) is owned by Ryan.

The aerial view of the island in 1950 is not clear enough to distinguish any buildings existing on the Island at that time. It does however show cleared patches of land that would seem to relate to the areas where Cottages were built between 1930 and 1967.

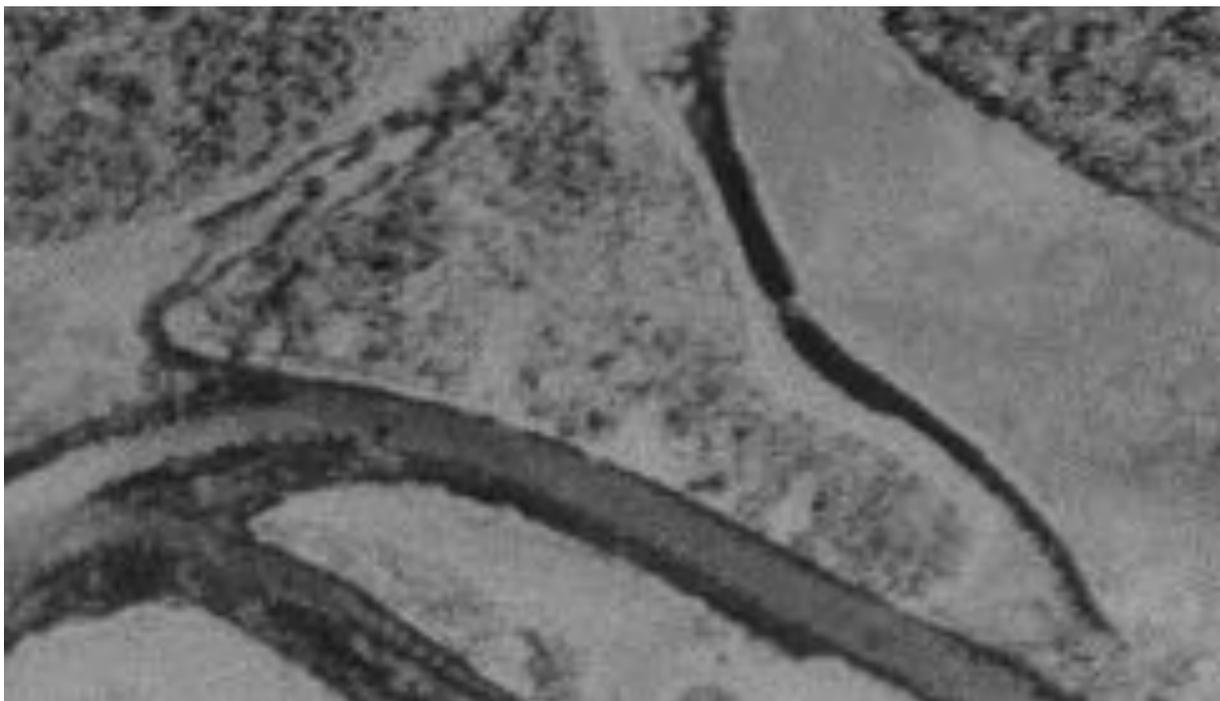


Figure 23. Chinamans Island in 1950. (Department of Finance, Services & Innovation)

The next available aerial photo was taken in 1967 and clearly shows that there were 12 Cottages on the Island at this time.

²⁶ (NSW Department of Industry, Lands & Water Division)



Figure 24. Aerial view of Chinamans Island in 1967 (Department of Finance, Services & Innovation)

A letter from the Department of Lands addressed to Mrs M Ferreira (Permissive Occupancy 1957/65) stated that the Minister had approved the retention of the dwellings on the island for the “lifetimes of the present holders”.²⁷

In 1969 action to reserve Chinamans Island for passive recreation was initially decided, in consultation with Shoalhaven City council. The island was to be retained “for its natural scenic beauty for future generations to enjoy”. No new occupancies were to be granted from this time. In 1977 the Minister advised the current holders that permanent residents could continue with lifetime occupancy. In 1994 all holders were told their tenancies would be terminated by 1990 with the exception of Mildred Ferreira.²⁸

²⁷ Correspondence from B.Lawson, Regional Manager, Lands Office Nowra – Department of Lands to Mrs M.M. Ferreira, dated 17 Jan 1989.

²⁸ Correspondence from Department of Lands to Mrs G.J Milham, dated 29 Jan 2004. (Millham)



Figure 25. Aerial view of Chinamans Island in 1975 (Department of Finance, Services & Innovation)

There are currently seven Cottages left on Chinamans Island. One is permanently occupied and the others are temporarily occupied during weekends and holidays.

Physical Description

Timber Railway

On Chinamans Island and in the waters between the Island and Cunjurong Point there is potential for archaeological evidence of the original Timber Railway 1919-1926. The railway is known to have existing until at least 1940 although it was no longer used for timber transport. Parts of the original structure may be seen in the water on the northern side of the King allotment, lot L.

Setting

On the southern shore of Chinamans Island in Conjola Lake are seven cottages, with assorted out buildings and jetty structures in front of each cottage. The cottages can be seen from the Village of Lake Conjola. There were originally 12 Cottages on the island and numerous associated buildings such as outbuildings, bathrooms and boat sheds.



Figure 26. Some of the cottages on Chinamans Island viewed from the public reserve at Carroll Avenue, Lake Conjola.



Figure 27. View back to the Post Office and General Store from Chinamans Island



Figure 28. Southern side of Chinamans Island looking west.

Individual Cottages

There are two types of cottages on Chinamans Island. The first is the earlier timber weatherboard cottage that has a traditional profile with a short gable and attached hipped roof with a skillion verandah. This building type has timber stumps and timber framed windows and is clad in timber boards with a corrugated galvanised steel roof. The verandahs at the front are enclosed and at the rear half the verandah is open. The Henley cottage on Lot J is the most intact of this type. The other cottages conforming to this type are the Butler cottage on Lot H and the Falson cottage on Lot F.

The other cottages all conform to the type which is fibro clad structure built to a pattern with minor variations. They are built on brick piers with a gable or shallow hipped roof. These cottages were built between the mid-1950s and 1960s.

From West to East

Lot M – RYAN (Lot 14)



Figure 29. Ryan, the eastern most cottage Lot M.



Figure 30. Lot M - Ryan. Rear view looking south towards Lake Conjola

This cottage is located on the site of the original home of Mick Glanville whose Cottage was removed and replaced by the existing Ryan Cottage. The Cottage has a roughly square plan form with fibro asbestos cladding with moulded fibro cover strips and timber framed double hung sash windows. A larger pair of fixed pane and twin sash windows face south and Conjola Lake. The Cottage is constructed on brick piers and has a shallow pitched gable roof. The entry door is located on the northern side of the Cottage and there is a chimney on the western elevation that does not extend through the roof. A water tank is located at the rear steps. Adjacent to the Cottage is a long rectangular boat shed with a shallow gable roof and fibro cladding. It also has timber framed windows and two entry doors which suggests it may have been constructed as a temporary residence prior to the Cottage being built. There

is a fibro clad outdoor toilet located away from the dwelling. The lot upon which Ryan's Cottage is located is at the narrower end of the island and therefore has access and views through to Conjola Lake on both sides of the Island.

Lot L- KING (Lot 13)



Figure 31. Vacant lot and then King Lot K.



Figure 32. The rear of the King Cottage

This Cottage is very similar to the Ryan Cottage however the gable ends of the roof project and are boxed in by cladding and the entrance to the Cottage is from the side. The Cottage is constructed on brick piers and has a strip brick footing around the front. As at the Ryan Cottage there are two timber framed double sash and fixed glazing windows at the front facing Conjola Lake and all the windows are timber framed. There is also a water tank on a stand at the rear and a fibro asbestos clad boatshed. In addition to the fibro clad toilet there is also a smaller clad structure.

Lot J – HENLEY (Lot 11)



Figure 33. Henley – Lot J with a vacant lot to the right



Figure 34. Henley Cottage and out buildings. Lot J

The building at Lot J is most likely the earliest and most intact Cottage remaining on the Island. The building is timber framed on timber stumps and is clad in sawn boards that have been lapped to use as cladding with a corrugated galvanised steel roof. The building appears to have had a front verandah which has been enclosed and a rear verandah which is partially enclosed.



Figure 35. Rear of Henley Cottage with partially enclosed rear verandah

Lot H – BUTLER (Lot 10)



Figure 36. Butler Lot H in the centre and Henley to the right.



Figure 37. Butler Cottage, the only permanently occupied Cottage on the island.



Figure 38. Rear of the Butler Cottage

The Butler Cottage is a timber framed weatherboard Cottage resting on timber stumps. On the eastern and western elevations the original timber framed windows have been replaced by aluminium framed windows. Some of the stumps have been repaired with brick piers. The design of the Cottage is the same as the Henley Cottage with a small gable roof and skillion roofs over verandahs front and back that have been fully or partially enclosed. There are outbuildings to the rear.

LOT G – HICKS (Lot 9)



Figure 39. Falson – Lot F on the left and Hicks – Lot G on the right.



Figure 40. Hick's Cottage from front



Figure 41. Hick's Cottage from rear

The Hick's Cottage is a variation on the fibro Cottage design of Ryan and King. It is a smaller design with a gable roof that has a ridge running east to west. At the rear is a skillion roofed verandah that appears to be of later construction to the original Cottage. The building is clad in asbestos fibro with asbestos fibro moulding cover strips and timber framed windows. The building is supported on brick piers. There are fibro clad out buildings at the side and rear.

LOT F – FALSON (Lot 8)



Figure 42. Front of Falson Cottage



Figure 43. Rear of Falson Cottage

The Falson Cottage is of the weatherboard type with the same design as the Henley and Butler Cottages. It is largely intact with only minor modifications since it was built.

LOT B – MILHAM (Lot 4)



Figure 44. Milham Lot B - located on western end of island

The Milham Cottage is largely intact. It is of the fibro type and has a number of out buildings. It is the only building left at the western end of the island.



Figure 45. Side of Milham Cottage on Lot B



Figure 46. Rear of Milham Cottage on Lot B

Comparative Analysis

Defining the type to compare.

In the Draft Royal National Park Cabins Conservation Plan Geoff Ashley provides a good basis for the understanding of the types of dwellings used in places such as Chinamans Island.²⁹ Whilst Ashley refers to these places as shacks or huts and the occupants on Chinamans Island refer to their dwellings as Cottages, they all have the following definition in common:

They are small, they are used as human dwellings associated with different purposes and the purpose for which they are used is often seasonal or temporary.³⁰

The Cottages on Chinaman's Island are associated with recreational use and activities relating to water such as boating and fishing. They are also isolated from the mainland and require water transport for access. The surviving cottages have had some permanent residents but the majority are weekenders or holiday accommodation for people with a residence elsewhere.

²⁹ Ashley, Geoff. (Ashley, 1994) for National Parks and Wildlife Service 1994

³⁰ Ashley p3

Other examples in Shoalhaven City

Trehearne Holiday Resort Cabin, 37
Carroll Avenue, Lake Conjola, NSW 2539

Statement of significance: A reasonably intact group of 8 original fibro fisherman's cottages dating from the first resort development in 1920s. Cohesion of group now becoming compromised by individual insensitive 'modernisations'. Local significance (Shoalhaven).



Figure 47. Trehearne Holiday Resort Cabin 37 Carroll Ave, Lake Conjola³¹

Comparison: The Trehearne Holiday Resort example is a group of cottages built in the Inter-war period by one owner for the purpose of rented tourist accommodation. Whilst it faced Conjola Lake it was not isolated and was accessible by road. Stylistically the building representing the group is an Inter-war bungalow. The Chinamans Island Cottages are quite different as they are privately owned and not a resort and are isolated from urban development.

Whitaker's Island View Resort Cabins
(former), 2 Aney Street, Lake Conjola,
NSW 2540

Statement of significance: The cabins have significance as representative of seaside holiday camp development of the 1930s and 1940s on the South Coast. Very few remain intact and in their original form. Local significance (Shoalhaven).



Figure 48. Tierneys holiday cabins circa 1950s (Source: Milham collection)

³¹ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2390266> (Office of Environment and Heritage, n.d.)

Comparison: The Whitaker's Island View Resort Cabins were built in the late Inter-war period by one owner for the purpose of rented tourist accommodation. The resort faced Conjola Lake but it was not isolated and was accesible by road. Stylistically the buildings are simple fibro shacks that have been modified. The Chinamans Island Cottages are different as they are privately owned and not a resort and are isolated from urban development.

Greentree's - Holiday Cabins, 158 Jacobs Drive, Sussex Inlet, NSW 2540

Statement of significance: A cohesive and intact group of holiday cabins which have a high level of aesthetic significance. The group is historically significant also as representative of holiday accommodation of the post war period that characterised many South Coast villages. Local significance (Shoalhaven).

Physical description: Typical 1940's period cabins illustrating the type of dwelling & their construction and materials, erected in the inter-war years. The cabins utilise local construction techniques in the stud framed construction with a combination of external weatherboards and fibro above. The gabled roof, open eaves is clad with galvanised iron sheet.



Figure 49. Greentree's - Holiday Cabins³²

Comparison: The cabins were constructed by one person as a holiday resort. The buildings reflect the owner's aspirations and aesthetic influences of the day. The Chinamans Island Cottages are different as they are privately owned and not a resort and are isolated from urban development.

The Green Cabins (inter-war holiday cabins), 53 Cyrus Street, Hyams Beach, NSW 2540

Statement of significance: Range of Interwar period cabins illustrating the growth of recreation and leisure on the coast. Important contribution to the scale, form and continuity of the streetscapes in Hyams Beach. Local significance (Shoalhaven).



Figure 50. The Green Cabins (Inter-war holiday cabins), Hyams Beach

³² <http://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=2390274#ad-image-1> (Office of Environment and Heritage, n.d.)

Comparison: Another group of holiday cabins constructed as a holiday resort. The Chinamans Island Cottages are once again different as they are privately owned and not a resort and are isolated from urban development.

The Springs - Holiday Cabins, 1A
Yarroma Avenue, Swanhaven, NSW
2540

Statement of significance: The cabins and the surrounding gardens have significance as representative of seaside holiday camp development of the Post-war era and on the South Coast of which few remain. Potential for State significance. Local significance (Shoalhaven)



Figure 51. The Springs - Holiday Cabins, Swanhaven³³

Comparison: This coastal site is located in the bush but is accessible by road. The site contains a mix of dwellings built at different times. There are four original fibro holiday cabins that were constructed as a holiday resort, and a fibro residence. The site is a resort rather than a collection of privately owned dwellings. The Chinamans Island Cottages are once again different as they are privately owned and not a resort.

Mark Foy's Workers Holiday Cottage, 37
Beecroft Way, Currarong, NSW 2540

Statement of significance: Representative example of a basic holiday cottage with historical significance being associated with the Sydney retailing family of Mark Foy's and technical significance for its intact example of an early water supply. This building together with other contemporaries is a tangible reminder of the rapid post war development of the village due to rising standards of living and increasing amounts of time devoted to leisure and recreation activities. Local significance (Shoalhaven).



Figure 52. Mark Foy's Worker's Holiday Cottage in Currarong.³⁴

³³ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2390256> (OEH)

³⁴ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2398658> (OEH)

Comparison: The holiday cottage is typical of the generic style fibro holiday cottage found on the coast of NSW. The building does not belong to a group, unlike the Chinamans Island example.

Early fibro cottage, 5 Beecroft Parade, Currarong, NSW 2540

Statement of significance: Significant for its historical association with the founder of the mark Foy's retail department store in Sydney. Representative example of basic holiday cottage of the 1940s, of simple fibro construction and gabled roof form. The building together with other contemporaries located in the village are a tangible reminder of the rapid post war development of the village of Currarong as a coastal resort. Local significance (Shoalhaven).



Figure 53, Early fibro holiday cottage, Currarong³⁵

Comparison: The holiday cottage is typical of the generic style fibro holiday cottage found on the coast of NSW. The building does not belong to a group, unlike the Chinamans Island example.

Weatherboard holiday cottage and outbuildings, 13 Catherine Street, Myola, NSW 2540

Statement of significance: Cottage and cabin are representative examples of holiday/weekend accommodation of the 1940s reflecting the growth of tourism of the post war period. Local significance (Shoalhaven).



Figure 54. Holiday cottage at Myola³⁶

Comparison: The holiday cottage is typical of the generic style fibro holiday cottage found on the coast of NSW. The building does not belong to a group, unlike the Chinamans Island example.

Examples in NSW outside the Shoalhaven

Royal National Park Coastal Cabin Communities

The Royal National Park (RNP) coastal cabin communities of Little Garie, Era and Burning Palms are of State heritage significance as the largest and most intact groups of vernacular coastal weekender cabins remaining in NSW. Cabin communities were once common along the coast of NSW and the groups at

³⁵ <http://www.environment.nsw.gov.au/heritageapp/HeritageItemImage.aspx?ID=2390340#ad-image-0> (OEH)

³⁶ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2390333> (OEH)

Little Garie (20 cabins), South Era (95 cabins) and Burning Palms (28 cabins) are now rare in the State context and along with the Bulgo group in RNP are likely to represent a small number of similar cabin groups remaining in Australia. . .

These cabin communities are historically important in a NSW context as evidence of the development of a distinctive way of life associated with recreation from the middle parts of the twentieth century, once common in coastal NSW but now rare. The cabins provide evidence of the development of simple weekender accommodation around Sydney from the 1920s and 1930s starting with tent accommodation that developed into huts and cabins. . .

The cabin communities represent a rare recreation lifestyle and architecture that is becoming uncommon in Australia and rare in a NSW context. The visibility of historic landscape layers, the scale of the cabin groups and their dramatic landscape settings have produced a rare series of recreational cultural landscapes in a NSW context. There are no similar sized groups of weekender cabin communities remaining in NSW, apart from the Bulgo group at the southern end of RNP (State Significance). . .

Physical description: The cabins were built by private citizens using their own initiative, resources and labour.

A cabin is a particular type of residence that is between a hut and a cottage in size and is usually associated with temporary accommodation as a coastal weekender. Typical RNP coastal cabins are one or two room single level structures constructed with a light timber frame with either asbestos cement, corrugated iron or weatherboard external cladding; often with an unlined interior. Roofs are usually of a gable form, often with a skillion portion over an enclosed verandah. The roofs are usually clad in corrugated iron and are often unlined internally. A number of the cabins are an unusual design and construction, some utilising local stone and other recycled and locally found materials that have distinctive aesthetic qualities that express highly individualised design tastes.

