



Reference: 21119

1 November 2021

Emily Lawson  
Town Planner  
Premise  
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Dear Emily,

## **RE: PRELIMINARY HISTORICAL HERITAGE ASSESSMENT FOR 120-140 BRIDGE STREET, PICTON, NEW SOUTH WALES**

Austral Archaeology Pty Ltd (Austral) has been engaged by Premise to provide a Preliminary Historical Heritage Assessment (PHHA) in advance of the proposed development of 120-140 Bridge Street, Picton, New South Wales (NSW) [the study area]. The study area consists of the entirety of lots 10 and 11, DP1012641. The location of the study area can be found in Figure 1, with a detailed aerial view in Figure 2 and the cadastral information of the lots surrounding the study area shown in Figure 3.

The property of 120 Bridge Road has already been developed by the owner, Tebco, and the company are looking to expand their manufacturing business into the adjoining 140 Bridge Road. This will require a rezoning of the land within Lot 11, DP1012641. The proposed development will involve the construction of a single storey industrial building. As such, the construction will require the clearing of vegetation, earthworks to install foundations for the industrial building and trenching for underground services.

This PHHA will focus on identifying locations within the study area where historical heritage values or archaeological material may be present which will be impacted by any future proposed works or the impact of any such works on surrounding heritage items.

### **1. UNDERSTANDING OF THE PROJECT REQUIREMENTS**

Austral understands that the project will be assessed under Part 4 of the *Environmental Planning and Assessment Act 1979*. As such, this PHHA has been undertaken to determine whether any historical heritage values are likely to be present within the study area or in the general vicinity which may be impacted as part of the planning proposal.

To understand the historical and archaeological potential within the study area, this report provides an assessment of the potential historical resource through a review of documentary sources. The historical research that forms the basis of this assessment included an inspection of title documents, Crown plans and historical aerial images available through the NSW Department of Lands. Research was also undertaken through the National Library of Australia, NSW State Library and NSW State Archives. This process has quantified the nature, extent and significance of any historical heritage values that may be present within the study area. In particular, this report addresses the question of whether any relics may be present that may require approvals under Section 140 under the *NSW Heritage Act 1977* as part of the proposed development.

The report is underpinned by the philosophy of the International Council on Monuments and Sites (ICOMOS) and their *Burra Charter: Australia ICOMOS Charter for Places of Cultural Significance, 2013* (Burra Charter), the practices and guidelines of Heritage NSW and the requirements of the *Wollondilly Local Environmental Plan 2011* (Wollondilly LEP) and the *Wollondilly Development Control Plan 2016*.

## 2. STATUTORY CONTEXT

Searches of the State Heritage Inventory (SHI), the State Heritage Register (SHR), National Heritage List (NHL), Commonwealth Heritage List (CHL) and the Register of the National Estate (RNE) were undertaken. The study area does not appear on any of the above heritage registers, with the closest heritage item being 'Harmony House', listed as an archaeological item on the Wollondilly LEP as Item A14. The cadastral lot which includes this item is located approximately 150 metres to the west of the study area. However, it is noted that the archaeological site which comprises the heritage listing is not located in the parts of the lot closest to the present study area.

The location of all nearby heritage items can be seen in Figure 4.

## 3. HISTORICAL CONTEXT

The following historical background is designed to contextualise a site-specific history which will aid in the understanding of the heritage values of the study area. This work will provide a useful and concise summary of the history of the study area. It is to be noted that the following history is preliminary and only serves to demonstrate a brief overview of the site development. Further research may be needed if a full impact assessment is required.

### PRE-EUROPEAN OCCUPATION

According to Tindale's maps of tribal boundaries in Australia, the region of the study area lies within the traditional lands of the Wodi Wodi people of the Dharawal (alternatively Tharawal) language group; however, boundaries are often indicative at best and the traditional boundaries of the Gundungara people have also been associated with the Picton area (Attenbrow 2010, p.35).

The range of the Dharawal speakers is described as the country from Botany Bay in the north and Campbelltown in the west, south through the Nepean, Wollondilly, Georges River and Cataract River water catchments down to the Shoalhaven River and Jervis Bay. Alternatively, Dharawal land has also been described as spreading from Sydney in the north, the Blue Mountains and Goulburn in the west, and as far south as Bega (DEC 2005, p.6, Organ & Speechley 1997, p.1). Dharawal people are often sub-divided into several smaller categories referred to as saltwater, bitter water or freshwater people depending on whether they occupied the coastal regions, the swamps or the plateaus and inland river valleys (DEC 2005, p.6).

Aboriginal people formed part of a dynamic culture which encouraged movement throughout the landscape to assist in the ceremonial and functional practicalities of daily life. As such, defined borders for tribal groups need to be recognised as an artificial constraint designed by anthropologists.

