



Tahmoor South Project

Historical Heritage Assessment

Prepared for Tahmoor Coal Pty Ltd

21 November 2018



Document control

Project no.:	4513
Project client:	Tahmoor Coal Pty Ltd
Project office:	Illawarra-South Coast
Document description:	Historical Heritage Assessment
Project Director:	Jamie Reeves
Project Manager:	Renée Regal
Authors:	CM, RR and SR and Fiona Leslie
Internal review:	Jamie Reeves
Document status:	Final
Local Government Area:	Wollondilly

Document revision status

Author	Revision number	Internal review	Date issued
Caitlin Marsh and	D01	Fiona Leslie	18 October 2017
Fiona Leslie			
RR, SR and JC	D02		10 October 2018
Jessica Cuskelly	DO3		19 November
			2018
Jessica Cuskelly	Final		21 November
			2018

Niche Environment and Heritage

A specialist environmental and heritage consultancy

Head Office Niche Environment and Heritage PO Box 2243 Parramatta NSW 1750 Email: info@niche-eh.com

Sydney 0488 224 888

Central Coast 0488 224 999

Illawarra

0488 224 777

Armidale

0488 224 094

Newcastle

0488 224 160

© Niche Environment and Heritage, 2018

Copyright protects this publication. Except for purposes permitted by the Australian Copyright Act 1968, reproduction, adaptation, electronic storage, and communication to the public is prohibited without prior written permission. Enquiries should be addressed to Niche Environment and Heritage, PO Box 2443, Parramatta NSW 1750, Australia, email: info@niche-eh.com.

Any third party material, including images, contained in this publication remains the property of the specified copyright owner unless otherwise indicated, and is used subject to their licensing conditions.

Cover photograph: 294-298 Pheasants Nest Road, Pheasants Nest (facing south) (Source: Niche).



Executive summary

This report presents the results of an historical (non-Aboriginal) heritage assessment for the Tahmoor South Project (proposed development), an underground coal mine located in the Southern Coalfield of New South Wales (NSW).

The proposed development involves the extension of underground coal mining at Tahmoor Mine, situation approximately 80 km south west of Sydney between the towns of Tahmoor and Bargo in the Southern Coalfields of NSW. Tahmoor Mine is operated and owned by Tahmoor Coal Pty Ltd (Tahmoor Coal) and produces up to two million tonnes of product per annum.

The proposed development will extend mining at Tahmoor Mine within the Project Area, using longwall methods, with the continued use of ancillary infrastructure at the existing Tahmoor Mine surface facilities area. The Project Area comprises of an area adjacent to, and to the south of, the Existing Tahmoor Approved Mining Area. It also overlaps a small area of the Existing Tahmoor Approved Mining Area comprising the surface facilities area, historical workings and other existing mine infrastructure.

The proposed development has been classified as a State Significant Development (SSD) under Part 4 of the *Environmental Planning and Assessment Act 1979.* The following report addresses the Secretary's Environmental Assessment Requirements (SEARs) issued for the project relating to historical heritage and has been prepared in accordance with best practice heritage management as outlined in the *NSW Heritage Manual 1996.* It includes background research, heritage register searches, a visual inspection of heritage items likely to be affected by the Project, a preliminary significance assessment, impact assessment using mine subsidence data and recommendations for managing impacts from the proposed development.

In summary, a total of twenty three (23) historical heritage items were identified within the Subsidence Study Area (SSA). These items include: early roads, a mid-to-late nineteenth century homestead, a cemetery, numerous timber cottages constructed during the early twentieth century, a railway station, railway bridges and various public buildings including a pub, post office, commercial buildings and a surgery. One (1) historical item 'Anderson's Inn' no longer exists and has not been included in the item count. Twenty-one (21) of these items are listed as locally significant heritage items on the Wollondilly Shire Council's Local Environmental Plan 2011. One (1) item is listed on RailCorp's S170 Register.

One (1) heritage item is of State heritage significance and listed on the State Heritage Register: Wirrimbirra Sanctuary. This item is listed for its historical heritage values, research potential, rarity and associative values.

The twenty-three (23) historical heritage items situated directly above the proposed Subsidence Study Area (SSA) may experience subsidence effects. Such effects may include: cracking of internal linings, dislodgement of external weatherboards (if the structure is timber), cracking of brickwork and brick chimneys.

Recommendations to manage and mitigate the impacts of subsidence on heritage items include: preparation of Heritage Management Plans (HMPs) for locally significant heritage items in consultation with land owners and Wollondilly Shire Council; and the preparation of a Site-Specific Statement of Heritage Impact (SoHI) report for Wirrimbirra Sanctuary in consultation with land owners and the NSW Heritage Council.



Table of Contents

Exe	Executive summaryiii				
1.	Introd	oduction1			
	1.1	Tahmoor South Project	1		
	1.2	Overview	1		
	1.3	Proposed development	1		
	1.4	Project timeframes	2		
	1.5	Purpose of this report	2		
	1.6	Scope	3		
	1.7	Methodology	4		
	1.8	Limitations and Assumptions	4		
2.	Regula	atory and Assessment Frameworks	6		
	2.1	Statutory Context	6		
3.	Site Hi	story	8		
	3.1	Historical Exploration of the Bargo area	8		
	3.2	The Great South Road [ID 29]	9		
	3.3	Bargo West	. 10		
	3.4	Old Coomeroo [ID 3]	. 12		
	3.5	William Anderson's Estate	. 14		
	3.6	West Bargo Villa	. 17		
	3.7	Hawthorne [ID 14]	. 17		
	3.8	Bargo Post Office [ID 5]	. 21		
	3.9	Subdivision and Commercial Buildings [ID 7 and 8]	. 22		
	3.10	The West Bargo Public School [ID 9 and 12]	. 23		
	3.11	Eliza Creek Settlement	. 23		
	3.12	Arina Road Public School	. 24		
	3.13	Bargo Public School [ID 9]	. 24		
	3.14	The Second Wave of Settlement	. 25		
	3.15	Wirrimbirra Sanctuary [ID19]	. 25		
	3.16	Railway Deviation History [ID 16, 17, 18]	. 28		
	3.17	Bricks	. 29		
	3.18	Rail Bridges North and South [ID 20 and 21]	. 29		
	3.19	Bargo Railway Station Complex and Toilet Block [ID15]	. 29		



	3.20 Bargo Cemetery [ID 1]			
	3.21 Hotel Bargo [ID 6]			
	3.22	Coal Mining and the Tahmoor Colliery [ID 27]		
4.	Herita	ge Assessment	35	
	4.1	Heritage Register Search Results	35	
	4.2	Field Survey Results	38	
5.	Signifi	cance Assessment		
	5.1	Significance Assessment	44	
	5.2	Statement of Heritage Significance	45	
6.	Impac	t Assessment	47	
	6.1	Construction Impacts	47	
	6.2	Subsidence Effects	47	
	6.3	Subsidence Predictions	47	
7.	. Statement of Heritage Impacts			
	7.1	Tahmoor Colliery	49	
	7.2	Masonry and timber structures	49	
	7.3	Other items	50	
8.	Recon	nmendations for Mitigation and Management	59	
	8.1	Locally Significant items	59	
	8.2	State Significant Items	61	
9.	Refere	ences	63	
10.	Figure	S	68	
	Appendix B – Inventory of Historical Heritage Items identified within the Subject Area			
	Appendix C – Drawings of the Proposed Upgrade to the CHPP156			

List of Figures

Figure 1: General location of the Subject area (Source: Niche 2017)
Figure 2: Map showing the extent of the Subject area. (Source: Glencore, 2017; LPI, 2014; Niche, 2017) 70
Figure 3: Subject area, including subsidence area (Source: Glencore, 2017; LPI, 2014; Niche, 2017)
Figure 4: 1830 Plan of Road leading into Camden to accompany the report [to the commissioner] (Source: State Archives AO5014)
Figure 5: Mitchell between 1827-1855. The razor back obstruction and roads planned to avoid it shewing also Mr. Shone's central line of railway (Source: Mitchell Library)



Figure 7: Baker 1843 Map of the County of Camden: dedicated by permission to Sir T.L. Mitchell, Knt., Surveyor General of New South Wales / compiled expressly for the printer and publisher of the Australian Atlas, W. Baker, Hibernian Printing Office, King Street, East Sydney. Shows West Bargo land owners and
Village Reserve
Figure 8: 1880 Parish of Bargo, County of Camden (Source: Mitchell Library)
Figure 9: Anon n.d. Early land grants in Bargo were not surveyed as individual portions – rather this plan is referred to as the Crown Plan covering many early portions in the area. The plan is referred to on other
crown plans as B200 but is held at the archives office with the id number AO1292
Figure 10: 1886 Parish of Bargo County of Camden
Figure 11: Crown Plan showing Anderson as owner of portions. (Source: LPI 18th September 1871 CP 190- 2041)
Figure 12: Crown Plan showing portions sold to Anderson (Source: LPI 1888. CP 3491)
Figure 13: 1917. <i>Hawthorne Estate Sub-division Plan</i> (Source: Mitchell Library, Bargo Subdivision Plans - TP/ B3-19)
Figure 14: Railway Deviation shows post office on route of railway (Source: LPI 4691-3000)
Figure 15: 1896 location of Post Office
Figure 16:1921. The Station Estate Subdivision Plan (Source: Mitchell Library, Bargo Subdivision Plans - TP/B3-5)
Figure 17: Reservoir Hill Estate Subdivision Plan (Source: Mitchell Library, Bargo Subdivision Plans - TP/B3- 7)
Figure 18: 21 st October 1894 (Source LPI CP 960-3000)
Figure 19: 1891 Arina Road showing built structures (Source: LPI CP4267-1603)
Figure 20: Public School Site and Reserve for Playground. 26 th May 1882 (Source LPI CP 994-1978)
Figure 21: Public School at "Pot Holes" 17 th June 1894 (Source: LPI CP 939-3000)
Figure 22: Site of Public School 1891 (Source: LPI CP2190-2041)
Figure 23: Resumed land for Bargo Public School 1928 (Source: LPI CP 7024-3000)
Figure 24: Resumed land for Teachers Residence 1926 (Source: LPI CP 6582-3000)
Figure 25 : 1956 Parish of Bargo, County of Camden, Showing the Wirribirra Sanctuary
Figure 26: Plan of Portion 17. 4th July 1888 (Source: LPI CP 1928-2041)
Figure 27: Plan of Portion 19. 3 July 1888 (Source: LPI CP 1926-2041)
Figure 28: Plan of Portion 33. 4 th July 1888 (Source: LPI CP 1930-2041)



Figure 29: Plan of Portion 32. 4 th July 1888 (Source: LPI CP 1929-2041)	96
Figure 30: Shows the grades used for the construction of the Bargo River Underbridge. Source: Railcorp Bargo 4	97
Figure 31: Diagram showing Signal Interlocking arrangements at West Bargo in 1919 from NSW Track and Signal Diagrams (Source: ARHS/NSW)	
Figure 32: Shows Bargo Station in 1946 (Source: Singleton 1967:66)	98
Figure 33: 1919. Plan Showing Platform Extensions (Source: Railcorp Bargo 2)	99
Figure 34: Station Buildings Waiting room and out of room on Down Platform for Tahmoor, West Bargo, Yerrinbool and Aylmerton (Source: n.d. N.S.W.R. Station Buildings Drawing No.1)	.00
Figure 35: Station Arrangements at West Bargo (Source: Railcorp Bargo 1)1	.01
Figure 36: Crown Plan for General Cemetery (Source: LPI 1898 1367-3000) 1	.01
Figure 37: Portion 179 1898 (Source: LPI 2333-2041) 1	.02
Figure 38: Shows 'Mission Hall' in Portion 179 next to Cemetery (Source: LPI c1915 CP4691-3000) 1	.03
Figure 39: Map historical heritage items previously identified within the Subject Area (Source: Niche 2013	-

List of Plates

Plate 1: Photograph of Mr. Woolcott's Residence from 1921 'Station Estate' Subdivision Plan. Source: Mitchell Library TP/B3-3
Plate 2: Hawthorne Homestead no later than 1917 (Source: Mitchell Library Bargo Subdivision Plans TP B3- 20)
Plate 3: View of Hawthorne Estate from Hawthorne Homestead no later than 1917 (Source: Mitchell Library Bargo Subdivision Plans TP B3-20)
Plate 4: Hawthorne Estate from Great South Road no later than 1917 (Source: Mitchell Library Bargo Subdivision Plans TP/B3-20)
Plate 5: Anon. 1950 Bargo Post Office. (Source: http://trove.nla.gov.au/work/161497058) 22
Plate 6: Jack Thwaites, c1970 Wirrimbirra Gardens and Sanctuary - Tea Tree Hollow, near Bargo 28
Plate 7: Buckland, John L 1985. Two locomotives hauling cargo of wheat near Bargo, New South Wales. One of the Bargo rail bridges. (Source: Trove <u>http://trove.nla.gov.au/version/44873770)</u>
Plate 8: Photograph of Public Works Depot taken no later than 1921 'Station Estate' Subdivision Plan ML TP/B3-3. The Depot was located between the Railway and South Road opposite the school
Plate 9: Bargo, showing stores and sidings for construction work. It was from Bargo that materials for Nepean Dam were conveyed <u>(Source: Bayley 1975)</u>



Plate 10: The new railway station under construction at Bargo showing Railside Avenue on the right of th	he
picture (Source: Bayley 1975)	31
Plate 11, e1020 Parge Lletel (Source: Diston Llisterical Society 1041)	22
Plate 11: c1930 Bargo Hotel (Source: Picton Historical Society: 1041)	33

List of Tables

Table 1: 1822 Land Grants within the project area 11
Table 2: Chain of land title for Old Coomeroo 14
Table 3: Chain of Title for Portions 50, 51, 108 and 10920
Table 4: Summary of Historical heritage items listed on Commonwealth, State and/or Local heritageregisters, and/or identified by a heritage study, within the Subsidence Study Area
Table 5: Updated Condition and Integrity Assessments for the Subsidence Study Area
Table 6: Preliminary Significance Assessment of heritage items located within the Subsidence Subject Area.
Table 7: Potential Impact of Subsidence on Identified Heritage Items and Recommended Mitigation /Management Strategy within SSA (Source: Niche, 2013 based on data provided by MSEC, 2018).



1. Introduction

1.1 Tahmoor South Project

This section provides an introduction to the Tahmoor Mine, the Tahmoor South Project (proposed development), and the purpose and content of this report.

1.2 Overview

Tahmoor Coal Pty Ltd (Tahmoor Coal) owns and operates the Tahmoor Mine, an underground coal mine situated approximately 80 km south-west of Sydney in the Southern Coalfields of NSW (Figure 1). Tahmoor Coal produces up to two million tonnes per annum of product coal from its existing operations at the Tahmoor Mine, and undertakes underground mining under existing development consents, licences and the conditions of relevant mining leases.

Tahmoor Coal is seeking approval for the proposed development, being the extension of underground coal mining at Tahmoor Mine, to the south of the existing Tahmoor Mine surface facilities area – hereafter referred to as the 'proposed development' (Figure 2). The proposed development will continue to be accessed via the existing surface facilities at Tahmoor Mine, located between the towns of Tahmoor and Bargo.

The proposed development seeks to extend the life of underground mining at Tahmoor Mine until approximately 2035. The proposal will enable mining to be undertaken within the southern portion of Tahmoor Coal's existing lease areas and for operations and employment of the current workforce to continue for approximately a further 13 years.

The proposed development will extend mining at Tahmoor Mine within the Project Area, using longwall methods, with the continued use of ancillary infrastructure at the existing Tahmoor Mine surface facilities area. The Project Area, shown in Figure 1, Figure 2 and Figure 3 comprises an area adjacent to, and to the south of, the Existing Tahmoor Approved Mining Area. It also overlaps a small area of the Existing Tahmoor Approved Mining Area, historical workings and other existing mine infrastructure.

The Tahmoor South Project's Development Consent will be sought from the NSW Minister for Planning under Division 4.1 of Part 4 of the NSW *Environmental Planning and Assessment Act 1979* (EP&A Act) (State Significant Development).

For the purposes of this study, the Subsidence Study Area shown in Figure 2 is considered and referred to as the 'Subject Area'.

1.3 Proposed development

Tahmoor Coal is seeking approval for the continuation of mining at Tahmoor Mine, extending underground operations and associated infrastructure south, within the Bargo area.

The proposed development will use longwall mining to extract coal from the Bulli seam within the bounds of CCL 716 and CCL 747. Coal extraction of up to 4 million tonnes of Run of Mine (ROM) coal per annum is proposed as part of the development. Once the coal has been extracted and brought to the surface, it will be processed at Tahmoor Mine's existing CHPP and coal clearance facilities, and then transported via the existing rail loop, the Main Southern Railway and the Moss Vale to Unanderra Railway to Port Kembla and Newcastle (from time from time) for domestic markets and export to the international market.



The proposed development will utilise the existing surface infrastructure at the Tahmoor Mine surface facilities area, with some upgrades proposed to facilitate the extension.

The proposed development also incorporates the planning for rehabilitation and mine closure.

The components of the proposed development comprise:

- Longwall mining in the Central Domains;
- Mine development including underground pit bottom redevelopment, vent shaft construction, pregas drainage and service connection;
- Upgrades to the existing surface facilities area including:
 - o upgrades to the CHPP;
 - expansion of the existing REA;
 - o additional mobile plant for coal handling;
 - o additions to the existing bathhouses, stores and associated access ways;
 - o upgrades to onsite infrastructure and services; and
 - o upgrades to offsite service infrastructure, including electrical supply;
- Rail transport of product coal to Port Kembla and Newcastle (from time to time);
- Mine closure and rehabilitation; and Environmental management.

1.4 Project timeframes

The Tahmoor South Project seeks to extend the life of underground mining at Tahmoor Mine beyond the forecast completion of mining at Tahmoor North in approximately 2022, which is dependent upon geological and mining conditions.

A number of pre-mining activities are required to be completed prior to commencement of longwall mining for the Tahmoor South Project. These pre-mining activities include:

- Gas drainage;
- Redevelopment of the underground pit bottom;
- Longwall development including establishment of gate roads;
- Installation of electrical, water and gas management networks; and
- The purchase and installation of equipment.

Longwall mining is proposed to commence in the Central Domain once mining is completed at Tahmoor North, anticipated in 2022, dependent upon geological and mining conditions.

Mining for the proposed development would be complete by approximately 2035, with surface works, rehabilitation and mine closure occurring after this time.

1.5 Purpose of this report

The Tahmoor South Project has been classified as a State Significant Development (SSD) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The purpose of this report is to address the Secretary's Environmental Assessment Requirements (SEARs), which were issued in June 2017.

1.5.1 Secretary's Environmental Assessment Requirements (SEARs)

In relation to historic heritage the SEARs state the following:

The EIS must address the following specific issues....



Heritage – including a Historic heritage assessment (including archaeology) which must:

- a) Outline the proposed mitigation and management measures (including measures to avoid significant impacts and an evaluation of the effectiveness of the mitigation measures) generally consistent with the NSW Heritage Manual (1996) (See Section 8)
- b) Be undertaken by a suitably qualified heritage consultant (note: where archaeological excavations are proposed the relevant consultant must meet the NSW Heritage Council's Excavation Director criteria),
- c) Include a statement of heritage impact for all heritage items (including significance assessment see section 5),
- d) Consider impacts including, but not limited to, vibration, demolition, archaeological disturbance, altered historical arrangements and access, landscapes and vistas, and architectural noise treatment (as relevant), (See Section 6) and
- e) Where potential archaeological impacts have been identified develop an appropriate archaeological assessment methodology, including research design, to guide physical archaeological test excavation (terrestrial and maritime as relevant) include the results of these test excavations.

This report addresses the above SEARS and has been prepared in accordance with the following NSW Heritage guidelines.

- The Burra Charter (The Australia ICOMOS Charter for Places of Cultural Significance 1999)
- NSW Heritage Manual (Department of Urban Affairs and Planning 1996)
- *Statements of Heritage Impact* (Office of Environment and Heritage).

It includes background research, heritage register searches, a visual inspection of heritage items likely to be affected by the project; significance assessment, impact assessment using mine subsidence data, and recommendations for managing impact associated with the longwall mining and, surface infrastructure.

This report has been prepared by Caitlin Marsh, Fiona Leslie, Renée Regal and Sam Richards and Jessica Cuskelly and has been reviewed by Jamie Reeves (Director, Niche).

1.6 Scope

To address the SEARs, the scope of our assessment required completion of the following tasks:

1.6.1 Background Data Collection

- Review, collate and validation of Tahmoor Coal provided base information required to undertake the scope of works; and
- Review other available data from Tahmoor Coal, such as previous environmental studies and any available data from other sources that is relevant.

1.6.2 Stage 1: Historical Heritage Technical Study

- Review of Commonwealth, State and Local Government heritage lists and databases to identify heritage items potentially impacted by the project;
- Review existing heritage studies of the Subject Area and surrounding areas;
- Field survey and documentation of each item or site identified;
- Review of the cultural heritage significance of each heritage item in relation to the potential for impacts by the project and/ or mine subsidence;



1.6.3 Stage 2: Historical Heritage Impact Assessment

- Review of potential impact of the project on identified items or sites;
- Identify measures to manage, mitigate or avoid any potential heritage impacts;
- Consultation, if required, with any Government body that may be required for completion of the impact assessment; and

1.7 Methodology

1.7.1 Desktop Review

Searches of the following online databases were undertaken for historical heritage items within the Subject Area:

- Australian Heritage Database a combined search of the National Heritage List, Commonwealth Heritage List and the Register of the National Estate archive (<u>http://www.environment.gov.au/cgibin/ahdb/search.pl</u>);
- New South Wales State Heritage Register and State Heritage Inventory (<u>http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx#amapsearch</u>);
- The Wollondilly Local Environmental Plan Schedule 5 (<u>http://www.wollondilly.nsw.gov.au/</u>); and
- The National Trust of Australia (NSW) Heritage Register (<u>http://www.heritagespace.com.au/register/list/9</u>).

Historical research was also undertaken to determine the history of the Subject area and to determine specific histories for heritage items identified. The following repositories and online sources were utilised:

- The National Library of Australia's TROVE online discovery service (<u>http://trove.nla.gov.au);</u>
- The State Library of New South Wales, Mitchell Library;
- State Records Authority (<u>http://www.records.nsw.gov.au/</u>)
- NSW Department of Finance, Lands and Property Information (LPI) (http://www.lpi.nsw.gov.au/)

Additional historical information was also sourced from the following:

- The Australian Railway Historical Society NSW;
- The Picton Historical Society; and
- RailCorp, Transport for NSW.

Information compiled during the desktop review was used to inform the following field survey methodology.

1.7.2 Field Survey Methodology

Following an initial survey by Niche in 2014, a second field survey was carried out 28 September 2017 by Caitlin Marsh (Archaeologist, Niche) and Fiona Leslie (Principal Heritage Consultant, Niche). The second survey concentrated on heritage items located directly within the Subsidence Study Area. A non-differential hand held GPS unit was used to record any new heritage items identified during the survey.

1.8 Limitations and Assumptions

The limitations and assumptions of this study are as follows:

• Historical heritage investigated within the Subject Area focused on heritage items listed on local, state and national heritage registers. Additional items were identified through the desktop assessment.



- Targeted and detailed survey of heritage items likely to be affected by subsidence was employed to assess their condition and integrity. Due to the greater potential for impacts to masonry structures located above the proposed longwall panels, they were prioritised for survey over other building types.
- The study includes consideration of the significance of listed heritage items to assist future management decisions. It was not within the scope of this project to undertake revisions of those significance statements or to prepare detailed significance assessments for individual heritage items.
- The impact assessment should be considered preliminary. For those places where impacts are expected, additional assessment is required and recommended. This would include revisions of significance statements.

The potential impact of the proposed development is based on subsidence prediction data supplied by MSEC (2018). The accuracy of this assessment is reliant on the validity of this data.



2. Regulatory and Assessment Frameworks

2.1 Statutory Context

2.1.1 The NSW Environmental Planning and Assessment Act 1979

The NSW Environmental Planning and Assessment Act 1979 (EP&A Act) establishes the framework for cultural heritage values to be formally assessed in the land use planning and development consent process and requires that environmental impacts are considered prior to land development; this includes impacts on heritage items. The Act also requires that local governments prepare planning instruments [such as Local Environmental Plans] in accordance with the principles of the legislation to provide guidance on the level of environmental assessment required.

Under Division 4.1 of the EP&A Act a specific assessment system has been created to consider projects classed as State Significant Development (SSD). A range of development types such as mines (of all sizes) and manufacturing plants as well as warehousing, waste, energy, tourist, education and hospital facilities are considered to be SSD if they are over a certain size or located in a sensitive environmental area.

2.1.2 State Environmental Planning Policies

The EP&A Act makes provision for the preparation of State Environmental Planning Policies (SEPP's) that may, in certain circumstances, over-ride the provisions of LEP's. The State and Regional Development SEPP 2011 is relevant to the current Project.

2.1.2.1 State Environmental Planning Policy (State and Regional Development) 2011

The State Environmental Planning Policy (State and Regional Development) 2011 replaced the former Part 3A major projects requirements of the EP&A Act. This SEPP identifies development that would be considered State significant development, State significant infrastructure and critical State significant infrastructure and has created two approval pathways:

- State Significant Development, e.g. mining, petroleum (oil, and gas), intensive livestock agriculture, chemical, manufacturing and other industries; and
- State Significant Infrastructure, e.g. port facilities and wharf or boat facilities, road and rail infrastructure, water storage or water treatment facilities.

For SSI and SSD declared projects, an Environmental Impact Statement (EIS) is required.

2.1.3 The NSW Heritage Act 1977

The NSW *Heritage Act 1977* (or the 'Heritage Act' or 'Act') is a statutory tool designed to conserve environmental heritage in NSW. It is used to regulate development impacts on the state's historical heritage assets. The Act defines a heritage item as 'a place, building, work, relic, moveable object or precinct'.

To assist management of the state's heritage assets, the Act distinguishes between items of Local and State heritage significance.

'Local heritage significance', in relation to a place, building, work, relic, moveable object or precinct means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item;

'State heritage significance', in relation to a place, building, work, relic, moveable object or precinct means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item;



To assist with the assessment of the environmental heritage of NSW under the Act, the *NSW Heritage Manual* (1996) provides Heritage Council endorsed guidelines, which explain the three steps to manage heritage items in the NSW context. These steps are:

- Investigate significance
- Assess significance
- Manage significance

The steps apply to all types of heritage, including built, archaeological and landscape items. They apply to any level of significance assessment and are relevant to all Projects subject to the EP&A Act, including SSDs.



