

APPENDIX 3: CRA HERITAGE INVENTORY (LNE)

No	Heritage Item ID	Site Name
1	3913033	Strickland State Forest
2	3904250	Red Hill Quarry Chinaman
3	3913282	The Cedars Homestead
4	3904091	Cut Rock Track
5	3904328	Bridge, Wollombi Forest Road
6	3913596	The Grandis
7	3913122	Trestle Bridge
8	3913201	Big Fella Gum
9	3913202	Bird Tree & Benaroon
10	3911781	Tib's Tree
11	3911784	Dorrigo Glenreagh Railway
12	3911770	Briggsvale Village, Mill
13	3905954	Tank Traps
14	3912726	Dingo Fence
15	3913663	Winterbourne hut, barn & ruin
16	3912958	Mummel Forest Protest New Country Swamp
17	3912893	PGK Post
18	3913080	Mountain Maid Mine
19	3905298	Woy Woy Tunnel Workers Camp
20	3904234	Pipers Creek Lime Kilns
21	3913662	Irrawang Pottery
22	3913270	Kunderang East Homestead
23	3913213	Lake Innes Ruins
24	3912997	Great North Road

1 - Heritage Item ID:	3913033
Item Name:	Strickland State Forest
1:25,000 Map Sheet Number and Name:	Gosford 9131-2-S, Wyong 9131-2-N
Present Map 1:125,000:	Newcastle State Forests

1 - Heritage Item ID: 3913033**Item Name:** Strickland State Forest**Heritage Type:** Built **Sub Type:** Other forestry**Location:** 4-7km north east of Gosford**Grid ref:** NE 344800E 6306200N; SW 341300E 6304370N **CRA Region:** Lower North East.**Boundary:** Strickland State Forest boundary**Owner:** State Forests**Reserve:** Strickland No 289 State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 13/08/98**Current Use:** Forestry, recreation**Former Use:** Forestry**Physical Description:** Strickland State Forest covers 468ha of mixed forest which is recognised for its floristic diversity [both natural and introduced]. Natural growth includes both dry and moist forest. Includes site of forest nursery, early government plantings and first forestry school.**Historical Notes:** Originally known as Hogans Brush, the 1979 records, the earliest for the area, indicate that there was then no commercial timber as area was heavily logged before 1875. Dedicated as Narara State Forest in 1916 and Strickland State Forest in 1917, the area was originally classified as two forest reserves in 1895 and 1901. The first forestry school in NSW was established in 1920 on part administered by the Department of Agriculture after 1940. In 1866 part of the area had been cleared for a forest nursery, and in 1867 plantings of red cedar and other species were established. After 1888 further plantings were carried out of several species, and it is possible that these later plantings are the oldest government plantings in the state.**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** Good. Low archaeological potential.**Recommended Management:** Threats include fire and also alienation for development purposes - commercial pressure. Suburbia is now right at the southern boundary. Will suburbanites come to regard the forest as a fire risk which should be done away with? Signage, for example at Banksia Picnic Area, along walking trails and at other points of public contact or interest, explaining the history of the area, the forest and its place in NSW forestry history, plantings, etc, would greatly enhance the social value of the area.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** As Hogans Brush Strickland State Forest has a known history extending back to 1866, it has been the site of the earliest government plantings and the first forestry school in NSW.**Aesthetic Significance:** Not assessed**Social Significance:** An important recreation centre.**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** Strickland State Forest embodies and represents important developments of early forestry history.**Rare Assessment:** In its historical and technical aspects the Strickland State Forest is unique in NSW.**Statement Of Significance:** Strickland State Forest is highly significant in that it uniquely embodies important developments in forestry history, including early plantings and the first school of forestry in the state. Over the years State Forests have refused requests to have the forest released for development on the grounds of its scientific and recreational value.**RNE Sub Criteria ID:** 12**Assessment Text:** Strickland State Forest has a known history extending back to 1866, it has been the site of the earliest government plantings and the first forestry school in NSW.

