

Appendix I
Non-Aboriginal heritage

**NON-ABORIGINAL
STATEMENT OF HERITAGE IMPACT —
ALFORDS POINT ROAD UPGRADE
(ALFORDS POINT BRIDGE TO
BRUSHWOOD DRIVE)**



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(ALFORDS POINT BRIDGE TO
BRUSHWOOD DRIVE)**

REPORT BY JCIS CONSULTANTS

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1 INTRODUCTION

This Statement of Heritage Impact was prepared by Dr Iain Stuart and Jane Cummins Stuart of JCIS Consultants. A Preliminary Environmental Investigation (PEI), completed in 2011, identified that a Non-Aboriginal Statement of Heritage Impact was required for the proposal. JCIS Consultants was commissioned by GHD Pty. Ltd. (GHD) to prepare the Statement of Heritage Impact.

1.1 Aims and Objectives of this Report

The aims and objectives of this Statement of Heritage Impact are to assess the impact, if any, of the proposed works on the heritage status of the study area and any heritage items located within it; and, if in our professional opinion, there would be an impact, whether the impact would be acceptable or not.

1.2 Study Area

The study area (see Figure 1) follows Alfords Point Road from the southern abutment of Alfords Point Bridge to a point 700 metres south of beyond Brushwood Drive – a distance of approximately 2.8 kilometres.

The total road upgrade proposed is approximately 2.1 kilometres in length.

The proposed truck inspection bay is located south of Brushwood Drive and on the southbound side of Alfords Point Road under the overbridge where Old Illawarra Road/Menai Road intersect Alfords Point Road (between chainages 2840 and 3000).

2 STATUTORY CONTROLS RELATING TO HERITAGE

The nature and level of relevant statutory controls to protect cultural heritage within the study area are set out below.

2.1 Commonwealth Legislation

2.1.1 Environmental Protection and Biodiversity Conservation Act 1999 (as amended 2003)

This Act has been amended to protect heritage places of National significance or those heritage places which the Commonwealth owns. The amendment replaced the Australian Heritage Commission with the Australian Heritage Council and created a Commonwealth Heritage list and a National Heritage List. Actions by the Commonwealth or any actions having a significant impact on items on the above two lists should be referred to the Department of Sustainability, Environment, Water, Population and Communities for consideration.

The Australian Heritage Database was searched on the 3rd March 2012. There is no listing for any sites in the study area.

2.2 New South Wales Legislation

2.2.1 Heritage Act (NSW) 1977

The Heritage Act 1977 (NSW) has the purpose of conserving items of environmental heritage of NSW. Environmental heritage is broadly defined under Section 4 of the Heritage Act as consisting of the following items: *'those places, buildings, works, relics, moveable objects, and precincts, of State or Local heritage significance.'*

The Heritage Act is designed to protect both known heritage items (such as standing structures) and items that may not be immediately obvious (such as potential archaeological remains or 'relics'). Different parts of the Heritage Act deal with these different situations and the Act provides a number of mechanisms by which items and places of heritage significance may be protected.

2.2.2 State Heritage Register

A search of the State Heritage Register was undertaken on the 3rd March 2012. There are no sites in the study area listed on the State Heritage Register (SHR) or subject to an Interim Heritage Order (IHO) under the Heritage Act 1977 (NSW).

2.2.3 Archaeological Relics

Section 139 of the Heritage Act protects archaeological 'relics' from being 'exposed, moved, damaged or destroyed' by the disturbance or excavation of land. This protection extends to the situation where a person has 'reasonable cause to suspect' that

archaeological remains may be affected by the disturbance or excavation of the land. It applies to all land in New South Wales that is not included on the SHR.

Amendments to the Heritage Act in 2009 changed the definition of an archaeological 'relic' under the Act. A relic is now an archaeological deposit, resource or feature that has heritage significance at a Local or State level. The definition of a relic is no longer based on age.

A 'relic' is defined by the Heritage Act as:

“Any deposit, object or material evidence:

- (a) which relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- (b) which is of State or Local significance

Under the Heritage Act a distinction is made between a “work” and a “relic” but the term “work” is not defined in the legislation. The common definition of a work, however, includes, *inter alia*: ‘an engineering structure, such as a building, bridge, dock, etc’ (for example, *Pocket Macquarie Dictionary*, 1982, reprinted 1991, page 1182).

If a relic (including shipwrecks in NSW waters – that is rivers, harbours, lakes and enclosed bays) is located, the discoverer is required to notify the NSW Heritage Council.

Section 139 of the Heritage Act requires any person who knows or has reasonable cause to suspect that their proposed works will expose or disturb a 'relic' to first obtain an Excavation Permit from the Heritage Council of NSW (pursuant to Section 140 of the Act), unless there is an applicable exception (pursuant to Section 139(4)).

Exceptions under Section 139(4) to the standard Section 140 process exist for applications that meet the appropriate criterion; however, an application is still required to be made.

As discussed later in this report, it is unlikely that 'relics' as defined under the Heritage Act will be located within the study area.

2.2.4 Environment Planning and Assessment Act 1979

Planning and development in NSW is carried out under the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2000. This legislation allows the making of Regional and Local Environmental plans with provisions that protect heritage items, heritage conservation areas and archaeological sites.

Heritage items are protected under the provisions of the Sutherland Shire Local Environmental Plan 2006 (LEP) primarily through listing as an item of environmental heritage on the LEP. As there are no such items within the study area, the controls in the Sutherland LEP would not apply in this instance.

3 METHODOLOGY FOR THIS REPORT

The methodology used in the preparation of this report is broadly consistent with the guidelines of the Heritage Branch of NSW Office of Environment and Heritage (OEH) and the principles outlined in the Australia ICOMOS Charter for Places of Cultural Significance (the Burra Charter).

The terminology used in this report is consistent with the NSW Heritage Manual and associated guidelines and the definitions contained in the Burra Charter.

The following Heritage Registers were searched on 5th March, 2012 by accessing the relevant on-line search engines (refer to Appendix One):

- the Australian Heritage Database (for Commonwealth listed sites or items);
- the NSW Heritage Database (for State listed and any locally listed heritage sites or items);
- the Sutherland Shire LEP 2006 (to identify any possible locally listed items);
- the Sutherland Shire LEP 2000 (now replaced) was also checked to verify information obtained from the Sutherland Shire LEP 2006 and the NSW Heritage Database;
- the RMS Heritage and Conservation Register (Section 170 Register);
- the National Trust Register.

(It should be noted that the Register of the National Estate was closed in 2007 and is no longer a statutory list. All references to the Register of the National Estate were removed from the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) in February, 2012.

Historical research into the land use patterns of the study area was undertaken prior to the field survey to establish what heritage items may have been constructed or deposited in the study area and what processes may have removed such heritage items (see Section 5).

This research utilised documentary and photographic resources such as cadastral information, historical title information and historical aerial imagery. Some of the aerial images used are located on the Sutherland Shire website and are part of an on-line Geographical Information System.

The field survey – the area of which is shown in Figure 1 – was completed on 7th March, 2012 and conducted by Dr Iain Stuart and Jane Cummins Stuart (see Section 6).

The purpose of the field survey was to identify potential heritage items and potential archaeological remains, if extant. Using historical research and the information on settlement on the 1955 aerial images, sites of possible settlement within the study area (see Section 5) were inspected on foot. More detail is provided within section 6.2.

3.1 Limitations

This report discusses non-Aboriginal heritage only.

The register searches undertaken for this report are current only to the date a particular register was searched. In the normal course of events, items are added to or removed from heritage registers and users of this report should check that sites have not been added to or removed from a particular register since the date the register was searched.

The historical aerial photography from the 1930's has inherently low resolution however best efforts were made to interpret features such as boundary lines as accurately as possible.

This report is based on historical research and field inspections. It is possible that further historical research or the emergence of new historical sources may support different interpretations of the evidence in this report.

Although this report was undertaken to best archaeological practice and its conclusions are based on professional opinion, it does not warrant that there is no possibility that additional archaeological material will be located in subsequent works on the site. This is because inherent limitations in historical documentation and archaeological methods make it difficult to accurately predict what is under the ground.

The Significance Assessment made in this report is a combination of both facts and interpretation of those facts in accordance with a standard set of assessment criteria. It is possible that another professional may interpret the historical facts and physical evidence in a different way.

A summary of the statutory requirements regarding heritage is provided in Section 2. This is made on the basis of our experience of working with the NSW heritage system and does not purport to be legal advice. It should be noted that legislation, regulations and guidelines change over time and users of this report should satisfy themselves that the statutory requirements have not changed since the report was written.