3. Site History

3.1 Historical Exploration of the Bargo area

Governor Hunter visited the country south of the Nepean River in 1795 in order to ascertain the truth in rumours of herds of cattle roaming the hills. Hunter found a herd of about 60 wild cattle. Four cows and two bulls had escaped from the Government Farm at Sydney Cove. The cattle had crossed the Nepean and bred into the wild herd sighted by Hunter. The Government, hopeful of future cattle breeding in the colony, prohibited anyone from crossing the Nepean River without a permit in order not to disturb the cattle (Jervis 1941:277; Vincent 1996:3). The prohibited area of land was called 'Cowpastures' and extended from present day Camden to Picton.

The first known non-Aboriginal visit to the area which is now known as Bargo was made by a party of four convicts, four soldiers, and a Government Servant John Price. It was led by the ex-convict John Wilson who had previously lived with Aborigines and travelled widely in the south. The purpose of the exploration was to discredit the belief among the convicts in Sydney that if they journeyed south they would reach China. A number of convicts had escaped in search of China - some returned to Sydney starving, others were never seen again (Jervis 1973:4). The party set off from Parramatta in January 1798, and Price recorded the expedition in his journal (Jervis 1973:5). On two different occasions the party travelled south; the second, in 1798, was recorded by Price, who kept a diary (Jervis 1937: 247). On January 26 the party crossed a river believed to be the Bargo River. On that day they saw three previously unrecorded species of native animals: *"… a whombatt….another animal which the natives call a cullawine, which much resembles a sloth in America"* and a *"pheasant"*, these animals identified at Bargo were the wombat, the koala and the Lyre Bird (Cambage 1920:5). Despite the success of the exploration no attempt to occupy the country was made. This was probably due to the prohibited access to the 'Cowpastures'.

The next record of a non-Aboriginal visitor to Bargo was John Warby whose expedition is referred to by the botanist George Caley in a letter to Sir Joseph Banks dated 25th September 1807. He wrote "*I have reason to believe there is an extensive piece of forest land running to the south eastward. And my native told me ...a tract of forest land called Barago, the extent of which he thought was great..... He further told me Barago was the place Warby had been at with his native Burtbury....my native tells me a cart might be taken for there was only one creek, but remarked there was only one place to cross it. ...Since seeing Warby I questioned him about it and he gives the same account" (Jervis 1937:248).*

The prohibition of the 'Cowpastures' was not lifted until the 1820s, when Governor Macquarie wanted to open up the colony into a larger area of settlement. However, only a privileged few were able to get permission to occupy some of the land south of the Nepean prior to the 1820s. The Surveyor General John Oxley occupied land at Bargo in 1815, as referenced in Macquarie's Journal for the 6th October 1815 "*At 7 o'clock set out from camp to see and examine the Tract of Country to the Southward of the Stone Quarry Creek called "Great Bargo". Crossed Bargo River which is a small Branch of the Nepean and divides Bargo from Cowpastures. On entering Bargo we found the country very bare of feed for cattle but on advancing a few miles into the country we found the land and the grazing improve a little but far from being good. Here <i>Mr. Oxley and M. Moore (with my permission) have large herds of horned cattle grazing, but so many of them have died that these gentlemen intend removing them immediately from this country..."* (Macquarie 1815, in Jervis 1937:252). Oxley did move his herd south the following year to the Wingecarribee River where in 1823 he received a grant of 2400 acres (Jervis 1937:252).



Governor Macquarie instructed Oxley on 31st March 1821 "to commence your measurements of Farms in the District of Bargo and onwards.....You are to take special care in marking out Lands for Settlers to make the prescribed Reservations of Lands for the use of government in eligible situations and on the Banks of Rivers and Lakes fit for Towns and Townships" (Oxley's Letter Book, Mitchell Library in Jervis 1937:257).

This work began at Bargo on the 1st January 1822 and continued southward (Jervis 1937:257).

3.2 The Great South Road [ID 29]

Opening up settlement of the 'Cowpastures' and beyond was of no consequence without a road allowing access in and out of the settlements. John Warby established a track to the Nepean at Camden, which was the line of road surveyed by James Meehan in 1805, and became the first section of the Great Southern Highway. Meehan was instructed to survey grants at 'Cowpastures' and was instructed "...to preserve a road as much as possible on the flat ground, so that the public may hereafter have a passage to Stonequarry Creek" (Jervis 1939:412). In 1818 Meehan referred to "the present Stonequarry Road" (Jervis 1939:413).

The country was explored beyond Bargo, by Hume and Hovell, Meehan and Charles Throsby. Macquarie, in a letter to the Commissary General Drennam in 1819, advised of "...a working party to the newly discovered country under the direction of Mr Throsby for the purpose of constructing a cart road as far as settlement about to be established there" (Villy 2011:40). In October 1819 the new line for the Great Road South began at Stonequarry. The road was 75 miles long it passed through Bargo and ended at the Cookbundoon Range near Goulburn. The road was 30 feet wide and had 6 bridges. Eleven convict labourers worked on this section of the road along with an overseer, a guide, a clerk and a bullock driver, the road took one year to build (Villy 2011:40). Governor Macquarie was very pleased with the fast progress of this road which opened up "to extensive a tract of rich fertile, useful county" and rewarded Charles Throsby who was the superintendent for the road with an extra 500 acres of land (Jervis 1939: 414). As the colony grew and convicts became settlers many people were looking for land to settle and the new road to the south made that country accessible. Facilities for travellers along the new road sprang up, such as Edward Doyles Accommodation House at Myrtle Creek and Anderson's Inn and Lupton's Inn at Bargo. Ironed gangs were stationed at intervals to perform the construction work. In a report of 2nd January 1830, Lambie reported 236 men along the Argyle Road (Great South Road). In this report Gang 5 headed by Bryan McMahhon had 40 ironed men and 7 unironed men camped at Bargo Brush. A report from December 1830 reports that Gang 5 was camped at Gibralter (Villy 2011:53). The gangs were moved around and ironed gangs were kept away from settled areas, as these were the more serious or repeat offender convicts. To increase productivity the ironed gangs were camped less than three miles from their work site (Villy 2011:54).

Over the next decade work continued on the Great Southern Road and new lines were made to improve the route. In 1829 a new line for the south road was traced from Lupton's Inn at Bargo to Barber's Station (near Marulan). Mitchell traced three alternate lines for the south road which all avoided the Razorback Range and at their southern end met at Luptons Inn, Bargo (Figure 4, Figure 5). In 1829, despite Mitchell's strong objection, the decision was made to build the road over the Razorback Range and from 1830 work was carried out intermittently across the decade. A new line was established for the road through Mittagong and Berrima across the Paddy's River bearing south to Goulburn.

One traveller reported on the new section of road: "But I am compelled to observe, that the whole line of road from Argyle to Bargo, for more than fifty miles, is one uninterrupted morass; and truly the difficulties, concomitant on travelling it, form an endless chain of mischances; broken drays, heart-broken oxen, lamed



horses, and fatigued-beyond-measure pedestrians, are the never-fading consequences incidental to this most odious of all ways, whether highways or byeways" (Sydney Gazette 17 March 1832: 3).

The traveller in another report found the road and its vista improved once exiting Bargo Brush and entering Bargo.

"Bargo Brush ..., when entered, seems a concentration of all that is melancholy, sombre, and cheerless. The forest on either side is dense and unbroken, through which the light of day securely penetrates. At length the brush terminates, and, emerging from the gloom, a felicitous combination of objects cheer the opening vista; a few snug cottages, cultivated land, and Lupton's road-side public-house, neat and homely in its appearance within and without. The South Road was in a forward state of improvement as far as Bargo, when the alteration of the line occasioned the removal of the gangs, a change which the traveller almost regrets, as he surveys the finest specimen of a highway probably to be seen in the country - broad, solid, well turned, with a symmetrical curve, to the river, it surely seems the perfection of handy work. The ascent on both sides of Bargo River was formerly a frightful task for bullock, but at this time the application of the driver's whip is hardly once needed. This superior piece of road was in progress under the able superintendence of Assistant Surveyor Lambie, who now directs the extensive works at Mount Victoria" (Sydney Gazette 26 April 1832:3).

It seems the section of the South Road through Bargo was in very good condition. This account is support by the following report made by a traveller on the Great South Road in 1836.

"Our road continued very hilly and very much cut up, till we came to a little rocky river, which we forded, called the Bargo; there we entered a comparatively driveable road, only requiring care to steer clear of stumps. Half, a dozen stumpy miles brought us to a clean looking public, called Lupton's Inn, where we were to change" (The Australian 29 March 1836:4).

In the 1850s efforts were made to have the road cross Broughton Pass (Jervis 1939:424-429). The continual construction and improvement of the Great Road South meant an increased number of settlers to Bargo and as the flow of travellers along the road increased so did the demand for accommodation and Inns along the way.

The Bargo Brush was a notorious hideaway for bushrangers during this period of early settlement. The construction of the Great South Road provided the bushrangers with easy grounds for hold ups and a quick getaway.

Travel along the Great South Road was at its peak with the discovery of gold in the southern fields. The activity along the Great South Road, also known as Argyle Road, resulted in the first stage of settlement in Bargo, initially settlement occurred in a concentrated area either side of the road.

3.3 Bargo West

The area that is now Bargo was originally called "West Bargo". "East Bargo" referred to the area that is now "Wilton". The First land grants in West Bargo were issued in 1822. Nearly all of the land grants were small portions of 30, 40, 50 or 60 acres with the exception of James Vaughan's grant of 100 acres, Prosper De Mestre's grant of 700 acres and James Christy Phelps grant of 500 acres. There were two areas of settlement in 1822, the main settlement being along the Great Southern Road, the smaller settlement was along Eliza Creek (see Figure 7, Figure 8, Figure 9 and Table 2).

All the 1822 land grants were written with the following conditions:



"Conditioned not to sell for the same for the space of five years from the date hereof and to cultivate (usually around sixteen acres) with the said period reserving to government the right of a highway through the same, and also such timber as may be deemed fit for naval purposes. [Brittish] [sic] one shilling sterling. So much of this grant as exceeds the quality authorised by the instructions to be considered as granted subject to the approbation of his majesty". Dated and signed by Thos Brisbane. (Land Grant Book 14).

The only road to access the settlement in Bargo was the Great Southern Road. A Parish Plan from 1880 shows that even in 1880 the Great Southern Road was the only government road (Figure 8). Tracks would have linked the settlement on Eliza Creek with the Great Southern Road. A track is marked on the 1880 Parish Plan linking the Great Southern Road to Pheasants Nest - just outside the project area.

On 23rd December 1861 it was notified in the Government Gazette that a Village Reserve would be established west of the Great Southern Road. The road would not access the Village Reserve (Figure 10). On the same date another Village Reserve was notified. This one appears a much more suitable location being bordered to the north by the Bargo River with the Great Southern Road running through the village centre. Although the former of the two Village Reserves is partly in the same location as the main Bargo township is today, at the time in 1861 until the arrival of the railway in 1919, a village did not emerge in either of these locations.

The "West Bargo" village emerged naturally on either side of the Great Southern Road.

Portion Number	Name of Owner	Size of Grant	Area Grant Issued
46	William Scott	60 acres	Great Southern Road
47	James Vaughan	100 acres	Great Southern Road
48	Dennis Green	40 acres	Great Southern Road
49	John Higgins	60 acres	Great Southern Road
50	Thomas Partridge	60 aces	Great Southern Road
51	George Hambridge	50 acres	Great Southern Road
53	Joseph Donahar	30 acres	Great Southern Road
54	Morrice Hallitian	50 acres	Great Southern Road
55	Richard Haviland	50 acres	Great Southern Road
56	Brien Bagnell	30 acres	Great Southern Road
57	Michael Rourke	30 acres	Great Southern Road
58	Henry Baleman	60 acres	Great Southern Road
59	Edward Wright	50 acres	Great Southern Road
60	Dennis Bigley	50 acres	Great Southern Road
61	James Nowland	40 acres	Great Southern Road
62	James McDonald	30 acres	Great Southern Road
63	George Freeman	30 acres	Great Southern Road
64	Charles McArty	30 acres	Great Southern Road
71	Thomas Gilbert	50 acres	Great Southern Road
75	William Cheshire	50 acres	Eliza Creek
76	William Hardman	40 acres	Eliza Creek
77	John Andrews	50 acres	Eliza Creek
78	Charles Tunks	60 acres	Eliza Creek
79	Prosper De Mestre	700 acres	Eliza Creek
80	James Christy Phelps	500 acres	Eliza Creek

Table 1: 1822 Land Grants within the project area



81	John Weevers	60 acres	Eliza Creek
82	James McArty Senr	50 acres	Eliza Creek
83	James McArty Junr	60 acres	Eliza Creek
84	Patrick Mahar	40 acres	Eliza Creek
88	John Brown	30 acres	Eliza Creek
89	John Vardy	60 acres	Eliza Creek

3.4 Old Coomeroo [ID 3]

Land, upon which Old Coomeroo Homestead was built, was first granted to William Scott on 1st November 1822.Scott farmed the land as it was a condition of the grant. He was also a part-time constable employed to help control the bushranger menace along the Great South Road and operating out of Bargo Brush (SG 3 June 1826:1). Scott purchased Vaughan's 100 acres land grant immediately south of his original grant. The parcels of land were, however, never consolidated with his original 60 acre grant (LPI, Book 32, No. 832).

On 10 May 1854 Scott sold his land to William Anderson (Book 32 No. 832) for 1400 pounds. At this time it was listed as two holdings; one of 100 acres and the other as 60 acres (Vendors Index: Scott).

Anderson died in 1885 and in his will left all his real estate to William Redfern Antill and John Wright McQuggan (LPI, Book 391/920). They sold off all the land inherited from Anderson in 1888. Mr. Wilkinson purchased the 60 acre portion. He also owned Portion 90, directly east of the Coomeroo grant. The two holdings were sold separately and Vaughan's 100 acre property became part of Hawthorne Estate in 1917.

Wilkinson died on 2 March 1891 and his wife, Maria, inherited the property. On 28 November 1896, Maria Wilkinson sold the property to Mr. Graves, a builder, for 280 pounds (Book 589 No 580). By this time the land is described as:

"All that piece or parcel of land situate lying and being in the Parish of Bargo County of Camden and Colony of New South Wales containing by admeasurement sixty-nine acres three roads more or less granted to William Scott commencing at a point of the east side of the main road from Picton to Mittagong being the south western corner of R.Bryant's grant a foresaid bearing easterly forty seven chains seventy three links thence on the east by a road one chain wide bearing southerly fifteen chains thence on the south by James Vaughans grant bearing westerly forty five chains sixty nine links to the main road a foresaid and thence on the west by that road bearing northerly to the point of commencement". (LPI, Book 616 No 11).

Two years later, Coomeroo was sold to Thomas Marks, a warehouse man, for 500 pounds (LPI, Book 616 No 11). Evidently, Graves did some considerable work to the property to increase its value from 280 pounds to 500 pounds in just two years.

Four years later, on 12 September 1902, Old Coomeroo Homestead was again sold, this time to Mr. Alfred Harold Woolcott (LPI Book 720 No 730). The Woolcotts owned the property for the next 49 years during which time tung nuts were apparently stored in a silo on the property (SHI listing, no reference).

In 1917 a railway deviation was built through Bargo and there was a subsequent increase in the population of the town. Hawthorn Estate, to the south of the Post Office, and Coomeroo were subsequently subdivided and auctioned by Arthur Rickard and Co Ltd on 10th November 1917 (National Library of Australia, *'Bargo Station, Great Southern Railway, auction sale on the ground Sat 10th November 1917 at 3pm'*, Map 17, LFSP257).



An article published in the *Sydney Morning Herald* in 1929 indicates that Sarah Tunks had been wrongfully occupying Coomeroo and was ejected from the property by the landowner, Mr. Woolcott (*Sydney Morning Herald*, Friday 28 June 1929). Evidently, the Woolcott family occupied Coomeroo in later years, as they advertised the birth of a son, Christopher, on 23 June 1945 and daughter, Louise Woolcott, two years later on April 29 1947 (*Sydney Morning Herald*, 23 June 1945, April 29, 1947). Mr. Alfred Woolcott died at age 64 years at Coomeroo on 7 February 1942 three years before the birth of his grandson.

Local woolshed dances were reportedly held at Coomeroo in later years:

"Woolshed dances at Coomaroo and Ambrose Dwyer held dances in a woolshed at his place to raise money" (Robinson, J. F. 1998. P.71).

Subsequent land owners of Coomeroo are listed in Table 2.



Plate 1: Photograph of Mr. Woolcott's Residence from 1921 'Station Estate' Subdivision Plan. Source: Mitchell Library TP/B3-3



Table 2: Chain of land title for Old Coomeroo

Name of Purchaser	Date of Conveyance	Name of Vendor	LPI Reference
William Scott (Crown Grant)	Granted 1 st November 1822	Crown Grant	Book 14/102
William Anderson	10 May 1854	William Scott	Book 32/832.
William Redfern Antill and John Wright McQuiggan inherit property	28 th November 1885	William Anderson bequeaths the property to Antill and McQuiggan in his will.	Book 391/920
John Wilkinson	1888	William Antill and John McQuiggan	Crown Plan 3491-1603
Edward Graves	28 November 1896	Maria Wilkinson (widow)	Book 589/580
Thomas Marks	24 February 1898	Edward Graves	Book 616/11
Alfred Harold Woolcott	12 September 1902	Thomas Marks	Book 720/730
Basil Henry Woolcott	5 November 1946	Alfred Harold Woolcott	Book 2000/498
Marjorie Helen Evans	1 February 1951	Basil Henry Woolcott	Book 2155/442
John Arthur Cockerill	14 December 1953	Marjorie Helen Evans	Book 2272/636

3.5 William Anderson's Estate

William Anderson, originally born in Ireland, married Elizabeth Horne (nee Partridge) in Parramatta in 1852 (Family Record Sheet Picton Historical Society). Anderson received a Grant of Land on the 29th October 1866, issued "*in order to promote settlement in our colony of New South Wales and in fulfilment of a promise made by His Excellency Sir Thomas Brisbane....and in consideration of the Quit Rent herein after reserved and of the price of the Redemption of the same..." (LPI 56/91). The consideration of the "Quit Rent" and "the price of the Redemption" suggest that Anderson had been paying land tax (rent) for the Crown Land he was using. The Grant notes he had been paying yearly "One Shilling Sterling" since the 1st January 1827 (LPI 56/91). The practice of Quit Rents was abolished in 1831 and provision was made for the redemption of the monetary value already in existence. In Anderson's case he may have built an Inn and a Homestead on the land, he was given the Crown Grant by way of redemption for the rent he had paid in the past.*

At the time Anderson received this Crown Grant he was already a landowner of many of the surrounding properties. On the 10 May 1854 be purchased Portion 46 which was originally granted to William Scott (LPI



32/832). On the 7th October 1859 he purchased from Ann Pettingall Portions 51 and 108 both originally granted to George Hambridge (LPI 195/72). On the 3rd November 1867 he purchased from Guthrie and Myles portions 50 and 109 originally granted to Thomas Partridge and George Hambridge respectively (LPI 257/146). It should be noted that his wife Elizabeth had the maiden name Partridge. It is possible she was the daughter of Thomas Partridge (Family Record Sheet Picton Historical Society).

A Crown Plan from 1871 shows that Anderson also owned Portions 47 and 48 originally granted to Dennis Green and James Vaughan respectively (Figure 11). Another Crown Plan from 1888 shows that Anderson owned the Portions 44 and 45 originally granted to Walter Noy and Richard Bryan respectively (Figure 12).

William and Elizabeth Anderson had three daughters Matilda, born 1854, Louisa Emma born 1856 and Rachael born 1858. Elizabeth died on the 12th August 1864 (LPI PA 11989). Anderson remarried Catherine Crawford or Murray but she died on the 16th May 1866 (Family Record Sheet, Picton Historical Society). Anderson's third wife Jane Lloyd outlived him but died of heart disease on the 2nd December 1887 (LPI 920/391; Family Record Sheet, Picton Historical Society).

In Anderson's last will and testament bearing the date 12th February 1883 he bequeathed the whole of his real estate *"wheresoever situate"* to William Redfern Antill and John Wright McQuiggan.

The two men were left in trust to allow Andersons wife "to take the rent, issues and profits of his three allotments of land with the house thereon adjoining his then residence for and during her natural life and from and after the decease of his wife he directed the said vendors to sell and convert into money his said allotments and to divide the proceeds as therein mentioned" (LPI 920/391). The remaining real estate was to be sold when convenient but within three years from Anderson's death. Antill and McQuiggan sold off the Anderson Estate they inherited in 1888 within that mentioned three years.

The two men whom Anderson bequeathed his real estate were prominent characters of Picton. Antill was the son of Major Henry Colden Antill who received the first land grant in Picton, which was 2000 acres and named Jarvisfield, he was very active in the community and was a magistrate in Picton. They were the most distinguished family in Picton at that time. McQuiggan was also a very distinguished person in Picton as he at one point was Mayor (pers.comm. Picton Historical Society).

3.5.1 Anderson's Inn Site [ID 25]

In his Crown Grant issued in 1866 William Anderson was referred to as 'Innkeeper' (LPI 56/91). He obtained a licence for the "Gold Diggers Arms" at West Bargo, District of Picton on the 13th May 1853 (NRS 14403[4/85]; Reel 5064); the 12th May 1854 (NRS 14403[4/87]; Reel 5065); the 9th May 1856 (NRS 14403[7/1504]; Reel 1237); the 18th May 1857 (NRS 14403[7/1508]; Reel 1239) and the 17th April 1860 (NRS 14403[7/1512]; Reel 1241). In the year 1856 the Locality of the hotel for the license is "Bargo, on the Great South Road" (NRS 14403[7/1507]; Reel 1239). Presumably, he also operated the Inn in 1858 and 1859, and the newspaper evidence below confirms that he still operated his inn in the early 1860s:

- An Advertisement for the sale of an Allotment of land at West Bargo described the allotment as *"situated on the road from Sydney to Camden, and "near Anderson's Inn, West Bargo"* (SMH Saturday 17 February 1855:3).
- An Advertisement for a 2 pound reward for the return of a lost deed to be taken to "WILLIAM ANDERSON, Gold Digger Arms, Bargo" (SMH 26th June 1860:1). The following year another request is made for a missing item to be returned to "William Anderson, Gold Digger Arms, Bargo" (SMH 20th April 1861:1).



An article about a highway robbery on the Southern Road reveals that Anderson was still operating his Inn in 1863; "Shortly after the publican was robbed, he met a dealer coming to Picton who had £70 on him, but as soon as he heard the news he returned to Anderson's inn, Bargo" (SMH Monday 27 July 1863:5)

The above evidence confirms that Anderson operated his Inn at West Bargo from at least May 1853 to July 1863.

The name of the Inn 'the Gold Diggers Arms' reflects the thoroughfare along the Great Southern Road at that time with many people travelling along the road in order to seek their fortune and those returning with or without their fortunes.

The date Anderson closed the Inn is uncertain, but by 1871 Anderson was the innkeeper of the George Hotel at Picton as the Picton Bench Books records that on 13 June 1871 he "applies for licence of "George" held by Pollock" and on the 13 June 1873 "Transfer of Lic. of the George from Anderson to Thos McKendrick" (Picton Bench Books 1866-1874).

It seems that the "Gold Digger's Arms" was not licensed by anyone else after Anderson left. The Australian Historical Society Journal in an article dated 1904 claimed that the "*Bargo Hotel was that kept by Mr. Wm Anderson known as "The Gold Diggers Arms" in 1858-1862. The place is still standing on the Bargo Road, but the date of its opening and closing are not available, although it is pretty certain that the onward march of the "Iron Horse" in the later sixties caused its proprietor to seek fresh fields*" (Steele 1904:168). This information reveals that around 1904 the hotel was still standing, and claims it was located on Andersons land grant issued in 1866 which bordered Bargo Road.

As time went on the building started to deteriorate. In a book of reminiscence's of elderly people who grew up in Bargo, Mrs Nora Kehoe recalled;

"there were four corner posts and a cellar that were the remains of an Inn called 'The Gold Diggers Arms'. These were halfway between the Post Office and Coomaroo which had been a Cobb and Co. Stage Post. Mr Anderson had owned the Inn. I was told that he had owned all the land in the vicinity of Southern Road right up to within a few blocks of where the caravan park is now". (Robinson 1998:28). This places the Inn further north of Bargo Road.

Edward Brodie wrote an unpublished history of Bargo based on his memories. In this he wrote "*Mr William Anderson kept the "Gold-diggers' Arms*" in the old building which was opposite what was St Paul's Anglican Church. Some old residents can still remember the remains of this place. There was a very deep well near the road, it was filled in but the top of it can still be seen" (Brodie n.d).

In 1972 Bruce Knox recorded recollections of Edward Brodie which were later used for an article in the Stonequarry Journal about Bargo. Brodie had recalled *"Further south on the right-hand side was Moore's house and on the left was an old stone house where Shiel's lived before it was demolished. This was the old "Gold Digger's Arms" conducted by Mr. Anderson in the old days. There was a very deep well near the house and it was filled in when Arthur Rickard and Co. subdivided the property during the First World War" (Knox 1972 <u>in</u> Stonequarry Journal 2008:4). The Stonequarry Journal interpreted the location of the Inn to be within Portion 47 which was James Vaughan 100 acre land grant, purchased by Scott and then sold to Anderson. Today the portion has been subdivided into many small lots. The above accounts of the location of the Inn are conflicting. The only certainty about the location of Anderson's Inn is that it was within his Estate on the Great Southern Road. It should be noted, however, that Vaughan's grant was one of the*



earliest properties he owned in Bargo and as the Inn had been operating from an early date prior to him owning much of his estate, it seems likely that he would have built it on this property.

3.6 West Bargo Villa

William Anderson and his wife lived in a home at West Bargo which was referred to as 'West Bargo Villa'. A notice was placed in the papers for the wedding of William Anderson's eldest daughter which was to take place on the 8th March 1875 between Thomas Bell and Matilda Anderson. The wedding was to be held at the bride's residence by Reverend Samuel Fox at 'West Bargo Villa' (SMH marriages, Saturday 20 March 1875 p 7).

Anderson left West Bargo and moved to Picton and worked at the George Inn. In November 1880 he advertised his property to let; in this advertisement the home was called 'West Bargo Villa'. The property was advertised as being on *"Southern Road : 450. acres of land, fenced homestead, affords suitable accommodation for a gentleman's family; growing crops, with stock, taken at valuation. For particulars, apply William Anderson, on the premises*' (SMH Wednesday 10 November 1880 p12).