The arrival of European settlers in the Picton region introduced a new competition for resources, and consequently this began to restrict the freedom of movement of Aboriginal people from the early 19<sup>th</sup> century onwards. European expansion across the Cumberland Plain was swift and soon there had been considerable loss of traditional lands to agriculture. This led to violence and conflict between Europeans and Aboriginal people as both groups sought to compete for the same resources. In the Cowpastures region, this conflict between European explorers and settlers and the Aboriginal population was influenced and significantly increased following the murder of an Aboriginal woman and her children. This resulted in violent clashes between several Aboriginal men and European settlers between 1814 and 1816. The violence peaked by 1816 following a proclamation declaring Aboriginal warriors to be outlaws by Governor Macquarie, resulting in the killing of 14 Aboriginal people hiding at Appin. This event is known as the 'Appin Massacre' and is regarded as a pivotal part of the history of the destruction of the Aboriginal people in the region. The outlaw proclamation was withdrawn in November 1816.

## EARLY EXPLORATION AND SETTLEMENT OF PICTON

The first explorations of the county of Camden by British settlers were undertaken by Watkin Tench, William Dawes and George Worgan in November 1795, when Governor Hunter left the newly colonised Parramatta with a small party in search of land suitable for growing crops. After crossing the Nepean River, Hunter and the party came across a herd of over 40 wild cattle, which were the offspring of four cows and two bulls that had escaped from Sydney Cove in the first years of colonisation. The next year Governor Hunter decided a more complete survey of the area was required and proclaimed the area “Cowpastures” from the summit of Mount Hunter, after the first European settlers in the area (Richardson 1960, p.5).

In 1798, after a group of Irish prisoners became convinced that a large utopian settlement of white people laid 300 kilometres to the south-west of Sydney, Governor Hunter authorised a group of 4 of the prisoners to leave with an armed escort and noted bushman John Wilson in order to attempt to locate it. Hunter hoped that by allowing the expedition to fail, he would discourage any further attempts and prevent any unnecessary loss of life. While the Irish prisoners gave up fairly early on and returned to Parramatta with the soldiers, Wilson and the remaining members of the party continued southwards and passed through the Picton Lakes, making them the first human European settlers to visit Picton. The group also became the first Europeans to sight a Koala and to also kill a lyrebird (Richardson 1960, p.5, Chisholm 1967).

The Picton area was first officially explored by 2 brothers, Hamilton and John Kennedy Hume, in 1814, who were the first Europeans to attempt to cross the Razorback Range. The brothers were accompanied by a local Aboriginal boy who acted as their guide. They made their way from Appin to the present site of Picton and continued south through the Bargo Brush (Richardson 1960, p.5).

The area of Picton was first settled in 1822 when 3 land grants were awarded in the area. The recipients were Major Henry Antil, Karl Ludvig Rumker and George Harper. All received rather large grants with Antil receiving a grant of 2,800 acres (1,133 hectares) and Rumker receiving 2,000 acres (809 hectares) [Richardson 1960, p.6].

The town was not officially established until 1840, however, there was a post office, a butcher and a general store present before this. The town was originally named Stonequarry but was later changed by Major Antil to Picton in 1841. The town was a farming village where many crops were grown and was said to have grown the finest wheat in the colony at the time. Later the crops began to be replaced by livestock, however, even with the arrival of the railway to Picton in 1863, the town remained a quiet rural village (Richardson 1960, pp.7–8).

## DEVELOPMENT OF THE STUDY AREA

The study area falls within the southern end of portions 30, 31 and 32, which were granted to Thomas Scott, William Rudd and William Jones respectively. All portions were 40 acres (16 hectares) in size and were approximately 750 metres to the south-west of the planned location of Picton. Most of the study area falls within William Rudd’s grant of Portion 31, with either end of the study area extending into parts of portions 30 and 32. The location of the study area in relation to these original grants can be seen in Figure 5.

The grants were given in 1839, however, it appears that Bernard Cullen had been living and working on Thomas Scott’s grant as early as 1835. Scott transferred his property to Cullen soon after the grant was awarded to him. Cullen passed away around 1875 and his land was purchased by his neighbour William Rudd in 1876. From this point forward portions 30 and 31 became managed as a single property (NSW HLRV BK 1108 NO 287).

The ownership of Portion 32 was more difficult to trace; however, it was initially granted to William Jones at the same time as the other portions in 1839 (NSW HLRV BK 1108 NO 287).

By 1878, a road was planned along Redbank Creek from Picton to the Oaks which ran through the study area. The Crown plan prepared for the alignment depicts the properties and who is living on them at the time, with portions 30 and 31 both shown as being occupied by T Larkins, with Cullen still listed as the owner of portion 30 despite having died 2 years previously and the land then being purchased by Rudd. The reason for this contradiction is not currently known. Portion 32 is shown as owned and occupied by W Skeares (Figure 6). As such, it appears that Skeares had purchased portion 32 from Jones at some time prior to 1878. The plan shows that all the portions which consist of the study area were being cultivated and does not show any structures within the boundaries.

In 1917, a new alignment of the Great Southern Railway was planned which deviated the train line to Mittagong rather than through Thirlmere, Buxton and Couridjah. This route is the current one which borders on the northern boundary of the study area. The resumption of land by the railway caused a small portion of each of the properties to be orphaned on the southern side of the tracks, which would be inaccessible from the rest of the property while the road would now run along the southern side of the railway, which was likely a sore point among the owners. The resumption of land and the location of the railway can be seen in Figure 7.