4 DESCRIPTION OF THE PROPOSED WORKS

RMS proposes to widen Alfords Point Road from the southern bridge abutment to Brushwood Drive for approximately 2.1km in length, upgrading the existing undivided four-lane road to a six-lane divided carriageway with a Type F Barrier in between the northbound and southbound lanes.

The proposal provides for dedicated on and off ramps as a result of adding the extra lanes, thus increasing merge lengths and helping to reduce congestion.

The northbound on-ramp will also be increased in width locally to accommodate a dedicated off-carriageway bus stop.

The informal truck bay will be moved to a permanent location south of Brushwood Drive and under the Old Illawarra Road/Menai Road overbridge between chainages 2840 and 3000.

The upgrade proposal will also provide a 3m shared path adjacent to the southbound carriageway.

Construction work activity would include:

- Clearing (trees)
- Utility adjustments
- Concrete pavement demolition (hydraulic hammers)
- Bulk earthworks including excavation in rock (hydraulic hammers)
- Sub grade ripping (in rock) and compaction
- Material processing (crushers) and screening operations
- Drainage
- Pavement and concrete barrier construction
- Street lighting
- Signposting and line marking

The equipment likely to generate noise and vibration are as follows:

- Earthworks trucks, concrete trucks and site vehicles
- Excavators with hydraulic hammer.
- Front end loaders
- Bulldozers (D9)
- Material processing (crushers) and screening operations
- Static and vibratory roller
- Backhoes
- Concrete paving machines
- Diesel generators
- Mobile cranes
- Drilling rigs
- Road saws

It is proposed to locate a site compound within the limits of the study area; a possible site could be on the eastern side of Alfords Point Road between chainages 900 to 1000 (prior to but on the same side as Maxwell Close). This is currently the location of the informal heavy vehicle inspection area. During construction, the location of this compound may change depending on the construction staging nominated by the successful Contractor but will be within the study area.

Stockpiling of material will only occur within the site limits of the approved proposal footprint.

(source: RMS Project Brief October 2011)

5 HISTORICAL BACKGROUND

Historical research into the land use patterns of the study area was undertaken to establish what heritage items may have been constructed or deposited in the study area and what processes may have removed heritage items. This was undertaken in order to help determine whether or not there was likely to be any unrecorded heritage items or “archaeological relics” in the study area.

The study area is located south of the Georges River, which is the boundary between the Cumberland Plain on the northern side and the sandstone landforms of the Woronora Plateau within the study area. Areas along the river bank have been mapped as Quaternary alluvial deposit. Rising from the river are the steep classic Hawkesbury Sandstone landforms of rolling to rugged steep hills. At the top of the rises the landforms become less steep and are formed on Wianamatta shales. These landscapes have been mapped as the Lucas Heights soil landscape (Chapman and Murphy 1989, Hazelton and Tille 1990).

The indigenous vegetation would have been a mixture of mangroves in the riparian zone with open forest behind on the slopes of the Hawkesbury sandstone landscape and more dense forest in the gullies. On the top of the rises was open forest dominated by *Syncarpia glomulifera* (Turpentine) trees (Benson and Howell 1990:138, Chapman and Murphy 1989).

Geographically the area was some distance from the post-contact settlements at Sydney or Liverpool. The most efficient form of transport would have been by boat using the Georges River. Land transport would have faced steep terrain towards the River and the problem of getting over the River itself. This factor probably meant that settlement in the Alfords Point area was constrained as there would have been little incentive to settle in an area so far from possible markets.

5.1 A Lack of Settlement

A review of maps covering the study area shows that settlement in the general region was sparse. The early maps, dating from 1788, of Botany Bay and the Georges River show no evidence of settlement along the river. Mitchell’s map, published in 1833 but based on surveys undertaken in the case of the study area in 1829, shows no settlement along this section of the Georges River and inland.

The next detailed map is that of Wells, first published in 1840, which shows no occupation in the study area. The grant of John Alford is shown on Deadman’s Creek some two miles west of Alfords Point (which is named after him). The second edition of Well’s map, which dates from 1857, shows the study area to be largely unoccupied although the Illawarra Road has been constructed (the construction date is 1842-1845). There is also a grant to Charles Wilkinson on the western site of Mill Creek although this is outside the study area.

In 1881 the study area was surveyed by Lieutenant Parrott as part of a Reconnaissance Survey of Sydney; the map shows the study area as being unoccupied (Figure 2).

The first cadastral plans of the Parish of Holsworthy are not dated but seem to be from c1840 as they do not include the reservation for the Illawarra Road. The first dated plan is from October 1899. This is a charting plan in use from 16th October 1899 and cancelled on 6th March 1906. This plan shows the study area as being unoccupied but with a

number of tracks running through it in addition to a Trig Point, “Thorp”, established in February 1894.

The following edition of the Holsworthy Parish Plan was brought into use on the 6th March 1906 and cancelled 2nd April 1914. This edition shows a Special Purpose Lease (11:11), measuring four acres and 27 perches, along the foreshore and just upstream from the current bridge. Annotations on the plan indicate that this Lease was for quarrying of gravel and ballast and was held by the Council of North Botany from 1911.

A fading pencil annotation on the plan identified the study area as being exempt from the operation of licences to cut green timber in 1908. No other occupation of the study area is recorded on the plan (Figure 3).

5.2 Rural fringe settlement from the 1920s

In April 1914 the 5th Edition of the Holsworthy Parish Plan was put into service (and cancelled 29th April 1924).

This plan records the expansion of the foreshore leases to the east. The original lease to North Botany Council is annotated as being “reserved from Sale or Lease” which would have come into effect once the original lease expired. To the east of the original lease two new leases (Mineral Leases 1 & 2) are shown; however, details of these are obscured on this edition of the plan. It seems likely that these two new leases are quarries. They are located in the vicinity of the current bridge.

The Holsworthy Parish Plan also shows that land has been taken up as a Special Purpose Lease, notably for Homestead Selections. A Homestead Selection was a form of Conditional Purchase introduced in the Crown Lands Act of 1895.

The land was to be surveyed and valued before Selection and this is noted on the Parish Plan. Portions 384 and 385 were surveyed on 4th January 1921. Improvements consisting of a quarter of an acre on each portion were noted and valued at 10/-. The land was Homestead Selection Area No. 1439 which was gazetted on the 13th May 1921. However, both Portions were leased on the 3rd May 1921, prior to the gazettal.

Portion 385 was taken as a Homestead Selection by Edward Barnsley on the 4th July 1921. Portion 384 remained leased until it was taken as a Homestead Selection by a Robert Barnsley on the 27th February 1926.

Both portions are in a most curious location as they take in a narrow ridge of flat land and slope steeply to the west. The nature of the terrain would have been quite unsuitable for agriculture because of this slope.

To the south of these portions, Special Area No. 57183 was surveyed on the 31st January 1924 and gazetted on 4th July 1924. The survey created eight portions which were reserved for original Conditional Purchase under the Crown Lands Act. Of these eight portions, Nos. 397, 398, 400, 401, 402, 403 and 404 are within the study area. None of the portions are recorded as having any improvements (such as cultivation, orchards, houses, fences, wells and the like) on them at the time of survey. This survey also formalised Alfords Point Road from the then existing bridle track.

A summary of the property history for each portion is set out below (see also Figure 4):

Portion 397	Conditional Purchase 26/11/1925 to Joseph Jacobs. Sold to Edith Allen Beman in 1940 then resumed for the Menai North Public School in August 1950.
Portion 398	Conditional Purchase 20/08/1925 to Jessie Thomas Horne but revoked. Then Conditional Purchase to William Cohen in June 1928 but withdrawn. Leased to Frederick Arnold for vegetable gardens and poultry for a year in 1930. Then Arnold took the land as a Conditional Purchase on 9 th May 1930.
Portion 400	Conditional Purchase 18/08/1924 to Albert Henry Hammond but revoked April 1927. Conditional Purchase 13/03/1928 to Osborne Edward Priest then Donald John Reid – sale completed in 1957.
Portion 401	Conditional Purchase 25/09/1926 to Henry George Madden revoked June 1931. An application for a lease was refused and the land became available only for Conditional Purchases July 1931. Conditional Purchase in 1931 to Leslie William Howard but voided c1932. Conditional Purchase 12/06/1932 to Herbert George Trollope but forfeited by 1937 when another Conditional Purchase was made by Henry George Hoger which was revoked by 1943. The land was leased to William Campbell Knight Boyle in 1945 who then took it up as a Conditional Purchase in 1947
Portion 402	Conditional Purchase 22/05/1926 to Fredrick George Arnold forfeited but revoked 12/1933. Was split into two leaseholds – Portion 475 leased by Phillip Eric Taylor and Portion 474 by Arnold. The remainder of Portion 402 was reserved for Public Recreation. The land was surveyed on 15/2/1956; no improvements were noted.
Portion 403	Conditional Purchase 4/05/1925 to Eric Ernest Russell but this seems to have lapsed by 1928. Leased to 1928 to Norman David George Thompson. Conditional Purchase 24/04/1928 to Frederick Joseph MacMahon who completed the sale in 1936.
Portion 404	Conditional Purchase 6/05/1925 to Harry Charles Berry; the sale of the land was completed in 1949.