It should be noted that the property 'Wool Park' does not appear to have been the home of Anderson and his wife in the late 1860s as previously thought (JRC Planning Services 1991:Ref WO0232). Anderson lived with his wife at 'West Bargo Villa'. 'Wool Park' was the home of William and Catherine Badgery, Inn keeper's of the Woolpack Inn, West Bargo (Lupton's Inn) from 1837 to 1843 (The Australian Saturday 10 July 1841:3); NRS 14401[4/68;Reel 5053; NRS 14401[4/75;Reel 5058).

3.7 Hawthorne [ID 14]

The 1991 Wollondilly Heritage Study connected Hawthorne House with the original site of the Homestead of William and Catherine Anderson. This presumably was because Hawthorne House is located on Andersons Crown Grant, however, Anderson's homestead was called 'West Bargo Villa', and he owned much land in the area, even before he received his land grant, so it is difficult to ascertain an actual location for Andersons Villa. However Hawthorne House was built on Andersons Grant.

After Anderson died he left all his real estate to Antill and McQuiggan who sold the portions at West Bargo to different people, breaking up the estate. Some of the property was sold to Fredrick Somers in 1888 (LPI 112/394), which was then bequeathed to his wife Mary Ann Somers on the 13th September 1889 when Fredrick died. On the 19th September 1898 the land was sold to Isabel Smith (LPI 894/671) who sold it to Stuart Gemmel Brown on the 27th August 1900 (LPI 1400/13). A series of conveyances continued to take place until the property was brought by the Merchant George Morgan on the 7th March 1916 (LPI 1400/13). Morgan subdivided the land and sold it as allotments within the Hawthorne Estate. The subdivision plan shows on the Southern Road and within Portion 52, Anderson's land grant 'Hawthorne Homestead', it is the only house shown within the estate (Figure 13). It is believed that the original home on the site of the Hawthorne Homestead burnt down around 1890 (JRC Planning Services 1991:Ref WO0235), so possibly it was originally the site Anderson's 'West Bargo Villa'. Plate 2, Plate 3 and Plate 4 are historical images relating to Hawthorne.





Plate 2: Hawthorne Homestead no later than 1917 (Source: Mitchell Library Bargo Subdivision Plans TP B3-20)



Plate 3: View of Hawthorne Estate from Hawthorne Homestead no later than 1917 (Source: Mitchell Library Bargo Subdivision Plans TP B3-20)





Plate 4: Hawthorne Estate from Great South Road no later than 1917 (Source: Mitchell Library Bargo Subdivision Plans TP/B3-20)



Table 3: Chain of Title for Portions 50, 51, 108 and 109

Name of Purchaser	Date of Conveyance	LPI Reference	Notes
George Hambridge (Crown Grant)	Granted 1st November 1822	Book 14	Granted Portion 51
Thomas Partridge (Crown Grant)	Granted 1st November 1822	Book 14	Granted Portion 50 – Hambridge much have brought portion 50 as Hambridge bequeathed it in his will
Ann Pettingall (will of Hambridge)	27 th October 1859	PA 11989	Hambridge died and left Portions 51 and 108 to Pettingall in his will
Patrck O'Brien (will of Hambridge)	27 th October 1859	PA 11989	Hambridge died and left Portions 50 and 109 to O'Brien in his will
William Anderson	6 th May 1861	Book 72/195	Purchased portions 51 and 108
Edward Guthrie and Charles Myles (will of O'Brien)	8 th May 1867	PA 11989	O'Brien Died and left Portions 50 and 109 to Guthrie and Myles.
William Anderson	3 rd November 1874	Book 146/257.	Purchased portions 50 and 109
William Redfern Antill and John Wright McQuiggan (will of Anderson)	28 th November 1885	Book 391/920	Anderson died and left his real estate including portions 50, 51, 108, 109 to Antill and McQuiggan.
Fredrick Somers	28 th July 1888	Book 394/112)	
Mary Ann Somers (will of Somers)	13 September 1889	PA 11989	Somers died and left his property to his wife Mary Ann Somers.
Isabel Smith	19 th September 1898	Book 671/894	Somer was forced to sell by bank as she was unable to payback mortgage.
Stuart Gemmel Brown	27 th August 1900	1400/13	
John McInnes Mackenzee	13 th May 1902	1400/13	
Allan Gee	13th February 1903	1400/13	
Jane Johnston	5 th February 1912	1400/13	
George Morgan	7 th March 1916	1400/13	Morgan began subdivision of "Hawthorne Estate" and started selling allotments in 1918.

The chain of title (Table 3) for the four portions 50, 51, 108 and 109 demonstrates an ownership history which is common to many of the early properties on the Great South Road at West Bargo, whereby at first opportunity they were purchased by William Anderson and largely ended up as part of Hawthorne Estate. What these properties also have in common is they were built on the Great South Road where the first West Bargo Village was established and existed as the main village area until the railway deviation opened in 1919. Some of the early houses listed below have been identified in the 1991 Wollondilly Heritage Study and by the Local Council as having local significance to the area. They share, or have a very similar, early land use and ownership history:



- House 118 (ID 11) Hawthorne Road Lot 72 DP9024 is a house located on Portion 51 and is one of the earliest surviving residences within Portion 51 and is associated with the above land owner history.
- **Cottage 91 (ID 10)** Hawthorne Road Lot 92 DP10336 is located within Portion 49 granted to John Higgins on 1st November 1822.
- Homestead (ID 4) 170 Great Southern Road Lot B DP87022 is located within Portion 59 granted to Edward Wright 1822.

3.8 Bargo Post Office [ID 5]

A petition was forwarded to the Postmaster-General in November 1867 asking for a post office in Bargo. Over 60 people signed the petition and William Anderson's residence in West Bargo was recommended as a suitable location for the post office. Prior to the construction of the Picton to Mittagong railway in 1863, a coach service delivered mail to Anderson's residence at Bargo, but was withdrawn once the railway opened. The people of Bargo had to travel to Picton to get their mail (Picton Historical Society: 1). The post office was approved on the 1st January 1868 and Anderson was made Post Master with an annual salary of 12 pounds. Anderson remained as Post Master until January 1871 when he resigned (presumably this is because he went to work at the George Inn at Picton), he nominated Robert Beames as his successor (Picton Historical Society: 2).

In 1872, the post office was being considered for closure as the costs for the post masters wage and the mail contract far out-weighted the revenue. It was reported that only 8 letters were being posted per week. Another petition was signed and Anderson wrote a letter to the Post Master general informing him that his tenant, Mr Beames, was leaving and would resign. The decline in customers was possibly due to Beames being 'not obliging'. Anderson was reinstated as Post Master on the 7th October 1872 and listed himself as *"William Anderson, Family Hotel (known as George Inn) Picton"* (Picton Historical Society: 3). The Post Office was closed at the end of 1872, but after more petitions from Bargo residents, approval to reestablish the premises from the 1st January 1875 was granted and Anderson was again appointed Post Master (Picton Historical Society: 4).

On the 1st January 1888 Mr Wilkinson, who rented Anderson's premises, was assigned as Post Master. Wilkinson remained postmaster until his death on the 2nd March 1891 and his wife Maria Wilkinson was appointed Post Mistress (Picton Historical Society: 5). John Thompson was appointed Post Master from 30th April 1892 to 30th June 1903; followed by Matilda Wilkinson until July 1915 (Picton Historical Society: 5). Mr William Bennett applied for the appointment as post master as he heard that the postmistress was leaving "on account of her premises being on the surveyed route of the new Railway deviation" (Picton Historical Society: 5). The Crown Plan for the railway deviation does show the tracks cutting through the location of the post office (see Figure 14). Another plan surveyed in 1896 shows the original location of the post office (Figure 15). In Mr. Bennett's application letter he mentioned that he was erecting a weatherboard shop and residence at Bargo, for the purpose of opening a small general business. It was expected to open September that year and was situated with a main road frontage, "almost opposite the proposed Railway Station on the new deviation" (Picton Historical Society: 5-6).

Mr Bennet was appointed Postmaster on 1st September 1915. The Hawthorne Estate sub division plan from 1917 shows the location of the Post Office which was also a general store (Figure 13). In 1918 Mr Bennett requested moving the post office to larger premises, and it is unknown if he did though doubtful as he soon resigned and Mr Harman was appointed Post Master on the 1st September 1918. In 1919 Harman requested to move to more central premises, presumably on the other side of the tracks where the new township of Bargo sprung up after the railway deviation was opened in 1919. In 1922 Mr. C. Colburne



purchased Harman's business and became Post Master (Picton Historical Society: 7). On the 1st May 1930 Mr O'Conner became Post Master followed by Thomas Whitmore on 9th April 1934 and William Powell on the 30th July 1934. A new shop-front was built on the premises by the Post Master in 1935 (Picton Historical Society: 8; Plate 5).



Plate 5: Anon. 1950 Bargo Post Office. (Source: http://trove.nla.gov.au/work/161497058)

3.9 Subdivision and Commercial Buildings [ID 7 and 8]

The Hawthorne Estate was the first subdivision at Bargo. After the railway came through in 1919 more subdivision occurred, and the subdivision plans show the commercial settlement which was already established on the Southern Road. The Station Estate Subdivision Plans show the school, a store and a site purchased by Pickard Ltd for a store. A store and Garage is also shown on the plan as well as four houses on Bargo Road (Figure 16). The Subdivision plans for the Reservoir Hill Estate shows the school, four stores, the post office and store the Pickard and Co store on the other side of the tracks, as well as a goods yard, station masters house and a cottage and a church between the railway and the Southern Road (Figure 17).

Reminiscence's by Les Blundell recalled the residences and business along 'Old Southern Road' in 1923 from south to north "Luptons, Ryans, Coopers, Hambridges, old 14 mile camp, Luptons, Currans, Public School, Staunton's Gramophone shop and dance hall, Bosher's Butcher shop, Pickards Grocery shop, Public Works Dept. opposite school, Railway Station, Mrs. Foster's smallgoods shop, Billy Wilson's grocery shop, Brodie's Butcher Shop, Hick's Garage, Williams Book shop, Post Office, Nelson, Woolcott's Farm (Coomaroo), Charlie Thomas (across from Woolcotts), Bill Merrick's Farm (across from Woolcotts) Colverts and then the cemetery" (Robinson 1998:61).

The Wollondilly LEP identified some commercial businesses associated with this period of boom on the southern road around the time of the sub-divisions and possibly even earlier. More information can be gleaned from these buildings using Blundell's recollection above:

• **Commercial Building (ID 8):** located within Portion 51 George Hambridge's original land grant. It may have been "Staunton's Gramophone shop and dance hall" as it is situated next door to the public school.



• **Bargo Rural Trading Building (ID 7):** located within Portion 51 George Hambridge's original land grant. This was probably Pickards Grocery shop as it is located next to the Commercial Building. There is a gap between the two buildings which may have been the location of the butcher shop.

3.10 The West Bargo Public School [ID 9 and 12]

At the beginning of 1869 the residents of West Bargo established a provisional school for their children and Mr. D Spillane was appointed teacher. On the 31st March that year they applied for aid to the school from the Council of Education. The Inspector who visited the school noted its position being about 2 miles east of the Post Office on the Main Southern Road and in the locality of the school there were 24 to 30 children of school age. The school was described as "a rough slab hut" with pupil attendance ranging from 10 to 15 (Robinson 1998:54). Despite the inspectors support the school was closed in 1870 when Mr Spillane departed. Local residents found a suitable replacement teacher Mr George Moore and applied again for aid but there application was declined as there were only seven to eight school age children. The school was reopened again in 1878 (Robinson 1998: 55-6). A Crown Plan (Figure 20) is a plan of Portions 180 and 182 a Public School Site and Reserve for Playground at West Bargo. The survey was made on the 26th May 1882 and shows the school site already existing in Portion 180. The site was dedicated on the 18th January 1884. Portion 180 was approved on the 13th September 1878 when the school was reopened. Portion 182 the playground was approved on the 17th may 1883. Part of Portion 180 was appropriated for a public road in 1963.

3.11 Eliza Creek Settlement

The second area of early settlement in 'West Bargo' was along Eliza Creek. The land grants issued in 1822 were for Portions 85-84 and for Portions 88 and 89. Two of these land grants were large, one of 700 acres for Prosper De Mestre and the other 500 acres to James Christy Phelps.

Probably the most prominent person that received a land grant in West Bargo in 1822 was the Merchant Prosper De Mestre. Jean Charles Prosper de Mestre was born on a British ship in 1789. He came to New South Wales in 1818 after being schooled in Philadelphia and six years in China. In Sydney he began an import business; due to his connections in China he could import tea through China. Although his parents were French and he was born on a British Ship he was considered American. He became a naturalised Australian and was the second person to undergo this process (Walsh n.d. De Mestre: Sydney Gazette 1 September 1825:1).

In 1829 Mestre was granted 1300 acres of land at Werringee on the Shoalhaven River, which he called 'Terara' (The Sydney Gazette 24th November 1835). Mestre was a partner of the bank of New South Wales between 1826-42 (Walsh n.d. De Mestre; Sydney Gazette 5th January 1830:1), Director of the Marine Assurance Co. in the 1830s and a founder of the Mutual Fire Insurance Company in Sydney in 1840 (Australasian Chronicle 13 August 1840: 1). He was on the committee of the Agricultural Society of New South Wales in 1825, and in 1836 was on a committee opposing the National School system as a supporter of the Church of England and was a trustee of the church of St Lawrence. He also owned a number of houses in Sydney (Walsh n.d. De Mestre). He became insolvent in May 1844 (SMH 2 May 1844:2) and died later that year age 52 in his home at 'Terara' (SMH 17 September 1844: 3).

A survey of Mestre's Land Grant from 1894 shows that, by 1894, the land was owned by Sir Daniel Cooper. Two streams are shown running through the property and the property is boarded by a fence (Figure 18).

It is interesting to note that at the time of these early land grants there were no government roads to access them. The Parish Plans of 1880 and 1886 show the South Road as being the only government Road



at that time. A Crown Plan surveyed in 1891 is of the Arina Road situated much closer to the Eliza Creek settlement. It runs through the Subject Area and connects with the road to Pheasant's Nest in the south and the Southern Road near the Bargo River in the north (Figure 19). The track has been marked into the survey of the road and the road follows much the same route. Clearly the track was in use from the time of the early settlement on Eliza Creek. By the time this Crown Plan was made the area was already quite settled and a number of buildings within the Subject Area were surveyed onto the plan - these are:

- Portion 105 granted to George Horne, owned by Edward Granger in 1891 leased to William Chather "Old Hut" and "New Hut"
- Portion 88 granted to John Brewn, owned by Henry Blatch in 1891 "Blatch's Hut"
- Portion 67 granted to C[-]ock, owned by William Harding 1891 "Cottage" and another building?
- Portion 33 granted to G.A Crawley "Cottage"
- In Portion 94 which was James Killpatricks land but by 1891 was owned by Rod Steel is a "hut" up near the northern boundary
- In Portion 104 originally granted to Henry Blackford and by 1891 owned by the Trustees of the late J Kilpatrick on the southern boundary is an "Old Stone House", "Old hut" and an "Old shed". (this is the site opposite the Arina School it may be "*The remains of a two story building that had been a police station or prison. The original Bargo school was opposite. There were three headstones, long disappeared now; one was marked Mrs Kilpatrick, one infant Kilpatrick and the other we couldn't read*" (Robinson 1998:48). It also appears that a bridge or ford was built in this portion where a stream crosses the road.

The Plan shows a reserve and the location of a proposed bride crossing Dog Trap Creek.

3.12 Arina Road Public School

The next school to open was the Arina Road School located at the "Pot Holes". The school was located within portion 104 originally owned by H Blackford. Figure 21 is a crown plan of the land "proposed to be resumed for Public School Purposes". It was resumed and gazetted on the 2nd November 1894. A reserved road was built on the southern boundary of the school. In the recollections of Ted Brodie he recalled attending the Arina school "*I walked though the bush as there was no direct road most of the way. The Dogtrap Creek was the main obstacle in the way. At the time that I attended, Mrs. Honoria Mitchell was the teacher*" (Stonequarry Journal Vol 22 No2 page 5).

3.13 Bargo Public School [ID 9]

The next school to open was the Bargo West School. A school is still operating from the same location today. A crown plan surveyed on the 26th February 1891 is of an area of land proposed to be resumed by the Education Department as a Public School Site (**Figure 22**). The land was resumed and gazetted as a public school site at Bargo West on the 13th October 1891. The land was originally part of George Hambridges Grant in 1822. Mrs Donovan taught at the school for thirteen years and retired in December 1912. Some work carried out on the school in 1910 included supply of a new 600 gallon tank and repairs to the school fireplace (Robinson 1998:58). Attendance numbers dwindled and the school was closed in 1914. However, a school was in operation at the No 11 Mile Camp for the children of the railway workers and in 1918 it was decided to remove the class room from the 11 mile camp and relocate it to the school site at Bargo. It was predicted with the railway being built and the railway station to be erected opposite the school site the settlement at Bargo was likely to be permanent and a school would be required (Robinson 1998:58-9). The school was re-opened at the same site and named Bargo Public School. Indeed the building of the railway did produce an influx of settlers as attendance at the Bargo School rose from 23 to 58 within the first quarter of the year 1919 (Robinson 1998:59). A Crown Plan surveyed on the 6th January



1928 is of extra land being purchased for the Public School Purposes at Bargo. It was resumed on the 5th October 1928 (Figure 23)

3.13.1 Bargo Public School Residence – 122 Hawthorne Road (Part Lot 70 DP90224) [ID 12]

A Crown Plan dated 18th February 1926 is of land to be purchased for a Teachers Residence at Bargo. The plan shows the actual residence to be built. The land was purchased for the Public School on the 29th March 1926 and resumed and gazetted on the 2nd July 1926 (Figure 24).

3.14 The Second Wave of Settlement

In 1863 the construction of a railway was completed with the terminus at Picton. The railway was a boom for the economy of Picton but had quite the opposite effect on places like Bargo, where the economies had relied heavily on the though fare along the Great South Road. The railway was extended to Mittagong in 1867 but did not go through Bargo. Grants of land had stopped being issued in Bargo as the land was considered too poor resulting in few new settlers moving to the area. These factors resulted in the decline of Bargo's population, trade and services in the 1860s. In the 1880s land grants of a 'Conditional Purchase' began being sold under the 1884 Land Act and this resulted in a small wave of new settlement in the area. The Conditional Purchase allowed Crown land to be sold with a 20 pound down payment and annual payments thereafter. It allowed the land to be occupied immediately and some portions of Crown land in Bargo were occupied by settlers for the first time.

3.15 Wirrimbirra Sanctuary [ID19]

Wirrimbirra was created in the 1960s by Thistle Stead, in memory of her husband David, to preserve the original 'Bargo Brush' and promote the use and propagation of Australian native plants." (http://www.wirrimbirra.com.au /our founders).

The Wirrimbirra Sanctuary (Plate 6) is comprised of six portions of land that were granted to six different people. The 1956 Parish Plan shows the area that comprises the Sanctuary (Figure 25). The Crown plan for Portion 17 was surveyed on the 4th of July 1888. The land was noted as "Good Orchard Land". The portion of land was applied for by Joseph August Ulrich and was granted on the 25th September 1888. The purchase was forfeited on the 4th October 1905. It was then re sold to James Short and was noted as an "area set apart for O.C. Pat 10/-per acre for C.L Notified 23rd January 1907". The conditional purchase was revoked on the 22nd December 1922. Historic remains recorded within this portion are "well site, stand of Casuarinas and grooves in soil between plant nursery and cabins" (Greenup 1992:19).

Portion 18 was a conditional Purchase granted to M.S Everitt in 1888. This purchase must have been forfeited as it was Crown Land when it became part of the Wirrimbirra Sanctuary.

Portion 19 was applied for by Robert Barbour and confirmed on the 25th September 1888. A survey of the land made on 3 July 1888 (Figure 27). The survey described the land as 'Orchard land' and notes string bark and gum on the portion. A stream is also shown crossing through the portion. The land was forfeited and gazetted on the 26th October 1892. It was proclaimed "Special Area 16971" on the 30th November 1892 but revoked on the 24th May 1902. Whilst proclaimed a "Special Area" the land was transferred to Robert Campbell which was confirmed on the 28th March 1893 and forfeited on the 23rd April 1902. The Crown Plan notes that the portion is "Within State Coal Mine Reserve Proclaimed 7th September 1917". A Special Lease was issued to Henry Archer Pollack on 3rd July 1888 (CP1926-2041). The historic remains recorded



within Portions 18 and 19 are "stone foundation of old hut, drain line (pioneer trench), soil change, old dray track between railway and Waratah Trail near Wattle Creek." (Greenup 1992:19).

Portion 33 was applied for by Robert Roberts and confirmed on the 25th September 1888 and was forfeited on the 31st July 1889. A survey of the Portion was carried out on the 4th July 1888 where by the land was noted as "orchard land" with String bark and gum, two creeks run through the Portion, one being Ti Tree Hollow Creek (Figure 28). On the 31st August 1889 the Portion was proclaimed "a Special Area No9671 @ 2 pounds per acres for resident" this was revoked on the 23rd January 1901. On the 7th November 1889 it became part of Robert Barbour's 115 acres (he also owned Portion 19), the area was reduced to 79 ¾ acres. Robert Barbour Conditional Purchase was forfeited on June 1897, five years after his purchase of Portion 19 was forfeited. The land was then set apart for Conditional Purchase at 10/-per acre or "for C.L Notified 23rd January 1901" it was revoked 22nd December 1922. The Portion was proclaimed within the State Coal Mine Reserve on the 7th September 1917 (4th July 1888 CP 1930-2041).

Portion 34 was issued to Christian Margadant in 1888, it was 40 acres with 2 creeks running through it, one of which was 'Ti Tree Hollow'. Historic remains recorded within this portion are "*Stone walls and a well between the highway and the railway. Also stonework on Ti-Tree Hollow*" (Greenup 1992:19).

Portion 32 was applied for by John Juleff Harry and confirmed on the 25th May 1888, it was 70 acres of land and he also received a 200 acre conditional purchase of portion 2 directly opposite on the other side of the 'Main Southern Road'. The survey of the land was carried out on the 4th July 1888 and the land was noted as "good orchard land Stringybark and gum. A creek cut through the property (Figure 29, 4th July 1888 CP 1929.2041). The remains of Human occupation recorded within this portion are: "*Well, remains of stonework for a hut, an old fence*" (Greenup 1992:19).

All the portions had land acquired for railway purposes on the 28th January 1915 and the railway route was built through the Portions.

3.15.1 Acquisition of Wirrimbirra

A Sydney Accountant, Carman Coleman, wanted to set up a wildlife research organisation whereby research could be carried out on an area of land. When she came across a remnant piece of the Bargo Brush where the Koala and Lyrebird had first been sighted she purchased 66 hectares, from her own funds on the 14th June 1962. The land was portion 32 in the parish of Bargo, it comprised of 60 hectares on one side of the railway and 6 hectares on the other side (Stead 1967 NT file: Wirribirra Sanctuary).

Thistle Harris, wanted to establish a conservation foundation in memory of her husband David Stead, "who was a pioneer of nature conservation in Australia and to provide a forum and facility to continue his work". Stead was the founder of the Wildlife Preservation Society of Australia in 1909, (Greenup 1992:21).

After discussions between Coleman and Harris, they agreed that Harris would become party to any further action and that she would finance the establishment of an organisation. Coleman agreed she would donate the land she purchased to the organisation but would retain the 6 hectares for a joint tenancy for the pair which would be donated to the organisation at a later date (Stead 1967 NT file: Wirribirra Sanctuary).

In 1963 'David G Stead Memorial Wild Life Research Foundation of Australia' was established. The original aims of the organisation were:

- To initiate, promote and further research, scientific, technical other, into all aspects of the conservation of wildlife of the Commonwealth
- To maintain sanctuaries and reserves and to carry on experimental work



- To co-operate with organisations, universities and individuals in experiments or research in use of National Parks, in the proper management, cultivation and preservation of Australian indigenous flora and fauna
- To publish information related to these aims and objectives, to arrange lectures and carry out educational courses for the furtherance of these objects and to establish fellowships and scholarships for work in conservation
- To establish and maintain museums, arboretums and collections related to its objectives. (Greenup 1992:22-23).

The first annual meeting of the foundation was held on the 11th April 1964 at the "Project site of Wirrimbirra", the board of directors elected at this meeting were:

- T. Y. Stead, (who was a prolific author and pioneering female figure in conservation),
- B. U Byles,
- H.J. Stanley,
- Strom (Former chief guardian of fauna and prominent conservationist),
- F. Watt (Long serving president of the Stead Board and whose family was largely responsible for the establishment of the National Trust), and
- N. H. Hicks (The first president of the foundation) (Greenup 1992:22-23, 43).

Carman Colemen left the Foundation in 1964 for personal reasons but transferred the remaining 6 hectares of land over to the Foundation. Also in 1964 the Foundation acquired the adjoining land portion 17, as a gift from George. W. Sample and Co. Wirrimbirra sanctuary was now 104 acres.

In 1965 2 ¾ acres of portion 17 was leased by W.R Keech to grow grevilleas and other native plants. The architect Milo Dunphy who was a recognised conservationist and head of the Total Environment Centre drew up plans for a ranger's residence and building. In 1966 Mr. Fackender was appointed the sanctuary ranger and took up residence in the cottage (Stead 1967 NT file: Wirribirra Sanctuary).

In 1965 the whole 104 acres of Wirrimbirra Sanctuary were transferred free of charge to the National Trust of Australia to ensure its perpetuity and were then leased back to the foundation. At the same time Crown leases of adjoining land were also transferred to the National Trust. In 1975 the sanctuary was extended further and in 1989 the National Trust purchased another strip of land to improve fire access to the field studies centre and students (Greenup 1992:23). Today the centre comprises of over 200 acres of preserved native bushland including the unique flora of the remaining part of the area known as the 'Bargo Brush' (http://www.wirrimbirra.com.au).





Plate 6: Jack Thwaites, c1970 Wirrimbirra Gardens and Sanctuary - Tea Tree Hollow, near Bargo.

3.16 Railway Deviation History [ID 16, 17, 18]

When the Main Southern Railway was built in 1863, terminating at Picton it meant that the small towns south of Picton became isolated and settlement in those areas dwindled. In 1867 the line was extended to Mittagong but the route of the railway did not go through Bargo resulting in such a population decline in Bargo that the primary school closed due to a lack of potential students in the area. Even the Post Office closed for a period of time, whereby locals had to travel to Picton for their mail. In 1919, the Main South line from Picton was deviated to Mittagong to ease the grades. The new line virtually follows the line of the Great Southern Road taking the main line away from Thirlmere, Buxton, Balmoral and Hilltop and passing through Tahmoor, Bargo and Yerrinbool. The township of Bargo began to prosper as a direct result of the railway line.