The Crown plan dealing with the resumption of the road (13126.1603) shows the location of the old road, along with culverts below the road and buildings within Thomas Scott's grant of Portion 30. There are no buildings or structures shown within the study area, apart from the 1878 road, and it is likely the area was farmland that became disused as it became difficult to maintain due to having been severed from the remainder of the properties.

To deal with the ongoing issue of the land to the south of the tracks, the Railway Commissioners for New South Wales purchased the orphaned sections of the properties in 1917 (NSW HLRV BK 1108 NO 287).

The earliest aerial imagery of the study area is from 1961; there appears to be no development or remnants of earlier development present within the study area (Figure 8). The road and railway are seen, with the study area shown as a severed piece of land. It is unlikely that the study area was being used for anything other than the grazing of animals.

A review of successive aerial imagery (Figure 9) shows that the study area remained undeveloped through to 2005, when the industrial area planned around Picton was constructed and a building was erected in the north-east corner of the study area. The aerial also shows vehicle tracks in the south-western half of the study area, with vegetation growing thickly around the small creek running through the property (Figure 10). As such, there is a relatively high level of disturbance in the north-eastern half of the property from the construction of the building, with lower levels in the south-western half.

#### **4. HISTORICAL LAND USE AND SENSITIVITY MAPPING**

An assessment of archaeological potential usually considers the historic sequence of occupation in comparison to the structures which are currently extant, as well as the impact that the more recent constructions and works would have had on earlier occupation phases and, as such, the likely intactness of the archaeological resource. This, in turn, is tied in with the extent to which a site may contribute knowledge not available from other sources to current themes in historical archaeology and related disciplines.

Regarding the assessment of the study area, the archaeological potential depends upon the anticipated likelihood for the survival of buried structural fabric and cultural deposits as well as an estimation of archaeological integrity. Structural fabric refers to what is generally regarded as building or civil engineering remnants. Cultural deposits refer to archaeological deposits, i.e., deposited sediments containing artefacts etc.

Having analysed the historical evidence in the previous chapters, the following section presents a summary of the potential for a physical archaeological resource to be present in the study area, that is, its archaeological sensitivity/potential. As a rule, archaeological sites first redeveloped in either the 19<sup>th</sup> or early 20<sup>th</sup> century can also retain evidence of occupation from earlier periods. It is also very common that such evidence can be recovered even when sites have been redeveloped or disturbed by modern construction activity. Based on the detailed background history, the following general predictive statements can be made:

- The study area appears to have been used predominantly as an outer paddock or for cultivation for most of the 19<sup>th</sup> and 20<sup>th</sup> century. As such, there is a **low** potential for any remains to be present that relate to occupation of the land from the first land grants onwards.
- The original road to Redbank did pass through the study area before the railway was constructed. However, none of the significant elements of the infrastructure such as culverts, embankments or bridges were constructed within the study area. As such, there is a **low** possibility for remains relating to the road to be present within the study area.

## SITE INSPECTION

The inspection was undertaken by William Andrews (Archaeologist, Austral) on 12 October 2021. The entire study area was walked over with no evidence of historical buildings or structures present. There was a large degree of disturbance, levelling and piling of fill surrounding the current industrial building and stockpiling area in the north-east of the study area (Figure 11). The remainder of the block, to the south-west, had no evidence of current disturbance although it was clear heavy machinery had been running through the area and had churned the top layers of the soil profile (Figure 12). There was also an area in the south-western end that had large stockpiles of soil and the ground profile had been altered somewhat by the levelling and the laying of gravel for a car park (Figure 13). No clear indications of any historical material were identified, confirming that the area was likely just a paddock for the majority of its life since European settlement.

## SENSITIVITY MAPPING

The results of previous sections are depicted in an archaeological sensitivity map (Figure 14). This map shows the degree of predicted historical archaeological potential within the study area. The map forms the basis for the conclusions and management recommendations outlined in this assessment. However, one key point to note is that potential does not equal significance, and areas of even moderate archaeological potential may not contain material that is considered significant.

## IMPACTS TO SURROUNDING HERITAGE ITEMS

This section aims to assess the impact to surrounding heritage items by the development. There are three heritage listed items within the vicinity of the study area, which are shown in Table 1 below.

**Table 1** Impacts to surrounding heritage items

Heritage Item	Assessed Impacts
Harmony House (A14)	Although the heritage curtilage for this item is within 200 metres from the study area, the actual heritage site is located much further away. As the development will not be encroaching on the item, there will be no physical impacts to the associated archaeological material. The site is also very wooded, which blocks much of the view to it from the surrounding area. As such, there will be no visual impact to the heritage item by the development.
Mill Hill, Miller's House & Archaeological Relics (I120)	This site is located more than 500 metres to the north of the proposed development. There is a large ridgeline running between the properties which block all sight lines to the study area. As such there will be no physical or visual impact to the heritage item.
Queen Victoria Hospital (I265)	As with Mill Hill, the hospital is located over 500 metres away on the opposite of a ridgeline which blocks all views to the proposed development. As such there will be no physical or visual impact to the heritage item.

## 5. RECOMMENDATIONS

It is recommended that:

1. As this PHHA has identified no areas of historical archaeological potential, works can move ahead as planned with no further heritage requirements.
2. The Heritage Act contains provisions for the unintentional disturbance of archaeological relics. Under Section 146 of the *NSW Heritage Act 1977*, the Heritage Council must be immediately notified in the event of relics being unintentionally located or disturbed. Works may be required to cease, pending consultation and further research.