Finally, for some reason, Portion 399 was treated separately from the adjoining portions. The plan is annotated as being applied for under Section 75 of the Crown Lands Consolidation Act 1913 by William John Graham. Section 75 deals with leases for a whole

variety of works including obtaining guano, shells, limestone, loam, brick, earth, gravel or ballast. It is possible that some form of quarrying was proposed. However, this seems to have fallen through as the land was reserved as a Special Purpose Lease for vegetable gardens from 1923 to 1937. This reserve was revoked in November 1928 when the land was leased to George Ernest Presbery for a poultry farm and orchard until 1936. The lease was renewed by Arthur Keith Presbury in 1939 and revoked in 1949. The land was leased in 1951 and 1953 and then subdivided into Portion 399 and Portion 473 by a survey in February 1956. This survey failed to find any evidence of the Trig Station. Both portions were leased until the 1960s.

The remaining areas of the study area were noted as being held under a Permissive Occupancy Licence by J.M. Maltby.

To summarise the above information, in the early 1920's the study area was surveyed and sub-divided into a series of small portions loosely held under lease or various forms of selection tenure (see Figure 4). It seems that a number of small farms were established. These were typical urban-rural fringe agricultural activities, namely small vegetable gardens, orchards and poultry farming. Alfords Point Road was formed at this time and ran along the crest of the ridge. It is likely that any houses and farm buildings would have also been located on the top of the ridge line.

Looking at the land tenure evidence, it seems the farms became more established in the 1930's. The first topographic map (Sydney One Inch to the Mile map (1:63360) of 1933) shows two buildings – one on Portion 400 (Osborne Edward Priest) and the other on Portion 384 (Robert Barnsley).

The later editions of the plans for the Parish of Holsworthy are not available until a final plan from 1961. Nevertheless, there are a series of aerial photographs, dating from 1930, that cover the study area and provide evidence of the nature of settlement and the location of key infrastructure elements in the area. The aerials are located on the Sutherland Shire website and are part of an on-line Geographical Information System.

Although the 1930 aerial photographs cover only part of the study area and the quality of the resolution is not good, it is possible (as Figure 5 shows) to see the extent of settlement in the study area which at that time consisted of two farms located off Alfords Point Road.

5.3 Post War Settlement

The immediate pre- and post-World War II periods saw an intensification of the urban fringe type of settlement pattern in the study area. The increase in Sydney's population and improved transportation, due to the greater availability of motor vehicles, made small farming more viable with markets in Sydney and also in the Illawarra. The 1955 aerial (see Figure 6) shows that a series of farms had been established along Alfords Point Road. As far as can be interpreted from the aerial photographs, these farms seemed to be a mixture of vegetable farms (the cultivation is clearly visible) with some small poultry farms and some grazing. The only orchards noted were at the southern edge of the study area near Old Illawarra Road.

The 1961 aerial shows a slightly more intensive occupation although, as Figure 7 shows, there are also large areas of almost untouched bush. The areas of cultivation are larger and the poultry sheds seem to have been replaced by cultivation. There are also a few

houses, not particularly associated with any rural activity – a modest start to rural residential activity perhaps.

5.4 Alfords Point Bridge and Urbanisation

With the increasing expansion of Sydney in the boom years of the 1960s, the State Government looked at the Menai area as a potential area for urban expansion. The Sydney Region Outline Plan, released by the State Planning Authority in 1968, identified Menai as one of the major urban growth areas in metropolitan Sydney. Planning for the area in the late sixties and early seventies identified a number of planning precincts to be developed in three stages with development of the first stage commencing in 1971. Access to this area was along Old Illawarra Road with a vehicular punt that crossed the Georges River between Lugarno and Illawong. The punt was a major bottleneck and obstacle to the proposed residential development.

The then Department of Main Roads constructed the original three-lane Alfords Point Bridge and approaches from 1970 to 1973. The Bridge was opened in September 1973. At the time the first bridge was built, the piles and abutments for a second bridge were also constructed – in addition to a generous cutting – to allow for future carriageway expansion without disruption of existing traffic flows.

The 1978 aerial image (see Figure 8) shows the impact of the construction on the rural settlement at Alfords Point. It can be seen that much of the rural activity was abandoned. Much of the land along Alfords Point Road was purchased by the Department of Main Roads and most of the buildings were demolished prior to the realignment and construction of the new section of Alfords Point Road.

In the 1980s, as part of the urbanisation of the Menai area, much of the flat areas on the ridge crests at Alfords Point were subdivided, levelled and developed for housing. By 1994 the entire area was urbanised, eliminating almost all trace of the previous pattern of land settlement (Figure 9).

This development has led to a corresponding increase in traffic volumes. In 1989, to address peak traffic flows, a tidal traffic flow arrangement was implemented on Alfords Point Road. In 1991 Alfords Point Road was extended as a four-lane road from Brushwood Drive to Old Illawarra Road. Between 2007 and 2008 Alfords Point Bridge was duplicated. The northern approach to Alfords Point Bridge (from Alma Road) was completed in late 2011.

5.5 Contextual Analysis: Historic Themes

Contextual analysis is undertaken to place the history of a particular site within relevant historical contexts in order to gauge how typical or unique the history of a particular site actually is. This is usually ascertained by gaining an understanding of the history of a site in relation to the broad historical themes characterising Australia at the time. Such themes have been established by the Australian Heritage Commission and the NSW Heritage Office and are outlined in synoptic form in New South Wales Historical Themes, issued by the NSW Heritage Office (2001).

After considering the history of the study area, two relevant historical themes were identified. This is presented in Table 2.1 below:-

Table 2.1: Historical Themes relating to the study area

Australian Theme	NSW Theme	Notes	Examples of evidence
3 Developing local, regional and national economies	Agriculture	Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes; can include aquaculture.	Specialist structures such as dairies, poultry sheds, fences, remains of cultivated areas, drains, remains of orchards, barns and related structures, rural residences, rural landscapes.
4 Building settlements, towns and cities	Towns, suburbs and villages	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages.	Sub-divisions and infrastructure supporting urban development.

These two themes are best discussed in the context of the urban rural fringe. The concept of the urban rural fringe is essentially a geographic one relating to land use and economy. It is seen as a zone where factors influencing both rural and urban land use intersect to produce a unique land settlement pattern.

In the study area it has been shown that, from the time of post-contact settlement, the factors that influence rural land use – such as the land form and transportation – resulted in the land being virtually left as bushland. It was only in the 1920s that the land was subdivided and small farms developed in the area. Even then, the title information reveals frequent changes of ownership which is suggestive of the difficulties inherent in farming at that time.

Gollage (1960) who studied Sydney's rural fringe notes that: "The constant demand provided by Sydney's urban dwellers has produced an intensive type of land use in the fringe where perishable goods such as vegetables, flowers, fruit and poultry are produced on small holdings" (1960:243). He noted that the land use in the area was characterised by small holdings, intensive production, mobile population, residential expansion and lack of services.

Gollage included the study area as being in the urban rural fringe that emerged by 1947. His analysis, however, was by Local Government Area so specific details relating to Alfords Point are not discussed. It is clear that the history of Alfords Point is typical of urban fringe areas, although there are few that have so completely lost all trace of the previous land use as the Alfords Point area.

6 FIELD SURVEY

6.1 Previous Studies

As far as can be ascertained by searches on databases such as Trove and the Heritage Office Library, the study area has not been surveyed for post-contact heritage items or archaeological relics.