Construction years: 1930-1950



Figure 55. Coastal cabins in the Royal National Park³⁷

³⁷ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2700479> (OEH)

Comparison: The Royal National Park Cabins group is similar to the Chinamans Island group in that it is isolated and not accessible by road. It is similar in that the cabins were built by individuals on Crown land. The RNP group had its origins in the depression and many were built out of necessity and then as alternate dwellings for holiday purposes. The construction years of the RNP group is 1930-1950 earlier than the Chinamans Island group. The RNP cabins are smaller and the materials are by necessity lightweight as it had to be carried into the site. The RNP cabins were not granted Permissive Occupancy but were erected on Crown land. The Chinamans Island group were all given Permissive Occupancy leases to inhabit their land with defined boundaries. The CI group use a combination of lightweight materials and heavier materials such as bricks as the construction materials could be transported by boat over a relatively short distance. The CI cottages are larger than the RNP cabins and are more like traditional Cottages, for example they are internally lined, carpeted and tiled, and have modern kitchens and bathrooms.

Dark Corner, Dark Corner, Patonga, NSW 2256

Statement of significance: The group of six cottages at Dark Corner, Patonga have historic significance as an example of small dwellings erected on public land during times of economic downturn, which were ultimately granted leases in the form of Permissive Occupancy. This form of occupancy is becoming increasingly rare at the local, regional and state level. The group has aesthetic significance as a relatively uniform grouping of cottages, both in style, scale and material, on original curtilage, forming an important feature in the landscape of the area. The cottages have historic and social significance as a row of early weekender cottages in the Patonga Beach and Hawkesbury River area. The cottages have scientific significance for their ability to demonstrate simple vernacular construction techniques characteristic of areas with limited access.

Construction years: 1920-

Physical description: A group of six single storey, timber framed cottages on foreshore reserve to north end of Patonga Beach. Vegetated hillside behind is Brisbane Water National Park. This cottage is the sixth from the north/west end of Dark Corner, being the fifth of the closely spaced cottages and painted white with a green roof at time of survey. Rectangular plan building with gable roof, broken backed over front and north. Extension to south with higher, gabled roof. Lean-to to north facade. Fibro cladding. Timber framed, sliding windows to original portion of building with awning/fixed sashes to extension. Sandstone piers to original building with brick piers to extension. Aluminium awning to front. Outbuilding and water tank to front.³⁸

³⁸ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1620107> (OEH)



Figure 56. The six remaining cottages at Dark Corner Patonga (Image Wikipedia)



Figure 57. 'Orcaes' Cottage number 6, Dark Corner. (Australian Heritage Council)

Comparison: The cottages at Dark Corner are the most similar example of a cottage grouping to those at Chinamans Island. The DC buildings are privately owned and built upon Crown Land. They were constructed by individuals for the purpose of both recreational and residential use. Materials for construction of the cottages was transported to the site by water. They are isolated from the nearby village of Patonga and as such have a separate identity as a discrete community. The DC owners were granted Permissive Occupancy leases for their dwellings. The DC cottages have an earlier construction date than Chinamans Island cottages – commencing from 1920. The Dark Corner cottages are listed on Gosford Local Environmental Plan 2014 as a heritage item:

Patonga, Seven Cottages, Dark Corner, Lot 7307, DP 1159203, Local Item 130

Little Pelican cottages and site

Six cottages remain out of a group of 14 located on the eastern side of Swansea Channel, Little Pelican is a Crown Land Reserve. The Little Pelican Row group developed from holiday boatsheds that were altered to provide accommodation during the Depression. The 14 cottages were mostly simple gable roofed boatCottages, with lean-tos added on for holidays, and then (1930s) turned into permanent housing. The cottages are in an isolated location.



Figure 58. Little Pelican cottages. (Images by Lake Macquarie Council)³⁹

Little Pelican cottages and site are listed on the heritage schedule of Lake Macquarie Local Environmental Plan 2014

Comparison: The Little Pelican cottages are a very example of a cottage grouping to those at Chinamans Island. The LP cottages are privately owned and built upon Crown Land. They were constructed by individuals for the purpose of both recreational and residential use. They are isolated from the nearby urban development and as such have a separate identity as a discrete community. The LP owners have been granted leases for their dwellings. The LP cottages have an earlier construction date than Chinamans Island cottages. The LP cottages differ from the Chinamans Island cottage by their history of use and construction. The LP cottages were originally boatsheds that have been modified for domestic residential use.

Summary of comparative assessment

In the case of the cottages on Chinamans Island the comparative analysis is a crucial part of their assessment. If each cottage were to be assessed in isolation from the group and from its setting, then its significance would be negligible because the building type is common. What is important therefore is to establish the rarity and representative value of the cottages as a group of mid twentieth century, mostly temporary dwellings, located on an island within the Shoalhaven.

Local

There are no groupings of cottages similar to the Chinamans Island group in the Shoalhaven Local Government Area.

Statewide (NSW)

This study has revealed that there are two groupings of cottages that are similar to the Chinamans Island group elsewhere in NSW. Further groupings may be found if more time and resources were available to do further research.

The Dark Corner cottage group is very similar to the Chinamans Island cottage group as outlined above. The group is assessed as having Local significance and as such it has been included on the heritage schedule of the Gosford Local Environmental Plan.

³⁹ <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=1910388> (OEH)

The Little Pelican cottages and site are also similar to the Chinamans Island group but to a less extent due to the difference in their historical evolution from boatsheds to residences. The Little Pelican group is assessed as having Local significance and as such it has been included on the heritage schedule of the Lake Macquarie Local Environmental Plan.

Significance Assessment

The following assessment criteria are the accepted best practice criteria in the assessment of cultural heritage significance. These criteria are the standard criteria for use in NSW that have been prepared for use by the Heritage Division of the NSW Office of Environment and Heritage and adapted here to apply to the City of Shoalhaven.⁴⁰

For a place to be deemed to be significant to the City of Shoalhaven it must meet at least one of the following criteria:

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

The item can also be significant to the Region, the State of NSW or the Nation.

Application of Criteria

Using the criteria outlined above the cottages on Chinamans Island have been assessed against each criterion taking into consideration the history of the site, the fabric analysis and the comparative data. The collection of cottages on Chinamans Island satisfies five of the seven criteria at a local level.

⁴⁰ See www.heritage.nsw.gov.au for more information.

Significance Assessment Criteria

Criterion (a) Historical Value: - an item is important in the course, or pattern, of the City of Shoalhaven's cultural or natural history.

The seven remaining cottages on Chinamans Island in Conjola Lake are associated with the historical development of Conjola and the Shoalhaven. They have links with the mid-twentieth century historic theme of tourism through their association with visitors to the area for activities such as holiday making and fishing. The cottages provide physical evidence of the growth in week-end dwellings in the early to mid-twentieth century. They demonstrate the development of a distinctive way of life associated with particular recreation and leisure pastimes from the middle parts of the twentieth century, once common on coastal NSW but now rare.

The cottages demonstrate a key historical phase of mid-twentieth century tourism – when leisure time increased due to the state wide introduction of three weeks paid annual leave in 1958 and the increase in private car ownership in the post war period lead to more self-sufficient holiday making. From the 1920s the South Coast became a destination for fishing and holiday vacations with the first development in Lake Conjola being accommodation to cater for tourists.

Criterion (b) Historical Association: - an item has strong or special association with the life or works of a person, or group of persons, of importance in the City of Shoalhaven's cultural or natural history.

Does not meet this criterion.

Criterion (c) Aesthetic Value: - an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the City of Shoalhaven.

There are two vernacular building types on the island – the earlier 1940s weatherboard and the later post 1956 fibro – which together demonstrate the availability of materials and the constraints of water access in the early post war period. The two dwelling types stylistically represent the 1940s and the post 1950s together with the aspirations of their owners.

The location of the cottages on Chinamans Island is highly valued for its aesthetic appeal by the occupants, visitors and users of Conjola Lake.

Criterion (d) Social Value: - an item has strong or special association with a particular community or cultural group in the City of Shoalhaven for social, cultural or spiritual reasons.

The isolation and separation by water has made the Chinamans Island community distinct from the Village of Lake Conjola and has given the occupants a discrete sense of identity. Some of the lease holders have strong affinity with the place through generations of family connections and as a result have strong attachments to the place.

The group of people that make up the Chinamans Island community hold in high esteem the values of the cottages and their history. They have a collective association with the particular island lifestyle, including the transfer of generational values and of self-sufficiency. There is a sense of loss for those families who had licences terminated and cottages removed and there is a sense of loss for the impending removal of the rest of the cottages on the island.

Criterion (e) Research Potential: - an item has potential to yield information that will contribute to an understanding of the City of Shoalhaven's cultural or natural history.

The cottages do not meet this criterion. The potential for discovery of archaeological remains of the timber railway can be said to have research potential that would demonstrate an historic use of the island and a defunct industrial process.

Criterion (f) Rarity: - an item possesses uncommon, rare or endangered aspects of the City of Shoalhaven's cultural or natural history.

There are no other groupings of cottages located on Crown land with individual private leases that are historically, socially and aesthetically tied together as a discrete group within Shoalhaven LGA. These are the only known group of mid-twentieth century cottages located on an island within the Shoalhaven.

There are no known no cottage groupings on an island in NSW other than on Chinamans Island. Groupings of cottages such as these on Crown Land are becoming increasingly rare in NSW.

Criterion (g) Representativeness: - an item is important in demonstrating the principal characteristics of a class of the City of Shoalhaven's - cultural or natural places; or - cultural or natural environments. The Chinamans Island cottages are representative of the principal characteristics of coastal shack, cabin or cottage communities from the early to mid-twentieth century. The cottages are good examples of the mid-twentieth century weekend dwelling privately constructed on Crown Land in an isolated area with challenging access.

Integrity

There were originally 12 cottages on the Island and now there are 7. The cottages are in varying state of repair due to uncertainty regarding their future – owners are reluctant to spend time and money maintaining something that they will be asked to pull down. The integrity of the surviving cottages is high as most cottages are very intact and the majority are still in regular use.

Summary Statement of Heritage of Significance

The seven remaining cottages on Chinamans Island in Conjola Lake are the only known group of mid-twentieth century cottages located on an island within a lake, on Crown reserve, within the Shoalhaven or NSW. The group has the principal characteristics of coastal shack, cabin or cottage communities from the early to mid-twentieth century. The cottages are good examples of the mid-twentieth century weekend dwelling privately constructed on Crown Land in an isolated area with challenging access. They have links with the mid-twentieth century historic theme of tourism through their association with visitors to the area for activities such as holiday making and fishing. The cottages provide physical evidence of the growth in week-end dwellings in the early to mid-twentieth century. They demonstrate the development of a distinctive way of life associated with particular recreation and leisure pastimes from the middle parts of the twentieth century, once common on coastal NSW but now rare.

The cottages demonstrate a key historical phase of mid-twentieth century tourism – when leisure time increased due to the state wide introduction of three weeks paid annual leave in 1958 and the increase in private car ownership in the post war period lead to more self-sufficient holiday making.

The two vernacular building types on the island – the earlier 1940s weatherboard and the later post 1956 fibro – together demonstrate the availability of materials and the constraints of water access in the early post war period. The location of the cottages on Chinamans Island is highly valued for its aesthetic appeal by the occupants, visitors and users of Conjola Lake.

The isolation and separation by water has make the Chinamans Island community distinct from the Village of Lake Conjola and has given the occupants a discrete sense of identity. Some of the lease holders have strong affinity with the place through generations of family connections and as a result have strong attachments to the place. The group of people that make up the Chinamans Island community hold in high esteem the values of the cottages and their history. They have a collective association with the particular island lifestyle, including the transfer of generational values and of self-sufficiency. There is a sense of loss for those families who had licences terminated and cottages removed and there is a sense of loss for the impending removal of the rest of the cottages on the island.

Recommendations

1. The significance of the property is assessed as local. The Chinamans Island Cottage Group is a rare grouping of mid-twentieth century dwellings and as such should be afforded protection as a heritage item on Schedule 5 of Shoalhaven Local Environmental Plan 2014.
2. The potential for archaeological remains of the former timber railway is also significant and should be protected as an archaeological item in Schedule 5 of Shoalhaven Local Environmental Plan 2014.
3. In the event of partial or total removal of any Cottage the recommendations below should be implemented.

Recommendations to mitigate against loss of significance

Removal of the cottages from the island is not recommended, however if that decision is taken then the following steps are recommended in order to maintain a record and to mitigate against the loss of the heritage significance.

Archival recording:

A full archival record of the building and landscape elements to be demolished is to be submitted, to the satisfaction of Council, prior to the commencement of any alteration, demolition or removal.

The archival record is to be completed by a heritage consultant listed on the Consultants Directory by the Office of Environment and Heritage or by a suitably qualified photographer who must demonstrate a working knowledge of archival principles.

Photographic archival records must be taken of the building, landscape or item in accordance with 'The Heritage Information Series, *Photographic Recording of Heritage Items Using Film or Digital Capture 2006*' published by the NSW Department of Planning and available on the Office of Environment and Heritage website.

The Photographic Archival Record must include all of the following as a minimum requirement:

Title page with subject, author, client, date, copyright etc.

Statement of why the record was made

Outline history of the item and associated sites, structures and people.

Statement of heritage significance of the items in accordance with the Burra Charter and the State Heritage Inventory.

Inventory of archival documents related to the item and their location (e.g. company records, original drawings and photographs), when available.

Location plan Show relationship to surrounding geographical features, structures, roads etc. Include a north point. A site plan or floor plan should show any movable items.

Base plans, drafted or hand-drawn. Cross-referenced to photographs. Name the relevant features, structures and spaces. Show a north point.

Photographic record, labelled and cross-referenced to base plans and accompanied by informative catalogues and two copies of proof sheets. Images should include:

- views to and from the site (possibly from four compass points)
- Views showing relationships to other relevant structures, landscape features and movable items all external elevations;
- Views of all external and internal spaces (e.g. courtyards, rooms, roof spaces etc.)
- External and internal details (e.g. joinery, construction joints, decorative features, paving types etc.).
- Selected prints to give an overall picture of the item may be required. They should be mounted and labelled.

Interpretation

The history of the Chinamans Island Cottage Group should be demonstrated through appropriate interpretation in a location such as the reserve in front of the Lake Conjola General Store where the island can be viewed. In the meantime digital information could be made available on Council's web page to provide the community with information about the history of the place and the status of Council's decision regarding the future of the Cottages.

A Heritage Interpretation Strategy should be prepared by a suitably qualified heritage consultant in accordance with NSW Heritage Guide on Heritage Interpretation Policy. The strategy provides detail on how the history and significance of the site will be provided for the public and makes recommendations regarding public accessibility, signage and lighting, art, details of the heritage design or the display of selected artefacts are some means that can be used. The interpretation strategy is to be completed by a suitably qualified consultant with experience in undertaking interpretation strategies. The professional organisation “Interpretation Australia” is a good place to look for an appropriate consultant.

Copies of reports

A copy of this Heritage Assessment should be given to the Shoalhaven City Library and to each of the remaining licence holders on the island. A digital copy of the archival record should also be provided to the Shoalhaven City Library.

Louise Thom

Director, Louise Thom Heritage

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Attachment One

Permissive Occupancy details

Parish Map Reference	Lot next to Ref	Permissive Occupancy	Papers	Holders
9	Island – west end		LS 28-27957	O.C. Allison
32	Island – west end	PO 62.67	LB 52.1210	T.M. Hambly
28	A	PO62.7	LS 48.7868	F.E. Smith (Terminated)
28	E	PO 62.7	LB 49.582	M. Smith
57	A	PO 67.19	LB 48.2096	Mrs M.A.M. Southwell, G. Burchmore (terminated)
57	A	PO 67.19	LB 49.244	R.G. Henley
59	B		LB 48.1785	D.M. Hastie (Terminated)
59	B	PO 57.65	LB 58.583	R.A. Ferreira
86	C	PO 57.8	LB 57.550	T.C. Cummins (Terminated)
86	C	PO 60.28	LB 57. 550	R.C. Ward P.Haybittle
54	D		LB 50.1076	R.J.S Southwell (Terminated 30/11/60)
54	D	PO 65.45	LB 60.1255	A.W. Still (Terminated 30/12/69)
60	F	PO 62.42	LB 48.2270	J.R. Stenning E.L. Smith
60	F	PO 62.42	LB 49.248	N.B. Falson
58	G		LB 48.2121	F.N. Falsopp (Terminated)
58	G	PO 58.76	LB 58.2824	O.W. Hughes
56	H		LB 48.1369	H.W.A Hermann
129	H	PO 48.19	LB 48.1832	H.W.A Hermann
47	J		LS 46.10017	A. Pearce (Terminated)
47	J	PO 56.16	LS 46.10017	R.W. and G. Henly
48	K	PO 58.68	LS 47.6495	H.J. Southwell , C. Wallis
49	L	PO 58.36	LB 58.2477	T.J. Donnelly P.Wearne (Terminated)
49	L	PO 62.66		R. King
19	Island – East end		LS 33.3735	A. Glanville (Terminated 14.6.57)
19	Island – west end	PO 57.32	LB 57.1633	J.E. Ryan

Block	Holder	Handwritten notes (1947 map)	Notes by G. Milham	Occupancy described by residents (11/11/2017)
A	M.A.M. Southwell	Hambley	Jim Alison?	Demolished
B	D.M. Hastie		Roy and Mildred Ferriera bought from Hastie for 100pounds	G and R Milham
C	Davidson			Demolished
D	R.J. Southwell	Hambley		Demolished
E	F.E. Smith		Nan & Pa Smith	Demolished
F	R.J. Stening	Falson	Snr Falson purchased from Smith	Falson
G	F.N.Allsop <i>Crossed out and replaced with D. W. Hughes</i>		Frank & Jan Hicks bought from Hughes	Hicks
H	H.W.A. Hermann	The Boys	Pete and Margo (ex Herman)	M. Butler
I	There is no lot I			
J	V.P. Campbell		Henley 400pounds from Pearce?	Henley
K	H.L. Southwell <i>Crossed out and replaced with D & L Wallis</i>	Wallis	Wallace (Gone)	Demolished
L	T.J. Donnelly	Wallace	Spare	Vacant

Access		King	King (Built)	King
M	Blank	Ryan	Ryan (Built)	Ryan

Attachment G – Statement of Heritage Impact Report – Nowra Sailing Club

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Nowra Wharf



Statement of Heritage Impact

Nowra
NEW SOUTH WALES

March 2018

Nowra Wharf Statement of Heritage Impact

Prepared for:

Shoalhaven City Council

By:

Danielle Wilkinson

March 2018

Cosmos Archaeology Job Number J17/40

Cover image: View over the top of the wharf towards the Princes Highway bridge. (Cosmos Archaeology, 29 November, 2017)

Revision	Description	Date	Originator	Reviewer	Approver
V1	Draft SoHI	30-01-2018	DW	CC	CC
V2	Final SoHI	06-03-2018	DW	CC	CC

EXECUTIVE SUMMARY

The Nowra Sailing Club on the Shoalhaven River experienced a fire in 2017 that destroyed the building on top of the wharf. The building remains have since been removed above the floor leaving the wharf in place. Shoalhaven Council engaged Cosmos Archaeology Pty Ltd to undertake a Statement of Heritage Impact (SoHI) for removal of the remaining wharf.