Please do not hesitate to contact me on 0427 607 837 if you wish to discuss any aspect of this submission.

Yours sincerely,



William Andrews

Archaeologist

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## 6. REFERENCES

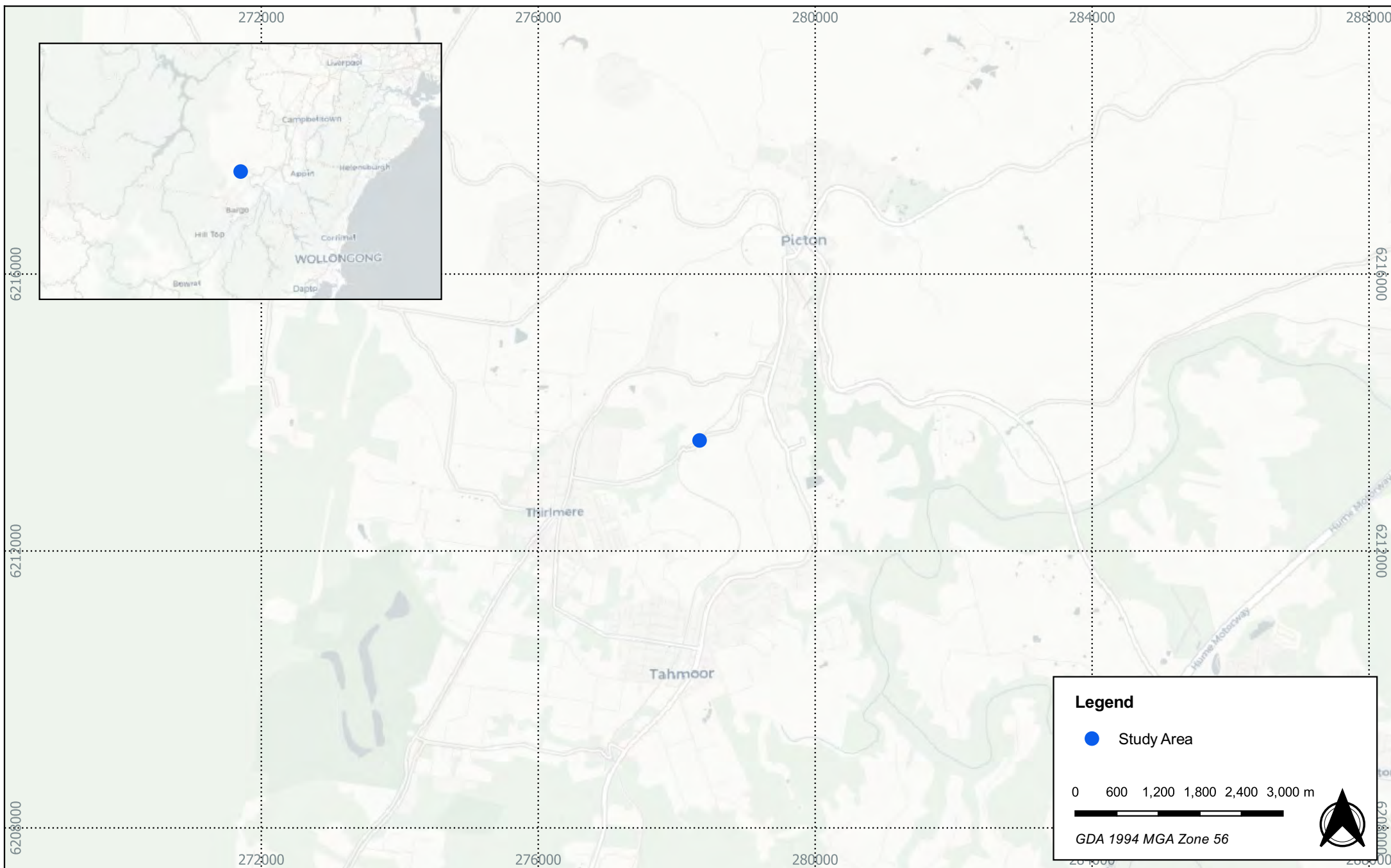
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**Figure 1 - Location of the study area**

21119 - 120-140 Bridge Street, Picton

Source: CartoDB

Drawn by: WA Date: 2021-10-26



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**Figure 2 - Detailed aerial of the study area**