2 - Heritage Item ID: 3904250**Item Name:** Chinaman, Red Hill Quarry**Heritage Type:** Built **Sub Type:** Transport - road**Location:** 7km south east of Kulnura**Grid ref:** 56 340570 6381210 **CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Ourimbah State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 18/08/98**Current Use:** None**Former Use:** Loading gravel onto trucks**Physical Description:** Hardwood timber ramp for loading gravel. Maximum dimensions 4.4m long, 4.25m wide and 2.2m high. Situated on edge of gravel quarry next to road.**Historical Notes:** Chinaman used for loading gravel onto trucks, technology superseded by hydraulic lifting.**Construction years:** 1960 1970 **Circa Flag:** Yes**Physical Condition :** Fair physical condition. No archaeological potential.**Recommended Management:** Bushfire, neglect and extension of the quarry represent threats. Vandalism seems unlikely although it is right beside the road. Gentle decay seems appropriate, although an interpretive sign would give it some social value.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The chinaman is an example of superseded technology in the loading of heavy material onto trucks.**Aesthetic Significance:** Not assessed.**Social Significance:** Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** High**Representative Assessment:** The site is representative of a class of ramps used for loading gravel trucks.**Rare Assessment:** The site is one of only a few remaining examples of a chinaman occurring between Newcastle and the Hawkesbury River.**Statement Of Significance:** The site represents a technology for loading gravel onto trucks which has been superseded by hydraulic lifting.**RNE Sub Criteria ID:** 12**Assessment Text:** The chinaman is representative of a class of ramps used for loading gravel trucks, a procedure now superseded.**Theme Text:** HT.03.07.03.02, Moving goods and people by road HT.03.03.03.04, Quarrying

3 - Heritage Item ID: 3913282**Item Name:** The Cedars**Heritage Type:** Built**Sub Type:** Homestead**Location:** 8km north of Yarramalong**Grid ref:** 56 338210 6330480**CRA Region:** Lower North East**Boundary:****Owner:** Private - individual**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Helen Brayshaw **Date:** 11/06/9**Current Use:** Residence and farm use**Former Use:** Residence and farm use

Physical Description: House of locally quarried sandstone brought in by horse and cart, with corrugated iron roof; cheese making shed also c1890; two storey barn on European model, hay stored up stairs, stalls for animals below, drop slab construction with corrugated iron roof, c1890; vertical slab shed c1970; 2 cedar trees at front gate planted 1906. The name of the property is "The Cedars".

Historical Notes: This area was cut for cedar in the early 19th century. The older buildings listed above are the oldest in the upper Cedar Brush Creek valley, original building was located near road and of vertical slab with a bark roof - no longer extant. Present owners plan to reconstruct this - Mr & Mrs Peter Emmett. Previous owners engaged in mixed farming, including apples, cheeses and bacon.

Construction years: 1888 1892 **Circa Flag:** Yes**Physical Condition:** Good, though barn has a white ant problem. Archaeological potential moderate.**Recommended Management:** Biggest risk is fire, since some of the buildings are within 50 metres of Olney State Forest. Other risks are decay [eg present problem of white ants in barn] and neglect by future owners.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The buildings are the oldest in the valley, the house constructed from local sandstone is rare for the area, and there appears to be information available about the construction of the present buildings and also some that were there before.

Aesthetic Significance: The buildings in their setting present a very cohesive and picturesque complex with Olney State Forest as a backdrop.

Social Significance: Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Good

Representative Assessment: The buildings represent earlier construction methods, and the barn is of exotic design, the cedar trees are representative of the natural environment and the past cedar industry.

Rare Assessment: Both the sandstone house and the drop slab barn of European design are rare.

Statement Of Significance: As a complex the homestead and associated older buildings, together with the cedar trees, represent the type of settlement occurring along narrow valleys with forested slopes, and are indicative of former land uses, including the cedar industry and mixed farming.

RNE Sub Criteria ID: 4

Assessment Text: The homestead complex, including the associated older buildings, together with the cedar trees, represent the type of settlement occurring along narrow valleys with forested slopes, and are indicative of former land uses, including the cedar industry and mixed farming.

4 - Heritage Item ID: 3904091**Item Name:** Cut Rock Bullock Track**Heritage Type:** Built **Sub Type:** Roadway**Location:** 6km south east of Cooranbong**Grid ref:** 56 349900 6336850 **CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Olney State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 14/08/98**Current Use:** Trail bike riders use sections of the road, and Plank Hill Road is along part of the track**Former Use:** Transporting of forest resources by bullock wagon

Physical Description: Old bullock track more than 1.6km long. Down spurs it is cut into sandstone bedrock, at one rock outcrop to a depth of 5 metres, overall width being 2-3 metres. Along the flat ridge top between cuttings the road is less clearly identifiable, and may have been partially destroyed by construction of part of Plank Hill Road. Wheel ruts [200m wide and 1600mm apart] are visible in the bedrock. Western end is at the top of the spur above the junction of Burnt Bridge Road and Plank Hill Road, eastern ends are at the base of two spurs, one above the junction of Sauls Road and Cut Rock Forest Road, the other above the junction of Sauls Road and Kildays Forest Road.