The Review of Environmental Factors for the widening of Alfords Point Road north of the Bridge contains a report by Ian Berger, a heritage specialist with the then RTA, on an inspection undertaken within the current study area south of Alfords Point Bridge – possibly for the construction of a cycleway (Berger 2007). On the basis of an overlay of a Road Construction Drawing onto modern cadastre, Berger identified three locations (S1, S2 and S3) where houses and structures were located prior to construction. These areas were inspected by Berger and, although some minor remains were located at each area, these were assessed as having no archaeological potential and no heritage potential.

In reviewing Berger's work, it seems that the remains such as concrete rubble or possible brick paving could also have been deposited by illicit dumping which is prevalent in the fringe areas of Sydney and often leaves deposits that resemble archaeological remains until investigated further. These areas were included in the areas to be considered for this field survey.

6.2 Field Survey

A field survey to identify potential heritage items and potential archaeological remains was undertaken on the 7th March 2012. The rationale for undertaking the survey was to inspect areas where the farms were located and to see whether any archaeological remains might have survived the construction of the carriageway of Alfords Point Road and the adjacent suburban development.

The 1955 aerial images were used as a base map as these best represented the earlier phase of rural settlement. Using the Sutherland Shire website, the current site plan was able to be overlain on the 1955 aerials and areas of potential remains within the study area were identified by mapping using the 1930, 1961, 1970 & 1978 images.

The areas of potential were then mapped onto a modern aerial photo and these were then inspected on foot. Details of the inspection areas and their location are in Appendix One and on Figures 10a to 10E.

6.3 Field Survey Results

The result of the fieldwork was that no unidentified heritage items or places exist within the study area.

The areas within the study area examined for potential archaeological 'relics' proved not to have the potential for archaeological relics. This is because of the large excavation undertaken for the new alignment of Alfords Point Road when the construction work would have removed all heritage items and their archaeological remains within the study area.

The intensive clearing and construction that occurred to make space for the houses and streets of suburban development during the 1980s and 1990s on both sides of Alfords Point Road effectively removed any remains of the rural settlement. The subdivision construction appears to have removed almost all remains of the previous land use.

The two human heads, carved into the west wall of the first cutting after 1978, are not considered not to be heritage items or archaeological relics. They do not meet any of the NSW Heritage Significance Criteria. They may, nevertheless, have significance to the community as works of “community art” but, as they do not have identified cultural heritage values, they cannot be included in this Statement of Heritage Impact.

7 STATEMENT OF HERITAGE IMPACT

As there are no known heritage items or sites located within the study area and as the results of the field survey indicate that there are no items or sites of potential heritage significance extant in the study area, JCIS Consultants has assessed the impact of the proposal on the study area to be nil, bearing in mind that there is always the possibility of unexpected finds (see caveat given in Section 8 – Management).

8 MANAGEMENT

This section discusses the management of heritage within the study area in the context of the proposed development.

As there are no known heritage items or archaeological sites within the study area there are no permits required and the work can proceed as far as heritage matters are concerned.

As noted in Section 2.1, there is always the chance that unexpected finds of possible archaeological remains may be discovered during construction work. These remains would need to be assessed by an appropriately qualified professional to ensure that they are not “relics” under the provisions of the Heritage Act 1977 (as amended) and to ensure that RMS complies with the provisions of the Heritage Act. We understand that this investigation would be in accordance with RMS Unexpected Finds Procedure (2011).

- Accordingly, it is recommended that as part of the Environmental Management System for the project, RMS implements its Unexpected Finds Procedure in the event of an unexpected find.

These procedures should be explained to all personnel as part of staff and contractor inductions for the project.