21119 - 120-140 Bridge Street, Picton

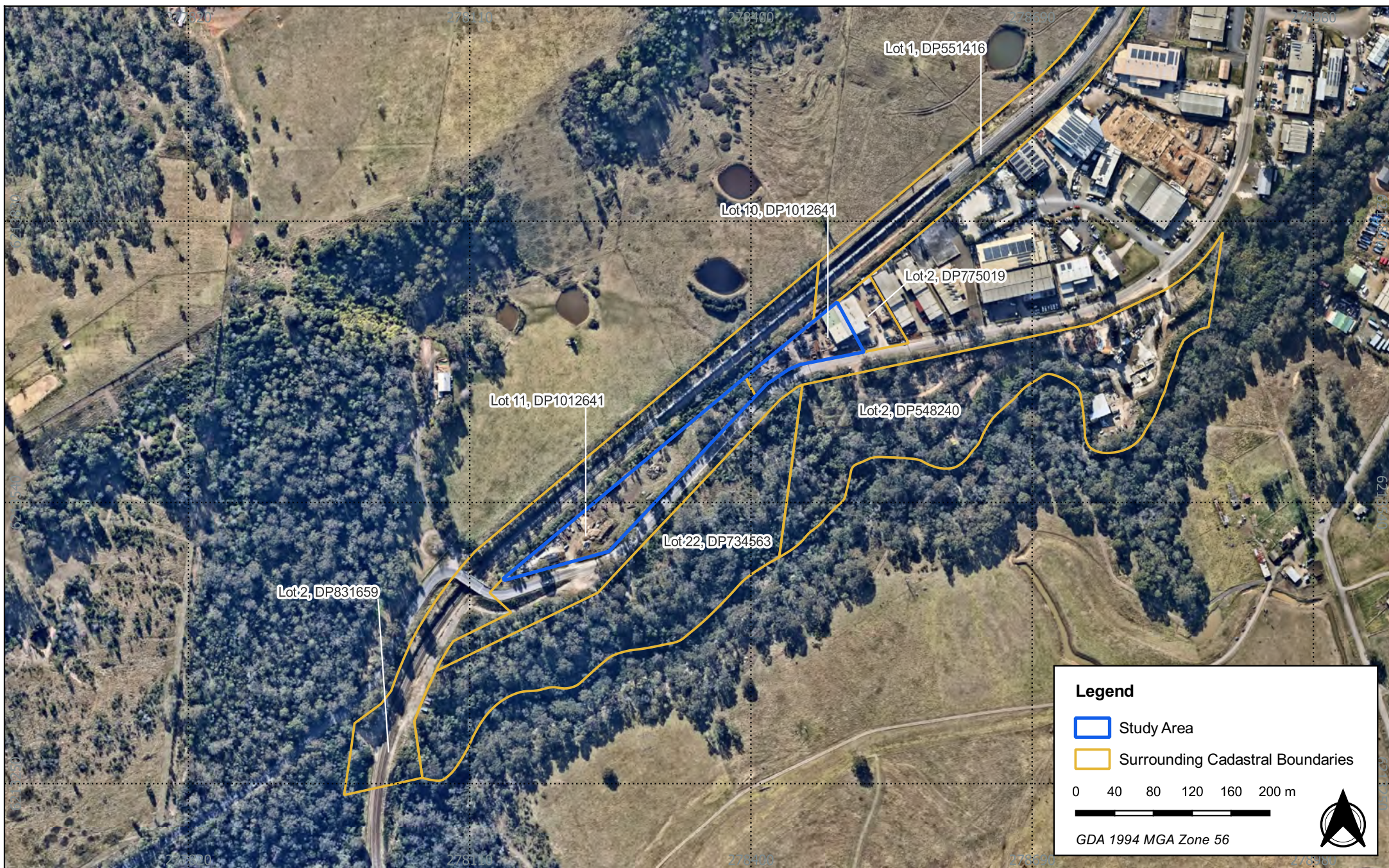
Source: Nearmap

Drawn by: WA Date: 2021-10-26



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**Figure 3 - Surrounding cadastral boundaries**