Historical Notes: This bullock track is indicative of early means of transporting forest resources.**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** Good

Recommended Management: There is an erosion problem at this site which is being compounded by trail bike use. Trail bike access should be prevented at the top and bottom of the slope above the junction of Plank Hill Road and Burnt Bridge Road, and also sections to the east down to the junction of Sauls Road and Cut Rock Forest Road. Measures should be taken to prevent further erosion in these areas. Interpretive signage should be developed and visitors encouraged to inspect the area on foot.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The bullock track is significant in that in terms of length and definition of track it provides good evidence of methods and techniques no longer used in the forest, as well as an indication of how the forests were opened up, and evidence of early lines of communication.

Aesthetic Significance: On the spurs, particularly at Cut Rock above the junction of Plank Hill Road and Burnt Bridge Road, the road cutting is visually spectacular and obvious.

Social Significance: Not assessed.**Technical Significance:** Not assessed.**Intact Assessment:** Good

Representative Assessment: At least one other [albeit inferior] section of bullock track [Slippery Rock Road] occurs within the Olney State Forest, and the Cut Rock Track is representative of an early mode of transporting forest resources used throughout the state.

Rare Assessment: Yes, one of only a few, and particularly in its length and definition, the Cut Rock Bullock Track is rare.

Statement Of Significance: Cut Rock Bullock Track is highly significant, being indicative of a method of transporting forest resources utilised from the early 19th century until in some places the 1950s.

RNE Sub Criteria ID: 4

Assessment Text: An excellent representation of a method of transporting forest resources used for over a hundred years.

Theme Text : HT.03.03.04.03, Transporting forest resources HC.RD.907, Bullock track

5 - Heritage Item ID: 3904328**Item Name:** Bridge, Wollombi Forest Road**Heritage Type:** Built**Sub Type:** 72,Road Bridge**Location:** 15km north west of Cooranbong**Grid ref:** 56 340700 6344210**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Watagan State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 13/08/98**Current Use:** Forest Road traffic**Former Use:** Forest Road traffic

Physical Description: The bridge is a simple structure spanning 5m over a minor creek with an overall width of 7m. The bridge consists of stone abutments spanned by a composite timber and rubble deck. The stonework is comprised of hewn sandstone blocks laid in distinct courses. Pick marks are evident on the faces of the blocks. The rock floor of the creek has been stepped to accommodate a level fall beneath the bridge. The deck is comprised of successive layers of parallel and transverse logs packed out with graded rubble.

Historical Notes: The stonework is of a visually high standard. The bridge is an excellent example of early construction techniques. It is the only bridge of this nature in the vicinity.

Construction years: 1830 0 **Circa Flag:** Yes**Physical Condition:** Good, but low archaeological potential**Recommended Management:** Principal threats are road upgrading and inappropriate repair.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The bridge is an excellent example of early construction techniques.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Good, the stone work is intact but the woodwork has been repaired and may not be original.**Representative Assessment:** The bridge represents a style of construction and craftsmanship no longer employed.**Rare Assessment:** The bridge is the only one of such construction in the vicinity.**Statement Of Significance:** The bridge is an excellent example of construction techniques no longer employed.**RNE Sub Criteria ID:** 4**Assessment Text:** The bridge is an excellent example of early construction techniques and is in good condition.**Theme Text:** HT.03.03.04.03 Transporting forest resources.

6 - Heritage Item ID: 3913596**Item Name:** The Grandis**Heritage Type:** Landscape**Sub Type:** Single Tree**Location:** 9km north east of Bulahdelah**Grid ref:** 56 433130 6418610**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Bulahdelah State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 19/08/98**Current Use:** Historic tree**Former Use:**

Physical Description: The Grandis is a flooded gum tree (*Eucalyptus grandis*). This is the tallest tree in NSW, at 76.2 metres. Its circumference is 8.54 m at 1.5 m above ground level. At ground level its circumference is 10.2 m. Its diameter is 2.7 m at 1.5 m above ground level. At ground level its diameter is 3.2m. The diameter of the trunk at 25 m is 1.8 m. The height of the trunk is 25 m to the first branch. The trunk volume is 122.76 cubic metres or 39651 super feet. The Grandis is about 400 years old.