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10 IMAGES

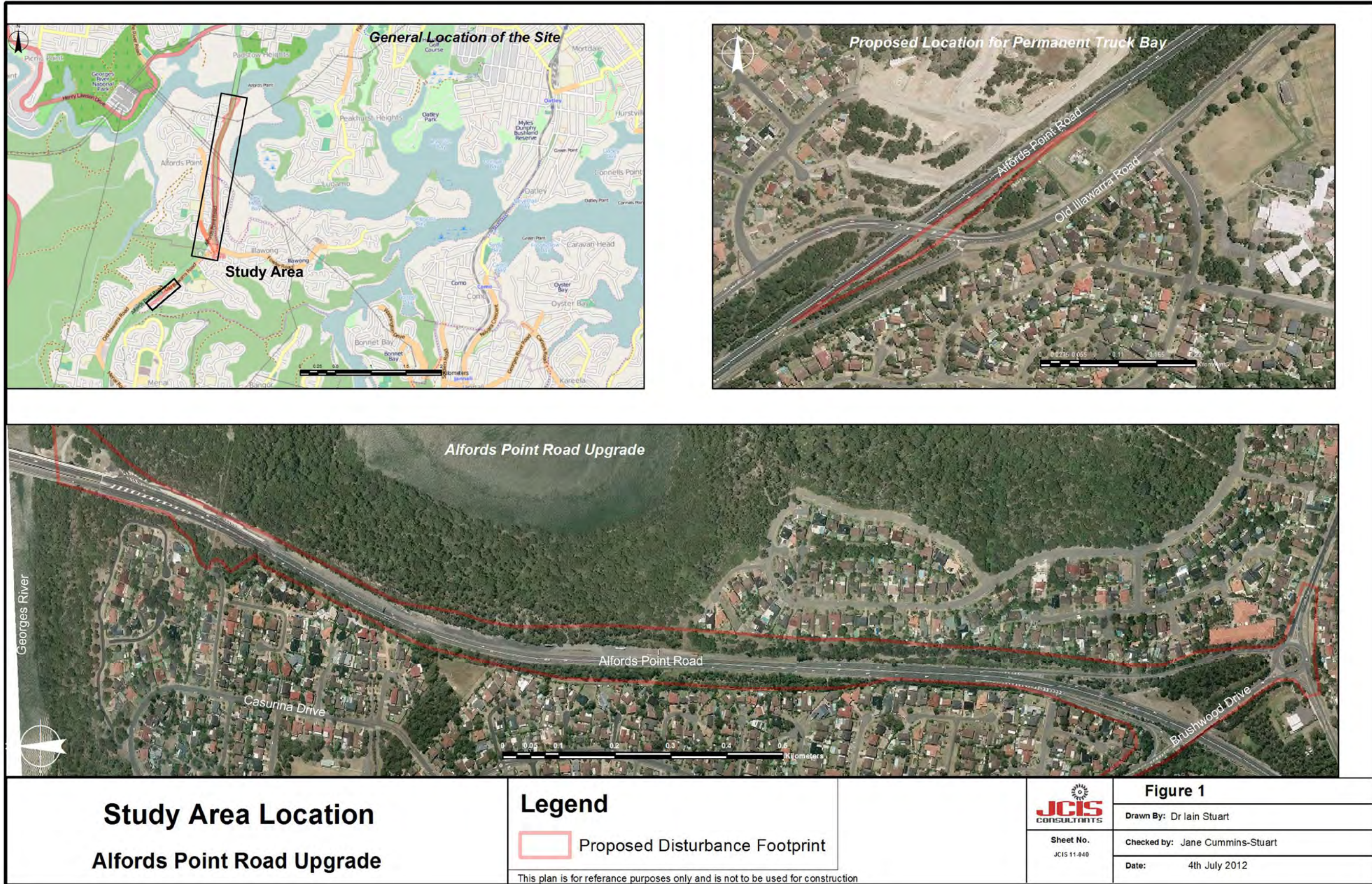




Figure 2: Study area in 1881 showing lack of occupation in the area

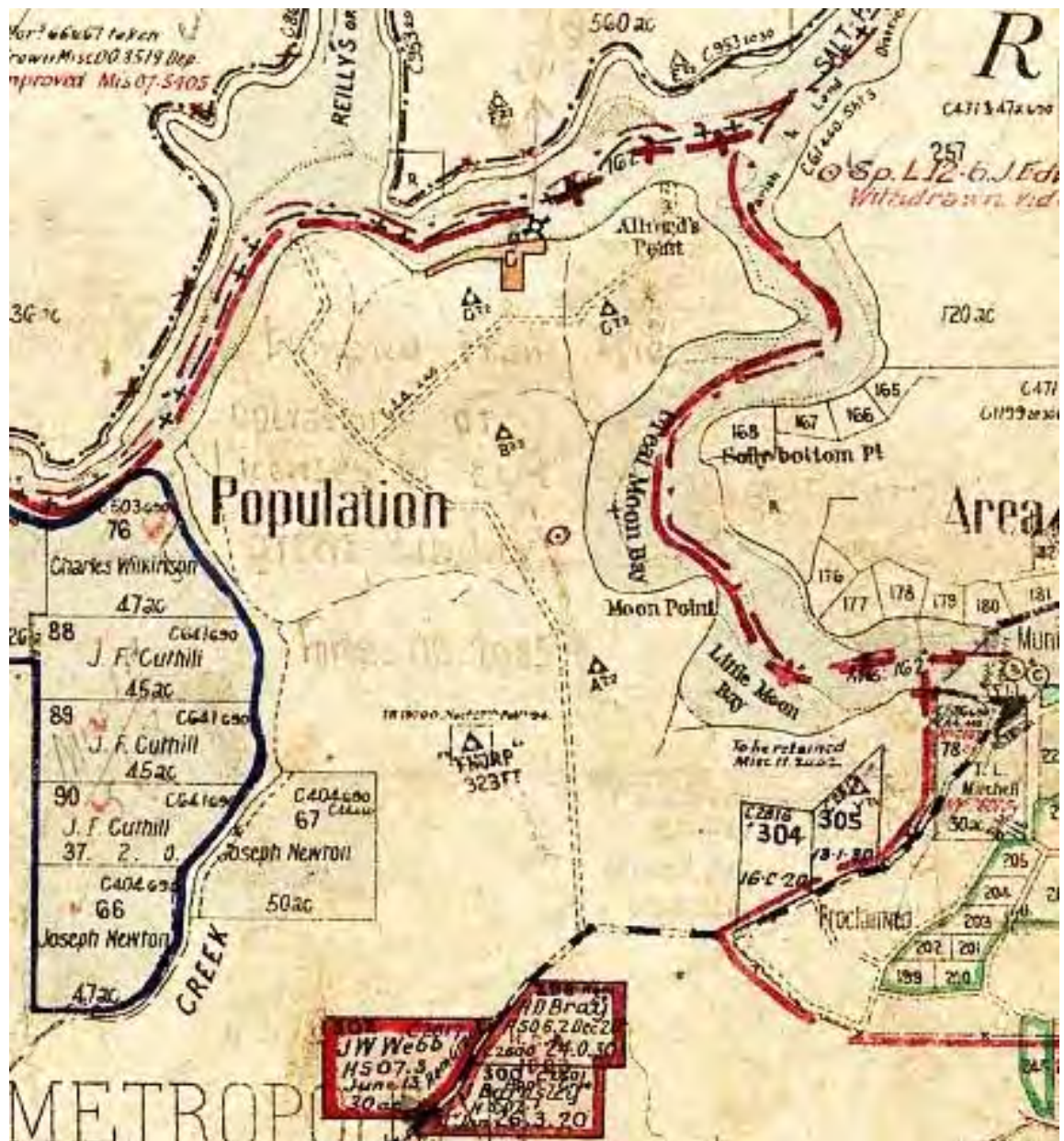


Figure 3: Parish of Holsworthy (1906) showing the extent of settlement in the study area.



Figure 4: Detail from the Parish of Holsworthy (1913) showing subdivision in the study area

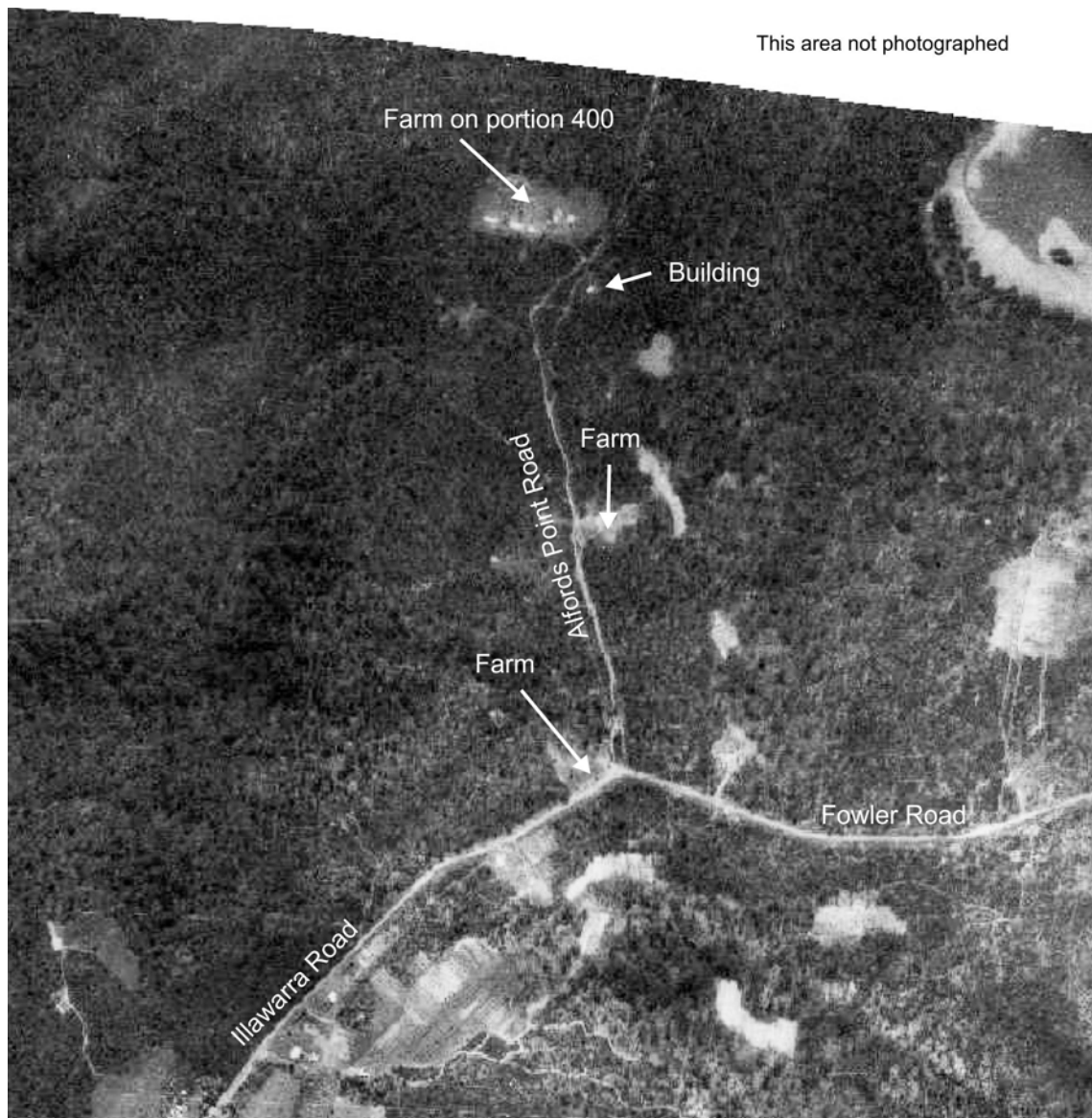


Figure 5: 1930 aerial photograph showing the southern end of the study area

Figure 6: 1955 aerial photograph showing a pattern of farm settlement along Alfords Point Road



Figure 7: The study area in 1961 showing the extent of settlement along Alfords Point Road



Figure 8: The Study Area in 1978 after the construction of the Bridge and new alignment of Alfords Point Road