The deviation was opened with automatic signalling and double line throughout. The new line after leaving Picton passed through the Redbank tunnel crossed Myrtle Creek and then reached Tahmoor Station. The train upon leaving Tahmoor shortly reached the Bargo River and crossed the brick arched viaduct which was parallel to the Road Bridge. The grades from here are easy until Bargo Station where the Great Southern road is cut by the railway about 500 yards from the station on both the north and the south. The railway provided two brick arch bridges at these locations to carry the road across the railway at right angles. As Bargo residence on the western side of the railway lost their frontage to the road a new road was built called Railside Avenue (Bayley 1975).

When the railway was completed Bargo had parallel roads on either side of the railway line and station. The new road became the more popular road by travellers and as a result the residents and business people of Bargo wanted the new road to become the main road when the Main Roads Board formed in 1925. Railside Road was proclaimed the Main Road and eventually became part of the Hume Highway (Bayley 1975). With completion of the railway through Bargo and the formation and popularity of the Railside Road on the west side of the railway the Bargo town centre shifted from the Southern Road to Railside Road. The Wollondilly LEP identified the following heritage items which emerged when the new township of Bargo began to grow after the opening of the railway. These places are:

- House 8 Noongah Street Lot 103 DP13127 (ID 16) on Portion 57 purchased by Michael Rouke
- Bargo Surgery 74 Railside Ave Lot 41 DP13127 (ID 17) on Portion 57 purchased by Michael Rouke


• Cottage 121 Railside Ave (ID 18) on Portion 56 purchased by Henry Baleman.

3.17 Bricks

Due to a heavy demand for bricks, for housing and industrial use the State Brickworks was established at Homebush in 1912. The output was about one million bricks per week and by the end of 1919 60 million bricks had been sold to the general public and a total of 229 million bricks had been made. With this huge output of government bricks plus the massive savings for the government by using brick as their preferred construction material, it is no wonder bricks were used for works along the Picton to Mittagong deviation line which was under construction during this time (Fraser 2005:81).

3.18 Rail Bridges North and South [ID 20 and 21]

A design policy of the Main Southern Line Deviation was to eliminate level Crossings. As a result Bargo has two brick arch bridges approximately 500 yards on either side of the station where the railway route cuts across the Great Southern Road (Plate 7). Both bridges were constructed in 1918.

The Railway Bridge North of the railway station had an advertisement for the iconic 'Aeroplane Jelly' which made it a landmark for travellers on the Old Hume Highway and the railway. The sign has since been painted over (Environment and Heritage Railway Bridge North of Railway Station).

The Railway Bridge South of the Station had an 'ETA peanut paste' advertisement sign on it, which made it a landmark for travellers on the Old Hume Highway and the railway. The sign has since been painted over (Environment and Heritage Railway Bridge South of Railway Station).



Plate 7: Buckland, John L 1985. Two locomotives hauling cargo of wheat near Bargo, New South Wales. One of the Bargo rail bridges. (Source: Trove <u>http://trove.nla.gov.au/version/44873770)</u>

3.19 Bargo Railway Station Complex and Toilet Block [ID15]

The station at Bargo was originally opened as West Bargo, until its name was changed on the 1st November 1921 to its present name Bargo (Singleton 1940).



Bargo Station had the first interlocking signal along the route (Figure 31). The platforms at the station were built 7.2 metres long. The down Refuge siding was of 405.6m and an Up refuge siding of 395.6 metres. A goods siding and a crossover were provided. The Metropolitan Water, Sewerage and Drainage Board took an area adjacent to the goods yard to establish a depot for construction materials for the new Avon Dam (Plate 8). Sidings, stores and Cranes were provided for the uploading of railway vehicles and transfer to road vehicles for the seven miles to the dam site (Plate 9). The passenger platforms were lengthened on both sides before the station opening (Figure 35, Plate 10, Singleton 1967:67). Works carried out at the station included:

- On 26th June 1920 an 'Out of Shed' was built on the up platform
- 6th July 1920 the Up Refuge siding was extended to 422.m
- 6th August 1921 the ladies toilet and waiting room was erected
- When the Avon Dam was completed in December 1935, the depot and spur sidings were removed
- 7th August 1946, the down refuge siding was extended to form a down refuge loop
- Lupton Dam siding was opened on the 20th July 1925 to assist in the supply of the materials for the Nepean Dam. A standard gauge tramway led from the sidings to the dam site 2 ¼ miles away (Singleton 1967:67).
- 1993 a fire burnt down the station and it was largely rebuilt in 1994. The only original building left at the station is a small WC, there is a similar example at Tahmoor.



Plate 8: Photograph of Public Works Depot taken no later than 1921 'Station Estate' Subdivision Plan ML TP/B3-3. The Depot was located between the Railway and South Road opposite the school.





Plate 9: Bargo, showing stores and sidings for construction work. It was from Bargo that materials for Nepean Dam were conveyed (Source: Bayley 1975)



Plate 10: The new railway station under construction at Bargo showing Railside Avenue on the right of the picture (Source: Bayley 1975)

3.20 Bargo Cemetery [ID 1]

The citizens of Bargo had being trying to have a church and burial ground built in Bargo since 1841:

"Meeting of the Parishioners of East and West Bargo, held at the Woolpack Inn on Friday, May 29, 1841, the Right Reverend the Lord Bishop of Australia in the chair, it was resolved......That this Meeting accept with thanks the proposal of Mrs. JONES to convey two acres of land as a site for a church and burial ground.....That a subscription list be opened to obtain contributions to defray the expense of enclosing the land and of erecting a church thereon.....That the amount of subscriptions already received, or hereafter to be received, be paid into the hands of Mr. WILLIAM BADGERY, as Treasurer, until the same shall be required to be expended on the proposed purposes" (The Australian Saturday 10 July 1841 p3). Through contributions 117 pounds were raised and tenders for a wooden chapel were requested (The Australian Saturday 10 July 1841 p3). The result was that a church was built at Bargo (Wilton) and 'West Bargo' missed out.

A site for a general cemetery at Bargo was surveyed on the 10th of June 1898 (Figure 36). The cemetery is located on the Great Southern Road and the original layout of the cemetery comprised of 5 burial sections



across both sides of Cemetery Roadway. Section one was the burial ground for "Church of England", Section 2 was for "Roman Catholic", Section 3 was for "Presbyterian", Section 4"Unsectararian" and Section 5 "Wesleyan". Each section was allocated 1 acre of land with the exception of Unsectarian which was 2 roods. One acre for a church site was set aside next to the Wesleyan section and fronting the Great Southern Road. Between the "Church of England" Section and the Great Southern Road a "Plantation Area" was dedicated. The total area was to be 5 acres 2 roods and 18 perches and was dedicated for General Cemetery 8th October 1898. An "Old Wire Fence" existed along the western and southern borders of the cemetery. The land at the time of the survey was "*a gravelly loam overlaying clay and shale Gum, Stringybark, Bloodwood, Mahogany and Peppermint*" (Figure 37).

The Church site was located on Portion 179 and was land owned by John Thompson and George Bastin on the 11th January 1899 (Figure 37). It is unclear if the church was built on the site as the Crown Plan indicates the Portion went into private ownership. However the railway deviation plan CP 4691-3000 shows a structure labelled 'Mission Hall' in Portion 179 (Figure 38). Mission Hall is mentioned in Brodie's recollections "Across the railway line as is today was the Bargo Mission Hall, a wooden building with a 400 gallon square tank. The hall was usually occupied by the Anglican congregation on Sundays and they had an organ and a library and a thriving Sunday School...the Hall burnt down in 1913" (Stonequarry Journal Vol 22 No 3:4). A wooden church built in 1884 at Picton was transported to Bargo by bullock wagon in sections in 1913 to replace the Mission Hall that was burned down. The St Paul's church was placed on the western side of the South Road opposite the location of Anderson's Inn, probably on Portion 60 originally granted to Dennis Bigley. The church was damaged by gales and a new St Pauls church was built near the Bargo Post Office. The wooden church from Picton became a private residence (*Stonequarry Journal Vol 22 No 3:4*).

It was some time after the dedication of the General Cemetery that it was actually used as one. A photographic record of the Bargo Cemetery reveals in the "Anglican Section" 3 April 1935 as the earliest dated grave in the Cemetery, thirty seven years after its dedication. The photographic record shows the cemetery as being much smaller than the crown plan suggests only Sections 1 and 2 "Anglican" and "Roman Catholic" are shown as containing grave sites. This record indicates that the other sections were never used as part of the cemetery unless the tombstones are missing (Hanger 2010).

The Bargo Progress Association were responsible for the clearing and new fencing of the cemetery which then enabled the site to be used as a functioning cemetery (JRC Planning Services 1991 Ref No.w00223). The Bargo Progress Association actively addressed community needs of Bargo from at least 1922 when the Sydney Morning Herald reported that approval had been given for an application made by the Bargo Progress Committee for nameplates to erect at the two main entrances to Bargo (SMH 1 August 1922 p 12).

3.21 Hotel Bargo [ID 6]

The Bargo Hotel is situated on Portion 50 which was Thomas Partidge's Land Grant of 60 acres on the 1st of November 1822. The hotel is located close to Bargo Railway Station and was opened six years after the opening of the station as the population began to grow as the railway made Bargo a more accessible place.

J.J. Cleary applied to the Picton Licensing Court to build the Bargo Hotel in April 1925. The application included several locals giving support to the hotel and a few against. Mr H.T. Woolfall, the architect described the plans, it would cost 800 pounds, 22 bedrooms, dining room for 40-50, a balcony 90x20 feet, bathrooms upstairs, sitting rooms, electric light, septic tank and possibly hot water to all rooms, a garage and stable accommodation (Picton Post 15th April 1925; Plate 11: c1930 Bargo Hotel (Source: Picton Historical Society: 1041). On July 15th Cleary gave notice that he would be applying to the licensing Court of 17th July for "*premises to be erected…at bargo [sic]*" (Picton Post 17th July 1925). A notice issued in the



Picton Post informed that the application had been granted with the condition that it was built within 12 months (Picton Post 5th August 1925).



Plate 11: c1930 Bargo Hotel (Source: Picton Historical Society: 1041)

The Sydney brewing company Tooth and Co had the hotel built. J.J. Cleary who was an ex-MLA for Wollondilly (JRC Planning Services. 1991 Item WO0217) was the first licensee of the hotel. He was followed by:

•	Stewart McCulloch	1928
•	John Whitworth	1929
•	Annie Gordon	1929
•		
•	William Henderson	1934-39
•	D. Quinn	1937
٠	Vincent Gannon	1937
٠	J.B. McTiernan	1937
•	F. Hickey	1938
•	G. Thompson	1938
•	H.R. Nield	1938
٠	L.B. Eastwell	1939
•	S.C. Maquire	1940
•	M.T. Wheeler	1943
٠	Mr. Higgins	1943
٠	Mr. Bowden	1946
•	Frank Hickey	1952
•	Brian Sheil	1952-64
•	S. Hahn	1964-66
•	Don McInnes	1966-69
•	Cyril Swan	1969
•	Murray Frank	1973 (Picton Historical Society 'Bargo Hotel')



3.22 Coal Mining and the Tahmoor Colliery [ID 27]

The land on which the present Tahmoor Colliery is situated was initially designated as Portion 16, Parish of Bargo, comprised 508 acres, and originally issued as a conditional purchase to Alfred A. Ashby on the 25th September 1888 (LPI Parish of Bargo 1901). Ashby forfeited his conditional purchase and by 1907 the land had been set apart for 'Occasional Conditional Purchase' (Parish Bargo 1907). The Occasional Conditional Purchase was issued to Ernest A. Coupe on the 23rd January 1907 at 10 pounds per acre (LPI Parish of Bargo 1930).

The land to the east and south east of Bargo Township was identified as the possible site of a State Coal Mine Reserve on 7th September 1917 (as indicated on the LPI Parish Plan 1974). By 1921 'good progress' was being reported with boring on the reserve and it was expected that a "State coal mine [would] be established in the near future" (SMH 2 December 1921, p.9). In 1923, the *Scrutineer and Berrima Berrima District Press* (1 August 1923, p.2) reported the following:

"A bore recently put down by this department at Bargo, adjacent to the main southern railway line, proved five feet of excellent coal well suited for railway purposes. A considerable area is now reserved for a State coal mine, and this coal and its situation with regard to the existing railway would, in my opinion, prove to have many advantages over coal hauled up from the coast by means of the proposed railway."

Mining was still to commence by the late 1920s. Local interest in the possibility of a mine was reported in *The Picton Post* on 18th May 1927, page 2:

"...it was resolved that the Wollondilly State Labour Council submit a motion at the annual conference of the A.L.P., that State coal mines be opened in the Southern district of New South Wales, and the area of 25,000 acres reserved at Bargo by the Mines Dept. be the locality selected for operations."

The LPI Parish Plan of 1938 shows that the Bargo area had been identified as having coal seams and the whole area identified as being "Set Apart for State Coal Mine", gazetted on the 5th August 1927.

No further activity occurred until the 1970s, when the Broken Hill Pty Co Ltd, Coal and Allied Industries Ltd and Peko-Wallsend Ltd joined to propose a coking coal mining venture in Bargo (Canberra Times, 28 June 1974, p.1). The depression in the world steel markets during the late 1970s delayed the project. The mine was eventually commissioned in 1979 by Clutha Coal. Production of coal commenced in 1982. Longwall mining was introduced at the mine in 1986 (Glencore Xstrata, 2013).



4. Heritage Assessment

4.1 Heritage Register Search Results

The following subsections provide a summary of historical heritage items within the proposed development area that are entered on Commonwealth, State and Local heritage registers, inventories and relevant lists. A summary of listed items is also included as Table 1.

4.1.1 National and Commonwealth Heritage Registers

Under the EPBC Act Amendments (No. 88, 2003), two mechanisms have been created for the protection of heritage places of National or Commonwealth significance

(<u>http://www.environment.gov.au/heritage/places/national/index.html</u>) – the National Heritage List (NHL) and the Commonwealth Heritage List (CHL). The NHL provides protection to places of cultural significance to the nation of Australia, while the CHL comprises natural, Aboriginal and historic heritage places owned and controlled by the Commonwealth.

The Register of the National Estate (RNE) is a non-statutory list of important places maintained by the Commonwealth and publicly available archive and educational resource. The existence of an entry for a place in the RNE does not in itself create a requirement to protect the place under Commonwealth law. Nevertheless, information in the RNE may continue to be current and may be relevant to decisions about protection and management.

The Australian Heritage Database (AHD) is maintained by the Department of Environment and Energy (DoEE). The AHD contains includes records of CHL, NHL and RNE places.

A search of the AHD was undertaken on 28 September 2017. There are no items within the Subject Area listed on CHL or the NHL. Two items are listed on the RNE:

- Wirrimbirra Sanctuary, Place ID 3302 (a natural heritage place) (ID19); and
- Bargo Railway Station, Place ID 101967 (ID15).

Item Name	Item No.	Address	Property Description	Significance
Wirrimbirra Sanctuary	ID 3302	Hume Highway, Bargo, NSW 2574	LOT 132 DP130897; LOT18 DP751250; LOT19 DP751250; PORTION 203 DP751250; LOT 1 DP789005	State
Bargo Railway Station	ID 101967	Mulgoa Road, Mulgoa, NSW, 2745	Original Platforms and WC from 1919. Modern Shelters dating from 1994	State

Wirrimbirra Sanctuary is also listed with the National Trust of Australia (NSW).

4.1.2 NSW State Heritage Register

The State Heritage Register (SHR) lists items that have been assessed as being of State heritage significance to New South Wales. Items appearing on the SHR are afforded protection under S.60 of the *Heritage Act 1977*.

A search of the SHR was completed on 28 September 2017. One item was listed:



Item Name	ltem No.	Address	Property Description	Significance
Wirrimbirra Sanctuary	SHR01508	Hume Highway, Bargo, NSW 2574	LOT 132 DP130897; LOT18 DP751250; LOT19 DP751250; PORTION 203 DP751250; LOT 1 DP789005	State

A copy of this listing is included in Appendix A.

4.1.3 State Heritage and Conservation (s170) Registers

S.170 of the Heritage Act requires that State Government Agencies establish and maintain a Heritage Conservation Register for heritage items located on land under their control or ownership. Items listed on a S170 Register are listed on the State Heritage Inventory (SHI) and bound by the regulations of the *Heritage Act 1977*.

Searches of the SHI were completed on 28 September 2017. The following items are listed on S170 Heritage and Conservation Registers:

• Bargo Railway Station, RailCorp S170 Register

4.1.4 Wollondilly Local Environmental Plan (LEP) 2011, Heritage Schedule

Each Local Government Area (LGA) is required to create and maintain an LEP that identifies and conserves Aboriginal and historical heritage items. These items are protected under the EP&A Act. As outlined in Clause 5.10(2) of Wollondilly LEP 2011, development consent is required for any of the following:

(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,

A search of the Wollondilly LEP (2011) was undertaken on 28 September 2017. The following items are listed as heritage items in Schedule 5 of the LEP and within or in close proximity to the proposed development:

- Bargo Cemetery, Item # I18
- Kalinya Gardens and landscape, Item # I19
- Coomeroo silo and slab shed: Old Coomeroo Group, Item # I20
- Homestead 170 Great Southern Road, Item # I21
- Bargo Post office, Item # I22
- Hotel Bargo, Item # I23
- Bargo Rural Trading Building, Item # I24
- Commercial Building, Item # I25
- Bargo Public School, Item # I26
- Cottage -91 Hawthorne Road, Item # I27
- House, 118 Hawthorne Road, Item # I28



- Bargo Public School Residence, Item # I29
- Railway Cottages, Item # I30
- Hawthorne, Item # I31
- Bargo Railway Station Toilet Block, Item # I32
- House 8 Noongah Street, Item # 135
- Bargo Surgery (74 Railside Ave), Item # 136
- Cottage 121 Railside Ave, Item # I37
- Wirrimbirra Sanctuary, Item # I38
- Bargo Railway Bridge (South), Item # 139
- Bargo Railway Bridge (North), Item # 140
- Farmhouse 160 Dwyers Road Pheasants Nest, Item # I126
- Farm Cottage 45 Lawson Road Pheasants Nest, Item # I127
- 280 Pheasants Nest Road Farm Cottage, Item# I128

Table 4: Summary of Historical heritage items listed on Commonwealth, State and/or Local heritage registers, and/or identified by a heritage study, within the Subsidence Study Area.

Site ID used by Niche	Item Name	State Heritage Register	Heritage Inventory	S170 Register	Register of National Estate	Macarthur Heritage Study 1986	Wollondilly Heritage Study 1991	Wollondilly LEP
1	Bargo Cemetery	Ν	Y	Ν	Ν	Item # 508	Item # WO 0223	Item # 118
2	Kalinya Gardens and landscape	Ν	Ν	Ν	Ν			Item # 119
3	Coomeroo silo and slab shed: Old Coomeroo Group	Ν	Υ	Ν	Ν	Coomeroo Group Item # 506 Coomeroo Silo Item # 516	Coomeroo Group Item # WO 0219 Coomeroo Silo Item # WO 0221	Item # 120
4	Homestead 170 Great Southern Road	Ν	Ν	Ν	Ν	Ν	Ν	ltem # 121
5	Bargo Post office	N	Ν	Ν	Ν			Item # I22
6	Hotel Bargo	Ν	Y	Ν	Ν	Item #504	Item # WO 0217	Item # 123
7	Bargo Rural Trading Building	Ν	N	Ν	Ν	Ν	Ν	Item # 124
8	Commercial Building	Ν	Ν	Ν	Ν	Ν	Ν	Item # 125
9	Bargo Public School	Ν	Ν	Ν	Ν	Ν	Ν	Item # 126
10	Cottage -91 Hawthorne Road	Ν	Ν	Ν	Ν	Ν	Ν	Item # I27



Site ID used by Niche	Item Name	State Heritage Register	Heritage Inventory	S170 Register	Register of National Estate	Macarthur Heritage Study 1986	Wollondilly Heritage Study 1991	Wollondilly LEP
11	House, 118 Hawthorne Road	Ν	N	Ν	Ν	Ν	Ν	Item # 128
12	Bargo Public School Residence	N	N	Ν	Ν	Ν	Ν	Item # 129
13	Railway Cottages	Ν	Ν	Ν	Ν	Ν	Ν	Item # 130
14	Hawthorne	Ν	Y	Ν	Ν	Ν	Item # WO 0235	Item # 131
15	Bargo Railway Station Toilet Block	Ν	Υ	Y	Y (Noted in RNE Railway Station Complex	Item # 505 for Bargo Station Complex prior to 1993 when it burnt down	Item # WO 0218 for Bargo Station Complex prior to 1993 when it burnt down	ltem # 132
16	House 8 Noongah Street	Ν	Ν	Ν	Ν	Ν	Ν	Item # 135
17	Bargo Surgery (74 Railside Ave)	Ν	N	N	N	N	Ν	Item # 136
18	Cottage 121 Railside Ave	Ν	Ν	Ν	Ν	Ν	Ν	Item # 137
19	Wirrimbirra Sanctuary	SHR # 01508	Y	Ν	Y	Ν	Ν	Item # 138
20	Bargo Railway Bridge (South)	Ν	Y	Ν	Ν	Item # 503	Item # WO 0216	Item # 139
21	Bargo Railway Bridge (North)	Ν	Y	Ν	Ν	Item # 507	Item # WO 0222	Item # 140
24	Tahmoor Colliery	Ν	Ν	Ν	Ν	Item # 509	Ν	Ν
25	Anderson's Inn	Ν	Ν	Ν	Ν	Item # 719	Item # WO 0232	Ν

4.2 Field Survey Results

Niche re-surveyed twenty-two (22) existing historical heritage items which had previously been identified within the subsidence study area (i.e. by Heritage Studies and the LEP). One (1) additional historical heritage item was identified by Niche in 2014 through historical research and field survey (#29 Great Southern Road), totaling twenty three (23) heritage items within the subsidence study area. Anderson's Inn (Item ID# 25) no longer exists, possibly demolished during residential development and therefore is not included in the number of identified heritage items within the SSA. This is summarised in Table 5.

The field assessment consisted of updating the condition and integrity records for all of the heritage items (including the potential heritage items) from the 2014 Niche assessment. Condition assessments divided all



of the items into Good, Fair, or Poor categories relating to the overall condition of the building, or archaeological relic. Good condition was assigned to items with well-maintained fabric, items with poor condition contained degraded fabric. Integrity assessments evaluated the degree of retained original fabric within the heritage item. Each item was assessed as having High, Medium or Low integrity. Items with the highest integrity ratings contained the most original features, such as windows or doors, whereas items with lower integrity ratings have replaced fittings or additions to the original item.