The first Nowra wharf and store were completed in 1884 and the Illawarra Steam Navigation Company established their office at the site. A second wharf and store were built between 1902 and 1904, with improvements after 1913 by Nowra Council which extended it to a length of 56 feet. A third store and wharf were built around 1930-1935, with this wharf being the current wharf on site. The site was taken over by the Nowra District Fisherman's Cooperative in 1948 and then the Nowra Sailing Club in 1964. From 1977, the premises were shared by the Nowra Rowing Club.

Nowra wharf is listed on the *Shoalhaven LEP 2014* as Item 407 'Inter-War Weatherboard Building and Timber Wharf'. A Heritage Assessment by Simpson Dawbin in 2000 included a significance assessment of the site and elements as well as provision of a Conservation Policy.

The site was inspected on 29th November, 2017, which found that the remaining wharf is in poor condition, there is evidence of concrete pile footings from the 1884 wharf and 1902-1904 wharf, broken or deteriorated timber piles may be associated with the 1902-1904 wharf, and that there is archaeological potential for remains associated with past structures and use on the site, particularly for structural remains with relatively strong foundations.

A comparative analysis identified few remains of pre-1950s wharf structures, and that the concrete pile jackets and footings at Nowra wharf, while a common technique, may be unique in design and potentially one of the earliest uses of this technique in NSW. The Nowra wharf site was reassessed to still be of Local significance, with all concrete jackets and footings to be highly significant elements and the timber wharf remains to be of some significance.

The impact of a number of options for the site were assessed, including:

- Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings – acceptable with mitigation measures
- Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings – acceptable with mitigation measures and preferred.
- Future Option 1: Stabilising the bank – acceptable with mitigation measures.
- Future Option 2: Rebuilding wharf facilities – acceptable with mitigation measures and preferred.

Based on the findings of this SoHI, best heritage practices and specific heritage asset management guidelines prepared by the NSW Heritage Office, the following recommendations are provided.

Recommendation 1 – Removal

The preferred option for removal of the wharf is to remove the current wharf and leave all concrete footings in place. The removal of the wharf will involve removal of elements of assessed to be of some contributing significance and this is acceptable with the implementation of the following mitigation:

- *Photographic archival recording the wharf and site before removal (preferably without the fencing)*
- *Installation of information signs at the public wharf and grassed areas, and perhaps on the concrete footings themselves.*

Recommendation 2 – Future Use

Should stabilisation of the bank take place, this would be considered an acceptable impact but only with the following measures:

- *Ensure that stabilisation does not consist of burying all extant remains of the wharf and former wharves*
- *Consider installing stairs from the grassy bank to the sandy riverbank of the wharf site to enable access*

Rebuilding of the wharf and building is the preferred future use of the site and should be considered in the long-term. This would require a separate and updated Statement of Heritage Impact.

Recommendation 3 – Statutory Requirements

Proposed removal of the wharf constitutes demolishing of a heritage item as well as potentially disturbing an archaeological site. As such, under the Shoalhaven LEP 2014, development consent is required prior to undertaking the works. This report should be submitted with the development application.

If the concrete footings are to be removed, disturbance to the riverbed is likely to disturb archaeological relics assessed to be of Local significance. As such, a Section 140 Application for an Excavation Permit must be submitted to the Heritage Council of NSW and the Permit received before works can commence.

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1 INTRODUCTION

1.1 Background

The Nowra Sailing Club on the Shoalhaven River experienced a fire in 2017 that destroyed the building on top of the wharf. The building remains have since been removed above the floor leaving the wharf in place. The wharf was built by the former Illawarra Steam Navigation Company and advice from the Heritage Division of the Office of Environment and Heritage, NSW, indicated a potential for archaeological relics on the floor of the river which would be protected under the *Heritage Act 1977*. Shoalhaven Council engaged Cosmos Archaeology Pty Ltd to undertake a Statement of Heritage Impact (SoHI) for removal of the remaining wharf.

Nowra wharf is located at 6 Wharf Road, Nowra, Lot 7102 DP 1002643. It listed on the *Shoalhaven Local Environmental Plan 2014* as Item 407 'Inter-war Weatherboard Building and Timber Wharf' with Local significance. As such, the proposed works will impact on identified significant components of the listing as well as potential archaeological relics.



Figure 1: Location of Nowra wharf, previously the location of the Nowra Sailing Club. (Base image: Google Earth)

1.2 Scope of Works

The study area for this assessment is the Nowra wharf as well as the riverbed immediately below the wharf and in front of it.

Shoalhaven City Council are currently proposing to remove Nowra wharf. It has been suggested that future development may include reinforcing the river bank on the site. For now, it does not appear that building a new wharf is being considered for the site.

1.3 Objective of Study

The key objectives of the SoHI include to:

- Assess the maritime archaeological potential of the site;
- Re-assess the significance of the 'Inter-war Weatherboard Building and Timber Wharf' site in light of recent damage;
- Assess the archaeological and heritage impacts as a result of removing the wharf;
- Provide mitigation options and recommendations relating to identified impacts.

1.4 Abbreviations Used

The following abbreviations are used throughout this report:

ISNC	Illawarra Steam Navigation Company
LEP	Local Environmental Plan
LGA	Local Government Area
NSW	New South Wales
REP	Regional Environmental Plan
SEPP	State Environment Planning Policy
SHR	State Heritage Register
SoHI	Statement of Heritage Impact

2 STATUTORY ISSUES

2.1 Heritage Listings

Cultural heritage in New South Wales (NSW) is protected and managed under a hierarchy of national, state and local legislation. There are five types of legislative listings effecting NSW including:

- National Heritage List;
- State listing on the NSW Heritage Office State Heritage Register (SHR);
- Listing on a Local Environmental Plan (LEP) or Regional Environmental Plan (REP),
- Listing on a State Environment Planning Policy (SEPP);
- Listing on a Section 170 Heritage and Conservation Register.

Table 1 summarises the statutory listings that are relevant for Nowra wharf.

Table 1: Summary of statutory provisions for Nowra wharf.

Item	NSW Heritage Act (1977)		Environmental Planning and Assessment Act (1979)		
	SHR	S170	REP	LEP	SEPP
'Inter-War Weatherboard Building and Timber Wharf'	-	-	-	Shoalhaven LEP 2014 Item 407	-

NSW legislation also affords automatic protection to archaeological sites and relics under the *Heritage Act 1977*. Details of this are explained in the following section.

2.2 Statutory Protection

2.2.1 NSW Heritage Act 1977 (amended 1999)

The NSW *Heritage Act 1977* is the primary piece of State legislation affording protection to all items of environmental heritage (natural and cultural) in NSW. Under the Act, "items of environmental heritage" include places, buildings, works, relics, moveable objects and precincts identified as significant based on historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic values. Items of identified heritage at a level of State significance are listed on the NSW State Heritage Register and are afforded automatic protection against any activities that may damage an item or affect its heritage significance under the Act. Approval is required from the Heritage Council of NSW prior to undertaking works that may result in the alteration or modification of a listed item.

Relics provision and protection

In addition to buildings and items listed on the State Heritage Register, various cultural heritage sites, items and archaeological features and deposits are afforded automatic statutory protection by the relics provisions of the NSW *Heritage Act 1977*. The Act defines 'relics' as any item that:

- relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement; and,
- is of State or local heritage significance.

Sections 139 to 145 of the Act prevent the disturbance or excavation of any land if there is a reasonable cause to suspect that a relic will be discovered, exposed, moved, damaged or destroyed, unless an excavation permit has been issued by the Heritage Council of NSW. The type of permit that is required depends on whether the relic or relics have been listed on the State Heritage Register.

Infrastructure still in use today that has been identified as a heritage item is known as a 'work'. These items are not defined as a relic, and development affecting them can be carried out under a list of Standard Exemptions (State Significant) or, in the case of Glebe Island Bridge, an Exceptions (for locally Significant items) published by the Heritage Council. The significance of the item and the level of impact determines the requirement to undertake a heritage assessment and proposed suitable mitigation works; however, a permit application is not required. Furthermore, impacts to the cultural significance of relics assessed to be minor can qualify for an Exception from the requirement for a permit.

Section 57.1 details the effect of interim heritage orders and listings on the State Heritage Register:

When an interim heritage order or listing on the State Heritage Register applies to a place, building, work, relic, moveable object, precinct, or land, a person must not do any of the following things except in pursuance of an approval granted by the approval body under Subdivision 1 of Division 3:

- (a) demolish the building or work,
- (b) damage or despoil the place, precinct or land, or any part of the place, precinct or land,
- (c) move, damage or destroy the relic or moveable object,
- (d) excavate any land for the purpose of exposing or moving the relic,
- (e) carry out any development in relation to the land on which the building, work or relic is situated, the land that comprises the place, or land within the precinct,
- (f) alter the building, work, relic or moveable object,
- (g) display any notice or advertisement on the place, building, work, relic, moveable object or land, or in the precinct,
- (h) damage or destroy any tree or other vegetation on or remove any tree or other vegetation from the place, precinct or land.

Under Section 57.2, the Minister can grant an exemption from Section 57.1.

2.2.2 *Environmental Planning and Assessment Act 1979*

The *Environmental Planning and Assessment Act 1979* establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process. The Act requires that environmental impacts are considered prior to land development; this includes impacts on cultural heritage items and places and archaeological sites and deposits. The Act also requires that Local Governments prepare planning instruments (such as Local Environmental Plans, Development Control Plans) in accordance with the Act to provide guidance on the level of environmental assessment required.

Shoalhaven Local Environmental Plan (2014)

Shoalhaven LEP 2014 currently provides planning and development controls for the Shoalhaven City Council local government area, which includes the subject site.

Heritage items are found in Schedule 5 of the LEP. The LEP (Clause 5.10) outlines the objectives of the heritage protection within the local government area, which are:

- (a) to conserve the environmental heritage of Shoalhaven,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

Clause 5.10(2) lists requirements for consent, as development consent is required for:

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):
 - (i) a heritage item,
 - (ii) an Aboriginal object,
 - (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land:
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,
- (f) subdividing land,
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

Consent is not required in some circumstances, such as if (Clause 5.10[3]):

- (a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:
 - (i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and
 - (ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

- (b) the development is in a cemetery or burial ground and the proposed development:
 - (i) is the creation of a new grave or monument, or excavation of disturbance of land for the purpose of conserving or repairing monuments or grave markers, and
 - (ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods or to an Aboriginal place of heritage significance, or
- (c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is at risk to human life or property, or
- (d) the development is exempt development.

Clauses 5.10(4) to 5.10(6) explain that the consent authority may require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned. After considering the heritage significance of a heritage item and the extent of change proposed to it, the consent authority may require the submission of a heritage conservation management plan before granting consent.

In the case of consent granted for the demolition of a State heritage item, the consent authority must notify the Heritage Council about the application and take into consideration any response received from the Heritage Council within 28 days after the notice is sent (Clause 5.10[9]).

Clause 5.10(10) explains that the consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

- (a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and
- (b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and
- (c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and
- (d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and
- (e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.

3 BACKGROUND REVIEW

A detailed history for Nowra Sailing Club has previously been compiled by Robyn Florance in a report by Simpson Dawbin Associates.¹ Information relating to the history of the wharf itself is reiterated here, supplemented with referenced additional information. Note that additional information at times contradicted the dates supplied in the history by Florance and have been updated here. Additional historic research would be beneficial to complete the timeline of repairs and rebuilding that has taken place on the site.

3.1 History

From the 1840s onwards, coastal shipping along the south coast of New South Wales grew in prominence and importance. Due to the poor quality of roads in the district of the Shoalhaven River, transport along the river was vitally important to maintain contact with Sydney and the rest of the world and seagoing vessels were entering the Shoalhaven River from the 1850s.

The Shoalhaven Steam Navigation Company was formed to transport local produce to Sydney. It amalgamated with the Kiama Steam Navigation Company, the Twofold Bay Pastoral company and the interest of Edye Manning. Manning was a man with wide experience in shipping and was appointed Manager. The new amalgamated company was named the Illawarra Steam Navigation Company (ISNC) and was incorporated in 1853.

Discussions concerning the construction of a wharf at Nowra began in the 1870s to compliment the Bomaderry Wharf located on the northern side of the river in use since 1871. In 1879 the Minister of Works agreed to construct a public wharf at Nowra above the site of the bridge and that steps would be taken towards its construction. Although the wharf was finished around the end of 1881, an issue associated with a right-of-way to the wharf as well as lack of finance delayed its completion until 1884 when it was, at first, only used as a lumbar wharf until opened to the public.² By 1884, the wharf had cost £472/10s.³ This wharf was located at the site of the recent Nowra Sailing Club. In 1886, discussions concerning a call for tenders to build a 20 by 30 foot (6.10 m by 9.14 m) shed at the wharf mention that the wharf has “now been in progress seven years; and has been in an uncomplete state”.⁴ The shed was likely constructed later in 1886.

ISNC established their office at Nowra wharf. The wharf and store were almost destroyed by flood in 1896. The arrival of ISNC's *Allowrie* at Nowra's new wharf marked the start of direct shipping from Sydney to Nowra (Figure 2), however, Nowra was still inaccessible to larger seagoing ships such as *Illawarra* until the rock outcrop at Bomaderry Creek was broken up in 1904 and additional dredging extended the approaches in 1905-1906.⁵ Railway lines to Bomaderry had been opened a decade earlier but, despite the competition, steamers continued to bring cargo to Nowra wharf.

¹ Simpson Dawbin Associates Architects and Heritage Consultants, February 2000, *Nowra Sailing Club Heritage Assessment Report*, prepared for Shoalhaven City Council.

² Anon., 10 June 1882, 'Telegraphic Intelligence – Nowra', *Maitland Mercury and Hunter River General Advertiser*, p.6; Anon., 27 September 1884, 'Shoalhaven', *Sydney Mail and New South Wales Advertiser*, p.622.

³ Evans, Russ, 2005, *Sail and Steam on the Shoalhaven*, Shoalhaven Historical Society Inc., Nowra, p.64-65.

⁴ Anon., 4 February 1886, 'Local Intelligence', *Shoalhaven Telegraph*, p.2.

⁵ Anon., 18 May 1904, 'The Illawarra at Nowra', *Shoalhaven Telegraph*, p.1.; *Op. Cit.* Evans, Russ, 2005.



Figure 2: Illawarra Steam Navigation Company vessel Allowrie at Nowra Wharf in 1903.⁶

In December 1903, a tender of £300 was awarded for a new wharf to be built on the site and it was likely completed the following year. It was not until the end 1905 that ISNC proposed building private stores on the wharf, and it appears that it was constructed before 1909.⁷ In this year, repairs were reportedly needed to the wharf and goods shed as a joist of the shed had given way and a pile in the wharf “had been weakened by the ravages of the cobra” which had “eaten the pile above the copper.”⁸ While damage by cobra’s are not common, repairs of this kind are a common occurrence for all timber infrastructure. It also shows the use of copper sheathing on piles to deter marine growth and damage. Another article from 1909 mentions the “dingy old Nowra wharf”, perhaps indicating that the ‘new wharf’ of 1904 perhaps turned into extensive repairs rather than a rebuild, further supported by the relatively small tender amount awarded.⁹

With increased road and rail transport, the dependence on shipping reduced throughout the 20th century. While passenger services had ceased, cargo continued to be shipped until WWII including building materials and heavy hardware items

Flooding was a continuous issue for Nowra and the ISNC wharf and building on the riverfront was often used as a measure for the river height in newspaper reports. Flooding occurred in 1896 as mentioned above and later references to the goods shed was found in reports of flooding from: 1899, 1900, 1904, 1916, 1920, 1922, 1925, 1948, 1949, 1955, 1958 and 1959 (Figure 3).

⁶ Shoalhaven City Council, reproduced in **Crawford, Robert, 22 June 2017**, ‘Nowra history lost as sailing club burns’, *The Land*, available <http://www.theland.com.au/story/4746825/community-feels-pain-at-loss/?cs=202#slide=6>

⁷ **Anon., 20 September 1905**, ‘Nowra Council’, *Shoalhaven Telegraph*, p.7; **Anon., 4 September 1909**, ‘Nowra Wharf and Goods Store. Weathershed Wanted’, *Shoalhaven News and South Coast Districts Advertiser*, p.5.

⁸ **Anon., 21 August 1909**, ‘The Nowra Wharf. Repairs Needed.’ *Shoalhaven News and South Coast Districts Advertiser*, p.4.

⁹ **Hermit, 29 May 1909**, ‘Stray Scribblings’, *Shoalhaven News and South Coast Districts Advertiser*, p.5.



Figure 3: 1916 flood with the 1902-1904 building.¹⁰

In 1913 improvements were made to Nowra wharf by Nowra Council with the financial assistance of ISNC. The wharf was extended to 56 feet (17.07 m) in length with a depth of 26 feet (7.92 m) so as to serve steamers, with a total cost of £250.¹¹ There is an undated image of the wharf with the vessel *Benandra* moored alongside (Figure 4). *Benandra* was a 345-ton wooden screw steamer built in Balmain, Sydney Harbour by Morron and Sinclair in 1914 and owned by ISNC, functioning as a coastal transport for cargo. It was wrecked on 25 March 1924 when it hit a sandspit near the bar at Moruya Heads.¹² While this picture has no date, the history of the vessel indicates that it was taken between 1914 and 1925, after Nowra council extended the jetty. The photograph shows the vessel moored against the higher main part of the wharf (with the building just visible on the right-hand side) with a lower wharf protruding along the bank to the west and connected by timber stairs. It is likely that the lower part represents part of the extension constructed by Nowra Council.



Figure 4: ISNC vessel Benandra moored at Nowra wharf.¹³

¹⁰ Shoalhaven City Council, reproduced in *Op. Cit.* Crawford, Robert, 22 June 2017

¹¹ Anon., 9 July 1913, 'Nowra's New Wharf – Improved Shipping Facilities', *Shoalhaven Telegraph*, p.9.

¹² NSW Government Office of Environment and Heritage, 'Benandra' listing on the Maritime Heritage Sites database, site ID 1818, available

www.environment.nsw.gov.au/maritimeheritageapp/ViewSiteDetail.aspx?siteid=1818

¹³ Shoalhaven City Council, reproduced in *Op. Cit.* Crawford, Robert, 22 June 2017

By July 1934, Nowra wharf and sheds needed repairs as a result of steamers pulling it out of alignment and damage from flood waters.¹⁴ Nearly a year later it was stated that the repairs would require “piles 54ft long, and 4 piles 9ft long set in concrete”, implying that the use of concrete with piles was already being utilised.¹⁵ Rather than proceed with repairs, it was determined that Nowra wharf should be completely replaced. Construction was well under way by September 1937:

*Mr W. G. Baily, Bridge builder and contractor, is pushing on with the work of constructing the Nowra wharf, practically all of the large piles now being in position. The structure will be larger than that of the old, and will undoubtedly be much more presentable. The new wharf, however, was long overdue.*¹⁶

In 1938, ISNC continued their lease at the Nowra wharf at shed, with the eventual replacement wharf costing a total of £1,800.¹⁷ The wharf and site was taken over by the Nowra District Fisherman’s Cooperative in 1948 and Nowra Sailing Club in 1964 (Figure 5 and Figure 6). From 1977 the premises were shared by the Nowra Rowing Club.