21119 - 120-140 Bridge Street, Picton

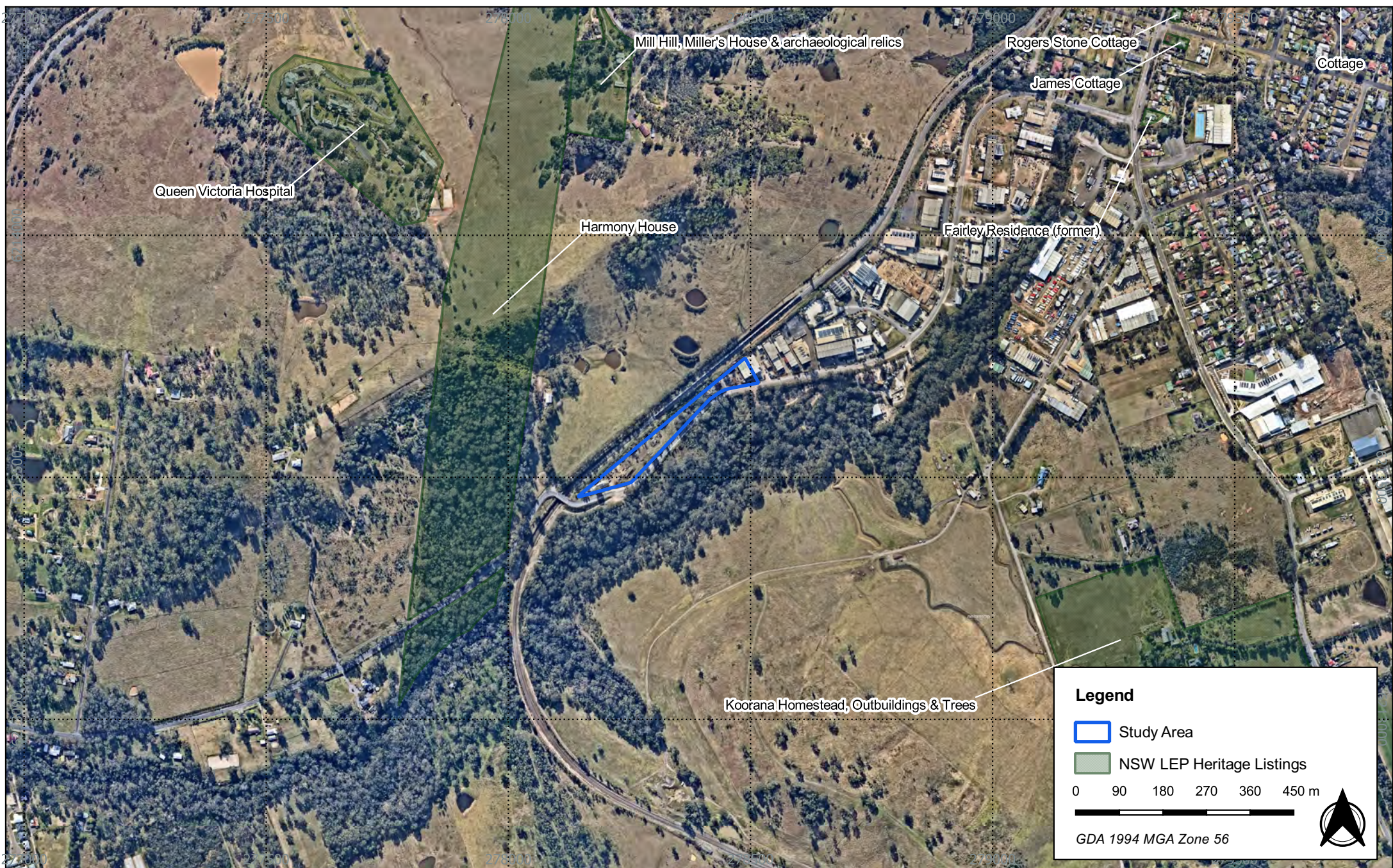
Source: Nearmap, NSW LPI

Drawn by: WA Date: 2021-10-26



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**Figure 4 - Heritage items in relation to the study area**