Site ID	Site Name	Brief Description	Updated Condition	Updated Integrity
			Assessment	Assessment
			(Good / Fair / Poor)	(High / Medium / Low)
1	Bargo Cemetery	A small cemetery surrounded by a plantation of mature trees. The earliest marked grave is 1935 the cemetery is still in use, the lots allocated to 'Church of England' and 'Roman Catholic' are in use. Three unused lots. There is a residential house on the site of 'Mission Hall' church site.	Fair	High
2	Kalinya Gardens and landscape	Large single storey weatherboard Victorian Regency homestead with new corrugated iron gable roof. Symmetrical façade balcony cantilevered out from the wall supported by double rectangular timber posts. New louvered timber external shutters. Maintained gardens.	Good	High
3	Old Coomeroo Homestead, Silo, Shed	An original weatherboard homestead which has been considerably altered over time. An early colonial bond brick silo with a strengthened base and a modern roof. In need of maintenance to roof but brick in fair condition. A vertical slab and corrugated iron shed with a high gable roof. In poor condition.	Poor	Low to Medium
4	Homestead 170 Great South Road	Single story brick homestead with part gable part hip corrugated iron roof. Wrought iron veranda with curved corrugated iron awning supported by simple wooden posts. 1 brick chimney. New windows on the side of house. Entrance via veranda.	Good	Medium
5	Bargo Post Office	Small single weatherboard building with corrugated iron roof. Timber parapet at face of building and street awning extends from below parapet, supported by timber posts. Built c1920 the shop face was renovated in 1935. The face of the building has large glass windows part of which has been filled in with post office boxes. An extension has been	Fair	Medium

Table 5: Updated Condition and Integrity Assessments for the Subsidence Study Area.



		added to the back of the post office.		
6	Bargo Hotel	Federation Filigree in style. The Bargo Hotel is a two storey painted brick building with brick parapet concealing the roof. The corrugated iron veranda awning extends from the face wall and is supported by simple timber posts dividing the façade into bays. The veranda has a crossed timber balustrade. The windows and doorways on the top floor appear to be original. The façade of the main entrance has been altered but the interior of the entrance is original with tiles on the ground floor and stucco above the tiles. The windows and doors on the ground level have been converted to wall or altered in size. An extension has been added to the back of the hotel.	Good	Low
7	Bargo Rural Trading Building	Two storey painted brick building with an angled roof and metal roller door. The building is currently abandoned. All doors and windows are covered with metal security screens. An internal inspection was not possible.	Poor	Low
8	Commercial Building	c1920s-30s brick commercial building with 3 tiered parapet along the side of the building concealing the roof. The roof from the face of the building is concealed by an embellished parapet with two corner columns. The veranda cantilever's out from the face of the wall below the parapet. The awning of the veranda is corrugated iron with four simple cast iron posts. The face of the building has two doors with three front windows one on either side of the doors. The sides of the building also have a window. The fabric of the building appears mostly original with the exception of a fibro room extension at the rear and an unpainted brick chimney at rear of the building.	Fair	Medium
9	Bargo Public School	Timber Buildings with corrugated iron roof, on brick foundations brick building with corrugated iron roof all look well maintained	Fair	Medium
10	Cottage (91 Hawthorne Road)	Single story weatherboard house with new corrugated iron hipped and gabled roof and flat awning. Awning supported by timber posts. New windows and frames.	Good	Low to Medium



		Brick chimney. Well maintained		
		garden		
11	House (118 Hawthorne Road)	A freshly painted blue and white weatherboard bungalow style house with a new corrugated iron gabled roof. Veranda with timber posts holding up the awning. Mature trees surround the house.	Good	Medium
12	Bargo Public School Residence	Double fronted weatherboard Californian bungalow c1926. Corrugated iron street facing gabled roof with timber eaves. Projecting veranda contains the entrance which is situated at the centre of face. The veranda is partially enclosed by a low brick wall and the sloping corrugated iron awning is held up with simple wooden posts sitting on top of the veranda wall. The side of the house has three timber window awnings. The house is currently used as a preschool.	Good	High
13	Railway Cottages	C1919. 3 Double fronted gabled weatherboard bungalows with timber eaves. Corrugated iron roof with projecting veranda contains the entrance which is situated at the centre of the buildings. The verandas have low brick walls with piers on top supporting the gently sloping corrugated iron awning. Cottage 154 the veranda wall is in the style of a picket fence. Each has a chimney.	143 – Fair 145 – Fair 147 - Good	143 – High 145 – Low 147 - Medium
14	Hawthorne	"A single storeyed weatherboard cottage with a half-hipped, corrugated iron-clad roof. The original part of the cottage (the southern wing) retains important early features and detailing including painted brickwork chimney, decorative timber bargeboards and louvered timber ventilators to gable ends and 2x6 pane double hung sash windows sheltered by iron awnings. A bull- nosed veranda has been added to the south elevation of the original wing and a gable roofed addition in matching weatherboards to the north. The house is set back from the road and its site contains several large, mature trees" (OEH Heritage Inventory listing for 'Hawthorne').	Fair to Good	High
15	Bargo Railway Station Toilet Block	PLATFORMS (1919) - The platform faces are brick. WC (1919) - A simple WC with curved corrugated iron roof and brick sides, located off the	Fair	Medium



		platform and used in smaller country locations.		
16	House (8 Noongah Street)	Single story weatherboard Federation Bungalow with corrugated iron hipped roof extending over the veranda and supported by simple timber posts. A second roof over the front room is gabled, a bay window with lead light across the bottom of the window is situated in the centre of the front wall and a timber gable ventilator above. The veranda extends around part of the front and side of the house ad has a timber fringe. The veranda floor is paved and the entranceway steps feature black and white tiles. The entrance to the house is located at the centre of the face. The side of the house has two entrance doorways within veranda and a gate leading to the doors. Timber garage and weatherboard extensions to the back of the cottage.	Good	Medium
17	Bargo Surgery (74 Railside Ave)	Californian bungalow single story. The lower half of the building is made of brick the upper part of fibro and timber. The face has a double gabled tile roof with wide eaves overhang. The veranda awning is slopped and is supported by brick pylon with slab cutting and grouped timber posts on top of the pylons. The veranda extends around the side of the house where it is supported by timber posts. The face of the gable has exposed timber with shingling and a ventilator. A protruding entranceway at the centre of the house face has its own gable tile roof. At the rear of the house is a brick garage with a corrugated iron gable roof. The house has a picket fence.	Fair	High
18	Cottage (121 Railside Ave)	C1919 Weatherboard cottage with corrugated iron hipped roof. Dilapidated timber panel fence around the Cottage. Original windows with timber frames. At back of the house is a corrugated iron shed with a 4 pane timber framed window. Both cottage and shed have a brick chimney. The shed and cottage are joined by a fully enclosed corridor. The cottage is wedged between the railway tracks and the road, within the railway curtilage.	Poor	Medium
19	Wirrimbirra Sanctuary	An area of about 95 hectares containing remnant Bargo Brush. The sanctuary has 43 established gardens with over 1800 native	NA	High



		plants representing a resource base for the study of native flora. The Administration Area contains all the buildings, including two rangers' cottages, an office and bookshop, a display area and amenities. A native plant nursery provides plants for the property and for sale. There are 5 bunk style cabins designed to accommodate up to 44 people. There is evidence of pre- sanctuary settlement within the grounds and these include: a hut site, stone well and sandstone retaining walls.		
20	Bargo Railway Bridge (South)	Brick construction with dentil course capping and stone construction to base and arch. Brickwork capping is damaged in places and cracking of the brickwork is evident in places.	Good	High
21	Bargo Railway Bridge (North)	Brick construction with dentil course capping and stone construction to base and arch	Good	High
24	Tahmoor Colliery	Built in 1972 consisting of an underground mine and Coal Handling and Preparation Plant. Above ground comprise of a series of conveyor belts and stockpile silos. The site has administration block and designated staff areas.	Good	Medium
25	Anderson's Inn	The Wollondilly Heritage Study places the Inn on Andersons Land Grant on the corner of Great South and Bargo Roads. Reminisces of the Inn ruins places the Inn at Vaughan's Land Grant which Anderson owned prior to his receiving his own grant. This area has been sub- divided into suburban residential lots.	NA	NA
29	Great Southern Road, Bargo	C 1820s Many parts of the Great Southern Road in Bargo are still in use. The road has had many upgrades with concrete kerbing and guttering in some places. Parts of the original road are no longer in use when new sections of the road were resumed to improve the route.	Poor	Low



5. Significance Assessment

The NSW *Heritage Manual*, prepared by the former NSW Heritage Office and Department of Urban Affairs and Planning, provides the framework for the following assessment and statement of significance. These guidelines incorporate the five aspects of cultural heritage value identified in the *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999* (Burra Charter) into a framework currently accepted by the NSW Heritage Council.

- a) An item is important in the course, or pattern, or 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 the cultural or natural history of NSW (or the cultural and natural history of the local area);
- c) An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievements in NSW (or the local area);
- d) An item has a strong or special association 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 possess 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 or natural environments; (or a class of the local area's)
- Cultural or natural places; or
- Cultural or natural environments;

Assessing Significance for Historical Archaeological Sites and 'Relics' (2009) clarifies how the above criteria relate to historical archaeological sites and provides a series of questions for each criterion that assist the assessment of 'relics'. By using this guideline archaeological sites or 'relics' can more easily be assessed in their own right and compared with other sites.

No assessment of Aboriginal cultural heritage values has been undertaken as part of this study.

5.1 Significance Assessment

The following table provides a significance assessment for the twenty three (23) historical heritage items located within the Subject Area.

	, ,	5	•
Site ID	Site Name	Likely to satisfy the following Significance Assessment Criteria	Significance
1	Bargo Cemetery	(a), (d), (e),	Local
2	Kalinya Gardens and landscape	(a)	Local
3	Old Coomeroo Homestead, Silo, Shed	(a), (b), (e),	Local

Table 6: Preliminary Significance Assessment of heritage items located within the Subsidence Subject Area.



Site ID	Site Name	Likely to satisfy the following Significance Assessment Criteria	Significance
4	Homestead 170 Great South Road	(a)	Local
5	Bargo Post Office	(a), (g)	Local
6	Bargo Hotel	(a), (c), (g)	Local
7	Bargo Rural Trading Building	(a), (g)	Local
8	Commercial Building	(a), (g)	Local
9	Bargo Public School	(a), (c) (g)	Local
10	Cottage (91 Hawthorne Road)	(a)	Local
11	House (118 Hawthorne Road)	(a)	Local
12	Bargo Public School Residence	(a), (b)	Local
13	Railway Cottages	(a)	Local
14	Hawthorne	(a), (b), (e)	Local
15	Bargo Railway Station Toilet Block	(a), (g)	Local
16	House (8 Noongah Street)	(a), (g)	Local
17	Bargo Surgery (74 Railside Ave)	(a), (g)	Local
18	Cottage (121 Railside Ave)	(a), (b)	Local
19	Wirrimbirra Sanctuary	(a), (b), (e), (f)	Local, State
20	Bargo Railway Bridge (South)	(a), (g)	Local
21	Bargo Railway Bridge (North)	(a)	Local
24	Tahmoor Colliery	(a), (g)	Local
25	Anderson's Inn	-	None
29	Great Southern Road, Bargo	(a)	Local

5.2 Statement of Heritage Significance

The Subject Area contains a wide range of historical heritage items that demonstrate the growth and evolution of the town of Bargo during the nineteenth and twentieth centuries.

Early roads and creek crossings in the proposed development area include the Great Southern Road and Rockford Crossing. These sites provide an important context to the early history of the area, highlighting the difficulties encountered by European settlers travelling through the Bargo brush. Sandstone culverts identified along Arina Road demonstrate changes to the local road network during the late nineteenth century.

Perhaps the most common type of heritage item to survive within the Subject Area is the timber cottage, constructed during the early twentieth century following the influential subdivision of Hawthorne Estate. Unfortunately, very few early homesteads have survived within the township, the exception being Old Coomeroo. Although in very poor condition, remnants of its original timber slab construction have survived.



The remaining original fabric illustrates the evolution of building methods and materials during the mid to late nineteenth century.

The Bargo Cemetery was dedicated for use in 1898, however, the earliest recorded grave in the cemetery dates to 1935. The cemetery has a special association with the local Bargo community.

The introduction of the railway deviation from Picton to Mittagong through Bargo railway provided an important stimulus for the town. Important physical evidence of the effects of the arrival of the railway includes the many public buildings erected during the early to mid-twentieth century near the railway station. A number of heritage items that relate to the arrival of the railway have survived within the Subject Area including: the Bargo West Platform and toilet block and the Bargo Railway Bridges (North and South). Related public buildings include the Bargo Hotel, the Bargo Post Office, the rural trading building, the neighbouring commercial building and the Bargo Surgery and cottage on Railside Avenue.

Later influential developments in the history and development of the Bargo area include the establishment of the Wirrimbirra Sanctuary for scientific research and conservation and the opening of the Tahmoor Colliery in 1972.

Nearly all of the historical heritage items that have survived are of local heritage significance for their importance in illustrating the course, or pattern, of the cultural history of the local area. Surviving early homesteads and cottages have low to moderate research value and some of the public buildings and infrastructure are significant for their representative value.

Only one heritage item of State heritage significance is located within the Subject Area: Wirrimbirra Sanctuary, for its historical heritage values, research potential, rarity and associative values.



6. Impact Assessment

The potential impacts of the proposed development on historical heritage predominantly relate to indirect impacts from subsidence of the ground surface following longwall extraction of coal. Other potential impacts may occur due to upgrades to existing surface facilities at the Tahmoor Colliery, a place of local heritage significance, including the upgrade to infrastructure and services and the addition of stores, access ways and mobile plants.

The potential impacts of construction works within Tahmoor Colliery are discussed below. The likely impacts of longwall mining subsidence on structures, subsidence predictions, and a Statement of Heritage Impacts, are presented below.

6.1 Construction Impacts

Construction works for the proposed development at Tahmoor Colliery will involve the following upgrades to existing surface facilities and associated ancillary works:

- Upgrades to the CHPP;
- Expansion of the existing REA;
- Additional mobile plant for coal handling;
- Additions to the existing bathhouses, stores and associated access ways;
- Upgrades to onsite services and infrastructure;
- Upgrades to offsite service infrastructure, including electrical supply and
- The addition of two additional off-site vent shafts.

6.2 Subsidence Effects

Longwall mining involves the following process, described by MSEC (2018: 12):

"The coal is removed by a shearer, which cuts the coal from the coal face as it traverses the width of the longwall. The roof of the coal face is supported by a series of hydraulic roof supports, which temporarily hold up the roof strata, and provide a secure working space at the coal face. The coal is then transported by a face conveyor belt which is located behind and beneath the shearer. As the coal is removed from each section of the coal face, the hydraulic supports are stepped forward and the coal face progresses (retreats) along the length of the longwall.

The strata directly behind the hydraulic supports, immediately above the coal seam, collapses into the void that is left as the coal face retreats. The collapsed zone comprises loose blocks and can contain large voids. Immediately above the collapsed zone, the strata remains relatively intact and bends into the void, resulting in new vertical factures, opening up of existing vertical fractures and bed separation. The amount of strata sagging, fracturing and bed separation reduces towards the surface."

The process results in the vertical and horizontal movement of the land surface. The land surface movements are generically referred to as "subsidence effects". The effect of subsidence at the surface would vary depending on a number of factors, including longwall geometry, depth of cover, extracted seam thickness and geology.

"The maximum subsidence in the Southern Coalfield, for a critical width of extraction, is generally 65% of the extracted seam thickness" (MSEC, 2014: 12).

6.3 Subsidence Predictions

The effects that subsidence may have on identified heritage items is discussed in detail in the 'Subsidence Predictions and Impact Assessments for Tahmoor South' report (MSEC, 2018), which is included as an Appendix to the EIS. The report addresses subsidence effects on natural features and surface infrastructure



within the proposed development area. Table 7 overleaf provides a summary of MSEC's (2018) analysis of the physical impacts of subsidence on heritage items identified within the proposed development area. Predictions are based on established studies into impacts on built structures, particularly *Mine Subsidence Damage to Building Structures* (MSEC 2008).

Twenty-three (23) historical heritage items are situated directly above the proposed SAA. The MSEC (2018) analysis indicates that there would be nil or a low likelihood of severe impacts to any of the built structures if they are left untreated. Any impacts would most likely include cracking of internal linings, dislodgement of external weatherboards (if the structure is timber), and the cracking of brickwork and brick chimneys.

Masonry structures are generally considered more likely to experience impacts from subsidence than timber-framed weatherboard or fibro structures. Damage to masonry structures can range from minor cracking to substantial cracking of walls. Structural elements and internal services could also be affected.

As outlined in MSEC's report, the ability to restore the heritage value of exposed masonry walled structures is substantially more difficult compared to restoration of painted walls. "*If substantial ground deformations are observed at any of the buildings, temporary and permanent repairs can be undertaken to maintain the heritage value of the building*" (MSEC, 2018).

For example, subsidence effects on Hotel Bargo may result in cracking to internal linings and painted brick walls, cracking of brick chimneys, impacts to the awning, balcony and column supports. These impacts could be severe if left untreated.

Mitigating impacts on an exposed masonry structures, such as Bargo Public School, may require more effort and consideration. Subsidence effects to this building may result in cracking of the brick chimneys and concrete lintels on the exterior walls. Restoration in this instance may require the replacement of bricks and the re-pointing of mortar.

Tahmoor Colliery has successfully mined directly beneath two weatherboard houses of heritage significance during the mining of Longwalls 22 to 27 (Bellefield and Tahmoor House). While minor impacts of the kind described above for timber structures have been observed, the significant fabric of both structures has been maintained. Based on this result, the effects on older timber structures, such as Old Coomeroo, are likely to be quite minor, despite the poor condition of the building. There may be some cracking to internal linings, dislodgement of external timber slabs and cracking to brick chimneys.

The Bargo Railway Bridges (South and North) are in good condition. The North Bridge (Wellers Road) is located directly above the proposed SSA and is expected to experience subsidence of up to 1650mm. The impacts of longwall mining on such structures may include the cracking of brickwork and cracking to the concrete arches. Both of these potential outcomes may compromise the overall safety of such structures and their future use.

For Bargo Cemetery, the present condition of the cemetery is fair condition. As a result, subsidence impacts may include gravestones becoming displaced and cracking to concrete surrounds and hard surfaces.

For the State Heritage-listed Wirrimbirra Sanctuary, the impact of longwall mining is more difficult to predict. Various heritage features have been identified within Wirrimbirra Sanctuary, including stone hut foundations, a well and the remains of various low stone walls. Based on MSEC predictions, subsidence effects on these features are not expected. It is predicted however, that there will be detrimental effects on the steam which is a natural features of the 'Bargo Bush' that has historical importance.



7. Statement of Heritage Impacts

As per the SEARS, this section presents a statement of heritage impact for those items that may be impacted by the Project. Potential impacts are also presented in Table 7 but can be summarised as follows:

- A total of twenty-three (23) historical heritage items have been identified within the SSA;
- These items may experience physical impacts from subsidence. Physical effects may include cracking of internal lining, dislodgement of external weatherboards (if the structure is timber), cracking of brickwork and brick chimneys;
- Untreated, such physical impacts have potential to diminish heritage values. Poor attempts at restoration or repairs are also a threat to heritage values.

7.1 Tahmoor Colliery

The Colliery is a heritage item of local significance for its historical heritage values. The following buildings and infrastructure, established during the early years of the Colliery (1975 – 1983), contribute to that significance:

- Washery and associated Conveyors to Reject Bin and Transfer Station;
- Workshop;
- Mine Office, Bath house and associated car park;
- Raw Coal Stockpile;
- Equipment Shed;
- Rail Loop;
- Sewage Treatment Dam;
- Tailings Dams and Dam M1, M2, M3, and M4;
- Equipment Shed; and
- Coking coal and fuel coal stockpiles.

Drawings showing the proposed upgrade to the Coal Handling and Preparation Plan (CHPP) are included in Appendix C. These drawings describe the following proposed works:

- The addition of a new Tailings Thickener and Belt Press Filter Building directly adjacent to the existing Tailings Thickener and CHPP;
- Relocation of the existing air compressor; and
- Modification to the existing Mag Pit.

Based on an analysis of these drawings, there would be very little impact on the CHPP and other items of historical value at the Colliery.

Plans showing the location and extent of proposed off-site ventilation shafts are included in Appendix D.

The installation of the 66V transmission line, also shown in Figure 2, would not directly or indirectly affect any identified heritage values.

7.2 Masonry and timber structures

For all heritage items of masonry or timber within the Subsidence Study Area, there is nil to low likelihood of physical impacts. If impacts did occur, they are predicted to be the result of subsidence and to be minor (MSEC, 2017). Impacts to the heritage values of these items would therefore be nil to minor particularly if corrected through repair or restoration.



7.3 Other items

The historical ruins within the Wirrimbirra Sanctuary have been noted to be in poor condition and their contribution to the significance of the Sanctuary is not well understood. It was not possible to assess their condition or historical associations as part of this Project due to time and access restrictions. The heritage structures including a course or two of loose sandstone foundations stones and a shallow well are unlikely to be affected.

The natural features of the Sanctuary including the 'Bargo Bush' are of heritage significance. There will be detrimental effects on the stream until it is remediated. Teatree Hollow is expected to experience fracturing of bedrock and draining of pools at times of low flow. The wider proportion of the bushland will largely be unaffected by the proposed works.

As discussed in Section 8.2, a detailed management plan for Wirrimbirra Sanctuary will be prepared for the required subsequent Extraction Plan approval. Anderson's Inn has not been included in Table 7 as the item has been demolished and no longer exists.



Table 7: Potential Impact of Subsidence on Identified Heritage Items and Recommended Mitigation / Management Strategy within SSA (Source: Niche, 2013 based on data provided by MSEC, 2018).

Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
1	Bargo Cemetery	Local	Directly above LW Mining Area	1900	12.0	12.0	0.19	0.33	Low likelihood of severe impacts if left untreated	Cracking to concrete surrounds Displacement of tombstones relative to graves	Pre-mining inspection, develop management plan, monitor during mining, restore if damage occurs
2	Kalinya Gardens and landscape	Local	Directly above LW Mining Area	1300	6.0	8.5	0.14	0.03	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
3	Old Coomeroo Homestead, Silo, Shed	Local	Directly above LW Mining Area	1450	6.0	8.5	0.09	0.08	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external timber slabs Cracking to brick chimneys Cracking to brick silo walls Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
4	Homestead (170 Great South Road)	Local	Directly above LW Mining Area	1550	10.0	11.0	0.13	0.10	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Cracking to painted brick walls	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs



Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
										Cracking to brick chimneys Severe impacts if left untreated	
5	Bargo Post Office	Local	Directly above LW Mining Area	1550	10.0	10.0	0.09	0.32	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Impacts to awning structure and column supports Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
6	Bargo Hotel	Local	Directly above LW Mining Area	1150	12.0	12.0	0.12	0.05	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Cracking to painted brick walls Cracking to brick chimneys Impacts to awning, balcony and column supports Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
7	Bargo Rural Trading Building	Local	Directly above LW Mining Area	550	6.0	6.0	0.11	0.02	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely :Cracking to internal linings Cracking to painted brick walls Impacts to suspended awning Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs



Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
8	Commercial Building	Local	Directly above LW Mining Area	425	4.0	4.0	0.07	0.02	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Cracking to painted brick walls Cracking to brick chimney Impacts to awning and column supports Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
9	Bargo Public School	Local	Directly above LW Mining Area	500	5.5	5.5	0.10	0.02	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Cracking to brick walls and concrete window lintels, or widening of existing cracks Cracking to brick chimneys Impacts to timber window frames Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, consultation with the Dept of Education and Communities, develop management plan, monitor during mining, restore if damage occurs
10	Cottage (91 Hawthorne Road)	Local	Directly above LW Mining Area	1000	3.0	3.5	0.09	0.04	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Cracking to brick chimney Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs



Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
11	House (118 Hawthorne Road)	Local	Directly above LW Mining Area	1400	12.0	12.0	0.12	0.19	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Cracking to brick chimney Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
12	Bargo Public School Residence	Local	Directly above LW Mining Area	1350	12.0	12.0	0.12	0.17	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
13	Railway Cottages	Local	Directly above LW Mining Area	1550	11.0	11.0	0.09	0.33	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Cracking to brick chimneys Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
14	Hawthorne	Local	Directly above LW Mining Area	1050	12.0	12.0	0.12	0.05	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Cracking to brick chimneys	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs



Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
										Damage to verandah Severe impacts if left untreated	
15	Bargo Railway Station Toilet Block	Local	Directly above LW Mining Area	475	5.0	5.0	0.09	0.02	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Damage to face brickwork Damage to brick WC Platforms are more likely to slightly move apart from each other but there is a low chance that they will move closer together. If they move substantially close together, it may encroach on platform clearances, which would result in removal of face brickwork.	Pre-mining inspection, develop management plan, monitor during mining, restore if damage occurs
16	House (8 Noongah Street)	Local	130m from extent of LW Mining Area	150	1.0	1.0	<0.01	<0.01	Extremely low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Damage to verandah Severe impacts if left untreated	Pre-mining inspection, develop management plan, monitor during mining, restore if damage occurs



Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
17	Bargo Surgery (74 Railside Ave)	Local	Directly above LW Mining Area	600	7.5	7.5	0.12	0.03	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Cracking to unpainted brick walls Cracking to brick chimney Impacts to awning, brick pilon supports and concrete verandah floor Severe impacts if left untreated	Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
18	Cottage (121 Railside Ave)	Local	80m from extent of LW Mining Area	200	1.0	1.0	0.01	<0.01	Extremely low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to internal linings Dislodgment of external weatherboards Cracking to brick chimney. Severe impacts if left untreated	Pre-mining inspection, develop management plan, monitor during mining, restore if damage occurs
19	Wirrimbirra Sanctuary	Local, State and National	Directly above LW Mining Area	850-1150	2.5-7.0	3.0-8.0	0.08-0.10	0.02-0.04	Extremely unlikely impacts on foundations of stone hut and well. Extremely unlikely impacts on flora Likely fracturing of	Fracturing of rock bed of Teatree Hollow, surface water flow diversion and drainage of pools	Pre-mining inspection, develop management plan, consider mitigation measures, consultation with landowner and NSW Heritage Council, develop Site-Specific SoHI, monitor during mining, restore if damage occurs



Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
									rock bed of Teatree Hollow, likely surface water flow diversion, draining of pools		
20	Bargo Railway Bridge (South)	Local	100, from the extent of LW Mining Area	200	1.0	1.0	0.01	0.01	Extremely low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to brickwork Cracking to concrete arch Mitigation measures are likely to result in change to bridge fabric	Prepare Site-Specific HMP; include: Pre-mining inspection Consultation with RailCorp and Wollondilly Shire Council on mitigation measures (see MSEC 2014 for possible options) Undertake further assessment of heritage impacts once mitigation options have been defined Define a monitor process for impacts during mining Perform any restoration works if damage occurs due to subsidence
21	Bargo Railway Bridge (North)	Local	Directly above LW Mining Area	1650	4.0	5.5	0.07	0.09	Low likelihood of severe impacts if left untreated	Nil or minor impacts most likely: Cracking to brickwork Cracking to concrete arch	Prepare Site-Specific HMP; include: Pre-mining inspection Consultation with RailCorp and Wollondilly Shire Council on



Site ID	Site Name	Significance	Closest Distance to Extent of LW Mining Area within the SSA	Predicted Total Subsidence (mm)	Predicted Final Tilt after any LW (mm/m)	Predicted Maximum Tilt after any LW (mm/m)	Predicted Total Hogging Curvature (1/km)	Predicted Total Sagging Curvature (1/km)	Likelihood	Potential Physical Impacts on Heritage Items	Recommended Mitigation / Management
										Mitigation measures are likely to result in change to bridge fabric	mitigation measures (see MSEC 2014 for possible options) Undertake further assessment of heritage impacts once mitigation options have been defined Define a monitor process for impacts during mining Perform any restoration works if damage occurs due to subsidence
24	Tahmoor Colliery	Local	Centre of Surface Facilities. 500m from extent of LW Mining Area	Up to 1300	Up to 10.0	Up to 10.0	Up to 0.1	Up to 0.3	No impacts expected.		Pre-mining inspection, consider mitigation measures, develop management plan, monitor during mining, restore if damage occurs
29	Great Southern Road, Bargo	Local	Directly above LW Mining Area	1900	12.0	12.0	0.19	0.33	No impacts on alignment of road.		No impacts expected. No management measures proposed.



8. Recommendations for Mitigation and Management

A number of recommendations for mitigation and management are presented below. A statement of effectiveness and reliability of those recommendations is also provided as per the requirement set out in the SEARs.

Recommendations for specific historic heritage items are also summarised in Table 7 above.

8.1 Locally Significant items

8.1.1 All Locally Significant items in the Proposed SSA

For <u>all</u> locally significant heritage items listed on the Wollondilly LEP and within the proposed SSA, it is recommended that Tahmoor Coal develop specific Heritage Management Plans (HMPs) in consultation with property owners/managers and Wollondilly Shire Council prior to the commencement of mining. The HMP would require input from structural engineers, subsidence engineers and heritage consultants. Management measures outlined in the HMP should include a combination of:

- Mitigation or strengthening measures prior to mining;
- Installation of a monitoring plan, which includes, among other things, the monitoring of ground movements and building movements;
- Visual inspections of the buildings at regular intervals defined by the monitoring plan; and
- Implement planned responses, if triggered by monitoring and inspections.

Effectiveness and Reliability

This recommendation for mitigation and management of all locally significant heritage items within the proposed SSA is considered effective and reliable as:

- Undertaking a pre-mining condition and structural assessment is an example of employing a cautious approach to address any uncertainty in decision-making regarding the potential impacts of the Project (Conservation Principles: Article 3 of the Burra Charter);
- Undertaking a pre-mining condition and structural assessment is an example of making use of all the knowledge, skills and techniques available to conserve a place (Conservation Principles: Article 4 of the Burra Charter);
- A HMP ensures decisions are made based on an understanding of significance and in accordance with policy for managing the place (Conservation Principles: Article 6 of the Burra Charter);
- The above actions are consistent with recommendations made for managing the low likelihood of impacts to non-Indigenous heritage items for longwall mining operations of similar scope and size to the Project, including nearby Bulli Seam Operations (Pearson 2009).
- They are consistent with MSEC's (2014) recommendations for managing physical impacts to structures within the Subject area and known studies of the impacts of subsidence mining operations on surface structures (e.g. MSEC 2007).