Historical Notes:**Construction years:** 0 **Circa Flag:** No**Physical Condition:** Good. Still growing.**Recommended Management:** The site is well interpreted and presented by SF. Threats are bushfire and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: As the tallest, and one of the largest trees in NSW, the Grandis is an example of what we have lost, for almost all trees of this size, whatever their species, have been cut down by timber getters in the last 200 years.

Aesthetic Significance: The Grandis, being such a magisterial tree, evokes a sense of awe and majesty in the viewer, and, like an endangered species, a sense of regret for how many more have been cut down.

Social Significance: The Grandis has social value as such trees are valued by the community, who go to see them, and are venerated by the conservation movement.

Technical Significance: Not assessed**Intact Assessment:** High

Representative Assessment: The Grandis is not representative of flooded gums today which are generally much smaller.

Rare Assessment: The Grandis is rare in that it is the tallest, and one of the oldest trees in NSW.

Statement Of Significance: The Grandis flooded gum tree is the tallest, and one of the largest and oldest trees in NSW, and is visited by many people.

RNE Sub Criteria ID: 13

Assessment Text: The Grandis is important to all sectors of the community, and many people visit it, as its location is well publicised by State Forests. As an outstanding example of an 'old growth' tree it is especially significant to the conservation movement.

RNE Sub Criteria ID: 6

Assessment Text: The Grandis is the tallest, and one of the oldest trees in NSW. It is a rare example of the once common large old trees in Australia's forests.

7 - Heritage Item ID: 3913122**Item Name:** Trestle Bridge**Heritage Type:** Built**Sub Type:** Transport- Rail**Location:** 14 km north of Buladelah**Grid ref:** 56 4271706429400**CRA Region:**

Lower North East

Boundary:**Owner:** State Forests**Reserve:** Wang Wauk State Forest**Study Name :** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 18/08/98**Current Use:** Not in use**Former Use:** Trestle Bridge for logging railway.

Physical Description: The Trestle Bridge is located at the Trestle Bridge Picnic Area in Wang Wauk SF. It is located over a creek and is one of the few remnants in situ of the logging railway. It is made of hardwood timber, held together by metal bolts, with a metal rail line on top of timber sleepers. Many of the sleepers are broken, the timber is rotting and covered with moss, and the rail line is rusting and eroding. The bridge has deteriorated greatly since the photograph of it was taken for the cover of the Buladelah Forest Map of SFNSW. The first edition of the Map was 1976, so in the 20 years since the photo was taken several sleepers have disappeared and rusting and rotting have increased greatly.

Historical Notes: The Trestle Bridge was constructed for the Wootton logging railway about 1912. The line went out of use in 1944. It is a part of the Wootton historical railway which went from slightly north of the Trestle Bridge through Wootton to Mayers Point at Mayers Bay in Myall Lake. Between 1890 and 1944 an extensive system of light railways was used to log Wang Wauk and Buladelah State Forests and was constructed and operated by Allen Taylors Timbers. Timber supplied from this operation was used in the construction of the Sydney Harbour Bridge and the Melbourne docks. At Mayer's Point the logs were sawn into flitches and transported by punts to markets in Newcastle and Sydney.

Construction years: 1912**Circa Flag:** Yes**Physical Condition:** Physical condition of the bridge is poor.

Recommended Management: Remove weeds/vegetation growing around the bridge. Ensure no one can get on it. Threats are: people walking on it; natural decay; vandalism; bushfire.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The trestle bridge is a rare intact remnant of the Wootton historical railway which ran between Wang Wauk SF and Myall Lake between 1890 and 1944.

Aesthetic Significance: The Trestle Bridge, in its decaying state, conveys a sense of nostalgia at the passing of time.

Social Significance: The site and its surroundings were nominated in Social Value Workshops as having social, historic, and natural values.

Technical Significance: Not assessed**Intact Assessment:** High**Representative Assessment:** The Trestle Bridge is representative of bridges as part of logging railways**Rare Assessment:** The Trestle Bridge is a rare survivor of logging railway bridges.