Figure 5: Historic photograph of the recent building with front awning (no date).¹⁸



Figure 6: 1978 flooding with recent building without awning and name of “Nowra Sailing Club” just visible on the side.¹⁹

¹⁴ Anon., 25 July 1934, ‘Nowra Council – Nowra Wharf and Sheds’, *Shoalhaven Telegraph*, p.5.

¹⁵ Anon., 5 April 1935, ‘Nowra Wharf – Effecting Improvements’, *Nowra Leader*, p.8.

¹⁶ Anon., 3 September 1937, ‘Nowra Wharf’, *Nowra Leader*, p.6.

¹⁷ Anon., 14 October 1938, ‘Nowra Council – Nowra Wharf’, *Nowra Leader*, p.11.

¹⁸ Shoalhaven City Council, reproduced in *Op. Cit.* Crawford, Robert, 22 June 2017

¹⁹ Shoalhaven City Council, reproduced in *Op. Cit.* Crawford, Robert, 22 June 2017

3.2 Past Assessments

A Heritage Assessment Report has been previously prepared for Nowra Sailing Club by Simpson Dawbin, as mentioned above.²⁰ This report includes a detailed history, summarised above, as well as a significance assessment and the provision of conservation policies for the site.

The report provides a schedule of building elements present in 1999, as follows:²¹

External Areas	Building Exterior	Interior
A1 ISNC wharf	B1 West elevation	C1 King post truss roof structure
A2 Public wharf	B2 South elevation	C2 Kitchen and lunch room
A3 Light poles	B3 East elevation	C3 Change room
A4 Car park	B4 North elevation	C4 Boat storage lean-to
A5 Sandstone seawall	B5 Log substructure	C5 Imprint of Cool Store in floor slab
A6 Sandstone launching ramp		
A7 Open space grassed area		

3.2.1 Significance Assessment

The Simpson Dawbin report also includes a significance assessment based on the then current NSW Heritage Assessment Criteria which included the four categories of historic, aesthetic, technical/scientific and social significance.²² This assessment is repeated below without alteration.

Statement of Significance

The significance of the building exists through its physical link with commercial river traffic and the Illawarra Steam Navigation Company, and the continuity of the form and character of the maritime vernacular character of three generations of structures which have occupied the site since 1884.

From the time of earliest settlement, the Shoalhaven River provided an important transport link for towns and pastoral areas in the areas. The arrival of the railway to Bomaderry precipitated a decline in the importance of the river as the lifeline to the outside world. The 1930's warehouse structure remains largely intact and the integrity of the substructure and wharf from an earlier period reinforce the link with the Illawarra Steam Navigation Company, an organisation vital to the early development of Nowra and the Shoalhaven Region.

The building and its site display high significance within the three of the four major heritage assessment criteria:

Historical Significance

The prosperity of the Shoalhaven, and the siting and development of early townships including Nowra was a direct consequence of river transportation and the ISNC.

²⁰ *Op Cit.* Simpson Dawbin Associates Architects and Heritage Consultants, February 2000

²¹ *Op Cit.* Simpson Dawbin Associates Architects and Heritage Consultants, February 2000, p.15

²² *Op Cit.* Simpson Dawbin Associates Architects and Heritage Consultants, February 2000

The function of the building after 1948 as the fishermen's co-operative was also significant to the commercial development of the district.

The intact structures of the wharf and the warehouse remain as physical evidence of a past era which was crucial to the economic development of the district.

Aesthetic Significance

The double pitched roof structure of the building reflects the character and form of the previous warehouse, which comprised a steeply pitched original riverside building and the adjacent shallower roof annexe adjacent. Although the Sailing Club occupies a 1930's structure, a visual link endures reflecting the earliest years of the ISNC and the days when the wharf was the transport centre of Nowra.

The heavy timber construction of the wharf itself and the substructure to the warehouse through the bold vernacular hardwood rough sawn beam floor structure contribute elements of considerable interest and unusual design.

The Sailing Club has landmark significance in its prominent position as the only structure on this section of the riverbank adjacent to and overlooked by the Princes Highway Bridge.

Social Significance

The river was the life blood of the Shoalhaven district for many years. Through its vital functions as a freight handling and passenger terminal for Nowra the wharf became a significant assembly and gathering place for the community.

The present use of the building as a facility for the Sailing Club and Rowing Club contribute to serve as vital social and sporting role for the local community, and the wharf is an important facility for spectators of river sports.

Levels of Significance

Local Significance

The Nowra Sailing Club is highly significant at a local level through its cultural value to the community.

Degrees of Significance

The Statement of Significance describes the general nature of the significance of the building as a whole.

To enable decisions to be made regarding the long-term conservation and development of the place, the following assessments of the degree of significance of the various elements of the place has been made.

The degree of significance of the various elements has been divided into four categories:

- A High significance*
- B Some significance*
- C Little significance*
- Int Intrusive elements*
- Comp Significant elements now compromised*

Schedule of Significant ItemsExternal Areas

A1	ISNC wharf	A
A2	Public wharf	B
A3	Light poles	C
A4	Car park	C
A5	Sandstone sea wall	A
A6	Sandstone launching ramp	A
A7	Open space grassed area	A

Building Exterior

B1	West elevation	Comp
B2	South elevation	B
B3	East elevation	B
B4	North elevation	B
B5	Log substructure	A

Interior

C1	King post truss roof structure	A
C2	Kitchen and lunch room	C
C3	Change room	C
C4	Boat storage lean-to	Comp
C5	Imprint of Cool Store in floor slab	C

3.2.2 Conservation Policy

The 2000 Simpson Dawbin report also includes a Conservation Policy for the Nowra Sailing Club building and the wharf structure.²³ Policies that are relevant to the site as a whole or the wharf itself are copied below:

Conservation Work

Policy 1.1: *The future conservation and development of the site (hereinafter referred to as the place) should be directed towards maintaining and interpreting its heritage significance in accordance with the principles of the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter).*

Policy 1.2: *The significance of the place should be made clearly evident to the observer and the means of interpretation should be compatible with the retention of that significance.*

Policy 1.3: *The Statement of Significance and the Schedule of Significant Elements as set out in Part 2, together with recommendations for specific items contained within this policy section, should be accepted as the basis for future conservation.*

²³ Op Cit. Simpson Dawbin Associates Architects and Heritage Consultants, February 2000

Policy 1.4: *The conservation for all elements of high degree of significance should be a combination of preservation and restoration.*

Policy 1.5: *The conservation for all elements of some significance include preservation, restoration, reconstruction, and adaptation.*

Policy 1.8: *Intrusive elements should be removed*

Policy 5.1: *Future uses of [the site] should be compatible with the original function of the building and the wharf.*

Policy 7.1: *Any alterations or additions proposed affecting significant items or within the precinct should be designed to ensure that the new work is systematic with the existing. Alteration and new work should respect the form, fabric and detailing of heritage structures.*

Policy 8.1: *The building should be as accessible as possible to the general public within the constraints of safety, security and retention of significance of the site.*

The report also provides alternative options for adaptive reuse with the following advice:

Any future use of the site should be concerned with promoting the significance of the site and exploiting the unquestionable tourist potential of the facilities and the position on the river which is readily accessible and visible from the Bridge. The heritage significance of the wharf is compatible with vast opportunities which must exist for river cruises (expanding on the existing services offered from the adjacent wharf), and the magnificent setting on the river for tourist facilities such as a café, restaurant or open air tavern.

Such proposals for adaptive reuse must ensure creative design is a means to an end of enhancing the vernacular maritime character of the setting and the existing buildings. The historic fabric of the wharf and substructure of the building and other significant elements must be preserved.

The significance assessments, management and conservation policies presented within this report need to be updated in light of recent fire damage, the current condition of the study area and updated significance of features left on the site.

4 SITE INSPECTION

4.1 Introduction

A site inspection was conducted on the 29th November, 2017, by Danielle Wilkinson (Archaeologist, Cosmos Archaeology) and Melissa Bendel (archaeologist). The inspection concentrated on the wharf and riverbed below, and only briefly looked at the surrounding features of the public wharf, carpark and grassed areas. The archaeologists made observations of the site as well as undertaking video runs between each row of piles focussing on the seabed one way and the wharf on the way back (see **Annex A**). Measurements were also taken of a sample of intact pile jackets and footings as well as the distances between. Additional photographs and measurements were taken of identified features. Where required, the survey was undertaken by snorkel.

4.1.1 Riverbed and Bank

Conditions on site were optimal for an inspection. The water visibility was 100% with a clear view of the seabed beneath its surface (Figure 7). Water depth was approximately 0.3 m at the northern edge of the wharf, gradually sloping down for another metre or so to about 0.5 m before sharply dropping to about 1.5 m at the floating pontoon. One limitation to visibility was a patch of seagrass in the shallower part of the site (Figure 8). Here, the archaeologist made use of a scale rod to pass through the seagrass and identify any protrusions that may be cultural material. Part of the river edge, extending within the area of the wharf, was covered in large irregular rock which also obscured the seabed. The seabed for the majority of the site consisted of a firmly packed sand with occasional scattered rock. Probing the sediment could not penetrate the sand to any degree above the water line, while below the water line (near the northern-most line of piles) the probe could only enter 150 mm. The bank was scattered with natural debris and modern litter.



Figure 7: View of the seabed beneath the water line, facing S. (Video Nowra Wharf 001, still image taken at 00:22)



Figure 8: Seagrass covering part of the site, facing W. (Video Nowra Wharf 005, still image taken at 00:00)



Figure 9: Area with large rock, obscuring the seabed, facing S. (Video Nowra Wharf 009, still image taken at 00:27)

A roughly-shaped rock wall lines the eastern side, with unshaped rock and loose timber elements behind it (Figure 10). The western side is formed of a mixture of geofabric, concrete, rock and earth against the public wharf. On the southern side, the wharf meets the sediment of the rising sloped bank with possible additional fill in front.



Figure 10: Roughly-shaped rock forming the wall on the eastern side of the wharf, facing SE. (Video Nowra Wharf 001, still image taken at 00:31)

4.1.2 Wharf

The current wharf is supported by seven rows of four round timber piles, most with round concrete jackets – the exceptions being the back line of piles and another two on the western edge (Figure 11).

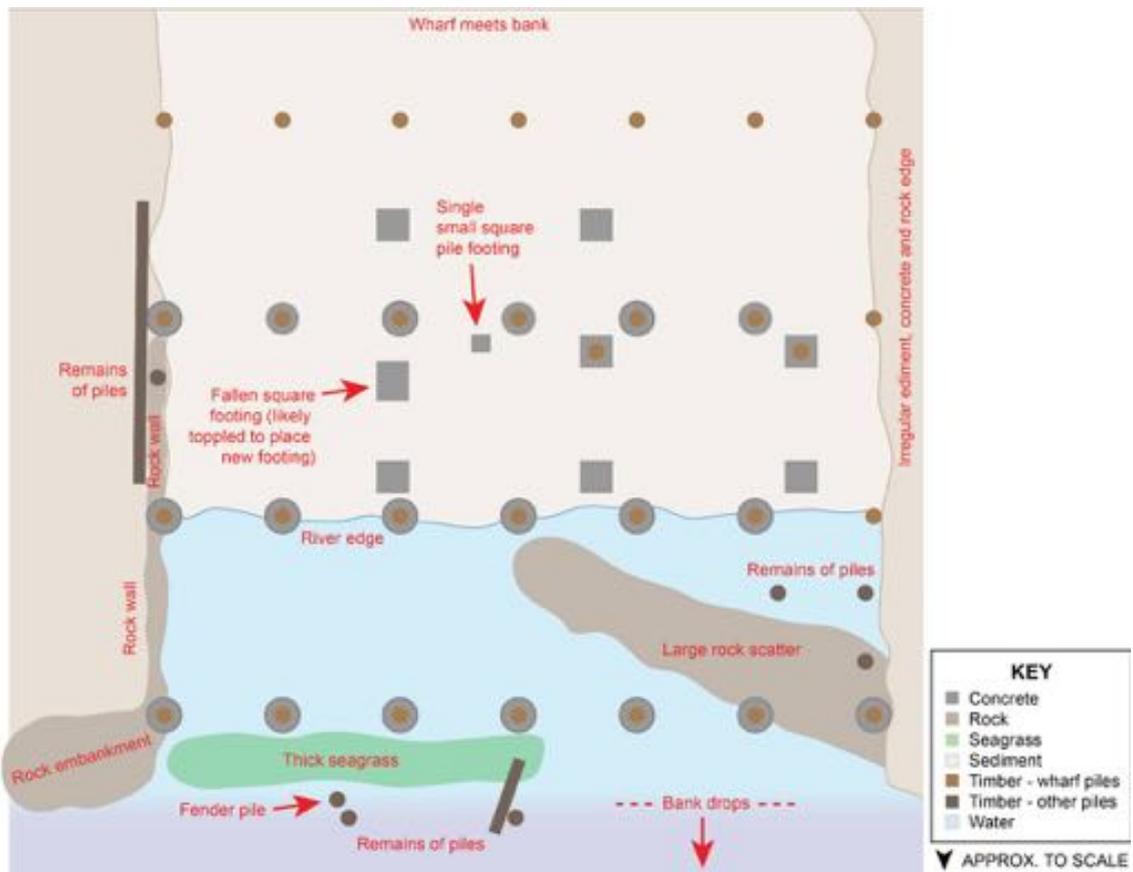


Figure 11: Plan of the findings from the site inspection.

Starting at the bottom, the round concrete jackets have an approximate maximum diameter of 900 mm and appeared to be approximately level at the top with varying heights due to the rise in seabed. They appeared to be constructed of two moulded halves that were secured around the pile – possibly as a measure to stabilise the pile but also a way to protect the pile from the effects of water damage (Figure 12). There are two obvious corresponding vertical seams on either side of each jacket. On some jackets, these have separated and appear to have shifted vertically. This may be an indication of poor installation but is more likely to be the result of damage. Each pile tapers outwards at the top and is topped with a rounded or cone-shaped mound of concrete with coarse gravel-like inclusions. Three of the jackets, all in the third line south and spaced one apart, do not taper (Figure 13). This may be because the original jackets have been replaced.



Figure 12: Round concrete pile jackets, showing the split and sliding which likely indicates damage, facing SSW. (Video Nowra Wharf 001, still image taken at 00:14)



Figure 13: Round concrete jackets without shaping at the top, possibly indicating that they are newer additions, facing SSW. (Video Nowra Wharf 001, still image taken at 01:33)

The piles themselves are round and of approximately 0.40 m diameter or 1.3 m circumference. Some are chamfered towards the base, presumably to create a smaller diameter to fit the concrete jacket (see Figure 12). The condition of the piles appears relatively good and unaffected by water damage, however, upon closer inspection some of the piles are splitting (Figure 14).



Figure 14: One of the piles showing evidence of a split, facing SSW.
(Video Nowra Wharf 005, still image taken at 01:49)

On either side of the piles, near the top, are rectangular timber beams running in a north-south orientation. Each beam extends from one pile to the next where it is joined to a second beam with a half-lap scarf joint (Figure 15). The beams appear to be untreated timber. Above the beams, at irregular but approximately 1 to 1.5 m apart, were timber headstocks running in an east-west orientation. The scarf joints and beams themselves all appear to be attached with iron bolts. Some of the joints appear to be coming apart due to strain on the beams, and some of the beams show evidence of extensive splitting (Figure 16).



Figure 15: Rectangular beam with half-lap scarf joint with bolts, facing WSW.
(Video Nowra Wharf 002, still image taken at 01:11)



Figure 16: Split along the centre of a beam. (Video Nowra Wharf 10, still image taken at 00:53)

The headstocks are formed of long, irregularly shaped timbers that appear much longer than the beams and may extend the entire width of the wharf. Any joins are hidden above the beams. Some of the headstocks are square in profile with others round or crescent-shaped. The ones with rounded edges showed a rough-hewn surface with possible bark and knotted protrusions in the wood (Figure 17). Depending on the diameter, the headstocks had rough rectangular recesses cut into them where they sat upon the beams to ensure that the height above the beam was consistent throughout the wharf, creating a flat plane for the transverse planks (Figure 18). These thicker planks ran north-south above the headstocks, closely abutting each other. It was to these that the top and much smaller deck planking was attached, running east-west, and forming the top surface of the wharf (Figure 19).



Figure 17: View of the ends of three timber headstocks – from left to right there is one crescent-shaped, one round and one square headstock, facing WNW. (Cosmos Archaeology Pty Ltd, 29th November 2017)



Figure 18: View of the round piles, rectangular beams, round headstocks and transverse planks, facing SSW. (Video Nowra Wharf 004, still image taken at 01:06)



Figure 19: View of piles, beams, square headstocks, transverse planks (just visible to LHS) and deck planking, facing W. (Cosmos Archaeology Pty Ltd, 29th November 2017)

It appears that the club house was positioned one line of piles south from the edge of the wharf, as it is here that corrugated iron and patches of concrete slabs can be seen through damaged portions of the wharf (see Figure 19). The inspection found that the wharf remains were in a poor state throughout and also showed evidence of repair and replacement over time.

4.1.3 Footings

Amongst the round concrete pile jackets were eight square concrete footings (800 mm by 800 mm) – some with piles still projecting from their centre (Figure 20). These piles were not attached to the current wharf structure but were generally of relatively good condition. Footings differ to jackets in that jackets can be applied to a pile once the pile is installed but footings are installed first and the pile inserted after. The eight square footings are arranged in a grid system of three rows of three with the ninth (most north-western) footing missing. One of the square footings had been toppled and was leaning

at an angle on one side (Figure 21). The original placement of this pile within the grid layout would have placed it overlapping with one of the current round piles, indicating that it was dislodged for the newer structure.

The toppled square footing still contains a timber pile that was heavily degraded in comparison to the others due to water damage in higher tides. However, the other notable pile of good condition has in fact snapped in half lengthwise, revealing a flat plane to the western side (Figure 22).



Figure 20: Three square concrete footings, two with cut piles and one without, in contrast to the round concrete jackets, facing SW. (Video Nowra Wharf 007, still image taken at 01:12)



Figure 21: Toppled square concrete footing with degraded pile remains and round footing in background, facing SSE. (Video Nowra Wharf 005, still image taken at 01:21).



Figure 22: Standing pile in square footing that has snapped along its length, facing SSE. (Video Nowra Wharf 010, still image taken at 00:26)

A third type of potential footing was also identified, being square in profile and considerably smaller measuring 480 mm by 440 mm with an exposed height of 160 mm (Figure 23). Only one of these were identified during the survey. It had a clearly marked rectangular groove in the centre of the northern face.