8.1.2 Bargo Railway Bridges (North and South)

While subsidence impacts are considered unlikely, management options for the Bargo Railway Bridges (South and North) require additional consideration as longwall mining may compromise the integrity of both structures. Prior to the commencement of mining, specific HMP's should be prepared to manage mitigation options and any additional assessments that may be required. The HMP should require a premining inspection by a structural engineer and consultation with NSW RailCorp to determine the most appropriate mitigation measures for both bridges. If the fabric of the bridges requires alteration (i.e.



stabilisation and/or replacement of the arches), preparation of a site-specific SoHI and consultation with Wollondilly Local Council would be required prior to the commencement of mining.

Effectiveness and Reliability

The proposed mitigation and management measures for these bridges are considered effective and reliable as:

- Undertaking a pre-mining condition and structural assessment for the bridges is an example of employing a cautious approach to address any uncertainty in decision-making regarding the potential impacts of the Project (Conservation Principles: Article 3 of the Burra Charter);
- Undertaking a pre-mining condition and structural assessment for the bridges is an example of making use of all the knowledge, skills and techniques available to conserve a place (Conservation Principles: Article 4 of the Burra Charter);
- If required, the preparation of a site-specific SoHI would identify all aspects of cultural heritage significance for the place and guide management policy (Conservation Principles: Article 5 of the Burra Charter);
- A HMP ensures decisions are made based on an understanding of significance and in accordance with policy for managing the place (Conservation Principles: Article 6 of the Burra Charter);
- The above actions are consistent with recommendations made for managing the low likelihood of impacts to non-Indigenous heritage items for longwall mining operations of similar scope and size to the Project, including nearby Bulli Seam Operations (Pearson 2009).
- They are consistent with MSEC's (2014) recommendations for managing physical impacts to structures within the Subject area and known studies of the impacts of subsidence mining operations on surface structures (e.g. MSEC 2007).

8.1.3 Bargo Cemetery

For the Bargo Cemetery, it is further recommended that a pre-mining recording program be undertaken to document the current condition of graves and cemetery features. The inspection should also identify any graves or cemetery features that may require stabilisation prior to the commencement of mining. The results of the recording program should be used to update the HMP developed for the cemetery.

Effectiveness and Reliability

The proposed mitigation and management measures for the cemetery are considered effective and reliable as:

- Undertaking a pre-mining condition and recording program is an example of employing the precautionary principle to address any uncertainty in decision-making regarding the potential impacts of the Project; and
- Undertaking a pre-mining condition and recording program for the Bargo Cemetery is an example of employing a cautious approach to address any uncertainty in decision-making regarding the potential impacts of the project (Conservation Principles: Article 3 of the Burra Charter);
- Undertaking a pre-mining condition and recording program for the Bargo Cemetery is an example of making use of all the knowledge, skills and techniques available to conserve a place (Conservation Principles: Article 4 of the Burra Charter); and
- A HMP ensures decisions are made based on an understanding of significance and in accordance with policy for managing the place (Conservation Principles: Article 6 of the Burra Charter).

8.1.4 Tahmoor Colliery

For the Tahmoor Colliery, it is considered that any minor construction impacts could be appropriately managed through the development of a management plan. The plan would outline management measures



to ensure that the impact of construction would not result in adverse impacts on the heritage values of the Colliery. Such management measures may include:

- Strengthening measures to the coal conveyor and other buildings prior to the commencement of construction and/or mining;
- Installation of a monitoring system to assess any potential damage or movement;
- Regular visual inspection of the surface facilities; and
- Implementation of planned responses if monitoring and inspections reveals potential adverse impacts.

Effectiveness and Reliability

The proposed mitigation and management measures for the Colliery are considered effective and reliable as:

- Undertaking preventative strengthening for structures at Tahmoor Colliery and the implementation of a monitoring system is an example of employing a cautious approach to address any uncertainty in decision-making regarding the potential impacts of the project (Conservation Principles: Article 3 of the Burra Charter); and
- A HMP ensures decisions are made based on an understanding of significance and in accordance with policy for managing the place (Conservation Principles: Article 6 of the Burra Charter).

8.2 State Significant Items

8.2.1 Wirrimbirra Sanctuary

While impacts to the Wirrimbirra Sanctuary have been assessed to be nil to minor, additional assessment is recommended before mining commences as part of the management plans required for the subsequent Extraction Plan approval.

It is noted that the pre-Sanctuary ruins known to be on-site are in poor condition. Their contribution to the heritage significance of the Sanctuary remains not well understood. The additional assessment should include a detailed site inspection to assess the condition and structural integrity of the historical heritage items contained within the Sanctuary, and their contribution to the significance of the place. A HMP should also be prepared based on the results of this assessment, and include consideration of any approvals that may be required.

Consideration of the impacts to heritage values of the proposed borehole program within the Sanctuary also need to be considered in detail once the borehole locations have been finalised.

The results of the above additional assessments should be provided in a site-specific SoHI, prepared in consultation with approved guidelines, the landowner (National Trust of Australia) and the NSW Heritage Council, or its delegate.

Effectiveness and Reliability

The proposed mitigation and management measures for Wirrimbirra Sanctuary are considered effective and reliable as:

- Undertaking a pre-mining assessment to determine contribution of known features to the documented significance of the place, and their condition, is an example of employing a cautious approach to address any uncertainty in decision-making regarding the potential impacts of the Project (Conservation Principles: Article 3 of the Burra Charter);
- Undertaking a pre-mining assessment to determine contribution of known features to the documented significance of the place, and their condition, is an example of making use of all the



knowledge, skills and techniques available to conserve a place (Conservation Principles: Article 4 of the Burra Charter);

- If required, the preparation of a site-specific SoHI would identify all aspects of cultural heritage significance for the place and guide management policy (Conservation Principles: Article 5 of the Burra Charter);
- A HMP ensures decisions are made based on an understanding of significance and in accordance with policy for managing the place (Conservation Principles: Article 6 of the Burra Charter);
- The above actions are consistent with recommendations made for managing the low likelihood of impacts to non-Indigenous heritage items for longwall mining operations of similar scope and size to the Project, including nearby Bulli Seam Operations (Pearson 2009).
- They are consistent with MSEC's (2014) recommendations for managing physical impacts to structures within the Subject area and known studies of the impacts of subsidence mining operations on surface structures (e.g. MSEC 2007).



9. References

Primary Sources

TROVE.(http://trove.nla.gov.au/)

Newspapers

The Australian Tuesday 29 March 1836 Rough notes of Rough Rides in New South Wales p4

The Australian Saturday 10 July 1841 p3

The Canberra Times Thursday 1 September 1974 p1

- Picton Post 15 April 1925
- Picton Post 17 July 1925
- Picton Post 5 August 1925

The Scrutineer and Berrima District Press Wednesday 1 August 1923. 'Cross-Country Railway Routs Minerals', p2

Sydney Gazette Saturday 17 March 1832 'Notes of a Pedestrian Journey from Bathurst to Bong Bong, a Goulburn Plains (no11)' p3

Sydney Gazette 24 November 1835, 'Grants of Land' p4

Sydney Gazette Thursday 26 April 1832 'Notes of a Pedestrian Journey from Bathurst via Argyle (no111)' p3

Sydney Gazette 1 September 1825 p1

Sydney Gazette Saturday 3 June 1826. 'Government Notices' p1

- Sydney Morning Herald 2 May 1844 p2
- Sydney Morning Herald, 17 September 1844 p3
- Sydney Morning Herald, Advertising Saturday 17 February 1855 p3
- Sydney Morning Herald, 26 June 1860 p1
- Sydney Morning Herald, 20 April 1861 p1
- Sydney Morning Herald, Monday 27 July 1863 p5.
- Sydney Morning Herald, Marriages, Saturday 20 March 1875 p7
- Sydney Morning Herald, Wednesday 10 November 1880 p12
- Sydney Morning Herald, 23 June 1945. 'Family Notices'
- Sydney Morning Herald, April 29, 1947. 'Family Notices'
- Sydney Morning Herald, 2 December 1921, 'State Mine. The Bargo Operations', p9
- Sydney Morning Herald, Friday 28 June 1929 'Woolcott v Tunks'
- Sydney Morning Herald. Tuesday 1 August 1922. 'Motoring' p12
- Sydney Morning Herald. Tuesday 20 March 1928 'Duty of Agents" p8
- Sydney Morning Herald. Saturday 21 April 1945. 'Situations Vacant' p25



Pictures, Photographs

Mason, Walter G. Australian picture pleasure book 1857, Encampment of drays at Bargo River, on the Goulburn Road, J.R. Clarke. <u>http://trove.nla.gov.au/work/20079796</u>

Anon. 1948. *State Highway 2, Bargo River Bridge, from NW corner*. <u>http://trove.nla.gov.au/version/11755686</u>

Bayley. W. 1960. Main Southern Line, Bargo. <u>http://trove.nla.gov.au/work/9472351</u>

Buckland, John L 1985, *Two locomotives hauling cargo of wheat near Bargo, New South Wales.* <u>http://trove.nla.gov.au/version/44873770</u>

Redshaw, K. 1966. *Hume Highway, NSW Transport - Roads and Maritime Services*. <u>http://trove.nla.gov.au/version/191828478</u>

Anon.1950. Bargo Post Office. http://trove.nla.gov.au/work/161497058

Jack Thwaites, c1970 *Wirrimbirra Gardens and Sanctuary - Tea Tree Hollow, near Bargo NSW, LINC Tasmania*. <u>http://trove.nla.gov.au/work/169925585</u>

Lands and Property Information (LPI)

Primary Application 11989

Book 14 No 102, Book 32 No 832, CP 3491-1603, Book 589 No 580, Book 616 No 11, Book 720 No 730, Book 2000 No 490, Book 2155 No 442, Book 32/32, Book 195/72, Book 257/16, Book 920/391, Book 72/195, Book 146/257, Book 391/920, Book 394/112, Book 671/894,

Vol/Fol: 56/91, Vol/Fol: 112/394, Vol/Fol: 894/671, Vol/Fol:1400/13

PARISH MAPS (http://images.maps.nsw.gov.au/)

1901, 1930, 1974 Parish of Bargo, County of Camden

CROWN PLANS

c1915 NSWR Deviation Picton to Mittagong Plan CP 4691-3000

10th June 1898 Plan of Portion 179. CP 2333-2041

10th June 1898 *Plan of a site for a general cemetery at bargo [sic]*. CP 1367-3000

4th July 1888 Plan of Portion 32. CP 1929-2041

4th July 1888 *Plan of Portion 33.* CP 1930-2041

3rd July 1888 Plan of Portion 19. CP 1926-2041

4th July 1888 *Plan of Portion 17*. CP 1928-2041

18th February 1926 Plan of Portion being Lot 70 of Deposited Plan 9024. CP 6582-3000


6th January 1928 *Plan of Portion being Lots 19 and 67 of Deposited Plan 9024*. CP 7024-3000

26th February 1891 Plan of portion PS CP 2190-2041

17th June 1894 Plan of Portion of Land "Pot Holes" CP 939-3000

26th May 1882 Plan of Portions 180 and 182 CP 994-1978

12th November 1891 *Plan of a Road from Pheasants Nest Pass Nepean River to a Reserved Road within Portion114* CP 4267-1603

21st August 1894 Traverse of the boundaries of De Mestre's grant. CP 960-3000

April 1896 Plan of 12 Portions of land numbered from 186 to 197 inclusive. CP2324-2041

5th March 1888 Plan of a Road, Parish of Bargo, County of Camden, CP 3491-1603

18th September 1871 *Plan of a portion of land containing 40 acres numbered 90 in the parish of Bargo.* CP 190-2041.

Picton Historical Society

Family Record Sheet – Anderson

Picton Bench Books 1866-1874

c1930 Bargo Hotel (photograph) P.1041

Mitchell Library,

County Camden, Parish of Bargo - Maps dated 1880, 1886, 1894

Bargo Sub-division Plans: TP/B3-3, TP/B3-19, TP/B3-5, TP/B3-7, TP B3-20.

Mitchell between 1827-1855. *The razor back obstruction and roads planned to avoid it shewing also Mr. Shone's central line of railway*

Baker 1843 Map of the County of Camden: dedicated by permission to Sir T.L. Mitchell, Knt., Surveyor General of New South Wales / compiled expressly for the printer and publisher of the Australian Atlas, W. Baker, Hibernian Printing Office, King Street, East Sydney.

National Trust

Stead 1967 NT file: Wirrimbirra Sanctuary

NSW State Archives Plans

1830 Plan andc of Road leading into Camden to accompany the report [to the commissioner] AO 5014,

Anon n.d Parish of Bargo County of Camden AO 5067

Railcorp

1966. Plan of Hume Highway Bridge crossing the Bargo River. (ID: Bargo 5) n.d. *Overbridge near Bargo River*. (ID: Bargo 4)

1919. N.S.W.R. West Bargo Proposed Extension of Platform. (ID: Bargo 2)

1919. N.S.W.R. Picton to Mittagong Deviation Station Arrangements at West Bargo (ID: Bargo 1)



Australian Railway Historical Society NSW

1919. *N.S.W.R. Southern Line. West Bargo. Diagram showing Signal Interlocking arrangements at West Bargo in 1919 from NSW Track and Signal Diagrams* in NSW Track and Signal Diagrams

n.d. N.S.W.R. Station Buildings. Piction to Mittagong Deviation. Station Buildings Waiting room and out of room on Down Platform for Tahmoor, West Bargo, Yerrinbool and Aylmerton. Drawing No 1.

NSW Public Records website

NRS 14403[4/85]; Reel 5064

NRS 14403[4/87]; Reel 5065

NRS 14403[7/1504]; Reel 1237

NRS 14403[7/1508]; Reel 1239

NRS 14403[7/1512]; Reel 1241

NRS 14403[7/1507]; Reel 1239

NRS 14401[4/68];Reel 5053

NRS 14401[4/75];Reel 5058

Secondary Sources

Bayley, W.A 1974. *History of Campbelltown*, Campbelltown City Council

Bayley, W.A 1975

Bayley, W.A 1976. Picton-Mittagong Main Line Railway, Austrail publications, Bulli.

Brodie n.d History of Bargo unpublished papers

Cambage, R. H. 1920. *Exploration beyond the Upper Nepean in 1798*. <u>In</u> *Journal of the Royal Australian Historical Society, Vol* 6.

Fairfax, M. n.d A Local and family History Site – Tahmoor – Bargo River Crossing http://www.acenet.com.au/~marlane/tahmoor%20bargoriver.htm

Frazer, Don 2005. *Bridges Down Under. The History of underbridges in New South Wales.* Australian Railway Historical Society NSW Division.

Glencore Xstrata, 2013. *Tahmoor Colliery*, available from http://www.xstratacoal.com/EN/Operations/Pages/TahmoorColliery.aspx, accessed 24 December 2013.

Greenup, L. 1992. Conservation and Business Plan for Wirrimbirra Sanctuary, unpublished report.

Hanger, G. 2010. *Bargo Cemetery Memorials A Pictorial Record To December 2009*. Picton and District Historical and Family History Society Inc.

Knox 1972 in Stonequarry Journal November 2008. Vol 22 No3.



JRC Planning Services. 1986. *Macarthur Heritage Study*. Report to NSW Department of Environment and Planning.

JRC Planning Services. 1991. *Wollondilly Heritage Study*. Report to NSW Department of Environment and Planning.

Jervis, J. 1937. *The Wingecarribee and Southern Highlands District. Its Discovery and Settlement*. <u>In</u> *Journal of the Royal Australian Historical Society, Vol* 23. 1937. Pp247-291.

Jervis, J. 1939. *The Great South Road*. <u>In</u> *Journal of the Royal Australian Historical Society, Vol* 25. 1939. Pp412-432.

Jervis, J. 1941. *Settlement in the Picton and The Oakes District*. <u>In</u> *Journal of the Royal Australian Historical Society, Vol* 27. 1941. Pp276-298.

Jervis, J. 1973. *A history of the Berrima district : 1798-1973*. Genealogical Publications of Australia, Sydney on behalf of The Berrima County Council.

MSEC. 2007. *Mine Subsidence Damage to Building Structures*. Available from <u>http://www.minesubsidence.com/index_files/files/Mine_Subs_Damage_to_Bldg_Structures.pdf</u>

MSEC. 2014. *Tahmoor Mine: Tahmoor South Project – Longwalls 101 to 206*. Unpublished report prepared for Xstrata Coal, Tahmoor Colliery.

Pearson, M. 2008. *Bulli Seam Operations Non-Aboriginal Heritage Assessment (Statement of Heritage Impact)*. Unpublished report for Illawarra Coal Holdings Pty Ltd.

Picton and District Historical and Family History Society, *Chronicles of the early Cowpastures and Stonequarry: 1820-1850*, Wollondilly.

Anon. Postal history of Bargo held by the Picton Historical Society (unpublished paper).

Picton Historical Society. Stonequarry Journal Vol 22 No2

Robinson, J.F (1998) *Reflections from a bush town*, Bargo NSW

Singleton, C.C. 1967. The Australian Railway Historical Society Bulletin No. 353.

Steele, J. 1904. *Early Days of Picton*. <u>In</u> *The Australian Historical Society. Journal and Proceedings. Vol* 1. 1901-1905. Pp165-172.

Walsh 1966. *De Mestre*: <u>Australian Dictionary of Biography</u>, Volume 1, 1966 in Australian Dictionary of Biography <u>http://adb.anu.edu.au/biography/de-mestre-jean-charles-prosper-1976</u>

Villy, E. 2011. *The Old Razorback Road: Life on the Great South Road between Camden and Picton 1830-1930.* Everbest Printing Co. Ltd. China.

Vincent, L. 1996. A Brief History of Picton. Alted Printing Picton.

http://www.wirrimbirra.com.au /our founders

Environment and Heritage Railway Bridge North of Railway Station

Environment and Heritage Railway Bridge South of Railway Station



10.Figures

Tahmoor South Project





Location map

Tahmoor South project: Historical Heritage Assessment



Proposed Development (Underground & Surface Infrastructure)

Tahmoor South project: Aboriginal survey methodology



FIGURE 2 Imagery: (c) LPI and Glencore 2013



Chiche Environment and Heritage Heritage items previously identified within the Subject Area Tahmoor South project: Aboriginal survey methodology

FIGURE 39 Imagery: (c) LPI and Glencore 2013





Figure 4: 1830 Plan of Road leading into Camden to accompany the report [to the commissioner] (Source: State Archives AO5014)

Tahmoor South Project





Figure 5: Mitchell between 1827-1855. The razor back obstruction and roads planned to avoid it shewing also Mr. Shone's central line of railway (Source: Mitchell Library)

Tahmoor South Project





Figure 6: 1966. Plan of Hume Highway Bridge crossing the Bargo River (Source: Railcorp Bargo 5)

Tahmoor South Project

Historical Heritage Assessment





Figure 7: Baker 1843 Map of the County of Camden: dedicated by permission to Sir T.L. Mitchell, Knt., Surveyor General of New South Wales / compiled expressly for the printer and publisher of the Australian Atlas, W. Baker, Hibernian Printing Office, King Street, East Sydney. Shows West Bargo land owners and Village Reserve.





Figure 8: 1880 Parish of Bargo, County of Camden (Source: Mitchell Library)





Figure 9: Anon n.d. Early land grants in Bargo were not surveyed as individual portions – rather this plan is referred to as the Crown Plan covering many early portions in the area. The plan is referred to on other crown plans as B200 but is held at the archives office with the id number AO1292.





Figure 10: 1886 Parish of Bargo County of Camden.





Figure 11: Crown Plan showing Anderson as owner of portions. (Source: LPI 18th September 1871 CP 190-2041).

8	· 1
136 Plan of a Ro	ad
astern boundary of R.Bryan's 40 acres to the Mai	n Southern Road at the Western boundary of a
Parish of Bargo Coun	ty of Camden
Proposed to be opened as a Parish Road under Act of Co	uncil 4 th William IV Nº II
Road proposed to be opened one chain wide Laid before the Executive (on the 27 - June	is colored red
CLERK OF THE C	Junion and Annassable here in absence of bridge
Anderson	M. / .
Her NEY non & and the Case adress	40 ³² v forest C.1890.zou rorest C.1890.zou to CrownLand C.1890.zou to CrownLand
B Bryan y ersen	50 ^{ac} J. Wilkinson
and RED autimation will scott	- croit
,0 ⁹⁷ / 2 ⁹⁷ 46 / ^N / ^N ^B 2 ⁹⁰ 2 ⁶	George Hornes
5 2. Pretiminarily Notified in Ge 50 Confirmation do	nv. Gazette of 11 ^{4,} July 93.fol.3700. do 10 ^{4,0} 0ct, 93 fol.J9Q6.
PLAN	MICROFILMED
Scale lochains tol inch	Notes
From Links Marks	Currented 5th March 1800

Figure 12: Crown Plan showing portions sold to Anderson (Source: LPI 1888. CP 3491)





Figure 13: 1917. Hawthorne Estate Sub-division Plan (Source: Mitchell Library, Bargo Subdivision Plans - TP/ B3-19)





Figure 14: Railway Deviation shows post office on route of railway (Source: LPI 4691-3000)



Figure 15: 1896 location of Post Office.





Figure 16:1921. The Station Estate Subdivision Plan (Source: Mitchell Library, Bargo Subdivision Plans - TP/B3-5)





Figure 17: Reservoir Hill Estate Subdivision Plan (Source: Mitchell Library, Bargo Subdivision Plans - TP/B3-7)





Figure 18: 21st October 1894 (Source LPI CP 960-3000)





Figure 19: 1891 Arina Road showing built structures (Source: LPI CP4267-1603)



Within State Coal Mine Reserve Proclaimed 7th Sep. 1917. Camaen PLAN OF PORTIONS 180 & 182 County of Camden Parish of Bargo Applied for under the 4th 5th clauses of the Grown Lands Alienation Act of 1861 by as a Public School Site and Reserve for Playground at West Bargo "Braion 180 approved 13th Sept 78. Misc. 78. 9437 Por 18 reserved as. No 195 on 94 July 1885 Revoked 13.12.63 *Dedicated 18" Jan 84. Vide Musc. 83-19847 land set apart as site for Public School The for public road by Wollondilly Shire Council Gaz 4 10 '63. PKS. 60-4365. 18 R. 8 = March Note. 67 . Gancels P520.1978 C2313 2041 270 3242 C Vock 182 erve for 81ac che Playground Bac ex roads 2a, Or Ili 71. 1500 Kardy 60.20 INSOLI MED PLAN

Figure 20: Public School Site and Reserve for Playground. 26th May 1882 (Source LPI CP 994-1978)





Figure 21: Public School at "Pot Holes" 17th June 1894 (Source: LPI CP 939-3000)





Figure 22: Site of Public School 1891 (Source: LPI CP2190-2041)





Figure 23: Resumed land for Bargo Public School 1928 (Source: LPI CP 7024-3000)





Figure 24: Resumed land for Teachers Residence 1926 (Source: LPI CP 6582-3000)





Figure 25: 1956 Parish of Bargo, County of Camden, Showing the Wirribirra Sanctuary



	Sie	PICTON DI
N. SHOL	Ŵ	Resumed Area No.
	PORTION 17	Pastoral Ho
County of Camden	Parish of	Bargo
LAND DISTRICT (
Applied for under the 26th . Section of	the Grown Lands Act of 1884.	by Joseph & Mirch
pr. Nº. 17. C.P. Nº 88 33 01 10 th Mey: Confirmed I 88-13 of 3rd April (by Jaseph S. Jobas, callowed vi SO7. 1045 Applon: for reversal of forfeiture of CP8.33 r 11 Within awareaset apart for O. C. Pat 10/-perace	ue 11 D. 00~13	1-1.1.30
20 rest and a second period	n nor ou sound ko sara	/ Nevok 22 Dec 12
946 8:100		
GIBT 26 I. Juleff (P88-18 a J.J. 200 ac a (1987-200)	Harry (1918-23-70 ac 5005 3.8 a. Ir 35/10 cn. 1917 5390 CS 19 1 10603 - 33 482 h. 6 Gaz A. aritt NR 1988-38 #Dac	2177 2178 2041 111 45 15 Yobbs CP87-32 CP77-20 CP87-32 CP77-20 CP87-32 CP77-20 CP77
Land acquired for Railubay purposes 28 th Jan Under Act <u>45 of 1912</u> chewn by purple tint Area <u>13 2r Al4 p</u>	Y 1915	ED MADE BE MADE ed // 188 0/10

Figure 26: Plan of Portion 17. 4th July 1888 (Source: LPI CP 1928-2041)



PLAN of Portion No 19 Parish of Bargo County of Camden Applied for under the 12nd dause of the Grown Lands Alienation Act of 18 87 Robert Barbour 88-13 of 3rd April (by Joseph Sydney Mobbo) as sollowed vide L. B 88-13 P. 88-41 of 31 May Conformed 25 Sept 88 For folled vide Gazotte 26th Oct 7:52 ectal Area 16971 Proclaimed 30th November 1892. Revoked 24th May 1902 P. 92. 61 of 8th Tiec" by Robert Campbell Confirmen 28th March '93 Forfeited Vide de 28the. 23" Ap Feiture reversied. Gaz 20" Aug 1902. Forf d 9th March 1904 CS.03.1126 Cor. Mithinanaria setapart for O Claud perace or for CI Notified 23" January 1901: Revok d az d. Dec 1100 Bazette. 23" April 02 s. For Classification Note (Briting) - Control of Control Decer 22 State Cost Mine Reserve Proclaimed 7th Sep. Serve for Classification Not 222 Berle for Classification Not 222.2.35 p Lse. 34-5 Henry Archer Pollack 20.00 Cancelled Plan 61915-204 26 01977 A Juleff CP88 18 S Everill NRC P88-38 50 a 200 ac 91 Thomas by 4 3480 61916.2041 4820137 171-15 J Juleff CP88-19 T Taylor AREP 60 a 200 ac Ends N.R.C.P. 88~22 30" Lakeman (36 152) MADE NO ADDITIONS OR AMENDMENTS TO BE 28th Jany. 1915 45 of 1912 1a 3r. 3p. Examin

Figure 27: Plan of Portion 19. 3 July 1888 (Source: LPI CP 1926-2041)