Figure 9: The study area in 1994 after the construction of suburban estates

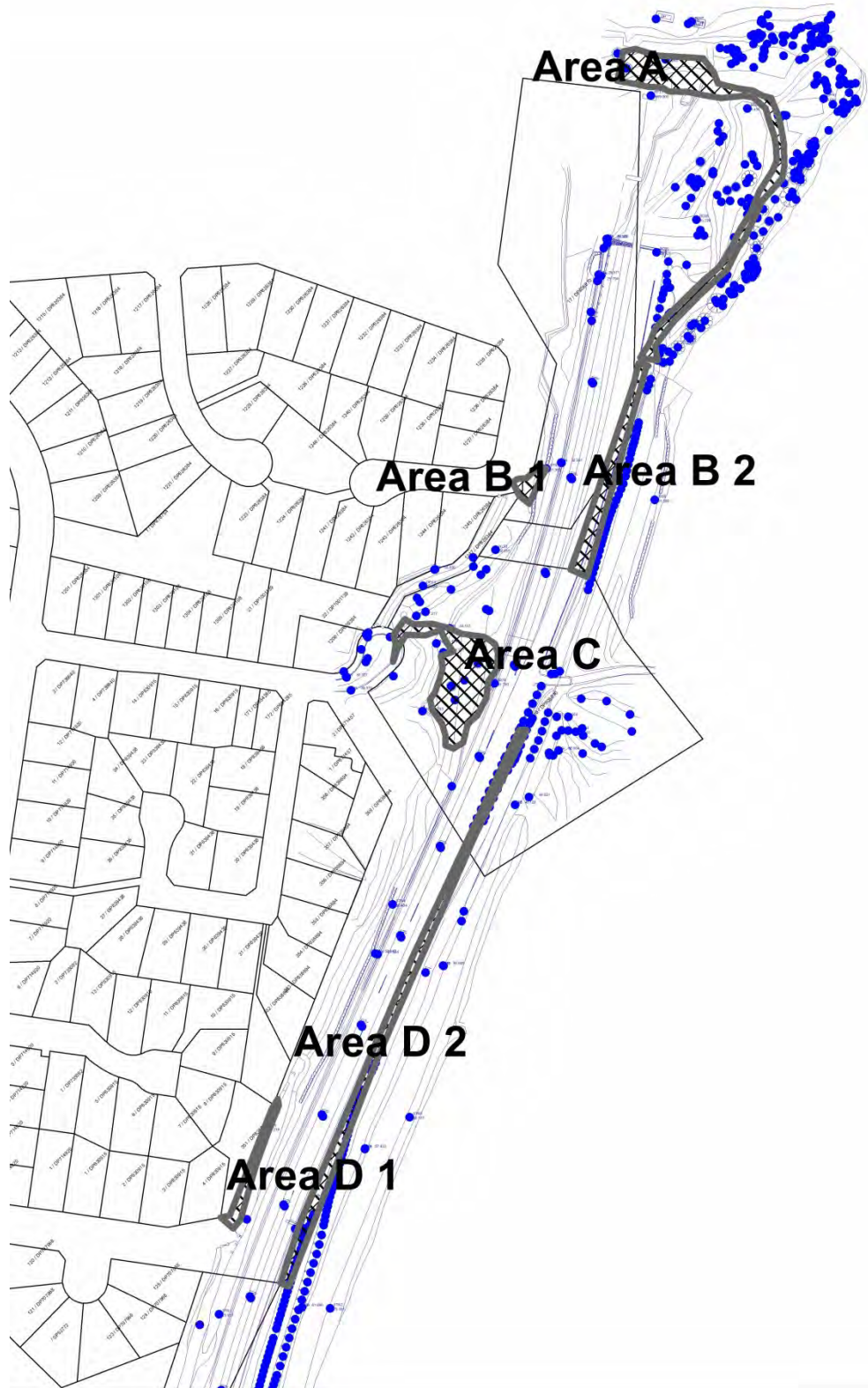


Figure 10A: Location of areas inspected.