21119 - 120-140 Bridge Street, Picton

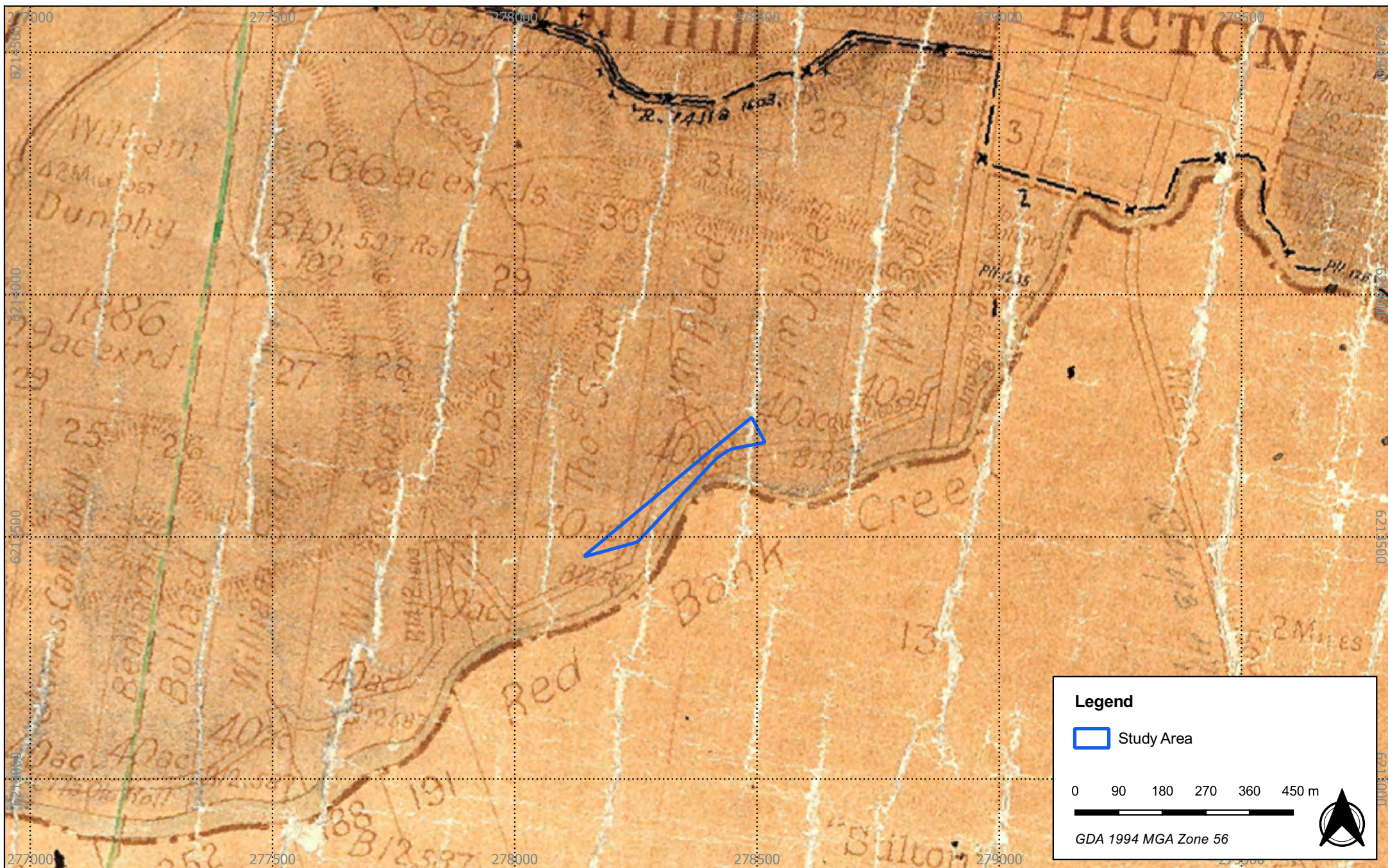
Source: Nearmap, HNSW

Drawn by: WA Date: 2021-10-26



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**Figure 5 - 1890s Parish map of Picton**

21119 - 120-140 Bridge Street, Picton

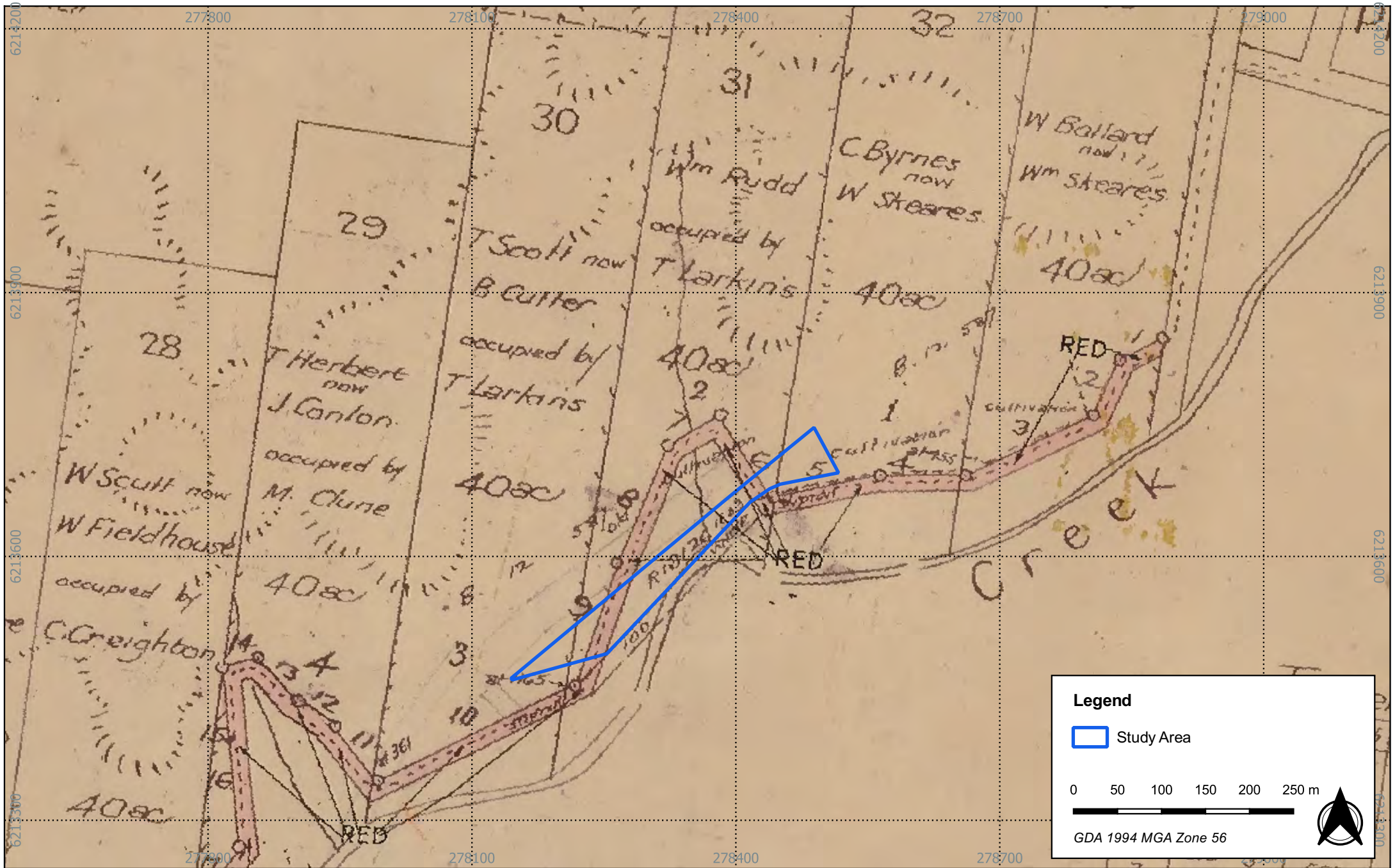
Source: NSW HLRV

Drawn by: WA Date: 2021-10-27



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**Figure 6 - 1872 Crown Plan of proposed road along Redbank Creek**