Figure 23: Small square concrete timber footing with groove, facing S. (Video Nowra Wharf 005, still image taken at 01:17).

4.1.4 Other Piles

As well as these footings, a total of nine other timber piles were identified that were not attached to the wharf. There were three standing piles of good condition: one located below the far eastern side of the study area just to the north of the third pile south and behind the rough rock wall; one located just north of the second pile south, one pile from the far western side; and the other located to the north of the wharf as a fender pile, with planks attached to it from the wharf in an attempt to reinforce it (Figure 24, Figure 25).



Figure 24: Standing pile stump of relatively good condition on eastern side of the wharf, facing SSE. (Video Nowra Wharf 001, still image taken at 00:49)



Figure 25: Standing pile stump of relatively good condition towards western side of the wharf, facing S. (Video Nowra Wharf 014, still image taken at 00:13).



Figure 26: Standing fender pile to the north of the wharf, facing NNW. (Video Nowra Wharf 004, still image taken at 01:58)

Two other piles of relatively good condition were found lying down. One was located adjacent to the stump on the eastern side of the wharf on a north-south axis, measuring approximately 5 m long (see Figure 24). The other was lying in the water in a NNE-SSW axis to the north of the central pile on the northern side of the wharf, measuring approximately 3 m long and of 270 mm diameter.

Four degraded pile stumps were also identified. Two of these were located along the western side of the wharf, between the first two lines of piles, and were located in alignment with each other. One had a surviving height of 0.6 m with a snapped end and a maximum surviving diameter of about 360 mm (Figure 27). The other had less surviving material, with a 0.50 m height and surviving diameter of 400 mm at the base (Figure 28). Of the two in the water, one was located near the standing fender pile and the other against the relatively intact pile lying in the water. The first, located where the bank drops away to the north of the wharf, had an exposed height of 1.08 m and a surviving diameter of 270 mm (Figure 29). The second had a 0.45 m surviving height and surviving diameter of 300 mm (Figure 30).



Figure 27: Degraded pile stump, being the larger identified on the western side of the wharf, facing SW. (Video Nowra Wharf 014, still image taken at 00:30)



Figure 28: Degraded pile stump, being the smaller identified on the western side of the wharf, facing WSW. The larger of the two piles is visible on the RHS of the image. (Video Nowra Wharf 014, still image taken at 00:25)



Figure 29: Submerged pile stump adjacent to the fender pile. (Video Nowra Wharf 007, still image taken at 00:07)



Figure 30: Submerged pile stump near the pile lying on the seabed. (Cosmos Archaeology Pty Ltd, 29th November 2017)

Beneath the western end of the wharf were also remains of modern materials. Geofabric, concrete pour and blocks likely associated with the construction of the public wharf extend past the western row of piles. There was also steel piping and PVC tubing beneath the western edge, towards the south, which may have been related to facilities for the sailing club building. One interesting feature was what appeared to be sheet metal between the headstocks and planking on the western edge of the wharf.

4.1.5 Surrounding Features

As mentioned above, the structures surrounding the wharf were not thoroughly examined. Only brief observations are presented here.

The boat ramp constructed from sandstone blocks appeared to be in good condition, along with the sandstone walls on either side of it (Figure 31). On the western side, the

sandstone wall continued adjacent to the river where it met the concrete staircase leading from the grass above to a small sandy patch beside the boat ramp (Figure 32).



Figure 31: Sandstone boat ramp, facing N, with Princes Highway to west.
(Cosmos Archaeology Pty Ltd, 29th November 2017)



Figure 32: Concrete stairs to west of boat ramp, facing SW. (Cosmos Archaeology Pty Ltd, 29th November 2017)

The carpark also appeared to be of serviceable condition, with the public wharf on the northern side easily accessible by timber ramps (Figure 33). The public wharf was in excellent condition, with tidy timber decking and white-painted fender posts (Figure 34). Wide steel-grill stairs led to the floating walkway and pontoons below (Figure 35). It appears that the pontoons are a recent addition to the site to facilitate access to a larger number of recreational craft. No evidence of the pontoons can be seen in aerial photography (available through Google Earth) until at least 2016.



Figure 33: Car park between boat ramp and ISNC wharf, with public wharf to north, facing N. (Cosmos Archaeology Pty Ltd, 29th November 2017)



Figure 34: View along public wharf, facing W, with Princes Highway in the background. (Cosmos Archaeology Pty Ltd, 29th November 2017)



Figure 35: Wide steel grill stairs from the wharf to floating pontoons, facing SE. (Cosmos Archaeology Pty Ltd, 29th November 2017)

The wharf site itself is currently blocked by fencing on all four sides to restrict access to the hazardous remains of the wharf (Figure 36). This fencing very visible from the road, water, and Princes Highway (Figure 37). It forms a large, imposing and unattractive part of the site.



Figure 36: Fencing around the ISNC wharf, facing NE. (Cosmos Archaeology Pty Ltd, 29th November 2017)



Figure 37: Glimpse of the wharf through a small gap in the fencing, facing W with Princes Highway in the background. (Cosmos Archaeology Pty Ltd, 29th November 2017)

4.2 Interpretation

The current wharf exhibits evidence of wear, deterioration and repair. The concrete jackets are splitting, as are some piles. The timber beams are also showing signs of splitting and coming apart at the joints. The beams are of different shapes either indicating that the builders were not selective with their material or that replacements have been undertaken over time. The transverse planking and deck planking above both show signs of deterioration over time along with damage from the fire. In all, the wharf appears to be in poor condition.

The three styles of concrete pile jackets or footings, each on different alignment, seems to match the historical background of this site and reflects the three stages of development. It can be assumed that the larger square footings related to the extensive repairs or replacement wharf constructed in 1904 and, of course, the round jackets relate to the current wharf built 1938. The single small square footing might then be related to the original 1881-1884 wharf; however, this would have been an innovative use of concrete at that time and the square footing may relate to some other kind of installation associated with the 1881-1884 wharf or later (Figure 38).

A standing timber within one of the square footings has cracked along its centre with one half missing, which reflects the deterioration currently becoming evident in piles for the current structure. The pattern of using concrete footings or concrete jackets was becoming common practice in the 20th century to protect the piles from water degradation and provide additional support, especially considering the frequent flooding events experienced in this area. No evidence of copper sheathing was identified nor any discolouring or nail holes that might indicate its presence, as indicated by the 1909 article.

KEY: Associated with 1938 wharf and store
Likely associated with 1904 wharf/repairs, 1913 extension and store
Possibly associated with 1881-1884 wharf

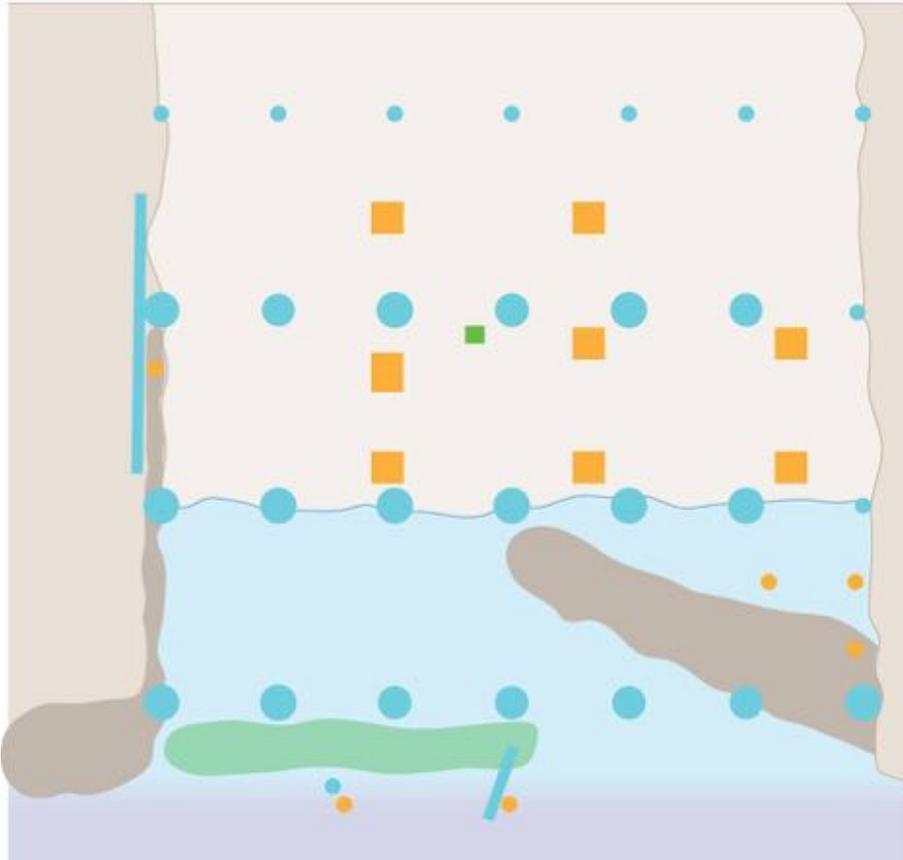


Figure 38: Features possibly associated with each stage of development.

As for the loose piles, there appears to be a distinct difference in the condition of the piles with some in good condition and others heavily deteriorated. However, the timber pile protruding from the toppled square footing is extensively more degraded than a contemporary standing timber pile in another square footing (despite being cracked lengthways). This indicates that cyclical submersion within the river during high tide has heavily impacted the condition of the toppled pile. This same process has likely caused the accelerated deterioration of the other piles, especially those beneath the waterline. As such, the condition of the piles cannot be used as an indication of age. As such, their positioning must be used to gauge past use.

The standing pile stump on the eastern side of the wharf appears to be roughly aligned with the square concrete footings but there is no evidence that a footing was present. However, timber piles associated with the current structure on the far western side of the wharf also do not have concrete footings, hence, it may be possible that the standing pile is related to the 1904 wharf or wharf repairs and has been largely protected from degradation by the low roughly-shaped rock wall on the eastern side. The long round timber pile lying adjacent to the eastern side of the wharf appears to have a cut end but be split with evidence of damage. It is possible that this is a replaced headstock or is a discarded pile against the eastern side of the wharf to reinforce the eastern bank.

Another standing timber towards the western side of the wharf appears to be aligned with one of the nearby degraded timbers which, with the other degraded timber, appear

to form three corners of a rectangle. While the first timber is in much better condition than the others, it also has a much longer surviving height above the waterline and this may have resulted in a better-preserved condition than the others. These piles are not associated with the current structure. They also appear to the north of the square concrete footings and in a different alignment.

However, it may be possible that the wharf structure supporting the second store used square concrete footings while the section in front for mooring vessels was of a different construction. This is supported by the fact that the square concrete footings are located further back towards the bank and, unless there are lines of footings missing, appear not to have extended far enough into the water for vessels to moor against. The two degraded pile stumps to the north of the wharf may also be in alignment and part of the 1904 wharf or wharf repairs and was cut down for construction of the current wharf. This possibility would be difficult to support and the piles are largely in poor condition anyway.

The pile lying on the seabed beneath the water appeared to be of considerably better condition than other submerged. It is possible remains from elsewhere beneath the wharf and was recently discarded to come to rest against the degraded pile stump, or is a recently fallen fender pile, similar to the other that is still haphazardly attached to the wharf.

4.3 Maritime Archaeological Assessment

The sediment beneath the wharf appeared to be hard compacted sand. This is likely because storm events and flooding have regularly removed loose sediments and displaced them elsewhere. It is also likely that any artefacts or loose remains relating to use of the site since the 1880s have similarly been removed. However, structural remains with strong foundations may remain. The single small square concrete footing was only exposed above the sediment by 160 mm. If it is a footing, then it is possible that other footings remain buried throughout the site. It is unlikely that remains of other large square piles remain, as these would have been visible during the inspection, however, it is possible that other pile stumps have survived.

4.4 Comparative Analysis

The following comparative analysis has been conducted to determine the rarity or representativeness of the Nowra wharf remains within the Shoalhaven Local Government Area (LGA) and NSW. Particular focus is given to the current state of other surviving wharf remains listed on the Shoalhaven LEP, as well as to other timber maritime structures state-wide that have utilised concrete in association with timber piles.

The following is a list of other heritage listed sites within Shoalhaven that feature a wharf, along with descriptions of the wharf construction and/or any remains that survive.

Table 2: List of items with wharves also on the Shoalhaven LEP.

LEP Item	Location	Description of Wharf	Occupation Dates	Photograph(s)
17 – Bawley Point Sawmill and Wharf (former)	Tingira Drive, Bawley Point	‘Considerable evidence of the Sawmill and wharf, the latter now being frequently used by fishermen and further remains are located in the water beside the wharf.’	1891-UNK	
A4 – Berry estate Shipyard Archaeological Site	Bolong Road, Coolangatta	Archaeological potential only.	1851-1895	
A2 – Former Coal Wharf Archaeological Site	Comerong Island Road, Comerong Island	Single timber pylon	UNK-UNK	
320 – Former Silica Wharf and Tramway Remnants (Mollymook)	Mitchell Parade, Mollymook Beach	No visible remains above water level, but possibly below.	1925-1944	
324 – Former Silica Wharf and Tramway Remnants (Narrawallee)	Matron Porter Drive, Narrawallee	Iron bark piles in Narawallee Creek	1924-c.1947	
A5 – Greenwell Point Wharf and Surrounds Archaeological Site	Greenwell Point Road, Greenwell Point	Substantial remains of Berry’s sandstone wharf, with much of the material buried	1829-c.1880s	
247 – Kioloa Sawmill and Wharf (former)	Off Murramarang Road, Kioloa	A number of concrete foundations presumably of the original wharves, and further evidence buried	1883-1926	

LEP Item	Location	Description of Wharf	Occupation Dates	Photograph(s)
A1 – Red Head Timber Mill and Wharf Archaeological Site	1 Waratah Street, Bendalong	'Remains consist of the former wharf' but details not specified	1885-mid 1920s	
501 – South Huskisson Wharf Sandstone Remnants	Elizabeth Drive, Vincentia	Sandstone blocks	1842-UNK	

This list demonstrates that very little remains from pre-1950s wharves in the Shoalhaven region. Of these, only one of the wharves is still standing with piles remaining from two, sandstone blocks remaining from two, archaeological potential for the wharf at three sites and one unknown. Most importantly, concrete foundations that are presumably from the Kioloa Sawmill and Wharf remain in the beach with additional archaeological potential, however, the remains of these foundations differ greatly from those found at Nowra.

The following list summarises items throughout the whole of NSW that are timber wharves, jetties, and bridges with concrete footings or that use concrete in its construction towards the base. Please note that this list is not exhaustive as heritage listings may be incomplete or concrete elements hidden below the waterline may not be mentioned in observed construction details.

Table 3: Heritage listed items in NSW that utilise concrete footings or elements at the base.

Listing	Name	Location	Description of Wharf	Occupation Dates	Photograph
Item 12, Lake Macquarie LEP 2014	Former ferry wharf	55 Brooks Parade, Belmont	Timber wharf on concrete piles or with concrete jackets	UNK	
Item I1249, Sydney LEP 2012	Jones Bay Wharf (Wharf 60, Berths 19-21) Inc Wharf, Sheds & Interiors, Elev Road	26-32 Pirrama Road, Pyrmont	Turpentine timber piles encased in ferro concrete cylinders	1911-now	
Item 2270350, Pittwater LEP 2014	Newport Wharf	1A Queens Parade, Newport	A timber wharf on concrete piles	1880, modified in the early 1900s and replaced in 1920s	
Item I183, Eurobodalla LEP 2012	Pilots Wharf and Boatshed Remains	Bluewater Drive, Narooma	Remains of timber wharf and concrete footings	1906-UNK	

Nowra Wharf: Statement of Heritage Impact

Listing	Name	Location	Description of Wharf	Occupation Dates	Photograph
Item I079, Bega Valley LEP 2013	Tathra Wharf and building	Wharf Road, Tathra	Timber pile deep sea wharf. The base of each pile is set into a steel tube filled with concrete for stability.	1860-now	 <p>Tathra Wharf is the only wharf and building combination remaining on the eastern seaboard of Australia from the period of the coastal shipping trade dating from the 1860s. Image Credit: Heritage NSW</p>
I326, Leichhardt LEP 2013	Thames Street Wharf	Thames Street, Balmain	Timber jetty structure with heavy timber pylons on concrete footings	c.1895-now	
Item 1306, State Heritage Register	Foreshore land and structures	9 Pixie Avenue, Green Point	Wharf structure of hardwood planks and concrete piles	1891-1975	
Item 324, Bathurst LEP 2014	Timber Bridge at Evans Plains	667 Part Road Reserve, Ophir Road, Evans Plains	Timber framed bridge seated on a timber bottom plate on a concrete foundation	1890-now	

Listing	Name	Location	Description of Wharf	Occupation Dates	Photograph
Roads and Maritime S170 Heritage and Conservation Register	Towong Bridge over Murray River	Road No. 4350920, Towong VIC Tumbarumba LGA	Timber beam bridge. New span has a concrete footing in addition to the timber pile. Original driven piles also have been concrete encased to just above the waterline.	1975-now	

These examples show a range of uses of concrete for reinforcing timber piles on maritime structures. Five use concrete jackets, cylinders or footings to surround timber piles, with one using a steel tube filled with concrete. One uses a concrete foundation of some description, and two use concrete piles – which are evident of the transition to adopting concrete for other wharf elements until concrete completely replaced timber. As can be seen, concrete was a common material used as a solution to problem of protecting and reinforcing timber piles. However, the square concrete footing tentatively associated with the 1881-1884 building may be an early and innovative use of concrete in this manner.

5 ASSESSMENT OF SIGNIFICANCE

5.1 Introduction

The significance of the Nowra Sailing Club and wharf has been previously assessed in the Simpson Dawbin report (see Section 3.2.1), however, the recent damage by fire and removal of the sailing boat club necessitates a reassessment.²⁴

An assessment of cultural significance or heritage significance seeks to understand and establish the importance or value that a place, site or item may have to select communities and the general community. The Australian ICOMOS *Charter for the Conservation of Places of Cultural Significance*²⁵ (the *Burra Charter 1979*, most recently revised in 1999), the standard adopted by most heritage practitioners in Australia when assessing significance, defines cultural significance as;

“Aesthetic, historic, scientific or social value for past, present or future generations”

Australia ICOMOS Inc. (1999)

This value may be contained in the fabric of the item, its setting and relationship to other items, the response that the item stimulates in those who value it now, or the meaning of that item to contemporary society.

Accurate assessment of the cultural significance of sites, places and items is an essential component of the NSW heritage assessment and planning process. A clear determination of a site’s significance allows informed planning decisions to be made for place, in addition to ensuring that their heritage values are maintained, enhanced, or at least minimally affected by development. Assessments of significance are made by applying standard evaluation criteria.