Statement Of Significance: The Trestle Bridge is a rare survivor of early logging railways. Access to it is easy and in its decay it is a picturesque reminder of the logging tramways.

RNE Sub Criteria ID: 4**Assessment Text:** A rare trestle bridge element of an early logging tramway.

Theme Text: HT.03.03.04 Utilising forest resources. HT.03.03.04.03 Transporting forest resources. HC.FT.931 Logging tramway bridge.

8 - Heritage Item ID: 3913201**Item Name:** Big Fella Gum**Heritage Type:** Landscape **Sub Type:** Landscape-Vegetation Single**Location:** 8 km south west of Kendall**Grid ref:** 56 4669706493240 **CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Middle Brother State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 19/08/98**Current Use:** Big flooded gum tree interpreted by SF and visited by members of the public.**Former Use:****Physical Description:** A very large *Eucalyptus grandis* tree. Height is 67.3 metres; diameter at 1.3 m is 2.49 metres. Volume is 110 cubic metres. Its age is not stated, but must be over 200 years.**Historical Notes:****Construction years:** 0 **Circa Flag:** No**Physical Condition:** Good**Recommended:** None. The tree is well signposted and interpreted by State Forests.**Management:** Threats are bushfire and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** As one of the largest flooded gum trees in NSW Big Fella Gum is an example of what we have lost, for almost all trees of this size, whatever their species, have been cut down by timber getters in the last 200 years.**Aesthetic Significance:** Big Fella Gum, being such a magisterial tree, evokes a sense of awe and majesty in the viewer, and, like an endangered species, a sense of regret for how many more have been cut down.**Social Significance:** Big Fella Gum has social value as such trees are valued by the community, who go to see them, and are venerated by the conservation movement.**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** Big Fella Gum is not representative of flooded gums today which are generally much smaller.**Rare Assessment:** Big Fella Gum is rare in that it is one of the tallest and oldest trees in NSW.**Statement Of Significance:** Big Fella Gum flooded gum tree is one of the tallest and largest trees in NSW, and is visited by many people.**RNE Sub Criteria ID:** 13**Assessment Text:** Big Fella Gum is important to all sectors of the community, and many people visit it, as its location is well publicised by State Forests. As an outstanding example of an 'old growth' tree it is especially significant to the conservation movement.**RNE Sub Criteria ID:** 6**Assessment Text:** Big Fella Gum is one of the tallest and oldest trees in NSW. It is a rare example of the once common large old trees in Australia's forests.

9 - Heritage Item ID: 3913202**Item Name:** Bird Tree and Benaroon**Heritage Type:** Landscape**Sub Type:** Landscape-Vegetation Single**Location:** 6km south of Kendall**Grid ref:** 56 468172 6493930**CRA Region:** Lower North East**Owner:** State Forests**Reserve:** Middle Brother State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 19/08/98**Current Use:** Special Tree for viewing

Physical Description: The Bird Tree is a very large blackbutt tree (*Eucalyptus pilularis*). Its diameter at 1.3 metres above the ground is 3.6 metres. Its total height is 69 metres and log volume is 144 cubic metres. It is well over 200 years old, but no longer growing, and some of the branches high up in the canopy are dead. 'Benaroon' is another very large blackbutt 200 metres away which is still growing. It is the largest known tree still growing in NSW. 'Benaroon' is an Aboriginal name for blackbutt. The timber in this tree, if sound, would be sufficient to build 5 large weatherboard houses. Total height is 64 metres. Diameter at 1.2 metres above ground is 4.10 metres. Its log length is 23 metres and log volume 126 cubic metres. Benaroon is also well over 200 years old.

Historical Notes:**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** The Bird Tree is standing but is nearing the end of its life. Benaroon is still growing.**Recommended Management:** Compaction to its roots have damaged the Bird Tree and people are not allowed to stand near it. Threats are people compacting the soil near them, bushfire, and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: As two of the tallest and largest trees in NSW the Bird Tree and Benaroon are examples of what we have lost, for almost all trees of this size, whatever their species, have been cut down by timber getters over the last 200 years.

Aesthetic Significance: These two trees evoke a sense of awe and majesty in the viewer, and like an endangered species, a sense of regret for all the trees which have been cut down.

Social Significance: The Bird Tree and Benaroon have social value as such trees are valued by the community, who go to see them, and are venerated by the conservation movement.

Technical Significance: Not assessed**Intact Assessment:** High

Representative Assessment: These trees are not representative of blackbutts today, which are generally much smaller.