Figure 10B: Location of areas inspected

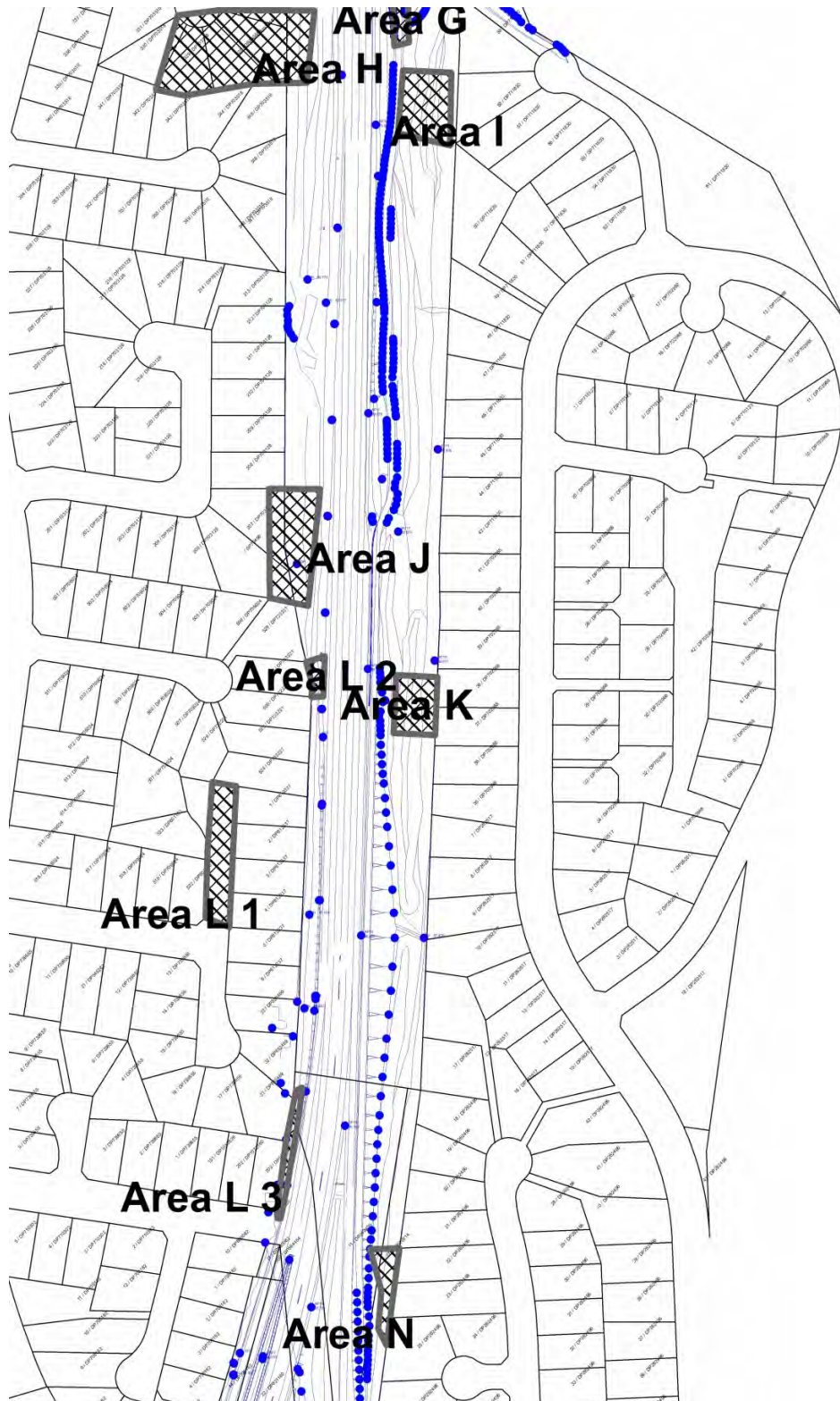


Figure 10C: Location of areas inspected

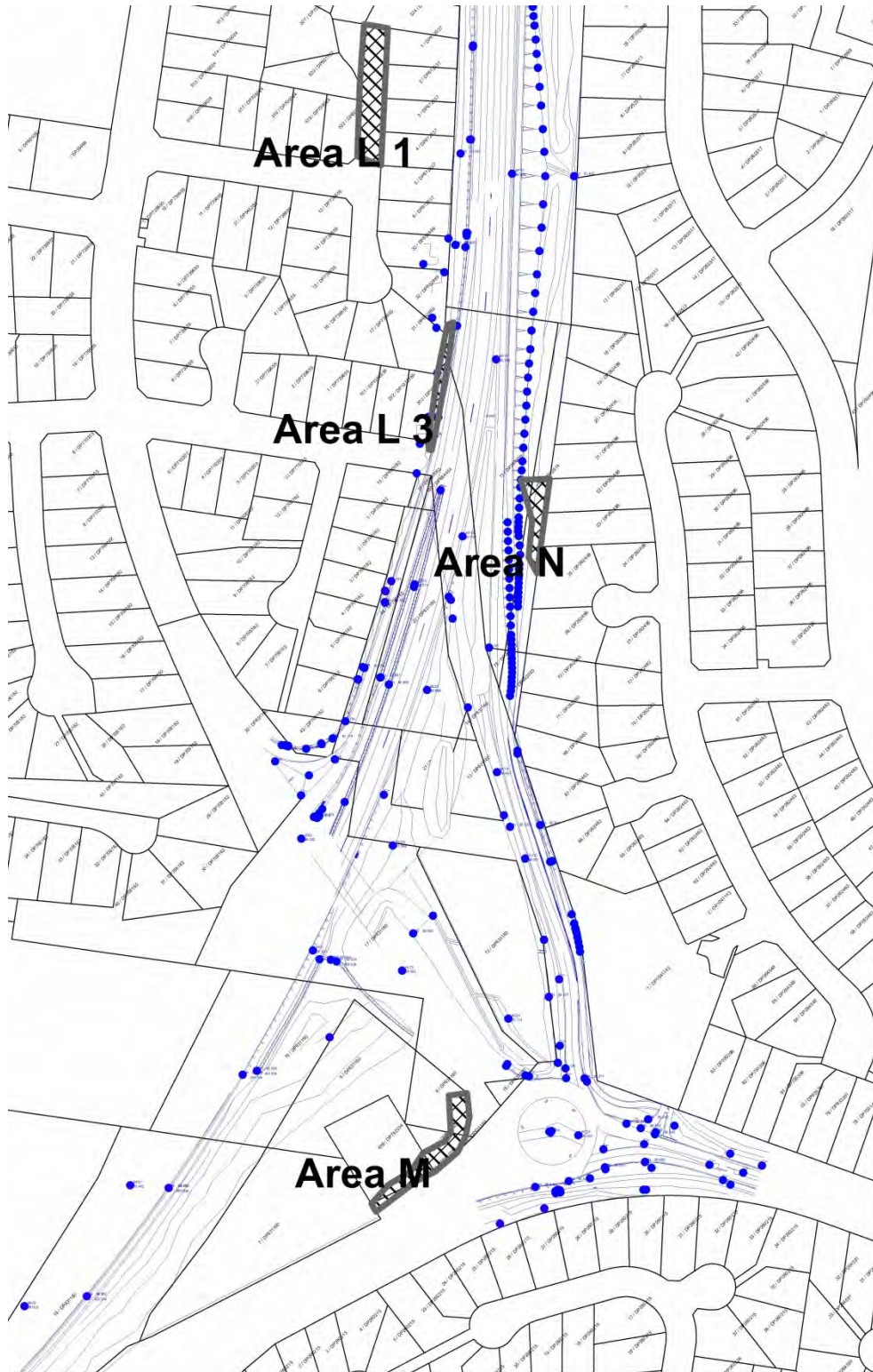


Figure 10D: Location of areas inspected

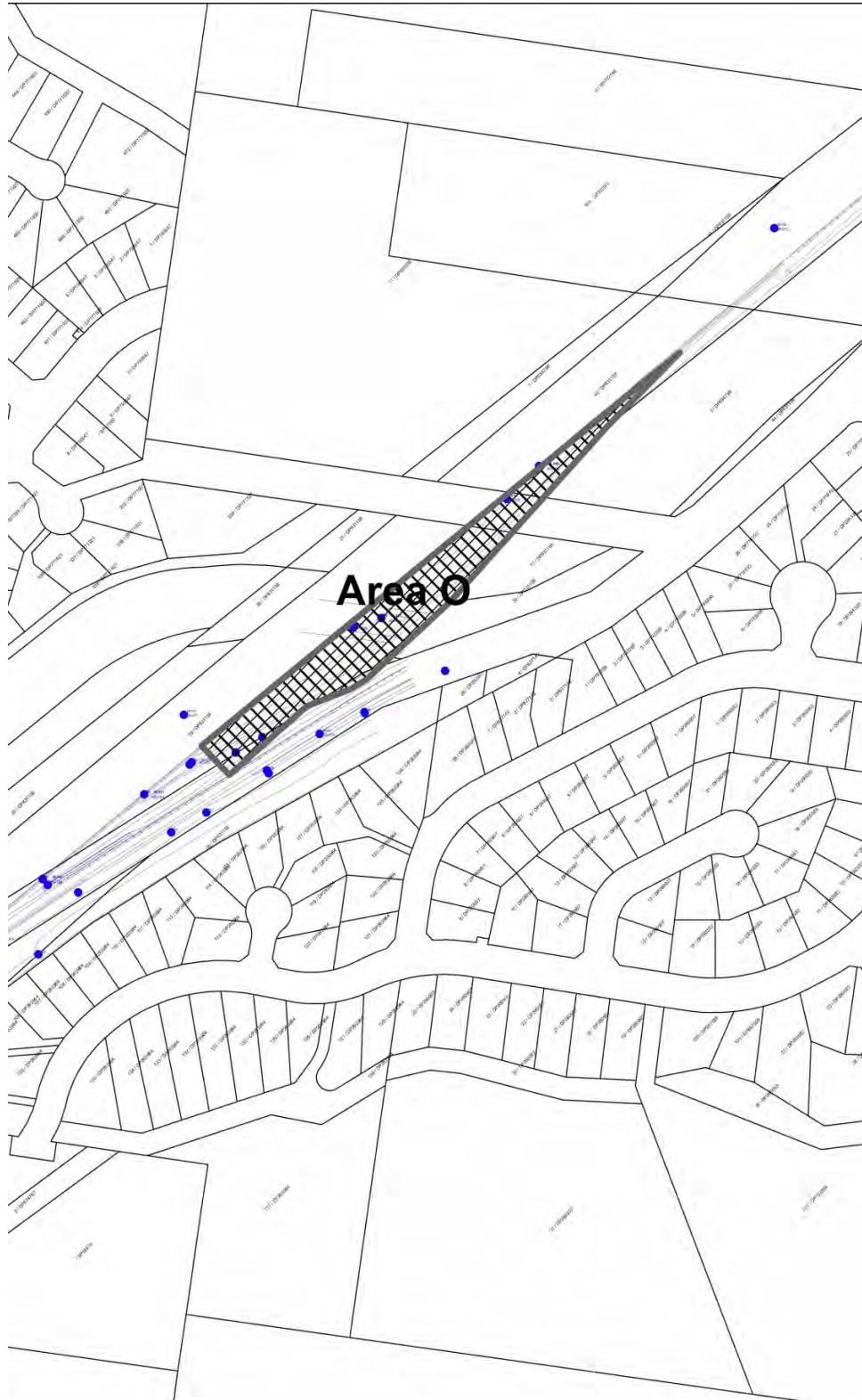


Figure 10E: Location of areas inspected (Truck Inspection area)

APPENDIX ONE

Heritage Register Search - details

Database	Date searched	Results
Australian Heritage Database	05/03/2012	There are no heritage items within the study area listed on the Commonwealth Heritage List.
NSW Heritage Database State Heritage Register Local Listing	05/03/2012 05/03/2012	There are no heritage items within the study area listed on the State Heritage Register. Georges River State Recreation Area Alfords Point, NSW LGA – Sutherland Information Source - LGOV Heritage Listing Local Environmental Plan Gazette Date 15/12/2000 Gazette No. 162 Gazette Page 13332 Alfords Point Bridge * Alfords Point Road, Alfords Point, NSW LGA – Sutherland Information Source - LGOV Heritage Listing Local Environmental Plan Gazette Date 15/12/2000 Gazette No. 162 Gazette Page 13332
<u>NB:</u> Alfords Point Bridge was listed as a heritage item in the Sutherland Shire LEP 2000 but is not listed on the Sutherland Shire LEP 2006 (see below).		
Sutherland Shire LEP 2006 Schedule 6 – Heritage Items	05/03/2012	Georges River State Recreation Area Alfords Point Road, Alfords Point Listing No. 194 R * <u>NB:</u> R * = item is of regional heritage significance The Georges River State Recreation Area is listed as being of Regional Significance; however, in order to simplify the process of assessing the significance of heritage items, the Heritage Council of NSW has determined that only the levels of Local and State Significance will be used and use of the level of Regional Significance has ceased.

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<p>Sutherland Shire LEP 2000 (now replaced by SSLEP 2006) Schedule 2 – Heritage Items</p>	<p>05/03/2012</p>	<p>Georges River State Recreation Area Alfords Point Road, Alfords Point Listing No. 194 R *</p> <p>NB: R * = item is of regional heritage significance</p> <p>The Georges River State Recreation Area is listed as being of Regional Significance; however, in order to simplify the process of assessing the significance of heritage items, the Heritage Council of NSW has determined that only the levels of Local and State Significance will be used and use of the level of Regional Significance has ceased.</p> <p>Alfords Point Bridge Listing No. 193</p>
<p>RMS Heritage and Conservation Register (Section 170 Register)</p>	<p>05/03/2012</p>	<p>There are no heritage items within the study area listed on the RMS Heritage and Conservation Register.</p>
<p>National Trust of Australia (NSW) Register</p>	<p>05/03/2012</p>	<p>There are no heritage items within the study area listed on the National Trust Register.</p>

- There are no listed heritage items located within the study area.
- The Georges River State Recreation Area is adjacent to the study area.
- The Georges River State Recreation Area was designated a National Park in 1992.