Historic Cultural Heritage Significance Criteria (NSW Heritage Office Guidelines)

- 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);
- b. An item has strong or special **associations with the life or works of a person, or group of persons, of importance in NSW’ cultural or natural history** (or the cultural or natural history of the local area);
- 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);
- d. An item has strong or special associations with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons;
- e. An item has **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);
- 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);
- g. An item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places; or cultural and natural environments.

²⁴ *Op Cit. Simpson Dawbin Associates Architects and Heritage Consultants, February 2000*

²⁵ *Australia ICOMOS, 1999, Charter for the conservation of places of cultural significance*

5.2 Nowra Wharf – Evaluation of Cultural Significance

The following evaluation of significance is based upon the Simpson Dawbin report, updated in light of the current condition of the site and now absent building.²⁶ Note that the updated history for the wharf site supplied in this report included a number of additions and corrections to the Simpson Dawbin report. Additional research, especially using historic newspapers, may reveal more information concerning the types of wharf structures and the timeline of repairs or rebuilding that has taken place on the site. This especially concerns the 1904 wharf or wharf repairs, as the extent of these works is unknown. Additional research should also be made into the use of concrete footings with timber piles in the late 19th century as this may alter the significance assessment provided below.

- 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);

Nowra wharf has historical significance as the prosperity of Shoalhaven and the siting and development of the early townships including Nowra was a direct consequence of river transportation and the ISNC. The wharf has also been used as part of the fishermen's co-operative functions and reflects. Concrete pile jackets and footings remain as physical evidence of a past era which was crucial to the economic development of the district.

Nowra wharf and the remains of previous wharves are of Local significance under this criterion.

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

While Nowra wharf is associated with various companies or groups, it is not associated with a particular person or group of persons.

Nowra wharf and the remains of previous wharves do not meet this 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);

The current Nowra wharf is generally of simple and common construction. However, the concrete pile jackets and footings are a common technique but not widely used for wharves and possibly reflect an attempt to reinforce the current wharf, and past wharves, against frequent flooding events. Additional research may shed further light on this. The wharf also has landmark significance in its prominent position as the only structure on this section of the riverbank adjacent to and overlooked by the Princes Highway Bridge.

However, the wharf is now in poor condition necessitating the placement of fencing and barriers surrounding it. As such, any aesthetic characteristics are currently hidden and the fencing is having an intrusive effect.

Nowra wharf and the remains of previous wharves are of Local significance under this criterion, however, in its current fenced-off state it does not meet this criterion.

²⁶ *Op Cit.* Simpson Dawbin Associates Architects and Heritage Consultants, February 2000

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

The Nowra wharf site was associated firstly with the Illawarra Steam Navigation Company, who were pivotal for the development of river trade, freight handling and passenger service that led to the development of the surrounding area. The site and current wharf has also been used by the local Fisherman's Cooperative, Sailing Club and Rowing Club.

Nowra wharf and the remains of previous wharves are of Local significance under this criterion.

- e. An item has **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);

It is possible that additional remains of the previous wharves, including pile stumps and concrete footings, may exist buried within the riverbed. These remains have the potential to provide additional information regarding the size, location and form of the previous wharves that is not provided in historic photographs, newspapers or the identified remains. The use of concrete jackets and footings may also yield information regarding construction designs in the late 19th century.

Nowra wharf and the remains of previous wharves are of Local significance under this 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);

There are few remains surviving from pre-1950s wharves within the Shoalhaven LGA. Other noted remains include one standing timber wharves, remnant piles from two others, sandstone blocks from two wharves and the archaeological potential for wharves at three sites. Only one other site has remains of concrete foundations and these are only potentially linked to the wharf. Despite concrete commonly being used in a number of ways to reinforce timber piled structures, the concrete remains of the three Nowra wharves appear to be a rare surviving aspect within Shoalhaven. Their moulded shape also may be uncommon for concrete jackets, cylinders or footings used for timber piles, as are the use of square shaped footings for the previous two wharves.

Nowra wharf and the remains of previous wharves are of Local significance under this criterion.

- g. An item is important in **demonstrating the principal characteristics of a class of NSW's cultural or natural places**; or cultural and natural environments.

The timber wharf appears to be of a common construction but is in poor condition and exhibiting further damage from the recent fire. As such, it is not a good example of wharf construction in NSW. The concrete jackets and footings, despite being a part of a common technique to reinforce timber piles, appear to be unique in shape and hence are also not characteristic.

Nowra wharf and the remains of previous wharves do not meet this criterion.

STATEMENT OF SIGNIFICANCE

The significance of Nowra wharf and the remains of previous wharves exists through its physical link with commercial river traffic and the Illawarra Steam Navigation Company. The continuity of form and character of the wharf has carried across three generations of structures which have occupied the site since 1884. However, the store or club building that was central for the use of the wharf is now destroyed and the remaining wharf in poor condition. Despite this, remains of the wharf and of previous wharves reinforce the link with the Illawarra Steam Navigation Company, an organisation vital to the early development of Nowra and the Shoalhaven Region. The concrete jackets and footings, despite being a common technique to reinforce and protect timber piles, also appear to be rare remains of pre-1950s wharves within Shoalhaven as well as being of unique shape and design.

*Nowra wharf and the remains of previous wharves have been assessed as having **Local** significance.*

This statement of significance should be updated after further research into the history of the site and the use of concrete for jackets and footings during each stage of wharf development.

5.3 Grading of Significant Elements

The Simpson Dawbin report included an assessment of the degree of significance for various elements on the site.²⁷ Most of these elements have now been destroyed. As such, the following grading is supplied to update it.

The degree of significance of the various elements has been divided into four categories:

- A High significance
- B Some significance
- C Little significance
- Int Intrusive elements
- Comp Significant elements now compromised

5.3.1 Schedule of Significant Items

The following schedule grades items present on the site during the 2017 inspection:

ISNC wharf

- Concrete jackets A
- Piles B
- Beams B
- Headstocks B
- Transverse planks Comp
- Deck planking Comp

Square footings of 1884 wharf A

Square footings of 1902-1904 wharf A

Timber piles potentially associated with

²⁷ *Op Cit.* Simpson Dawbin Associates Architects and Heritage Consultants, February 2000

past wharves	B
Public wharf	B
Light poles	C
Car park	C
Sandstone sea wall	A
Sandstone launching ramp	A
Open space grassed area	A

6 IMPACT OF THE PROPOSED DEVELOPMENT

6.1 Proposed Works

Shoalhaven Council are currently proposing to remove the damaged Nowra wharf, however, plans for the future of the site are yet to be determined. One possibility being considered is reinforcement of the bank around the wharf but no future development is foreseen.

This impact assessment considers four potential outcomes for the site of Nowra wharf including two options for removal and two options for future work:

Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings

Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings

Future Option 1: Stabilising the bank

Future Option 2: Rebuilding wharf facilities

6.2 Impact Assessment

Based on the NSW Heritage Office Manual 'Statements of Heritage Impact', an impact assessment for an item of heritage significance must address a number of questions relevant to the proposed works. These questions help to ascertain whether all options have been explored prior to the proposed works or actions taking place, and to determine how the heritage values of an item can be conserved, or preferably enhanced, by the proposed development. In relation to this project, the relevant questions relating to the impact of the removal of the vessels are:

- What aspects of the proposal respect or enhance the heritage significance of the item/study area?
- What aspects of the proposal could have a detrimental effect on the heritage significance of the item/study area?
- Are the proposed changes sympathetic to the heritage item/study area? In what way? (e.g. form, proportions, design)

Is the assessed impact acceptable / can it be mitigated?

The following impact assessment is based on the significance assessment revised above for the remains of Nowra wharf and of former wharves.

6.2.1 Impact on the Significance of the Nowra Wharf Remains

The questions posed in the section above are answered in individual tables below for each of the options.

<i>What aspects of the proposal respect or enhance the heritage significance of the item/study area?</i>	
Option	Answer
Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings	No aspects of this option would respect or enhance the heritage significance of the wharf site. The only potentially positive aspect would be the installation of information panels and perhaps even retaining some elements of the wharf for interpretation in order to maintain a connection of the site to its past use, despite all evidence being removed.

What aspects of the proposal respect or enhance the heritage significance of the item/study area?

Option	Answer
Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings	Retaining the concrete jackets and footings would maintain the physical link between the site and its past use as well as with the ISNC. Current use of the wharf is prevented by the safety hazard of the damaged structure and by fencing installed around the site. Removal of the wharf would enable removal of the fencing and open the site up to recreational use as an extension of the nearby public wharf, floating pontoons and grassed area. Leaving the concrete jackets and footings in place would also ensure that the riverbed is not disturbed by these works and any buried remains of past wharf structures remain protected within the riverbed. Retaining the concrete jackets and footings would also mean retaining all highly significant elements of the site, despite the loss of the current timber wharf elements which are of some significance.
Future Option 1: Stabilising the bank	Stabilisation of the bank surrounding the site may involve burial of remains associated with past use of the site. Burial is a positive action for preservation of remains. It may also improve the safety of the site. Stabilisation works should consider facilitating access to the site, such as a concrete staircase similar to that near the boat ramp so that recreational activity can continue on the site, albeit in the absence of any usable structures.
Future Option 2: Rebuilding wharf facilities	Rebuilding wharf facilities would enable partial continued use of the site for maritime activities. The design should also consider building a new store or club on the wharf. It would be preferable for the new wharf and/or building to mimic past wharves and stores in order to reinforce a visual link to past use and occupation of the site. This should include the use of rough-hewn timbers for the wharf and a double-pitched roof for the building.

What aspects of the could have a detrimental effect on the heritage significance of the item/study area?

Option	Answer
Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings	As well as removing all the extant remains of the current and past wharves, removal of the concrete jackets and footings may also disturb the riverbed and any other surviving remains buried within the riverbed. All aspects of significance associated with the site would be lost including items of some significance and items of high significance.
Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings	The wharf has landmark significance and is prominent in its current position, contrasting with the newer public wharf in its size and rustic appearance. Removal of the wharf structure would impact the aesthetic presence of the site, however, due to current safety issues, the wharf has already been fenced off and has already lost its remaining visual presence on the riverbank.
Future Option 1: Stabilising the bank	Stabilisation should not involve burial of all remaining concrete pile jackets and footings as this would remove all visible associations with past use of the site and the ISNC. It should also not be designed to restrict access to the site for recreational activity. Both of these outcomes would impact the significance of the site.

What aspects of the could have a detrimental effect on the heritage significance of the item/study area?

Option	Answer
Future Option 2: Rebuilding wharf facilities	Rebuilding of the wharf would impact the riverbed and potentially impact archaeological remains of previous use on the site. The wharf may also not reflect the previous wharf and stores on the site and prevent access to the visible remains of past structures, removing any visual ties to past use and significance of the site.

Are the proposed changes sympathetic to the heritage item/study area? In what way? (e.g. form, proportions, design)

Option	Answer
Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings	Removal of the entire wharf and all remains would not be sympathetic to the wharf site.
Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings	Removal of the current wharf only would be sympathetic to the significance of the site in that it would enable access and continued recreational use of the site, as well as maintaining the physical link with past use and the ISNC. It would also remove the necessity for the intrusive fencing currently placed around the site.
Future Option 1: Stabilising the bank	Stabilisation would be sympathetic as it would improve the safety of the site and perhaps provide easier access for recreational activities.
Future Option 2: Rebuilding wharf facilities	New wharf facilities on this site would be sympathetic to its historic and cultural significance by enabling a continuation of the historic use of the site for boating activities.

Is the assessed impact acceptable / can it be mitigated?

Option	Answer
Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings	Removal of the entire wharf and all remains would be considered not acceptable without mitigation. However, considering the current safety issues of the site and potential ongoing safety issues of the remains, the impacts of removal could be mitigated to an acceptable level with the following measures: <ul style="list-style-type: none"> • Photographic archival record of the site before removal (preferably without the fencing) • Additional historic research and the installation of information signs at the public wharf and grassed areas • Retaining some wharf material for on-site interpretation • An archaeological management plan should be prepared along with archaeological monitoring of the removal of the concrete jackets and footings in order to record and preserve the significance of any potentially disturbed remains in the riverbed. • Re-use of the site for recreational purposes, such as stabilising the bank and providing stairs to enable public access, or rebuilding another wharf on the site.

Is the assessed impact acceptable / can it be mitigated?	
Option	Answer
Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings	Removal of the current wharf would only be an acceptable impact with the following measures: <ul style="list-style-type: none"> • Photographic archival recording the wharf and site before removal (preferably without the fencing) • Additional historic research and the installation of information signs at the public wharf and grassed areas, and perhaps on the concrete jackets and footings themselves.
Future Option 1: Stabilising the bank	Stabilising the bank is an acceptable impact, but only with the following measures: <ul style="list-style-type: none"> • Ensure that stabilisation does not consist of burying all extant remains of the wharf and former wharves • Consider installing stairs from the grassy bank to the sandy riverbank of the wharf site to enable access
Future Option 2: Rebuilding wharf facilities	Construction of another wharf would be an acceptable impact with the following measures: <ul style="list-style-type: none"> • The design should consider reflecting the styles of past wharves, especially the size, height, prominence and rustic appearance. • The design should include a store or club building in order to facilitate past uses, or at least provide for the possible addition of a building in the future • An archaeological management plan should be prepared along with archaeological monitoring of the installation of the new wharf piles in order to record and preserve the significance of any potentially disturbed remains in the riverbed. <p>However, this option would require separate and updated Statement of Heritage Impact to be prepared by a suitably qualified archaeologist once the wharf plans are available and exact impacts are known. This can be combined with the archaeological management plan.</p>

6.2.2 Commentary on the Conservation Policy

The Simpson Dawbin report included a Conservation Policy for the Nowra Sailing Club.²⁸ The policies that are relevant to the remaining elements of the site were outlined in **Section 0**. In light of the proposed works and the impact assessment above, the following table summarises whether the relevant policies of the CMP are met by the proposed options (Table 4).

²⁸ *Op Cit.* Simpson Dawbin Associates Architects and Heritage Consultants, February 2000

Table 4: Policies of the Conservation Policy with commentary in regards to the proposed options.

Policy	Commentary	Met by Options with Mitigation?
Policy 1.1: <i>The future conservation and development of the site (hereinafter referred to as the place) should be directed towards maintaining and interpreting its heritage significance in accordance with the principles of the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter).</i>	The mitigation measures proposed in the previous section are in accordance with the principles of the Burra Charter and aim to maintain and interpret the heritage significance of the place despite the loss of the wharf remains	Yes
Policy 1.2: <i>The significance of the place should be made clearly evident to the observer and the means of interpretation should be compatible with the retention of that significance.</i>	The mitigation measures proposed for each removal option include the use of interpretation to retain the significance of the site.	Yes
Policy 1.3: <i>The Statement of Significance and the Schedule of Significant Elements as set out in Part 2, together with recommendations for specific items contained within this policy section, should be accepted as the basis for future conservation.</i>	The Statement of Significance and Schedule of Significant Elements required reassessing in light of fire damage destroying the building and the poor condition of the wharf remains. However, the mitigation measures for each option are based on the revised significance of the site and of significant elements.	Yes
Policy 1.4: <i>The conservation for all elements of high degree of significance should be a combination of preservation and restoration.</i>	Any highly significant elements that are retained on the site would not require conservation.	N/A
Policy 1.5: <i>The conservation for all elements of some significance include preservation, restoration, reconstruction, and adaption.</i>	The current timber wharf has been assessed of some significance, however, its condition necessitates removal and cannot be conserved.	N/A
Policy 1.8: <i>Intrusive elements should be removed</i>	Removal of the current wharf would include removal of the current intrusive fencing. It would also remove the compromised elements of the transverse planks and deck planking	Yes
Policy 5.1: <i>Future uses of [the site] should be compatible with the original function of the building and the wharf.</i>	Both future options include continued recreational use of the site, however the option of building a new wharf (and potential building) would be more compatible with the original function of the site.	Yes

Policy	Commentary	Met by Options with Mitigation?
<p>Policy 7.1: Any alterations or additions proposed affecting significant items or within the precinct should be designed to ensure that the new work is systematic with the existing. Alteration and new work should respect the form, fabric and detailing of heritage structures.</p>	<p>Mitigation for building a new wharf (and potential building) includes that the design reflects past structures on the site.</p>	<p>Yes</p>
<p>Policy 8.1: The building should be as accessible as possible to the general public within the constraints of safety, security and retention of significance of the site.</p>	<p>Removal of the unsafe wharf would enable public access and safe use of the site, also enabling access to any remains of concrete jackets and footings left on the site. Stabilising the bank and rebuilding the wharf would also facilitate access to the site, if the mitigation measures provided are followed.</p>	<p>Yes</p>
<p>The Simpson Dawbin report also provided advice for future use of the site including promotion of the significance of the site, exploiting tourist potential, and designs to enhance the maritime character of the setting. The historic fabric of the wharf and significant elements must be preserved to this end.</p>	<p>The Simpson Dawbin advice could not have foreseen the destruction of the building and necessity of demolishing the wharf. However, future uses proposed for the site do provide for preservation of the significance of the site and continuing public use within the maritime character of the area. It is proposed that the highly significant historic fabric is retained.</p>	<p>Yes</p>

6.3 Overview of Options and Impact Assessment

Option	Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings	Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings	Future Option 1: Stabilising the bank	Future Option 2: Rebuilding wharf facilities
Potential impacts	Removal of elements of some significance and high significance as well as potentially disturbing archaeological remains.	Removal of elements of some significance and impact to aesthetic significance of the site.	Burial of all remains associated with past use.	Installation of new piles would impact the riverbed and potentially disturb archaeological remains buried within the riverbed. May also have an aesthetic impact if it does not reflect previous wharves and buildings.
Advantages	None.	Retaining highly significant elements. Maintaining a physical link to past use and ISNC and would not disturb the riverbed.	Burial is positive for preserving some remains. Potential for improving access with a staircase to enable recreational use.	Continued use of the site for maritime activities, and potential for a new building, store or club as done in the past. Should replicate past wharves and buildings to maintain link to past activities.
Heritage mitigation	<ul style="list-style-type: none"> • Photographic archival recording • Additional research and installation of signs • Retaining some material for on-site interpretation • Archaeological Management Plan for removal of jackets and footings • Re-use of site for recreation 	<ul style="list-style-type: none"> • Photographic archival recording • Additional research and installation of signs 	<ul style="list-style-type: none"> • Ensure stabilisation does not bury all extant remains • Consider installing stairs to facilitate access 	<ul style="list-style-type: none"> • Design to reflect past wharves • Design should consider a store or club building with wharf or as future development • Archaeological Management Plan for installation of new wharf piles <p>A separate and updated Statement of Heritage Impact should be prepared for these works.</p>
Heritage impact with mitigation	Acceptable	Acceptable and Preferred	Acceptable	Acceptable and Preferred

7 CONCLUSION

7.1 Summary of Key Findings

The key findings of the assessments are as follows:

- The Illawarra Steam Navigation Company was incorporated in 1853 after the amalgamation of the Shoalhaven Steam Navigation Company, the Kiama Steam Navigation Company, the Twofold Bay Pastoral company and the interest of Edye Manning who was appointed manager.
- The first Nowra wharf was completed in 1884 and the store likely added in 1886. ISNC established their office at the site. Extensive repairs or a new wharf were constructed in 1904, with improvements after 1913 by Nowra Council which extended it to a length of 56 feet.
- A third store and wharf were built in 1938, with this wharf being the current wharf on site.
- The site was taken over by the Nowra District Fisherman's Cooperative in 1948 and then the Nowra Sailing Club in 1964. From 1977, the premises were shared by the Nowra Rowing Club.
- Nowra wharf is listed on the *Shoalhaven LEP 2014* as Item 407 'Inter-War Weatherboard Building and Timber Wharf'.
- A Heritage Assessment by Simpson Dawbin in 2000 included a significance assessment of the site and elements as well as provision of a Conservation Policy.
- The club building, formerly a store, was destroyed by fire in 2017. Shoalhaven Council plan to remove the remaining timber wharf which is currently fenced off due to safety concerns.
- The site was inspected on 29th November, 2017, which found that:
 - The remaining wharf is in poor condition,
 - There is evidence of concrete pile jackets and footings from the 1904 wharf or wharf repair, as well as possibly from the 1881-1884,
 - Identified broken or deteriorated timber piles may be associated with the 1904 wharf or wharf repair,
 - There is archaeological potential for remains associated with past structures and use on the site, particularly for structural remains with relatively strong foundations.
- A comparative analysis identified few remains of pre-1950s wharf structures, and that the concrete pile footings may be unique.
- The Nowra wharf site was reassessed to be of Local significance, with all concrete footings to be highly significant elements and the timber wharf remains to be of some significance.
- The impact of a number of options for the site were assessed, including:
 - Removal Option 1: Removal of the entire wharf and all exposed concrete jackets and footings – acceptable with mitigation measures
 - Removal Option 2: Removal of the current wharf only, leaving all concrete jackets and footings – acceptable with mitigation measures and preferred.