PLAN OF PORTION 33 Pastoral Ho County of Camden Parish of Bargo. LAND DISTRICT OF PICTON Applied for under the 26th Section of the Grown Lands Act of 1884 by Robert Roberts Por Nº 33 - C.P.Nº 88 14 of 16 the Felmmary Confirmed 25th Sept 88 For feited vide Gazette 31st JL Proclaimed a Special Area Nº 9671 @ £2 peracre for resident! CPS ride Guy 31st Aug 188 Pon 33 part of ACP89-47 of 7th Nov by Robert Barbour for (115ac.) Area of A.C.P.89-47 reduced to 7. by excision of Por. 33 _ Vide L.B. 90. 5809. nr. 33 - A.C.P. 91. 1 of 8th Jan " by Robert Barbour. Confirmed Forfeited 9th June "97 33 Withunanarea set apart for O C.P. at 10/-per acre or for C.I.Notified 23" January 1907: Revok " 12" Dece 12 this has for Classification Not 16" June 15 Revok " 12" December 12 n State Coal Mine Reserve Proclaimed 7th Sep. 1917. In Reserve for Classification Not an March 23 162 29480 W of Riy revoked 19-1-51. 33: Spl. 476 Ronald Charles Thornber Withda 15. 48. 9395. Por. 33; Sp.L. 50.36 Mildred Parker Now see C3657.2041 = Withdraw & Cancelled by C3657-2041 C 1933.2041 C1850.2041 15 3890-5122·5 (c 15 Nobbs (P87-32 S244-7 Steen 180 ac 610 ac rds. C.P23-23-70 ac and actuired for Railway purposes 28th Jany 1915 PLAN MICROFILMED der Act 45 of 1912 shown by purple tint la. In 22p. Portien 33 approved for 35alr.30p (Surround area 35-3003 acres) a.B. Sherloc O. in C., Metropolitan umuth taken from 15 Id Book Vol 16 Folio 33 - For alteration in red vide memo with Papers

Figure 28: Plan of Portion 33. 4th July 1888 (Source: LPI CP 1930-2041)



00 5 1/0	1100011100 ATOA 11:.
PLAN OF	PORTION 32 Pastoral Ho
County of Camden	Fursie of Daryo
LAND DISTRICT OF	
Applied for under the 26th Section of the	Grown Lands Act of 1884. by John & Harry
	1
Por Nº. 32 - CP. Nº 88 23 of 22 nd March . Confirmed	25th Sep 1 88
a summing a	LUZ SEP 2 00 "Manager Jan Constant
and the second se	and the second se
and some and	a and the second s
and a second sec	· · · · · · · · · · · · · · · · · · ·
8	
n an	
61850-2041	
	a nadt
F. Somers	t 1933 - 2007
180 ac. 3 1920 204 R. R.O.	berts CR + 10ac # 111
12 12 2041 Tit 1 20 . To ho	1.5 Nobbs (P87-32
26 C1915.204 Time 32 . To his	
H. Julet CP88-10 a Jul Has	1000 15 15 18 198 23 6 6 6 10 ac a rde
200 ac 3 C1928:200 7 1 17	rich (288-33 40 nc - 7. Joc In .
24	
A LU	
Land acquired for Railway purposes 28th	lany 1915
Under Act 45 of 1912 shown by purple	tint OFILANLE MADE
Arta Za. 2r. Tap	KELCRUINTS TO
1	MENDMEN med 180 som Oh
PLA	INS OR approved to the Ot
NO ADDIT	plan will be a 3 lo
at in the	Isny 1915 Int AICROFILMED NADE NATIONS OR AMENDMENTS TO BE NADE ONS OR AMENDMENTS TO BE NADE PLOD OPPORTUNE 188
9 11	2 Pora & Elfu
sumuth taken from 15	Burnar or be 10 AD
Teld Book Vol 16 Fotro 33.	and a set of the set o
OEI	08: 041

Figure 29: Plan of Portion 32. 4th July 1888 (Source: LPI CP 1929-2041)





Figure 30: Shows the grades used for the construction of the Bargo River Underbridge. Source: Railcorp Bargo 4





Figure 31: Diagram showing Signal Interlocking arrangements at West Bargo in 1919 from NSW Track and Signal Diagrams (Source: ARHS/NSW)



Figure 32: Shows Bargo Station in 1946 (Source: Singleton 1967:66)











Figure 34: Station Buildings Waiting room and out of room on Down Platform for Tahmoor, West Bargo, Yerrinbool and Aylmerton (Source: n.d. N.S.W.R. Station Buildings Drawing No.1)




Figure 35: Station Arrangements at West Bargo (Source: Railcorp Bargo 1)



Figure 36: Crown Plan for General Cemetery (Source: LPI 1898 1367-3000)





Figure 37: Portion 179 1898 (Source: LPI 2333-2041)





Figure 38: Shows 'Mission Hall' in Portion 179 next to Cemetery (Source: LPI c1915 CP4691-3000)



Appendix B – Inventory of Historical Heritage Items identified within the Subject Area

Item 1: Bargo Cemetery	
Location	15 Great Southern Road, Bargo - Lot 7013 DP93010
Listing	LEP #118
Site Description	A small cemetery surrounded by a plantation of mature trees. The original plan showed the cemetery had five lots; two of these lots allocated to 'Church of England' and 'Roman Catholic' are in use. Three appear to be unused lots and are covered with dense scrub and trees. There is a residential house on the lot originally allocated as a church site.
Significance	Local
Archaeological Potential	High.
Integrity	High
Site Condition	Fair. Some of the older tombstones have fallen over, cracked or the writing is unreadable. Some graves have no tombstone. The grounds are well maintained. The site of 'Mission Hall' has a residential home built where it once stood. The more recent graves are in good condition. The unused lots are well forested.
Historical Notes	 A site for a general cemetery at Bargo was surveyed on the 10th of June 1898. The Crown Plan shows for four, one acre burial lots for: Church of England; Roman Catholic; Presbyterian; Wesleyan and 2 roods for Unsectarian. One acre was set aside for a church fronting the Great Southern Road. The land was dedicated for a General Cemetery on 8th October 1898. It is unclear if the church was ever built on the site, but a building known as Mission Hall was. The Hall was described as "a wooden building with a 400 gallon square tank. The hall was usually occupied by the Anglican congregation on Sundays and they had an organ and a library and a thriving Sunday Schoolthe Hall burnt down in 1913" (Stonequarry Journal Vol 22 No 3:4). The earliest marked grave in the cemetery is dated 3 April 1935, thirty seven years after its dedication. The Bargo Progress Association were responsible for the clearing and new fencing of the cemetery which then enabled the site to be used as a functioning cemetery (Knox 1991 Ref No.w00223).











Item 2: Kalinya Gardens and la	andscape
Location	60 Great Southern Road, Bargo - Lot 3 DP 9803
Listings	LEP #I19
Site Description	Large single storey weatherboard Victorian Regency homestead with new corrugated iron gable roof. Symmetrical façade balcony cantilevered out from the wall supported by double rectangular timber posts. New louvered timber external shutters. Maintained gardens.
Significance	Local
Archaeological Potential	Moderate to low
Integrity	High
Site Condition	Good. The house and gardens appear to be well maintained and in good condition.
Historical Notes	 Kalinya Gardens and landscape is located in Portion 6 of the Parish of Bargo. Portion 6 was originally granted to Robert Barbour in the late 1880s as a conditional purchase. Barbour received a number of other conditional purchase land grants nearby and by 1889 he owned 115 acres. However he had difficulties meeting the conditions of the purchase and lost some of his land. By the end of 1889 his area of land was reduced to 79 ¾ acres.
Photo (s)	



Item 3: Old Coomeroo Homestead, Silo and Shed	
Location	95 Great Southern Road, Bargo – Lot 1 DP 996286
Listings	LEP #120
Site Description	An original weatherboard homestead which has been considerably altered over time. An early colonial bond brick silo with a strengthened base and a modern roof. A vertical slab and corrugated iron shed with a high gable roof.
Significance	Local
Archaeological Potential	Moderate. Potential for underfloor deposits below the current house and remains of former outbuildings in the rear yard.
Integrity	Low to Moderate
Site Condition	Poor. In very poor condition. The house is no longer habitable. Internal timbers on roof and floor are damaged. Brick chimneys cracked and in disrepair.
Historical Notes	 Land, upon which Old Coomeroo Homestead was built, was first granted to William Scott on 1st November 1822. Scott was a farmer and also a part time constable employed to help control the bushranger menace along the Great South Road and operating out of Bargo Brush. On 10 May 1854 Scott sold his land to William Anderson (Book 32 No. 832) for 1400 pounds. Anderson died in 1885, William Redfern Antill and John Wright McQuggan inherited the land (LPI, Book 391/920), which they sold to Mr. Wilkinson in 1888. Wilkinson died on 2 March 1891 and his wife, Maria, inherited the property. On 28 November 1896, Maria Wilkinson sold the property to Mr. Graves, a builder, for 280 pounds (Book 589 No 580). Two years later, Coomeroo was sold to Thomas Marks, a warehouse man, for 500 pounds (LPI, Book 616 No 11). Evidently, Graves did some considerable work to the property to increase its value from 280 pounds to 500 pounds in just two years. 12 September 1902, Old Coomeroo Homestead was again sold, this time to Mr. Alfred Harold Woolcott (LPI Book 720 No 730). The Woolcotts owned the property for the next 49 years during which time tung nuts were apparently stored in a silo on the property (SHI listing, no reference). An article published in the <i>Sydney Morning Herald</i> in 1929 indicates that Sarah Tunks had been wrongfully occupying Coomeroo and was ejected from the property by the landowner, Mr. Woolcott (Woolcott v Tunks, <i>Sydney Morning Herald</i>, Friday 28 June 1929). Evidently, the Woolcott family occupied Coomeroo in later years, as they advertised the birth of a son, Christopher, on 23 June 1945 and daughter, Louise Woolcott, two years later on April 29, 1947 (<i>Sydney Morning Herald</i>, 1842-1954, Family Notices, http://trove.nla.gov.au). Mr. Alfred Woolcott died at age 64 years at Coomeroo on 7 February 1942 three years before the birth of his grandson. Local woolshed dances were reportedly held at Coomeroo











Item 4: Homestead	
Location	170 Great South Road, Bargo - Lot B DP 87022
Listings	LEP #I21
Site Description	Single story brick homestead with part gable part hip corrugated iron roof. Wrought iron veranda with curved corrugated iron awning supported by simple wooden posts. 1 brick chimney. New windows on the side of house. Entrance via veranda.
Significance	Local
Archaeological Potential	Low
Integrity	Medium
Site Condition	Good. The house appears to be well maintained and in good condition. It has a new roof and windows.
Historical Notes	 The Homestead is located within Portion 59 which was originally granted to Edward Wright 1822
Photo (s)	



Item 5: Bargo Post Office	
Location	207 Great Southern Road, Bargo – Lot 2 DP 10336
Listings	LEP #122
Site Description	Small single weatherboard building with corrugated iron roof. Timber parapet at face of building and street awning extends from below parapet, supported by timber posts. Built c1920 the shop face was renovated in 1935. The face of the building has large glass windows part of which has been filled in with post office boxes. An extension has been added to the back of the post office.
Significance	Local
Archaeological Potential	Low
Integrity	Medium
Site Condition	Fair. Site is in fair condition. The shop face does not appear to have been altered since 1935 with the exception on some of the windows being filled in by post boxes.
Historical Notes	 A petition was forwarded to the Postmaster-General in November 1867 asking for a post office in Bargo. Over 60 people signed the petition and William Anderson's residence in West Bargo was recommended as a suitable location for the post office. Prior to the construction of the Picton to Mittagong railway in 1863 a coach service delivered mail to Anderson's residence at Bargo but was withdrawn once the railway opened. The People of Bargo then had to travel to Picton to get their mail (Picton Historical Society: 1). The Bargo post office was approved on the 1st January 1868 and Anderson was made Post Master with an annual salary of 12 pounds. Anderson remained as Post Master until January 1871 when he resigned, he nominated Robert Beames as his successor (Picton Historical Society: 2). In 1872 it was reported that only 8 letters were being posted per week from Bargo and so closing the Post Office was being considered. Another petition was signed an Anderson wrote a letter to the Post Master general informing him that his tenant Mr Beames was leaving and would resign and probably the decline in customers was due to Beames being not obliging. Anderson was reinstated as Post Master on the 7th October 1872 (Picton Historical Society: 3). The Post Office was closed at the end of 1872 but after more petitions from the Bargo residences approval to re-establish the premises from the 1st January 1888 Mr Wilkinson, was assigned as Post Master. Wilkinson remained postmaster until his death on the 2nd March 1891 and his wife Maria Wilkinson was appointed Post Master from 30th April 1892 to 30th June 1903; followed by Matilda Wilkinson until July 1915 (Picton Historical Society: 5). John Thompson was appointed Post Master from 30th April 1892 to 30th June 1903; followed by Matilda Wilkinson until July 1915 (Picton Historical Society: 5). The original post office building was demolished as it was located on the route of t











Item 6: Hotel Bargo	
Location	225-227 Great Southern Road, Bargo – Lots 7 and 8 DP 9024
Listings	LEP #123
Site Description	Federation Filigree in style. The Bargo Hotel is a two storey painted brick building with brick parapet concealing the roof. The corrugated iron veranda awning extends from the face wall and is supported by simple timber posts dividing the façade into bays. The veranda has a crossed timber balustrade. The windows and doorways on the top floor appear to be original. The façade of the main entrance has been altered but the interior of the entrance is original with tiles on the ground floor and stucco above the tiles. The windows and doors on the ground level have been converted to wall or altered in size. An extension has been added to the back of the hotel.
Significance	Local
Archaeological Potential	Moderate
Integrity	Low
Site Condition / Integrity	Good. The building is in good condition. The interior of the building has been largely renovated retaining little original fabric. The exterior of the building retains original doorways and windows on upper level. The ground level has had alterations made to windows and entrances.
Historical Notes	 The Bargo Hotel is situated on Portion 50 which was originally the land grant made to Thomas Partidge's on the 1st of November 1822. The hotel is located close to Bargo Railway Station and was opened six years after the opening of the station. The railway had made Bargo a more accessible place and as a result the population began to grow. J.J. Cleary applied to the Picton Licensing Court to build the Bargo Hotel in April 1925. The application including several locals giving support to the hotel and a few against. Mr H.T. Woolfall, was the architect On July 15th Cleary gave notice that he would be applying to the licensing Court of 17th July for "premises to be erectedat bargo" (Picton Post 17th July 1925). A notice issued in the Picton Post informed that the application had been granted with the condition that it was built within 12 months (Picton Post 5th August 1925). The Sydney brewing company Tooth and Co had the hotel built. J.J. Cleary who was an ex-MLA for Wollondilly (Wollondilly Heritage Study 1991) was the first licensee of the hotel. He was followed by: Stewart McCulloch1928 John Whitworth1929 Annie Gordon 1934 William Henderson1934-39 D. Quinn1937 Vincent Gannon1937 J.B. McTiernan1937 F. Hickey 1938 G. Thompson 1938 H.R. Nield 1938 L.B. Eastwell 1939 S.C. Maquire 1940 M.T. Wheeler 1943



- Mr. Higgins 1943
- Mr. Bowden 1946
- Frank Hickey 1952
- Brian Sheil 1952-64
- S. Hahn 1964-66
- Don McInnes 1966-69
- Cyril Swan 1969
- Murray Frank 1973 (Picton Historical Society 'Bargo Hotel')











Item 7: Bargo Rural Trading Building	
Location	237 Great Southern Road, Bargo - Lot 13 DP 9024.
Listings	LEP #124
Site Description	c1920s-30s brick commercial building with hip roof and metal roller door. The building is currently abandoned. All doors and windows are covered with metal security screens. An internal inspection was not possible.
Significance	Local
Archaeological Potential	Low
Integrity	Low
Site Condition	Poor. The building is no longer in use and minor cracking noted in external brickwork.
Historical Notes	 The building is located on land that was originally Portion 51 in the Parish of Bargo granted to George Hambridge in 1822. Hambridge died on the 27th October 1859 and left portions 51 and portion 108 to Ann Pettingall. William Anderson purchased both portions off Pettingal on the 6th May 1861. Anderson owned a number of the portions fronting and close to the Great Southern Road. He ran the "Gold Diggers Arms" which was on the Great Southern Road and is associated with the early postal history in Bargo being the first Post Master in Bargo. Anderson died on the 28th November 1885 and left his real estate to William Redfern Antill and John Wright McQuiggan. Fredrick Somers purchased the property on 28th July 1888, he died and left his property to his wife Mary-Ann Somers on the 13 September 1889. Somers unable to make mortgage repayments was forced to sell to Isabel Smith on the 19th September 1898. Stuart Gemmel Brown bought the property on the 27th August 1900 and then sold to John McInnes Mackenzee on the 13th May 1902 who then sold to Jane Johnston on the 5th February 1912. George Morgan then purchased the property on the 7th March 1916. Morgan began subdivision of "Hawthorne Estate" and started selling allotments in 1918. Much of the former Anderson Estate later became Hawthorne Estate, a sub-division which occurred in Bargo in anticipation of the opening of the new railway line and station at Bargo in 1919. The Bargo Rural Trading Building would not have been built until after the Hawthorne Estate sub-divisions in 1918. The new influx of people to Bargo as a result of the opening of the railway station, and the subsequent sub-division of estates in Bargo led to the establishment of commercial buildings on the South Road. Based on a recollection by Les Blundell of buildings along Great South Road in 1923 the building was probably Pickards Grocery shop (Robinson 1998:61).







Item 8: Commercial Building	
Location	243 Great Southern Road, Bargo – Lot 13 DP 9024
Listings	LEP #124
Site Description	c1920s-30s brick commercial building with 3 tiered parapet along the side of the building concealing the roof. The roof from the face of the building is concealed by an embellished parapet with two corner columns. The veranda cantilever's out from the face of the wall below the parapet. The awning of the veranda is corrugated iron with four simple cast iron posts. The face of the building has two doors with three front windows one on either side of the doors. The sides of the building also have a window. The fabric of the building appears mostly original with the exception of a fibro room extension at the rear and an unpainted brick chimney at rear of the building.
Significance	Local
Archaeological Potential	Low
Integrity	Medium
Site Condition	Fair. Building is not in use. Windows are boarded shut. The brick exterior of the building is of original fabric and is in good condition.
Historical Notes	 The building is located on land that was originally Portion 51 in the Parish of Bargo granted to George Hambridge in 1822. Hambridge died on the 27th October 1859 and left portions 51 and portion 108 to Ann Pettingall. William Anderson purchased both portions off Pettingal on the 6th May 1861. Anderson owned a number of the portions fronting and close to the Great Southern Road. He ran the "Gold Diggers Arms" which was on the Great Southern Road and is associated with the early postal history in Bargo being the first Post Master in Bargo. Anderson died on the 28th November 1885 and left his real estate to William Redfern Antill and John Wright McQuiggan. Fredrick Somers purchased the property on 28th July 1888, he died and left his property to his wife Mary-Ann Somers on the 13 September 1889. Somers unable to make mortgage repayments was forced to sell to Isabel Smith on the 19th September 1898. Stuart Gemmel Brown bought the property on the 27th August 1900 and then sold to John McInnes Mackenzee on the 13th May 1902 who then sold to Jane Johnston on the 5th February 1912. George Morgan then purchased the property on the 7th March 1916. Morgan began the subdivision of "Hawthorne Estate" and started selling allotments in 1918. Much of the former Anderson Estate later became Hawthorne Estate, a sub-division which occurred in Bargo in anticipation of the opening of the new railway line and station at Bargo in 1919. The Commercial Building would not have been built until after the Hawthorne Estate sub-divisions in 1918. The new influx of people to Bargo as a result of the opening of the railway station, and the subsequent sub-division of estates in Bargo led to the establishment of commercial buildings on the South Road. The earlier commercial buildings were built on South Road.







Location	245–261 Great Southern Road - Lots 17to21, DP 9024; Part Lot 1, DP 782052
Listings	LEP #126
Site Description	The original school building is a large rectangular brick building with 4 prominent brick chimneys, timber windows and a more recent tin roof. The original verandah is now enclosed. The rear of the building has also been extended with a timber addition. Interior feature painted brick walls and timber ceiling.
Significance	Local
Archaeological Potential	Low
Integrity	Medium
Site Condition	Fair. The school is in use and is well maintained. Cracks in the external brickwork were noted, particular above the concrete lintels. The brick paving at the side of the building also showed signs of movement with loose bricks and cracks in adjacent bitumen surface.
Historical Notes	 1869 Bargo West School was the first school in Bargo with Mr. D Spillane was appointed teacher. The 31st March 1869 the residents of Bargo applied to the Council of Education for aid for the school from the Council of Education. The Inspector visited the school noted its position being about 2 miles east of the Post Office on the Main Southern Road, there were 24 to 30 children of school age in the locality. The school was described as "a rough slab hut" with pupil attendance ranging from 10 to 15 (Robinson 1998:54). The next school to open was the Arina Road School located at the "Pot Holes", resumed and gazetted on the 2nd November 1894. It was located within portion 104 originally owned by H Blackford. The third school to open was located at the site of the present Bargo School and was called West Bargo School. The land was resumed and gazetted as a public school site at Bargo West on the 13th October 1891(LPI 1891. CP2190-2041). The land was originally part of George Hambridges Grant in 1822. Mrs Donovan taught at the school for thirteen years and retired in December 1912. Some work carried out on the school in 1910 included supply of a new 600 gallon tank and repairs to the school fireplace (Robinson 1998:58). Attendance numbers dwindled and the school was closed in 1914. However, a school was in operation at the No 11 Mile Camp for the children of the railway workers and in 1918 it was decided to remove the class room from the 11 mile camp and relocate it to the school site at Bargo. It was predicted with the railway being built and the railway station to be erected opposite the school site the settlement at Bargo was likely to be permanent and a school would be required (Robinson 1998:58-9). The school was re-opened at the same site and named Bargo Public School. Indeed the building of the railway did produce an influx of settlers as attendance at the Bargo School rose from 23 to 58 within the first quarter of the year 1919 (Robinson 19
Photo (s)	















Item 10: Cottage	
Location	91 Hawthorne Road, Bargo – Lot 92, DP 10336
Listings	LEP #127
Site Description	Single story weatherboard house with new corrugated iron hipped and gabled roof and flat awning. Awning supported by timber posts. New windows and frames. Brick chimney. Well maintained garden
Archaeological Potential	Low
Integrity	Low to Medium
Site Condition	Good. The house appears to be in good physical condition. Little original fabric of the house remains.
Historical Notes	• The house is located on Portion 49 in the Parish of Bargo which was originally granted to John Higgins on the 1 st November 1822
Photo (s)	



118 Hawthorne Road, Bargo – Lot 7, DP 9024
LEP #128
A freshly painted blue and white weatherboard bungalow style house with a new corrugated iron gabled roof. Veranda with timber posts holding up the awning. Mature trees surround the house.
Local
Low
Medium
Good. The house and gardens appear to be well maintained and in good condition
 The house is located on land that was originally Portion 51 in the parish of Bargo granted to George Hambridge in 1822. Hambridge died on the 27th October 1859 and left portions 51 and portion 108 to Ann Pettingall. William Anderson purchased both portions off Pettingal on the 6th May 1861. Anderson owned a number of the portions fronting and close to the Great Southern Road. He ran the "Gold Diggers Arms" which was on the Great Southern Road and is associated with the early postal history in Bargo being the first Post Master in Bargo. Anderson died on the 28th November 1885 and left his real estate to William Redferm Antill and John Wright McQuiggan. Fredrick Somers purchased the property on 28th July 1888, he died and left his property to his wife Mary-Ann Somers on the 13 September 1889. Somers unable to make mortgage repayments was forced to sell to Isabel Smith on the 19th September 1898. Stuart Gemmel Brown bought the property on the 27th August 1900 and then sold to John McInnes Mackenzee on the 13th May 1902 who then sold to Jane Johnston on the 5th February 1912. George Morgan then purchased the property on the 7th Marc 1916. Morgan began subdivision of "Hawthorne Estate" and started selling allotments in 1918. Much of the former Anderson Estate later became Hawthorne Estate, a subdivision which occurred in Bargo in anticipation of the opening of the new railway lin and station at Bargo in 1919. This house would have been built after the Hawthorne Estate sub-divisions in 1918.





Item 12: Bargo Public School Residence	
Location	122 Hawthorne Road, Bargo – Part Lot 70, DP 9024
Listings	LEP #129
Site Description	Double fronted weatherboard Californian bungalow c1926. Corrugated iron street facing gabled roof with timber eaves. Projecting veranda contains the entrance which is situated at the centre of face. The veranda is partially enclosed by a low brick wall and the sloping corrugated iron awning is held up with simple wooden posts sitting on top of the veranda wall. The side of the house has three timber window awnings. The house is currently used as a preschool.
Significance	Local
Archaeological Potential	Low
Integrity	High
Site Condition	Good. The house is in good physical condition. Much of its original fabric has been retained. Including the timber window awnings on the side of the house.
Historical Notes	 The house is located on land that was originally Portion 51 in the parish of Bargo granted to George Hambridge in 1822. Hambridge died on the 27th October 1859 and left the property to Ann Pettingall. William Anderson purchased the land on the 6th May 1861, becoming part of Andersons Estate. Anderson established and ran the "Gold Diggers Arms" and was the first Post Master in Bargo. Anderson died on the 28th November 1885 and left his real estate to William Redfern Antill and John Wright McQuiggan. Fredrick Somers purchased the property on 28th July 1888, he died and left his property to his wife Mary-Ann Somers on the 13 September 1889. Somers unable to make mortgage repayments was forced to sell to Isabel Smith on the 19th September 1898. Stuart Gemmel Brown bought the property on the 27th August 1900 and then sold to John McInnes Mackenzee on the 13th May 1902 who then sold to Jane Johnston on the 5th February 1912. George Morgan then purchased the property on the 7th March 1916. Morgan began subdivision of "Hawthorne Estate" and started selling allotments in 1918. After the land had been sub-divided, the land that this house is on was purchased specifically for a Teachers Residence at Bargo on the 29th March 1926 and resumed and gazetted on the 2nd July 1926 (LPI 17th June 1894 CP 939-3000).
Photo (s)	







Item 13: Railway Cottages		
Location	143-147 Hawthorne Road, Bargo – Lot 2, DP 833128; Lot C, DP 376890; Lot 101, DP 732357	
Listings	LEP #130	
Site Description	C1919. 3 Double fronted gabled weatherboard bungalows with timber eaves. Corrugated iron roof with projecting veranda contains the entrance which is situated at the centre of the buildings. The verandas have low brick walls with piers on top supporting the gently sloping corrugated iron awning. Cottage 154 the veranda wall is in the style of a picket fence. Each has a chimney.	
Significance	Local	
Archaeological Potential	Low	
Integrity	143 – High 145 – Low 147 - Medium	
Site Condition	The bungalows appear to be in good condition and much of the original fabric to the façade of the building appears to have been retained with the exception of the windows. 143 – Fair 145 – Fair 147 - Good	
Historical Notes	 The bungalows are located on land that was originally Portion 51 in the parish of Bargo granted to George Hambridge in 1822. Hambridge died on the 27th October 1859 and left the property to Ann Pettingall. William Anderson purchased the land on the 6th May 1861, becoming part of Andersons Estate. Anderson established and ran the "Gold Diggers Arms" and was the first Post Master in Bargo. Anderson died on the 28th November 1885 and left his real estate to William Redfern Antill and John Wright McQuiggan. Fredrick Somers purchased the property on 28th July 1888, he died and left his property to his wife Mary-Ann Somers on the 13 September 1889. Somers unable to make mortgage repayments was forced to sell to Isabel Smith on the 19th September 1898. Stuart Gemmel Brown bought the property on the 27th August 1900 and then sold to John McInnes Mackenzee on the 13th May 1902 who then sold to Jane Johnston on the 5th February 1912. George Morgan then purchased the property on the 7th March 1916. Morgan began the subdivision of "Hawthorne Estate" and started selling allotments in 1918. These railway cottages were not built until after the sub-divisions in 1918. 	