21119 - 120-140 Bridge Street, Picton

Source: Crown Plan 1412.1603

Drawn by: WA Date: 2021-10-27





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**Figure 8 - 1961 Historical aerial imagery of the study area**

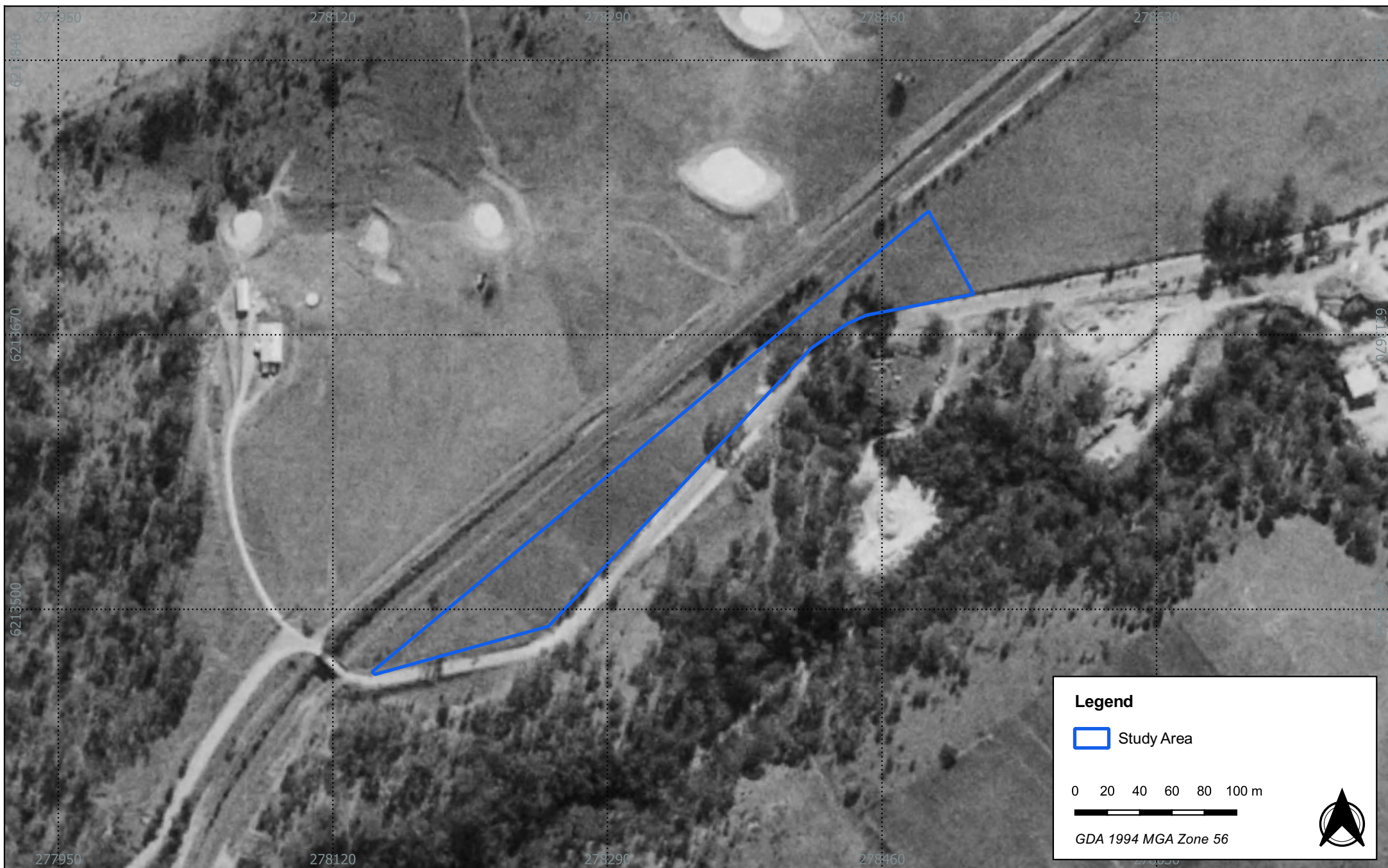
21119 - 120-140 Bridge Street, Picton

Source: NSW Spatial Collaboration Portal

Drawn by: WA Date: 2021-10-27



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**Figure 9 - 1980 Historic aerial imagery of the study area**

21119 - 120-140 Bridge Street, Picton

Source: NSW Spatial Collaboration Portal

Drawn by: WA Date: 2021-10-27



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**Figure 10 - 2005 Historic aerial imagery of the study area**

21119 - 120-140 Bridge Street, Picton

Source: NSW Spatial Collaboration Portal

Drawn by: WA Date: 2021-10-27



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**Figure 11** West facing view of the stockpiling area, which has been filled and levelled



**Figure 12** South-west facing view of the natural area in the centre of the of the property.



**Figure 13** South-west facing view of the stockpiling area and carpark at the far south-western end of the property.





**Figure 14 - Archaeological sensitivity within the study area**

21119 - 120-140 Bridge Street, Picton

Source: Nearmap

Drawn by: WA Date: 2021-10-28



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