We note that the following items were listed in the Alfords Point Road Upgrade Alfords Point Bridge to Brushwood Drive Preliminary Environmental Investigation prepared by Stuart J Hill Pty Ltd (March, 2011) as being locally listed items either within or adjacent to the study area:

- Waterfront houses – Old Ferry Road
- Old Illawarra Road and Old Ferry Road Junction, Old Illawarra Road.
- Old Punt Crossing (Lugarno Ferry)

None of these items are located within or adjacent to the study area.

APPENDIX TWO

Details of Areas Inspected

Inspection Area	Location	Brief History	Results
Area A — Alfords Point Bridge southern abutment	Track under the bridge.	This area was originally held under an extractive industry title. It was inspected to ascertain whether or not there was evidence of land use pre-dating the construction of the Alfords Point Bridge in the 1970's.	No evidence of earlier use of the land was observed.
Area B — First cutting	Chainage 170 — high on the western cutting face.	Two human faces cut into the face of the first cutting south of Alford Point Bridge (noted in the Preliminary Environmental Investigation).	There is an informal access track from Stringybark Place to the face of the cutting. The two faces must have been carved post-1978 when the cutting was completed and probably post-1990 when construction of housing commenced in this area. It seems likely the faces were carved by local residents.
Area C — Area east of Marlock Place	A semi-circular area immediately east of Marlock Place and south of the first cutting. West of chainage 240 and 360 on Alfords Point Road.	This area was a flat swale between two ridges and, from the earliest aerial image (dated 1955), seems to be a swamp. There is some evidence in the 1961 aerial image of cultivation and, possibly, a small building on the	The whole area has been filled with construction material and is heavily grassed and covered with regrowth vegetation. There is a retaining wall on the western side near Marlock Place — this is likely to have been installed

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		<p>site.</p> <p>The construction works had removed this by 1970 and the cutting had removed about a third of this area.</p>	<p>when the area was subdivided and built on in the 1980s and 1990s.</p> <p>No evidence of the earlier use of the land was observed.</p>
<p>Area D — Nallada Road</p>	<p>Located between Nallada Road and the second cutting west of chainages 540 and 600, on Alfords Point Road.</p>	<p>This was the crest of a ridge and was the end of the old Alfords Point Road</p> <p>The 1955 aerial shows a large house and shed as well as cultivation.</p> <p>Cultivation seems to have ceased by 1961 and, in the 1970 aerial, the buildings within the route of the new road have been abandoned.</p> <p>The farm was effectively destroyed by the road and subsequent suburban development.</p>	<p>Suburban development and the cutting for the new Alfords Point Road has left a small (c10m wide) area of original land surface.</p> <p>However, there is no evidence of any earlier use on this land and the land has no archaeological potential.</p>
<p>Area E — Tallowwood Close</p>	<p>The area immediately north east of Tallowwood Close and west of chainages 680 and 720 on Alfords Point Road.</p>	<p>This was a gently sloping area. The 1955 aerial shows extensive cultivation and farm buildings in the Tallowwood Close area.</p> <p>By 1970 the farm buildings and cultivation have been abandoned.</p> <p>Tallowwood Close and its homes have been constructed by 1994.</p> <p>However, an area of land at the rear of the houses and west of Alfords Point Road is still extant.</p>	<p>An area of land at the rear of the houses and west of Alfords Point Road is still extant.</p> <p>On the ground there is no evidence of cultivation but aerial images clearly show that some drainage features still exist.</p> <p>This area is immediately to the west of Alfords Point Road (which is on an embankment at this point) and is just outside the study area.</p>

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<p>Area F — Callistemon Close</p>	<p>The area immediately west of the end of Callistemon Close and west of chainages 910 and 940, on Alfords Point Road.</p>	<p>This area was cleared in 1955. There was an outbuilding on what is now 9 Callistemon Close and a house (“Blue Haven”) in the middle of what is now Alfords Point Road. Both were demolished by 1978.</p>	<p>No evidence of the earlier use of the land was observed.</p>
<p>Area G — Maxwell Close</p>	<p>Immediately west of 16 Maxwell Close at chainages 1130 on Alfords Point Road.</p>	<p>There was one building on the 1955 aerial image. By 1961 there are a number of buildings which are described on the Road Construction Drawings as “Fibro Cottage”, “Fibro store house” and “Fibro aviaries”. The buildings had been partially removed by 1970 and were totally removed by 1978.</p>	<p>This area was inspected by Ian Berger, of the then RTA, and identified as S1. Berger reported finding some remains (namely concrete rubble) but is not clear whether this is from the cottage. The aerial overlay (which Berger did not have access to) clearly shows that the cottage and other structures would have been located in the middle of the 1978 construction. Therefore, it is highly unlikely that any remains exist in this area.</p>
<p>Area H — Between Blueberry and Turpentine Close</p>	<p>Between Blueberry and Turpentine Close and at chainages 1140 to 1220 on Alfords Point Road.</p>	<p>A series of large sheds (probably fibro chicken sheds) are visible on the 1955 and 1961 aerials and were demolished by 1970.</p>	<p>Suburban development and the construction for the new Alfords Point Road have removed all evidence of previous land use from this area.</p>
<p>Area I — Maxwell Close (2)</p>	<p>Immediately west of 12 Maxwell Close at chainage 1310 on Alfords Point Road.</p>	<p>A large house is visible on the 1955 aerials and was in situ until 1970.</p>	<p>This area was inspected by Ian Berger, of the then RTA, and identified as S2 but no further comment is made.</p>

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			Suburban development and the construction for the new Alfords Point Road have removed all evidence of previous land use from this area.
Area J — Jarrah Close	11 and 13 Jarrah Close and immediately east of chainage 1400 on Alfords Point Road.	A house and a series of sheds running west are visible on the 1930 aerial. This was Portion 400. The land was occupied as a farm from then until 1970, by which time the infrastructure for farming had been demolished leaving only the house which was removed by 1978.	Suburban development and the construction for the new Alfords Point Road have removed all evidence of previous land use from this area
Area K — Sylvan Ridge	West of 72 Sylvan Ridge Drive at chainages 1440 to 1480 on Alfords Point Road.	A brick house was constructed after 1955 as it appears on the 1961 aerial and is recorded on Road Construction Drawings as “Brick cottage”. It was demolished by 1978.	This area was inspected by Ian Berger, of the then RTA, and identified as S3 but no further comment is made. The site is in the middle of the current Alfords Point Road and has presumably been destroyed. There is no evidence of the building between the carriageway and the rear fences of the houses.
Area L — Sections of old Alfords Point Road	16 Watergum Place, chainages 1460-1480 and Eucalyptus Drive, chainages 1760 – 1780 on Alfords Point Road.	These are two areas where the old Alfords Point Road lies outside of the curtilage of the new alignment. There was a possibility that some remains may have existed between the carriageway and the housing construction.	Suburban development and the construction for the new Alfords Point Road has removed all evidence of previous land use from this area.

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<p>Area M — Mariner Road</p>	<p>West of 15 Mariner Road at chainages 1800 – 1820 on Alfords Point Road.</p>	<p>A large house is shown on the 1955 aerial.</p> <p>There are some indistinct blobs on the 1930 aerial which might indicate earlier construction on this site.</p> <p>The building is shown on the 1961 aerial but has a different form and slightly different location suggesting the building was rebuilt. It was there in 1970 but removed by 1978.</p>	<p>The site was on the eastern side of the current Alfords Point Road and has presumably been destroyed.</p> <p>There is no evidence of the building between the carriageway and the rear fences of the houses in Mariner Road.</p>
<p>Area N — Junction of the Fowlers Road off ramp (aka Alfords Point Road), Fowlers Road and Old Illawarra Road</p>		<p>A building and cleared area can be seen on the 1930 aerial photo. This land is Portion 306</p> <p>The 1955 aerial shows a building and cultivated area. This is also shown on the 1965 aerial but, by 1970, the cultivation seems abandoned but the building still is extant. It was removed by 1978.</p>	<p>The building is in the alignment of the current Brushwood Drive and presumably has been demolished by the construction of Brushwood Drive.</p>
<p>Area O — Proposed Truck Inspection area</p>	<p>Under the Old Illawarra Road overpass.</p>	<p>The aerial photos indicate that this area was essentially unoccupied from 1930 until construction for the new Alfords Point Road was commenced.</p>	<p>This area is in a cutting excavated into the surrounding sandstone and any archaeological remains prior to 1978 would have been removed.</p>