- Future Option 1: Stabilising the bank – acceptable with mitigation measures.
- Future Option 2: Rebuilding wharf facilities – acceptable with mitigation measures and preferred.

7.2 Proposed Mitigation Measures and Recommendations

Based on the findings of this SoHI, best heritage practices and specific heritage asset management guidelines prepared by the NSW Heritage Office, the following recommendations are provided.

Recommendation 1 – Removal of the Wharf

The preferred option for removal of the wharf is to remove the current wharf and leave all concrete footings in place. The removal of the wharf will involve removal of elements of assessed to be of some contributing significance and this is acceptable with the implementation of the following mitigation:

- *Photographic archival recording the wharf and site before removal (preferably without the fencing)*
- *Additional historic research and the installation of information signs at the public wharf and grassed areas, and perhaps on the concrete footings themselves.*

Recommendation 2 – Future Use

Should stabilisation of the bank take place, this would be considered an acceptable impact but only with the following measures:

- *Ensure that stabilisation does not consist of burying all extant remains of the wharf and former wharves*
- *Consider installing stairs from the grassy bank to the sandy riverbank of the wharf site to enable access*

Rebuilding of the wharf and building is the preferred future use option of the site and should be considered in the long-term. This would require a separate and updated Statement of Heritage Impact.

Recommendation 3 – Statutory Requirements

Proposed removal of the wharf constitutes demolishing of a heritage item as well as potentially disturbing an archaeological site. As such, under the Shoalhaven LEP 2014, development consent is required prior to undertaking the works. This report should be submitted with the development application.

If the concrete footings are to be removed, disturbance to the riverbed is likely to disturb archaeological relics assessed to be of Local significance. As such, a Section 140 Application for an Excavation Permit must be submitted to the Heritage Council of NSW and the Permit received before works can commence.

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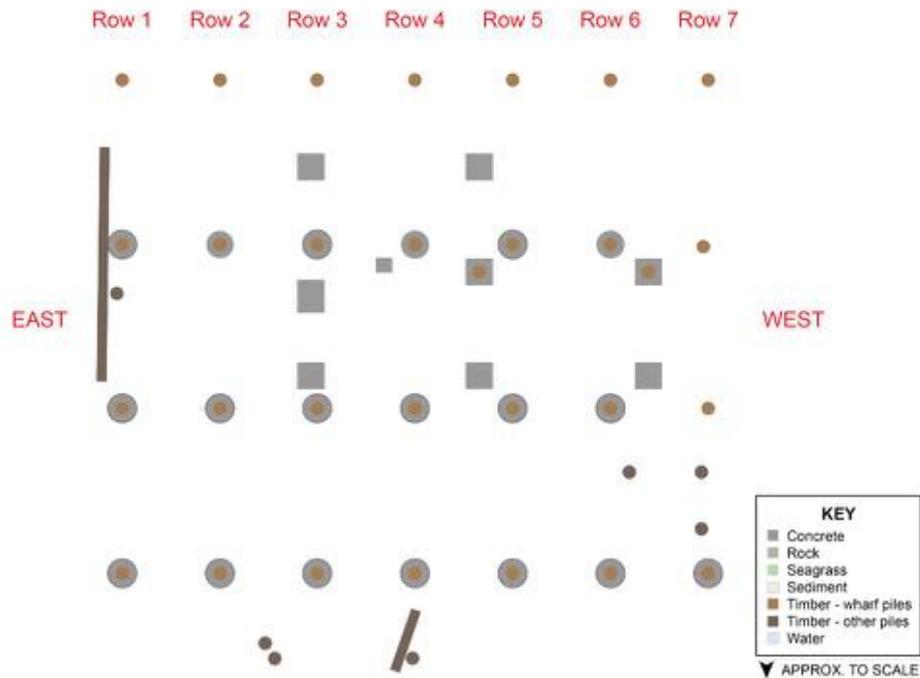
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Legislative Sources

- Australia ICOMOS, **1999**, *Charter for the conservation of places of cultural significance*
- NSW Government Office of Environment and Heritage, 'Benandra' listing on the Maritime Heritage Sites database, site ID 1818, available www.environment.nsw.gov.au/maritimeheritageapp/ViewSiteDetail.aspx?siteid=1818

ANNEX A – VIDEO LOG

The following table lists the videos, their location and direction taken during the site inspection on the 29th November, 2017. Each transect heads in a northern or southern direction, working from east to west, either focussing on the riverbed or on the wharf structure.



Video Name	Description	Size
Nowra Wharf 001	Between Rows 1 and 2, heading south, focussing on riverbed	400 MB
Nowra Wharf 002	Between Rows 1 and 2, heading north, focussing on wharf structure	419 MB
Nowra Wharf 003	Between Rows 2 and 3, heading south, focussing on riverbed	328 MB
Nowra Wharf 004	Between Rows 2 and 3, heading north, focussing on wharf structure	295 MB
Nowra Wharf 005	Between Rows 3 and 4, heading south, focussing on riverbed	309 MB
Nowra Wharf 006	Between Rows 3 and 4, heading north, focussing on wharf structure	244 MB
Nowra Wharf 007	Between Rows 4 and 5, heading south, focussing on riverbed	284 MB
Nowra Wharf 008	Between Rows 4 and 5, heading north, focussing on wharf structure	298 MB
Nowra Wharf 009	Between Rows 5 and 6, heading south, focussing on riverbed (1)	116 MB
Nowra Wharf 010	Between Rows 5 and 6, heading south, focussing on riverbed (2)	196 MB
Nowra Wharf 011	Between Rows 5 and 6, heading north, focussing on wharf structure (1)	172 MB
Nowra Wharf 012	Between Rows 5 and 6, heading north, focussing on wharf structure (1)	42 MB
Nowra Wharf 013	Between Rows 6 and 7, heading south, focussing on riverbed (1)	39 MB
Nowra Wharf 014	Between Rows 6 and 7, heading south, focussing on riverbed (2)	316 MB
Nowra Wharf 015	Between Rows 6 and 7, heading north, focussing on wharf structure	237 MB

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ABN 23 581 172 790

Date: 19th July 2012
To: Shoalhaven City Council
Attention: Damian Leahy
From: John Oultram
JOB/FILE **Nowra Sailing Club- Heritage Assessment**

Shoalhaven City Council
Received

20 JUL 2012

File No. 12411 E

Referred to: D Leahy

Comment/Instructions

Damian

One signed copy for your records



John

JOHN OULTRAM

For your action

For your information

In response to your enquiry

Copy to:

PROPOSED REPAIRS

TO

**NOWRA SAILING CLUB
WHARF ROAD, NOWRA, NSW**

HERITAGE ASSESSMENT

Prepared by:

John Outram Heritage & Design
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Tel: (02) 9327 2748
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Prepared for:

Shoalhaven City Council

July 2012

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1.0 INTRODUCTION

1.1 The Brief

The following report has been prepared to provide a heritage assessment of the Nowra Sailing Club, Wharf Road, Nowra, NSW. The report has been prepared on behalf of Shoalhaven City Council. The site is part of a public reserve under the control of the Nowra Reserve managed by Council.

1.2 The Study Area

The study area is the Nowra Sailing Club, Wharf Road, Nowra, being part Lot 7 in DP 1002643, Crown Land Reserve No. R45715 for public recreation and access (Figure 1.1).



NOWRA SAILING CLUB

Figure 1.1 The Study Area

Source: Google Maps

1.3 BACKGROUND

Shoalhaven City Council has engaged MacDonald International to carry out a condition report on the Sailing Club to assess the extent of required repairs and a methodology for repairing the building:

Nowra Sailing Club. Structural Assessment and Rectification Report

dated June 2012 (Structural Report).

The Report has identified many areas of concern both in the substructure, (i.e. the piles and bearers) the floors and the superstructure. The building requires extensive repair and the Structural Report has recommended that the building be dismantled, the substructure replaced and the building reassembled on the repaired structure.

This report has been prepared to assess the heritage significance of the place and particularly its intactness to try and identify original fabric and make recommendations as to its treatment.

1.4 Previous Reports

A heritage assessment for the building was prepared for Shoalhaven Council in February 2000.

Simpson Dawbin Associates, Nowra Sailing Club. *Heritage Assessment Report (HAR)*

The HAR contained a history of the site and this information is included below.

2.0 HISTORICAL SUMMARY

Coastal shipping grew in importance along the south coast of New South Wales from the 1840s onwards. The Illawarra Steam Navigation Company was incorporated in 1853 and steam replaced sail for the boats along the coast. A facility for coastal steamers and sailing vessels was built at Greenwell Point where Alexander Berry had built a wharf in 1829.

Nowra was inaccessible to sea going vessels until a rock outcrop at Bomaderry was broken up in 1904. By this time, the railway line had been extended to Bomaderry that took over much of the transport of goods to and from the region.

The Illawarra Steam Navigation Company (ISN Co.) established an office at Nowra in a timber structure on the site of the current Sailing Club. Three wharves were built at the site. The first was erected in 1884 but was almost destroyed by the flood of 1896. A new wharf and store were built between 1902 and 1904. A third store and wharf are believed to have been built between 1930 and 1935. Nowra Council took over control of the wharf in the early 1900s and improved and extended the wharf in 1913 to accommodate larger vessels.

The wharf was used for steamers once the river had been cleared but this traffic ended after the Second World War. The wharf was also used for river cruises for tourists.

The wharf was taken over by the Nowra District Fishermen's Cooperative in 1948 and by the Nowra Sailing Club in 1964. The Cooperatives coolrooms were removed and the wharf renovated.

The development of the wharf is quite well illustrated in early photographs of the site:



Figure 2.1 Postcard of the wharf dated 1918 showing the original 1904 configuration

Source: HAR, p. 4



Figure 2.2 ISN Co. coastal steamer Allowrie at the wharf in December 1903

Source: HAR, p. 6



Figure 2.3 View from the southern approach to the bridge c.1915 showing the 1904 cargo shed

Source: HAR, fortalice



Figure 2.4 View to the wharf during the flood of 1916

Source: State Library of NSW Government Printers Office Ref. 1-10349



Figure 2.5 Elevated view to the wharf. The front building appears to have an extension at the rear. The building at the rear appears to be replacement to the building shown in Figure 2.4

Source: State Library of NSW Government Printers Office Ref. 1-48751

The wharf appears to have started as a single, pitched roof structure with a single jetty. A second, smaller pitched roof building was then added to the rear. Skilions were later added to the front and side of the building and the riverside building extended at the rear.

3.0 PHYSICAL SURVEY

An inspection of the property was carried out by John Outram in June 2012 to ascertain its layout, condition and intactness from its original construction. The result is shown on Figures 3.1 and 3.2.

Nowra Sailing Club is a single storey, timber weatherboard building in two, pitched roof sections with a skillion extension to the west. The walls are generally clad in sawn, chamfered timber weatherboards. There are openings to the east, and north with metal roller shutter doors and to the west with a metal clad door under the roof of the skillion. There are timber windows to the east, north and west elevations fitted with metal security bars. There are high-level openings to the east in the gables.

The roof is in corrugated metal with an overhanging eave to the main roof with timber slats to the soffits. There is a small indent to the skillion at the main entrance and the roof overhangs this to form a small porch.

The boathouse is supported on a timber structure that is set partly on the slope of the bank and partly over the water with log floor joists supported on large, square, timber bearers on main timber beams that are supported on timber piles that are set at the waterline in concrete piles that have been filled with concrete.

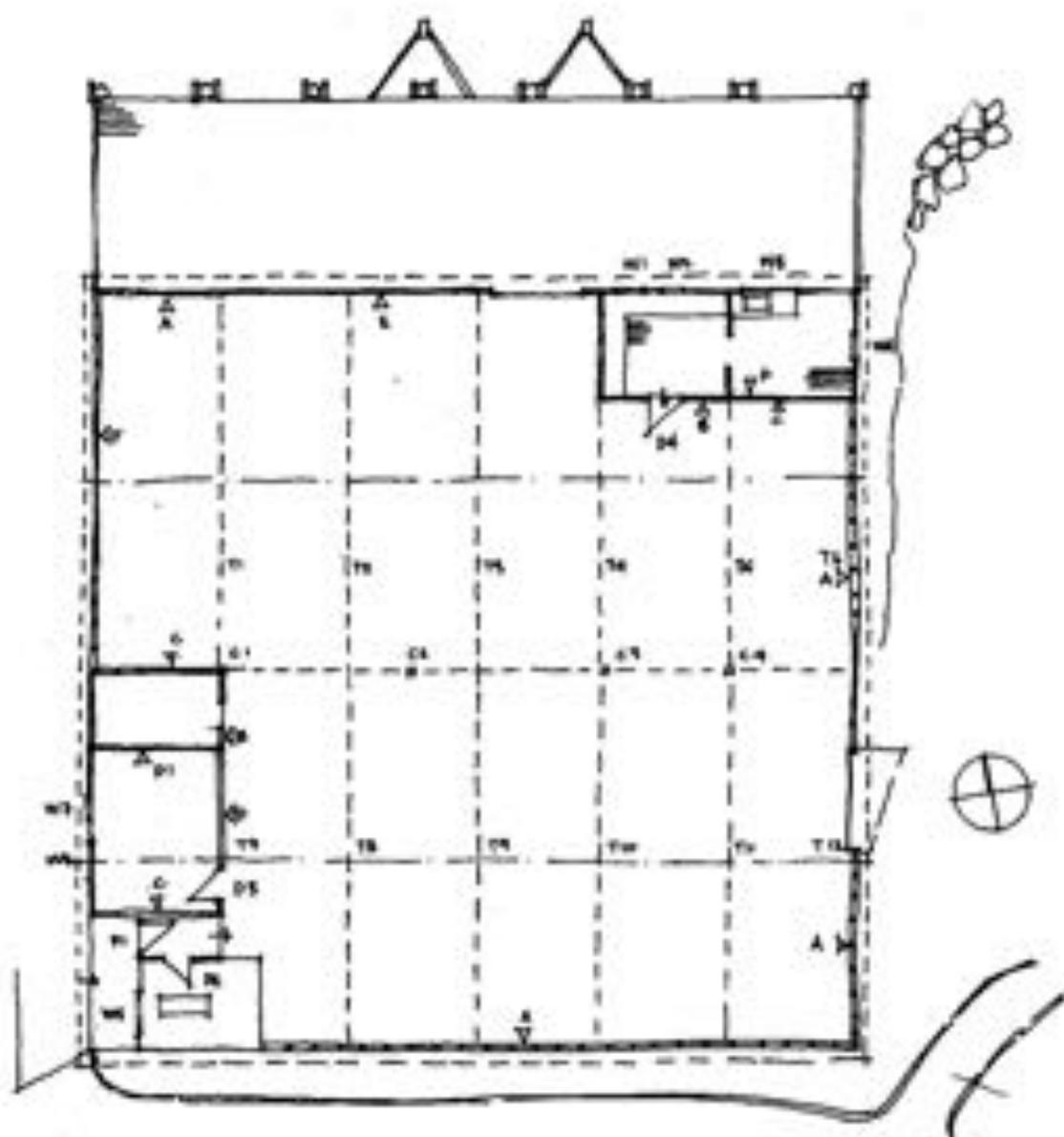
There is a timber deck to the north supported on timber bearers on timber joists with timber beams supported on the timber piles below. There is a crude timber handrail around the deck and there are outriggers at the waterside to support two, timber fenders.

Internally, there are two major spaces with a series of small store rooms under the skillion. There is a small office and kitchen to the north east corner of the building. Generally the floors are in concrete though the floor to the office is in shot, timber boards. The walls are generally unlined and the timber structure is exposed with sawn timber framing with diagonal bracing. Parts of the walls are lined with masonite and some of the external weatherboards are fixed on to fibro sheeting. The internal walls are generally in masonite but the wall to the office is in vertical timber boards.

The roof is supported on sawn timber purlins on blocks fixed to kingpost trusses that span north-south from the outer walls to timber beam supported on a series of square timber posts down the centre of the building. Two of the trusses appear to be from an earlier structure and have stop chamfered decoration to the kingpost. The trusses have steel straps at the junction of the king post and bottom chord and metal strap tie downs at the supports.

The superstructure is in reasonable repair with some evidence of white ant damage and rot. There is also evidence of a fire to part of the east wall.

The substructure is in very poor repair with extensive evidence of rotting and damaged sections and joints. The southern end of the building is very close to the ground and the external level to the road is above the weatherboards.