Rare Assessment: These two blackbutts are rare in that the Bird Tree is one of the largest, and Benaroon is the largest tree still growing in NSW.

Statement of Significance: The Bird Tree and Benaroon are two of the largest and oldest trees in NSW, and are visited by many people. Benaroon is said to be the largest known tree still growing in NSW.

RNE Sub Criteria ID: 13

Assessment Text: These trees are important to all sectors of the community, and many people visit them, as their location is well publicised by State Forests. As outstanding examples of 'Old Growth' trees they are especially significant to the conservation movement.

RNE Sub Criteria ID: 6

Assessment Text: The Bird Tree and Benaroon are two of the largest blackbutt trees in NSW. They are rare examples of the once common large old trees in Australia's forests.

10 - Heritage Item ID: 3911781
Item Name: Tib's Tree
1:25,000 Map Sheet Number and Name: Dundurrabin 9437-4-S

10 - Heritage Item ID: 3911781**Item Name:** Tib's Tree**Heritage Type:** Landscape**Sub Type:** Landscape-Vegetation Single**Location:** 13 km north of Dorrigo**Grid ref:** 56 472000 6656900**CRA Region:** Lower North East**Boundary:****Owner:** Private - individual**Reserve:** State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 20/08/98**Current Use:** Historic tree**Former Use:****Physical Description:** A very large tallowwood tree (*Eucalyptus microcorys*) estimated at over 400 years old standing amongst rainforest.**Historical Notes:** A bronze sign on a commemorative rock at the signposted entrance of the walk to the tree says "Tib's Tree. This tallowwood tree was preserved at the request of Arthur Zealand Kelsey, his son Henry Charles 'Tib' Kelsey, and later the grandson the late Adrian John Kelsey. The tree has been estimated at over 400 years old and formerly stood in cleared pasture on the Kelsey dairy farm. Funds for this sign were provided by the Kelsey family. September, 1991".**Construction years:** 0 0 **Circa Flag:** No**Physical Condition:** The tree is in good condition.**Recommended Management:** If too many visitors walk close to the tree compaction of the soil may cause the kind of problems experienced by the Bird Tree. This should be monitored.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Tib's tree is a very large and old tallowwood standing on private land, once cleared dairy farm, now thickly forested, which has been preserved at the request of several generations of the Kelsey family.**Aesthetic Significance:** Not assessed**Social Significance:** Tib's tree has high social significance because it has been preserved at the explicit request of the Kelsey family, who preserved it in situ for at least 3 generations when it stood on cleared pasture as part of their dairy farm.**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** It is representative of very large old tallowwood trees.**Rare Assessment:** It is rare as most such old trees have been cut down.**Statement Of Significance:** Tib's tree is a rare old tallowwood tree which once stood on cleared dairy farm pasture and has been preserved at the request of three generations of the Kelsey family who valued it on their dairy property. It is now surrounded by rainforest regrowth and commemorated by a bronze plaque attached to a commemorative stone.**RNE Sub Criteria ID:** 13**Assessment Text:** Tib's tree is a rare old tallowwood tree preserved in situ by three generations of the Kelsey family.**Theme Text:** HT.08.01 Organising recreation. HT.08.01.05 Experiencing the natural environment. HC.PG.907 Trees of social, historic, or special significance.

- 11 - Heritage Item ID:** 3911784
- Item Name:** Dorrigo to Glenreagh Railway
- 1:200,000 Map Sheet Number and Name:** CMA Coffs Harbour District Map

11 - Heritage Item ID: 3911784**Item Name:** Dorrigo to Glenreagh Railway**Heritage Type:** Built**Sub Type:** Transport - Rail.**Location:** Glenreaghto Dorrigo**Grid ref:** 56 471720 6643700**CRA Region:** Lower North East**Boundary:****Owner:** State Rail Authority**Reserve:** State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 20/08/98**Current Use:** None**Former Use:** Railway

Physical Description: A railway from Dorrigo to Glenreagh. It is now not in use. As a result of washaways on the line in 1972 no further trains ran. The line was officially closed in November 1979 when the Dorrigo station closed. There are still in situ the rails, carriages, station buildings, station signs, signals, points levers and all the necessary artefacts for a functioning railway. These are now derelict. The rail is in some places covered by grass; has been burnt out at Megan, and covered by a large pile of logs at the Megan Mill. A map of the railway gives the stations as: Glenreagh, Timber Top, Moleton, Lowanna, Ulong, Brooklana, Lloyd, Cascade, Briggsvale, Megan, Leigh, Dorrigo.