Item 14: Hawthorne		
Location	146 Hawthorne road, Bargo - Lot 232, DP 613595	
Listings	LEP #I31	
Site Description	"A single storeyed weatherboard cottage with a half-hipped, corrugated iron-clad roof. The original part of the cottage (the southern wing) retains important early features and detailing including painted brickwork chimney, decorative timber bargeboards and louvered timber ventilators to gable ends and 2x6 pane double hung sash windows sheltered by iron awnings. A bull-nosed veranda has been added to the south elevation of the original wing and a gable roofed addition in matching weatherboards to the north. The house is set back from the road and its site contains several large, mature trees" (OEH Heritage Inventory listing for 'Hawthorne').	
Significance	Local	
Archaeological Potential	Moderate. Remains of the former 1890s homestead may survive in subsurface deposits.	
Integrity	High	
Site Condition	Fair to good. "Gable roofed wing added to north side. Bull-nosed roofed veranda added to south elevation of original wing; veranda in filled with weatherboarding and glazed timber door assemblies, etc." (OEH Heritage Inventory listing for 'Hawthorne'). Retains much original fabric and house is in fair to good condition.	
Historical Notes	 The Hawthorne House is built on portion 52, being 60 acres granted to William Anderson in 1867. Anderson had purchased a number of portions of land near his own land grant both prior to and after he received the grant. Anderson ran the Gold Diggers Arms on the Southern Road and he was the first post master in Bargo. Anderson lived with his family in a house called 'West Bargo Villa'. After Anderson died he left all his real estate to Antill and McQuiggan who sold the portions at West Bargo to different people, breaking up the estate. Some of the property was sold to Fredrick Somers in 1888 (LPI 112/394), which was then bequeathed to his wife Mary Ann Somers on the 13th September 1889 when Fredrick died. On the 19th September 1898 the land was sold to Isabel Smith (LPI 894/671) who sold it to Stuart Gemmel brown on the 27th August 1900 (LPI 1400/13). A series of conveyances continued to take place until the property was brought by the Merchant George Morgan on the 7th March 1916 (LPI 1400/13). Morgan subdivided the land and sold it as allotments within the Hawthorne Estate. Hawthorne Estate was made up of land that was mostly previously owned by Anderson's. Presumable the sub-division was called 'Hawthorne Estate'' after the name of the house on the land. The subdivision plans do show "Hawthorne Homestead", as the only house within the estate and even show a photograph of the house see below. It is believed that the original home on the site of the Hawthorne Homestead burnt down around 1890 (Heritage Study 1991), possibly it was the site Anderson's home "West Bargo Villa". 	







Item 15: Railway Station and Toilet Block

Location	Railside Avenue (Main Southern Railway)	
Listings	LEP #I32 (Toilet Block only)	
	RNE #101967 (as Railway Station Complex)	
Site Description	PLATFORMS (1919) - The platform faces are brick.	
	WC (1919) - A simple WC with curved corrugated iron roof and brick sides, located off the platform and used in smaller country locations.	
Significance	Local	
Archaeological Potential	Nil	
Integrity	Medium	
Site Condition	Fair. A fire burnt down the station site in 1993, it was rebuilt in 1994. All that remains of the original station are the platforms and the WC. Both are in good condition with no noticeable damage to external brickwork.	
Historical Notes	 The station at Bargo was originally opened as West Bargo in 1919, until its name was changed on the 1st November 1921 to its present name Bargo (Singleton 1940). Bargo Station had the first interlocking signal along the route. The platforms at the station were built 7.2 metres long. The down Refuge siding was of 405.6m and an Up refuge siding of 395.6 metres. A goods siding and a crossover were provided. The Metropolitan Water, Sewerage and Drainage Board took an area adjacent to the goods yard to establish a depot for construction materials for the new Avon Dam. Sidings, stores and Cranes were provided for the uploading of railway vehicles and transfer to road vehicles for the seven miles to the dam site. The passenger platforms were lengthened on both sides before the station opening (Singleton 1967:67). On 26th July 1920 the Up Refuge siding was extended to 422.m 6th August 1921 the ladies toilet and waiting room was erected When the Avon Dam was completed in December 1935, the depot and spur sidings were removed 7th August 1946, the down refuge siding was extended to form a down refuge loop Lupton Dam siding was opened on the 20th July 1925 to assist in the supply of the materials for the Nepean Dam. A standard gauge tramway led from the sidings to the dam site 2 ¼ miles away (Singleton 1967:67). 	







Item 16: House		
Location	8 Noongah Street, Bargo – Lot 103, DP 13127	
Listings	LEP #I35	
Site Description	Single story weatherboard Federation Bungalow with corrugated iron hipped roof extending over the veranda and supported by simple timber posts. A second roof over the front room is gabled, a bay window with lead light across the bottom of the window is situated in the centre of the front wall and a timber gable ventilator above. The veranda extends around part of the front and side of the house ad has a timber fringe. The veranda floor is paved and the entranceway steps feature black and white tiles. The entrance to the house is located at the centre of the face. The side of the house has two entrance doorways within veranda and a gate leading to the doors. Timber garage and weatherboard extensions to the back of the cottage.	
Significance	Local	
Archaeological Potential	Low	
Integrity	Medium	
Site Condition	Good. The cottage appears to be in very good condition and well maintained. Much original fabric appears to have been retained to façade of house including side doors.	
Historical Notes	 The house is built on Portion 57, 30 acres originally granted to Michael Rouke in 1822. With the construction of the Deviation Railway in 1919 many residence at Bargo, on the western side of the railway lost their frontage to the road and a new road was built called Railside Avenue (Bayley 1975). When the railway was completed Bargo had parallel roads on either side of the railway line and station. The new road became the more popular road by travellers and as a result the residents and business people of Bargo wanted the new road to become the main road when the Main Roads Board formed in 1925. Railside Road was proclaimed the Main Road and eventually became part of the Hume Highway (Bayley 1975). With completion of the railway through Bargo and the formation and popularity of the Railside Road on the west side of the railway the Bargo town centre shifted from the Southern Road to Railside Avenue and the house on this street is representative of the shift of town centre from the South Road to Railside Avenue. 	
Photo (s)		






Item 17: Bargo Surgery	
Location	74 Railside Ave, Bargo - Lot 41, DP13127
Listings	LEP #136
Site Description	Californian bungalow single story. The lower half of the building is made of brick the upper part of fibro and timber. The face has a double gabled tile roof with wide eaves overhang. The veranda awning is sloped and is supported by brick pylon with slab cutting and grouped timber posts on top of the pylons. The veranda extends around the side of the house where it is supported by timber posts. The face of the gable has exposed timber with shingling and a ventilator. A protruding entranceway at the centre of the house face has its own gable tile roof. At the rear of the house is a brick garage with a corrugated iron gable roof. The house has a picket fence.
Significance	Local
Archaeological Potential	Nil
Integrity	High
Site Condition	Fair. The house is in fair condition and is currently used as a surgery. Some cracking of the brick paving and concrete verandah floor was noted.
Historical Notes	 The house is built on Portion 57, 30 acres originally granted to Michael Rouke in 1822. With the construction of the Deviation Railway in 1919 many residence at Bargo, on the western side of the railway lost their frontage to the road and a new road was built called Railside Avenue (Bayley 1975). When the railway was completed Bargo had parallel roads on either side of the railway line and station. The new road became the more popular road by travellers and as a result the residents and business people of Bargo wanted the new road to become the main road when the Main Roads Board formed in 1925. Railside Road was proclaimed the Main Road and eventually became part of the Hume Highway (Bayley 1975). With completion of the railway through Bargo and the formation and popularity of the Railside Road on the west side of the railway the Bargo town centre shifted from the Southern Road to Railside Road. The house on this street is representative of the shift of town centre from The South Road to Railside Avenue.
Photo (s)	







Item 18: Cottage	
Location	121 Railside Ave, Bargo (on railway curtilage)
Listings	LEP #137
Site Description	C1919 Weatherboard cottage with corrugated iron hipped roof. Dilapidated timber panel fence around the Cottage. Original windows with timber frames. At back of the house is a corrugated iron shed with a 4 pane timber framed window. Both cottage and shed have a brick chimney. The shed and cottage are joined by a fully enclosed corridor. The cottage is wedged between the railway tracks and the road, within the railway curtilage.
Significance	Local
Archaeological Potential	Low
Integrity	Medium
Site Condition	Poor. Much of the cottage and shed appear to retain their original fabric, however they appear to be in a poor condition. Windows have been broken, and weatherboard siding has been removed in sections
Historical Notes	 The cottage was built on Portion 56 granted to Henry Baleman in 1822. With the construction of the Deviation Railway in 1919 many residence at Bargo, on the western side of the railway lost their frontage to the road and a new road was built called Railside Avenue (Bayley 1975). When the railway was completed Bargo had parallel roads on either side of the railway line and station. The new road became the more popular road by travellers and as a result the residents and business people of Bargo wanted the new road to become the main road when the Main Roads Board formed in 1925. Railside Road was proclaimed the Main Road and eventually became part of the Hume Highway (Bayley 1975). With completion of the railway through Bargo and the formation and popularity of the Railside Avenue on the west side of the railway the Bargo town centre shifted from the Southern Road to Railside Avenue. This cottage however, is located within the railway curtilage with no Lot or DP number. It may be the Station Masters Residence which is marked in a similar location on the subdivision plans for Reservoir Hill estate, Bargo (ML TP/B3-7)
Photo (s)	







Item 19: Wirrimbirra Sanctuary	
Location	3105 Remembrance Driveway, Bargo - Lot 1, DP 789005; Lot 132, DP 130897; Lots 18, 19, 33 and 203, DP 751250
Listings	LEP #I39
	SHR #01508
	RNE #3302 (as a natural heritage place)
Site Description	"Wirrimbirra Sanctuary covers is an area of about 95 ha. Located about halfway between the Bargo River Crossing and the village of Bargo on the Hume Highway 100 km south of Sydney. Wirrimbirra preserves a part of the original 'Bargo Brush' which was of considerable historical importance in the problems which faced the settlement of the Argyle or Southern Tablelands during the early half of the 1800s.
	The Sanctuary contains rich and diverse plantings of native plants in formalised gardens, which were developed to provide areas of representative native plans for education and research purposes. Within the 43 established gardens, there are over 1800 native plants representing a resource base for the study of native flora.
	The Administration Area contains all the buildings, including two rangers' cottages, an office and bookshop, a display area and amenities. A native plant nursery provides plants for the property and for sale.
	Within the Sanctuary there is the capacity to accommodate groups of up to 44 people in 5 bunk style cabins in the Environmental Studies Centre" (OEH SHR # 01508).
	Historic remains recorded within portion 17 are "well site, stand of Casuarinas and grooves in soil between plant nursery and cabins" (Greenup 1992:19).
	The historic remains recorded within "Portion 18 or 19: stone foundation of old hut, drain line (pioneer trench), soil change, old dray track between railway and Waratah Trail near Wattle Creek." (Greenup 1992:19).
	Historic remains recorded within portion 34 are "Stone walls and a well between the highway and the railway. Also stonework on Ti-Tree Hollow" (Greenup 1992:19).
	The remains of Human occupation recorded within this portion 32 are: "Well, remains of stonework for a hut, an old fence" (Greenup 1992:19).
Significance	Local
	State
Archaeological Potential	Moderate. Potential for subsurface remains associated with the hut site.
Integrity	High
Site Condition	N/A unsurveyed 2017
Historical Notes	 "Wirrimbirra was created in the 1960s by Thistle Stead, in memory of her husband David, to preserve the original 'Bargo Brush' and promote the use and propagation of Australian native plants." (http://www.wirrimbirra.com.au /our founders). The Wirrimbirra Sanctuary is comprised of six portions of land that were granted to six different people. The land was noted in the surveys mage in the 1880s as "Good Orchard Land".



- Portion 17 was applied for by Joseph August Ulrich and was granted on the 25th September 1888. The purchase was forfeited on the 4th October 1905. It was then re sold to James Short and revoked on the 22nd December 1922.
- Portion 18 was a Conditional Purchase granted to M.S Everitt in 1888. This purchase must have been forfeited as it was Crown Land when it became part of the Wirrimbirra Sanctuary.
- Portion 19 was applied for by Robert Barbour and confirmed on the 25th September 1888. A survey of the land made on 3 July 1888 described the land as 'Orchard land' and notes string bark and gum on the portion. The land was transferred to Robert Campbell which was confirmed on the 28th March 1893 and forfeited on the 23rd April 1902. The Crown Plan notes that the portion is "Within State Coal Mine Reserve Proclaimed 7th September 1917". A Special Lease was issued to Henry Archer Pollack on 3rd July 1888 (CP1926-2041).
- Portion 33 was applied for by Robert Roberts and confirmed on the 25th September 1888 and was forfeited on the 31st July 1889. A survey of the Portion was carried out on the 4th July 1888 whereby the land was noted as "orchard land" with String bark and gum. On the 7th November 1889 it became part of Robert Barbour's 115 acres (he also owned Portion 19), the area was reduced to 79 ¾ acres. The Conditional Purchase was forfeited on June 1897. The land was then set apart for Conditional Purchase at 10/-per acre or "for C.L Notified 23rd January 1901" it was revoked 22nd December 1922. The Portion was proclaimed within the State Coal Mine Reserve on the 7th September 1917 (4th July 1888 CP 1930-2041).
- Portion 34 was issued to Christian Margadant in 1888, it was 40 acres.
- Portion 32 was applied for by John Juleff Harry and confirmed on the 25th May 1888, it was 70 acres of land and he also received a 200 acre conditional purchase of portion 2 directly opposite on the other side of the 'Main Southern Road'. The survey of the land was carried out on the 4th July 1888 and the land was noted as "good orchard land Stringybark and gum. (4th July 1888 CP 1929.2041).
- All the portions had land acquired for railway purposes on the 28th January 1915 and the railway route was built through the Portions.
- <u>Acquisition of Wirrimbirra</u>
- A Sydney Accountant, Carman Coleman, wanted to set up a wildlife research organisation she purchased 66 hectares, from her own funds of remnant piece of the Bargo Brush on the 14th June 1962. The land was portion 32 in the parish of Bargo, it comprised of 60 hectares on one side of the railway and 6 hectares on the other side (Stead 1967 NT file: Wirrimbirra Sanctuary).
- Thistle Harris, wanted to establish a conservation foundation in memory of her husband David Stead, "who was a pioneer of nature conservation in Australia and to provide a forum and facility to continue his work". Stead was the founder of the Wildlife Preservation Society of Australia in 1909, (Greenup 1992:21).
- After discussions between Coleman and Harris, they agreed that Harris would become party to any further action and that she would finance the establishment of an organisation. Coleman agreed she would donate the land she purchased to the organisation but would retain the 6 hectares for a joint tenancy for the pair which would be donated to the organisation at a later date (Stead 1967 NT file: Wirribirra Sanctuary).
- In 1963 'David G Stead Memorial Wild Life Research Foundation of Australia' was established.
- The first annual meeting of the foundation was held on the 11th April 1964 at the "Project site of Wirrimbirra".
- Carman Colemen left the Foundation in 1964 for personal reasons but transferred the remaining 6 hectares of land over to the Foundation. Also in 1964 the Foundation acquired the adjoining land portion 17, as a gift from George. W. Sample and Co. Wirrimbirra sanctuary was now 104 acres.
- In 1965 2 ¾ acres of portion 17 was leased by W.R Keech to grow grevilleas and other native plants. The architect Milo Dunphy who is a recognised conservationist and head of the Total Environment centre drew up plans for a ranger's residence and building. In 1966 Mr. Fackender was appointed the sanctuary ranger and took up residence in the cottage (Stead 1967 NT file: Wirribirra Sanctuary).
- In 1965 the whole 104 acres of Wirrimbirra Sanctuary were transferred free of charge to the National Trust of Australia to ensure its perpetuity and were then leased back to the foundation. At the same time Crown leases of adjoining land were also transferred to the National Trust. In 1975 the sanctuary was extended further and in



1989 the national trust purchased another strip of land to improve fire access to the field studies centre and students (Greenup 1992:23).

 Today the centre comprises of over 200 acres of preserved native bushland including the unique flora of the remaining part of the area known as the 'Bargo Brush' (<u>http://www.wirrimbirra.com.au</u>).



Photo (s)







Item 20: Bargo Railway Bridge S	outh
Location	Tylers Road, Bargo (south of railway station)
Listings	LEP #139
Site Description	The Bargo Railway Bridge (South) is of brick construction with dentil course capping and stone construction to the base and arch. The fabric, form and design of the bridge are typical of many brick and stone arch road over-bridges constructed before 1920 on the southern and western rail lines.
Significance	Local
Archaeological Potential	Nil
Integrity	High
Site Condition	The Road bridge is in good condition.
Historical Notes	 In 1919, the Main South line from Picton was deviated to Mittagong to ease the grades. The new line virtually follows the line of the Great South Road taking the main line away from Thirlmere, Buxton, Balmoral and Hilltop and passing through Tahmoor, Bargo and Yerrinbool. The deviation was opened with automatic signalling and double line throughout. During the period of construction of the deviation line 1918-1919 the preferred construction material for the line was brick. This was due to the massive output of bricks from the government brickworks at Homebush that had been established in 1912. The output was about one million bricks per week and by the end of 1919 a total of 229 million bricks had been made (Fraser 2005:81). A design policy of the Main Southern Line Deviation was to eliminate level Crossings. As a result Bargo has two brick arch bridges approximately 500 yards on either side of the station where the railway route cut across the Southern Road, which was the main road in Bargo at the time of the railway construction. Both bridges were constructed in 1918. The Railway Bridge South of the Station had an ETA peanut paste advertisement sign on it, which made it a landmark for travellers on the Old Hume Highway and the railway (OEH Railway Bridge South of Railway Station).
Photo (s)	<image/>



Location	Wellers Road, Bargo (north of railway station)
Listings	LEP #140
Site Description	The Bargo Railway Bridge (North) is of brick construction with dentil course capping and stone construction to the base and arch. The fabric, form and design of the bridge are typical of many brick and stone arch road overbridges constructed before 1920 on the southern and western rail lines.
Significance	Local
Archaeological Potential	Nil
Integrity	High
Site Condition	Good. The bridge is in good repair, previously damaged brickwork capping has been replaced
Historical Notes	 In 1919, the Main South line from Picton was deviated to Mittagong to ease the grades. The new line virtually follows the line of the Great South Road taking the main line away from Thirlmere, Buxton, Balmoral and Hilltop and passing through Tahmoor, Bargo and Yerrinbool. The deviation was opened with automatic signalling and double line throughout. During the period of construction of the deviation line 1918-1919 the preferred construction material for the line was brick. This was due to the massive output of bricks from the government brickworks at Homebush that had been established in 1912. The output was about one million bricks per week and by the end of 1919 a total of 229 million bricks had been made (Fraser 2005:81). A design policy of the Main Southern Line Deviation was to eliminate level Crossings. As a result Bargo has two brick arch bridges approximately 500 yards on either side o the station where the railway route cut across the Southern Road, which was the main road in Bargo at the time of the railway construction. Both bridges were constructed in 1918. The Railway Bridge North of the railway station had an advertisement for the iconic Aeroplane Jelly which made it a landmark for travellers on the Old Hume Highway and the railway. The sign has since been painted over (OEH Railway Bridge North of Railway Station).
Photo (s)	







Item 24: Tahmoor Colliery	
Location	Remembrance Drive, Bargo
Listings	Nil
Site Description	Established in 1972 consisting of an underground mine and Coal Handling and Preparation Plant. Above ground comprise of a series of conveyor belts and stockpile silos. The site has administration block and designated staff areas.
Significance	Local
Archaeological Potential	Nil
Integrity	Medium
Site Condition	The site is still used as a colliery and is in good condition
Historical Notes	 The following buildings and infrastructure were established during the early years of the Colliery (1975 – 1983) and are considered to have Local heritage significance for their historical heritage value. Washery and associated Conveyors to Reject Bin and Transfer Station; Workshop; Mine Office, Bath house and associated car park; Raw Coal Stockpile; Equipment Shed; Rail Loop; Sewage Treatment Dam; Tallings Dams and Dam M1, M2, M3, and M4; Equipment Shed; and Coking coal and fuel coal stockpiles.
Photo (s)	











Item 25: Anderson's Inn	
Location	Not identified
Listings	Nil
Site Description	The Wollondilly Heritage Study places the Inn on Andersons Land Grant on the corner of Great South and Bargo Roads. Reminisces of the Inn ruins places the Inn at Vaughan's Land Grant which Anderson owned prior to his receiving his own grant. This area has been sub-divided into suburban residential lots.
Significance	None
Archaeological Potential	Low
Integrity	N/A
Site Condition	The Inn no longer exists, likely demolished during residential development.
Historical Notes	 In his Crown Grant issued in 1866 William Anderson was referred to as "Innkeeper" (LPI 56/91). He obtained a licence for the "Gold Diggers Arms" at West Bargo, District of Picton on the 13th May 1853, the 12th May 1855 and the 17th April 1860. In the year 1856 the Locality of the hotel for the license is "Bargo, on the Great South Road" (NRS 14403[7/1507]; Reel 1239); Presumably he also operated the Inn the years 1858 and 1859, and the newspaper evidence below confirms that he still operated his inn in the early 1860: Archival evidence confirms that Anderson operated his Inn at West Bargo from at least May 1853 to July 1866. The name of the Inn 'the Gold Diggers Arms' reflects the thoroughfare along the Great Southern Road at that time with many people travelling along the road in order to seek their fortune and those returning with or without their fortunes. The date Anderson closed the Inn is uncertain, but by 1871 Anderson was the innkeeper of the George Hotel at Picton. It seems that the "Gold Digger's Arms" was not licensed by anyone else after Anderson left. The Australian Historical Society Journal in an article dated 1904 claimed that the "Bargo Hotel was that kept by Mr. Wm Anderson known as "The Gold Diggers Arms" in 1858-1862. The place is still standing on the Bargo Road, but the date of its opening and closing are not available, although it is pretty certain that the onward march of the "Iron Horse" in the later sixties caused its proprietor to seek fresh fields" (Steele 1904:168). This information reveals that around 1904 the hotel was still standing, and claims it was located on Andersons land grant issued in 1866 which bordered Bargo Road. As time went on the building started to deteriorate. In a book of reminiscence's of elderly people who grew up in Bargo, Mrs Nora Kehoe recalls; "there were four corner posts and a celler that were the remains of an Inn called 'The Gold Diggers Arms'. These were holfway between the Post Office and Coo
	for an article in the Stonequarry Journal about Bargo. Brodie had recalled "Further south on the right-hand side was Moore's house and on the left was an old stone house where Shiel's lived before it was demolished. This was the old "Gold Digger's Arms" conducted by Mr. Anderson in the old days. There was a very deep well near the house and it was filled in when Arthur Rickard and Co. subdivided the property during the First World War" (Knox 1972 in Stonequarry Journal 2008:4). The Stonequarry Journal interpreted the location of the Inn to be within Portion 47 which



was James Vaughan 100 acre land grant, purchased by Scott and then sold to Anderson. Today the portion has been subdivided into many small lots.

Photo (s)





Item 29: Great Southern Road	
Location	Great Southern Road, Bargo
Listings	Nil
Site Description	C 1820s Many parts of the Great Southern Road in Bargo are still in use. The road has had many upgrades with cement kerbing and guttering in most places. Parts of the original road are no longer in use when new sections of the road were resumed to improve the route.
Significance	Local
Archaeological Potential	Low
Integrity	Low
Site Condition	Poor. There is very little evidence of the original fabric of the road, as the road has been upgraded many times.
Historical Notes	 Macquarie, in a letter to the Commissary General Drennam in 1819, advised of "a working party to the newly discovered country under the direction of Mr Throsby for the purpose of constructing a cart road as far as settlement about to be established there" (Villy 2011:40). In October 1819 the new line for the Great Road South began at Stonequarry. The road was 75 miles long it passed through Bargo and ended at the Cookbundoon Range near Goulburn. The road was 30 feet wide and had 6 bridges. Eleven convict labourers worked on this section of the road along with an overseer, a guide, a clerk and a bullock driver, the road took one year to build (Villy 2011:40). Over the next decade work continued on the Great Southern Road and new lines were made to improve the route. In 1829 a new line for the south road was traced from Lupton's Inn at Bargo to Barber's Station (near Marulan). North of Lupton's Inn Mitchell had traced three southern lines which all avoided the Razor back Range and met at Luptons Inn Bargo. In 1829, despite Mitchell's strong objection, the decision was made to build the road over the Razorback Range and from 1830 work was carried out intermittently over the next decade. A new line was established for the road through Mittagong and Berrima across the Paddy's River bearing south to Goulburn. In the 1850s efforts were made to have the road cross Broughton Pass (Jervis 1939:424-429). The continual construction and improvement of the Great Road Souti meant an increased number of settlers to Bargo and as the flow of travellers along the road increased so did the demand for accommodation and Inns along the way. The Bargo Brush was a notorious hideaway for bushrangers during this period of earl settlement. The construction of the Great South Road provided the bushrangers witl easy grounds for hold ups and a quick getaway. Travel along the Great South Road was at its peak with the discovery of gold in the southern fields, bein





Photo (s)



Appendix C – Drawings of the Proposed Upgrade to the CHPP



Niche Environment and Heritage

A specialist environmental and heritage consultancy.

Head Office

Niche Environment and Heritage PO Box 2443 North Parramatta NSW 1750 Email: info@niche-eh.com

All mail correspondence should be through our Head Office