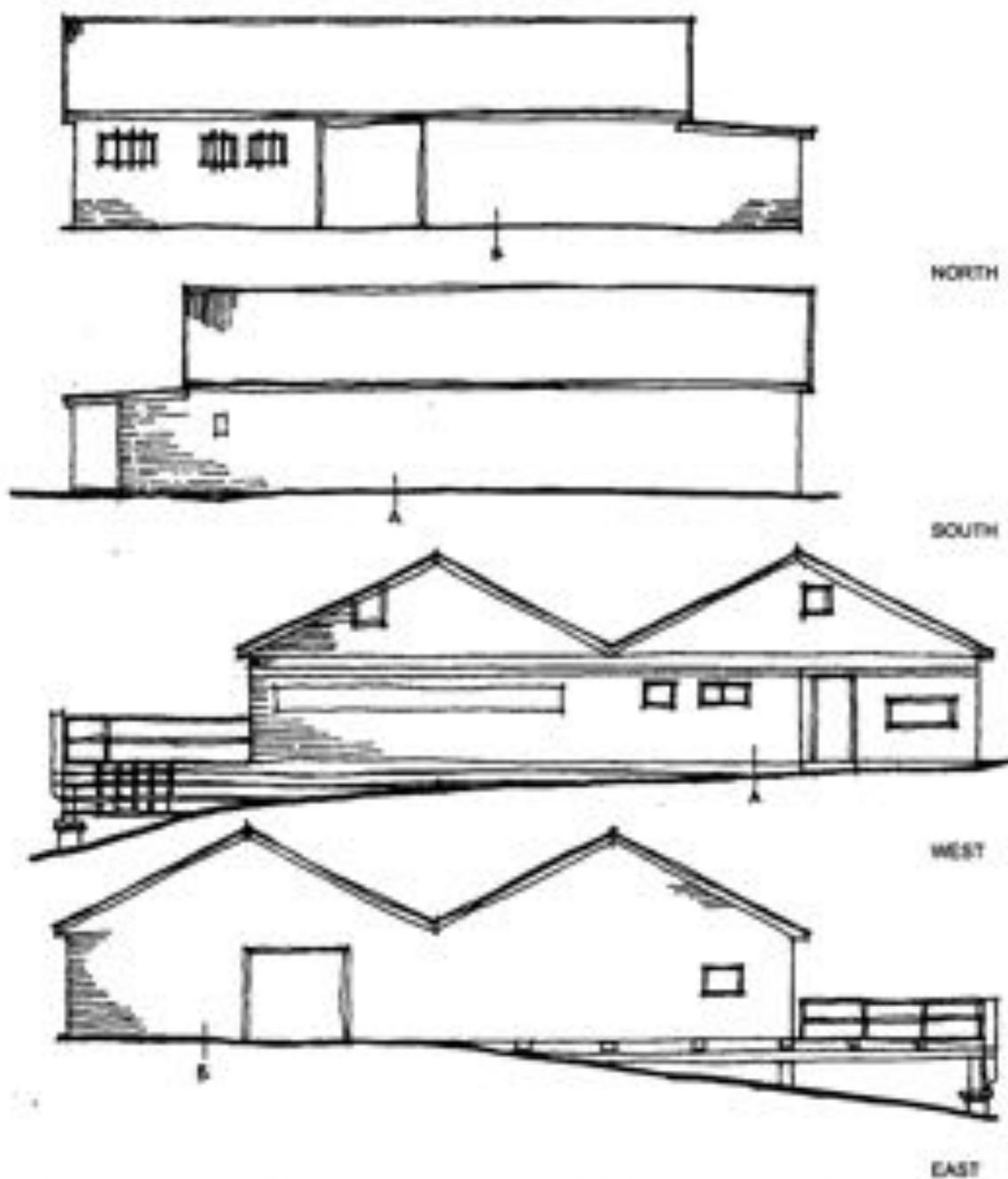


KEY		KEY	
ITEM		ITEM	
A	SAWN TIMBER WEATHERBOARDS ON SAWN TIMBER FRAMING	T1	SAWN TIMBER KINGPOST TRUSS WITH STOP CHAMFERED DETAIL TO THE KING POST
B	VERTICAL SAWN TIMBER BOARDS ON SAWN TIMBER FRAMING	T2-T5	SAWN TIMBER TRUSS
C	EXPOSED SAWN TIMBER FRAME	T6	SAWN TIMBER KINGPOST TRUSS WITH STOP CHAMFERED DETAIL TO THE KING POST
D	MASONITE ON SAWN TIMBER FRAMING	T7-T12	SAWN TIMBER TRUSS
E	MASONITE ON SECONDARY FRAMING		
F	SAWN TIMBER WEATHERBOARDS ON FIBRO ON SAWN TIMBER FRAMING		

Figure 3.1 Nowra Sailing Club - Plan

Physical Survey

June 2012



KEY	
ITEM	
A	SAWN TIMBER WEATHERBOARDS WITH ABRIS REMOVED
B	SAWN TIMBER WEATHERBOARDS

Figure 3.2 Norra Sailing Club - Elevations

Physical Survey

June 2012

4.0 HERITAGE CONTROLS

4.1 NATIONAL TRUST

The property is not classified on the Register of the National Trust of Australia (NSW).

4.2 HERITAGE BRANCH OF THE NSW OFFICE OF ENVIRONMENT AND HERITAGE

State Heritage Register

Under the Heritage Act 1977 (amended 1998), the Heritage Branch of the NSW Office of Environment and Heritage administers and maintains the State Heritage Register (SHR), a register of items and places that are considered to have heritage significance at a state level. The subject property is not listed on the State Heritage Register.

Heritage Database

The Heritage Branch also compiles the Heritage Database, a collated database of all places listed on statutory heritage lists, including Local Environmental Plans. The subject property is not listed on the Database.

4.3 LOCAL AUTHORITY

The local authority for the area is Shoalhaven City Council. The property is listed as a heritage item in Schedule 7 Heritage Conservation of the Shoalhaven Local Environment Plan 1985 (as amended) (LEP).

The conditions of the LEP relating to development of a heritage item would apply.

5.0 DISCUSSION OF SIGNIFICANCE

5.1 HISTORIC SIGNIFICANCE

The Nowra Sailing Club is the most recent incarnation of the wharf and boatshed that has stood on the site since 1884. The early buildings on the site were built to service the shipping trade along the coast to Nowra but early access was limited by navigational problems caused by an obstruction in the river at Bomaderry.

By the time of the removal of the rock obstruction in 1904 the railway line to Bomaderry had been completed and the need for the wharf had diminished though vessels continued to use the wharf for trade and the river cruises. A new wharf and store were built between 1902 and 1904 perhaps to coincide with the clearing of the river. The wharf was improved and extended by Nowra Council in 1913. A third store and wharf were added between 1930 and 1935.

The wharf has historical associations with the Illawarra Steam Navigation Company that used the wharf for the steamship transport of goods.

The wharf and buildings were taken over by the Nowra District Fisherman's cooperative in 1948 and coolrooms added. The extent of this operation is not clear.

The sheds and wharf have been rented by the Nowra Sailing Club since 1964 and have been the centre for sailing activities on the river including regattas and rowing events.

5.2 AESTHETIC SIGNIFICANCE

As could be expected for wharf structures of this type, the buildings are quite utilitarian and are of no recognisable style. There is no detailing of note apart from two of the kingpost trusses (that may date from an earlier period of construction) that have some decorative detail.

5.3 TECHNICAL/SCIENTIFIC

There were previous buildings on the site and the site has some archaeological potential. As noted below, much of the building fabric is relatively recent and there may be little original fabric, apart from the timber substructure that dates from the early development of the place. Structures of this type are common on waterfront locations and the buildings and wharf structure are of little technical merit. The external fenders indicate the former use of the wharf for larger vessels.

5.4 SOCIAL

The wharf has been in continuous use for storage and shipping since 1884 and is indicative of the early development of the area that relied on coastal and river transport for the trade and delivery of goods. The place would have some significance for the local community for its role in the early development of the area.

The place has operated as a base for the Nowra Sailing and Rowing Clubs for over fifty years and is an important resource for local sailors.

5.5 INTACTNESS

The current buildings do not appear to correspond with any of the early photographs of the buildings and wharf (Figures 2.1-2.5) both in form or footprint.

The photograph of the flooded wharf in 1916 (Figure 2.4) shows two buildings with the rear building being a small addition to the building at the river. Both have steeper roof pitches than the current building.



Figure 4.1 Undated photograph of the wharf

What is probably a later photograph (Figure 4.1) shows the waterside building extended with a larger building to the rear that more resembles the current form of the rear section of the Sailing Club. However, there is little evidence in the fabric of earlier structures apart from the substructure that is likely to be (in part) original. The wharf structure has been cut back to its current line. The superstructure appears to have been replaced wholesale apart from the two decorated kingpost trusses and (possibly) any extant timber flooring.

6.0 ASSESSMENT OF SIGNIFICANCE

The Heritage Office of New South Wales has issued guidelines as part of the NSW Heritage Manual regarding the assessment of heritage significance. The Manual is a well-regarded methodology for the assessment of cultural significance and is appropriate for application to the subject property.

An item will be considered to be of State (or) local significance if, in the opinion of the Heritage Council of NSW, it meets one or more of the following criteria.

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)
	The Noorra Sailing Club is an example of a timber weatherboard boathouse and wharf built on the site of the Noorra Wharf that was originally built in 1884
	The wharf was built to allow the transport of goods by steamships and was later used for cruise vessels
	The boathouse and wharf were taken over by the Noorra Fishermen's Cooperative in 1948
	The boathouse and wharf have been leased by the Noorra Sailing Club since 1964
	Local Significance
Criterion (b)	An item has strong or special associations 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)
	The place has associations with the Illawarra Steam Navigation Company that was an early user of the wharf
	Local 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)
	The building is a modest example of a timber boathouse and wharf set on timber piles over the water but has few features of note
	Does not meet the criterion
Criterion (d)	The item has strong or special association with a particular community or cultural group in NSW (or the local area) for social or spiritual reasons
	The wharf and sheds have served the local community since 1884 and have provide a base for the local sailing club for over fifty years
	Local 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)
	The building may contain remnant fabric and structure from the early buildings on the site but this fabric is not readily identifiable
	Local 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)
	The building is not rare
	Does not meet the criterion
Criterion (g)	An item is important in demonstrating the principal characteristics of a class of NSW's <ul style="list-style-type: none"> • Cultural or natural places; or • Cultural or natural environments
	The place is representative of a single storey, timber weatherboard boathouse and wharf
	Does not meet the criterion at a State level
	(or a class of the local area's: <ul style="list-style-type: none"> • Cultural or natural places; or • Cultural or natural environments
	The place is representative of a single storey, timber weatherboard boathouse and wharf
	Local Significance
	Representative Historically Locally
	Representative Socially Locally
	Representative Technically Locally

6.1 STATEMENT OF SIGNIFICANCE

The Nowra Sailing Club is an example of a timber weatherboard boathouse and wharf built on the site of the Nowra Wharf that was originally constructed in 1854 to service the transport of goods by steamships along the Shoalhaven River. It was later used for cruise vessels. The boatshed and wharf were taken over by the Nowra Fishermen's Cooperative in 1948 and have been leased by the Nowra Sailing Club since 1964. The place has associations with the Illawarra Steam Navigation Company that was an early user of the wharf.

The building is a modest example of its type and has been largely rebuilt. It may contain remnant fabric and structure from the early buildings and wharf structure on the site.

7.0 PROPOSED REPAIRS

7.1 STRUCTURAL REPORT

The Structural Report has identified that the substructure to the wharf and boathed are in very poor condition. The superstructure is in reasonable repair but there are sections that require repair due to rot, white ant attack, fire damage and inadequate structure. The roof has recently been replaced and is in good order.

The Structural Report recommends that the substructure be repaired or replaced and to carry this out economically the Report suggests that the building be dismantled to allow access to the piles and beams. The building could then be reconstructed on the repaired substructure. It recommends against moving the structure in one section as this may lead to damage during the move. It also recommends demolition of the concrete floor structure that is in poor repair and that has caused damage to the timber floor.

We would concur with this assessment.

The report outlines a methodology for the works that includes:

Dismantle

- Careful dismantling of the superstructure
- Salvage and storage of sound material
- Demolition of the concrete slab
- Dismantling of the substructure
- Salvage and storage of sound log bearers
- Demolition of the beams and piles

Reconstruction

- New piles and beams
- Salvaged or new log bearers
- New or salvaged timber floor
- Reconstruction of the superstructure with new materials to replace any unsound material

The methodology is quite appropriate in heritage terms. Dismantling of the superstructure would be a straightforward process though marking and recording of the elements for reconstruction is a complicated task and the various elements would have to be replaced in their original location.

8.0 SUMMARY AND RECOMMENDATIONS

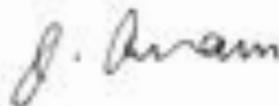
An indicative cost of the works is shown in the Structural Report and the cost of the proposed works is considerable. Considering that there is little original fabric in the building and much of the current boatshed is of recent construction, consideration could be given to rebuilding the structure completely. The building is only of local significance and its primary use is to house the local sailing club. Its significance is primarily demonstrated in its location, its piled structure and any original or early fabric.

There is nothing specific in its design that requires a particular building form other than it be a large shed set on the river and given the cost of reconstruction, much of the fabric could be replaced with new material if this was more cost effective. The form of the shed is not original and consideration could also be given to tailoring any new building to the needs of the Sailing Club (e.g. a smaller structure). The early wharf was considerably smaller than that seen today.

Selected elements that should be reused are sound timber from the substructure and the decorated king post trusses. Any other material that is sound and can be readily reused (e.g. trusses, purlins) may be included in the reconstruction but the wall framing and weatherboards are not of high significance and it may be easier to replace these wholesale. Elements to be reused could be selected on a cost merit basis.

We would recommend the following:

1. A photographic archival of the place should be carried out prior to the commencement of any major repair works or reconstruction.
2. Should the reconstruction proceed, a methodology be developed prior to the works commencing for marking and recording the elements to be dismantled and reused to allow them to be placed in their original location.
3. The works should be the subject of archaeological monitoring and any finds should be recorded by a suitably qualified consultant.



JOHN CULTRAM

Attachment H – SEPP Checklist

SEPP	Name	Applicable	Relevant	Not inconsistent
1	Development Standards	✓	x	n/a
19	Bushland in Urban Areas	x	x	n/a
21	Caravan Parks	✓	x	n/a
33	Hazardous and Offensive Development	✓	x	n/a
36	Manufactured Home Estates	✓	x	n/a
44	Koala Habitat Protection	✓	x	n/a
47	Moore Park Showground	x	x	n/a
50	Canal Estate Development	✓	x	n/a
55	Remediation of Land	✓	x	n/a
64	Advertising and Signage	✓	x	n/a
65	Design Quality of Residential Apartment Development	✓	x	n/a
70	Affordable Housing (Revised Schemes)	✓	x	n/a
--	Aboriginal Land 2019	x	x	n/a
--	Affordable Rental Housing 2009	✓	x	n/a
--	Basix: 2004	✓	x	n/a
--	Coastal Management 2018	✓	x	n/a
--	Concurrences 2018	✓	x	n/a
--	Educational Establishments and Child Care Facilities 2017	✓	x	n/a
--	Exempt and Complying Development Codes 2008	✓	x	n/a
--	Gosford City Centre 2018	x	x	n/a
--	Housing for Seniors or People with A Disability 2004	✓	x	n/a
--	Infrastructure 2007	✓	x	n/a
--	Kosciuszko National Park—Alpine Resorts 2007	x	x	n/a
--	Kurnell Peninsula 1989	x	x	n/a
--	Mining, Petroleum Production and Extractive Industries 2007	✓	x	n/a
--	Miscellaneous Consent Provisions 2007	✓	x	n/a
--	Penrith Lakes Scheme 1989	x	x	n/a
--	Primary Production and Rural Development 2019	✓	x	n/a
--	State and Regional Development 2011	✓	x	n/a
--	State Significant Precincts 2005	✓	x	n/a

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--	Sydney Drinking Water Catchment 2011	✓	✘	n/a
--	Sydney Region Growth Centres 2006	✘	✘	n/a
--	Three Ports 2013	✘	✘	n/a
--	Urban Renewal 2010	✘	✘	n/a
--	Vegetation in Non-Rural Areas 2017	✓	✘	n/a
--	Western Sydney Employment Area 2009	✘	✘	n/a
--	Western Sydney Parklands 2009	✘	✘	n/a

Attachment I – S9.1 Directions checklist.

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Direction		Applicable	Relevant to PP	Consistency
1 Employment and Resources				
1.1	Business and Industrial Zones	✓	x	n/a
1.2	Rural Zones	✓	x	n/a
1.3	Mining, Petroleum Production and Extractive Industries	x	x	n/a
1.4	Oyster Aquaculture	x	x	n/a
1.5	Rural lands	✓	✓	Refer to Section 4.2.4
2 Environment and Heritage				
2.1	Environmental Protection Zones	✓	✓	Refer to Section 4.2.4
2.2	Coastal Management	✓	✓	Refer to Section 4.2.4
2.3	Heritage Conservation	✓	✓	Refer to Section 4.2.4
2.4	Recreation Vehicle Area	✓	x	n/a
2.5	Application of E2 and E3 Zones in Environmental Overlays in Far North Coast LEPs	x	x	n/a
3 Housing, Infrastructure and Urban Development				
3.1	Residential Zones	✓	x	n/a
3.2	Caravan Parks and Manufactured Home Estates	✓	x	n/a
3.3	Home Occupations	✓	x	n/a
3.4	Integrating Land Use and Transport	✓	x	n/a
3.5	Development Near Regulated Airports and Defence Airfields	x	x	n/a
3.6	Shooting Ranges	x	x	n/a
3.7	Reduction in non-hosted short term rental accommodation period	x	x	n/a
4 Hazard and Risk				
4.1	Acid Sulphate Soils	✓	✓	Refer to Section 4.2.4
4.2	Mine Subsidence and Unstable Land	x	x	n/a
4.3	Flood Prone Land	✓	x	n/a
4.4	Planning for Bushfire Protection	✓	✓	Refer to Section 4.2.4
5 Regional Planning				
5.1	Implementation of Regional Strategies	x	x	n/a
5.2	Sydney Drinking Water Catchments	✓	✓	Refer to Section 4.2.4
5.3	Farmland of State & Regional Significance Far North Coast	x	x	n/a

5.4	Commercial & Retail Development Far North Coast	x	x	n/a
5.9	North West Rail Link Corridor Strategy	x	x	n/a
5.10	Implementation of Regional Plans	✓	✓	Refer to Section 4.2.4
5.11	Development of Aboriginal Land Council land	x	x	n/a
6 Local Plan Making				
6.1	Approval and Referral Requirements	✓	x	n/a
6.2	Reserving Land for Public Purposes	✓	x	n/a
6.3	Site Specific Provisions	x	x	n/a
7 Metropolitan Planning				
7.1	Implementation of A Plan for Growing Sydney	x	x	n/a
7.2	Implementation of Greater Macarthur Land Release Investigation	x	x	n/a
7.3	Parramatta Road Corridor Urban Transformation Strategy	x	x	n/a
7.4	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	x	x	n/a
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	x	x	n/a
7.6	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	x	x	n/a
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor	x	x	n/a