Historical Notes: The railway was built between 1916 and 1924. It was steep and winding and was opened in 1925 to serve the timber and dairy industries of the Dorrigo and East Dorrigo areas. Mills were later established along the railway at Glenreagh, Ulong, Brooklana, Cascade, Briggsvale, Megan, and Dorrigo. Train service was a mixed goods- passenger train. The goods service was mainly sawn timber and logs. The opening of the railway in 1925 changed the timber industry from its isolated phase to the boom years from 1920 when numerous steam powered sawmills were established near the railway line and close to the remaining State forests. There is now a museum of the railway at Dorrigo, and moves by some local people to revive the train as a tourist attraction.

Construction years: 1925 1972 **Circa Flag:** No

Physical Condition: For the last 20 years no maintenance has been done on the railway or buildings. The condition is not good, but nearly all elements are still in situ.

Recommended Management: The railway has not been maintained for 20 years. Vegetation is growing over the track and buildings, and the stations etc. are falling down. These structures need basic maintenance. Threats are fires, vandalism, and neglect.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: A small local railway for the Dorrigo Plateau built through steep and winding country to serve the timber industry from the 1920s.

Aesthetic Significance: Not assessed

Social Significance: The railway was used by the Dorrigo Plateau timber town communities for transport between the towns. It now has nostalgic value and may be revived for the tourist industry. One form was submitted for the railway at the Social Value Workshops.

Technical Significance: Not assessed

Intact Assessment: High

Representative Assessment: Representative of small local railways

Rare Assessment: The railway is rare as one built to serve the timber industry.

Statement Of Significance: The Glenreagh to Dorrigo railway was a small local railway for the timber industry of the area which boomed after its opening in the mid 1920s.

RNE Sub Criteria ID: 4

Assessment Text: A local railway serving the Dorrigo Plateau tied in to the timber industry and its local communities.

Theme Text: HT.03.07 Moving goods and people. HT.03.07.03.01 Moving goods and people by rail. HC.RL.901 Railway.

12 - Heritage Item ID: 3911770**Item Name:** Briggsvale Village and Mill**Heritage Type:** Built**Sub Type:** Other forestry. 130, Timber**Location:** Briggsvale**Grid ref:** 56 478720 6653450**CRA Region:** Lower North East**Owner:** Multiple Owners [?]**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 30/08/98**Current Use:** The mill is not in use. Most of the residences are occupied.**Former Use:** Timber mill and workers' residences.

Physical Description: One of the timber towns on the Glenreagh to Dorrigo railway, established after the line was opened in 1925. Has several houses built by the mill owner for the workers. Also the Bush Nurse's house and her tiny Surgery hidden in the bush. The railway runs through the middle of the town separating the main road and township from the mill. The houses are all unpainted weatherboard and appear to be original. Most appear to be still lived in. The Bush Nurse surgery is derelict and partially hidden by bush overgrowing it. The mill operated until 1993 when it burnt down. The mill closed in 1996.

Historical Notes: The Briggsvale Mill was established in 1924 when G.L. (George Largie) Briggs moved from Megan to Briggsvale and established the mill there. The mill operated on the same site until 1993, when it was burnt down. The Briggsvale railway siding was officially opened on 23 December 1924. Briggs also sent timber by boat and remnants of his wharf can be seen at the mouth of the Bellinger River. Briggsvale mill also had a famous logging tramway bringing the timber in from the bush camps to the mill. The remains of one such bush camp can still be seen in the Wild Cattle Creek SF. The tramline was discontinued in 1944. The sawmill was destroyed by fire in 1946 and a new sawmill was built. Just prior to the Depression the population of Briggsvale was 150. The company is still owned by the descendants of GL Briggs. There is only a small timber drying operation present on the mill site. There were no private houses in Briggsvale, they all belonged to GL Briggs Company. There are several mill houses and the bush nurse's house and surgery still intact. None of the buildings are painted. The railway goes through the town separating the mill from the dwellings and main road. There is a good collection of historic photos of Briggsvale held by the State Library of NSW and State Forests.

Construction years: 1924 1996 **Circa Flag:** No

Physical Condition: The remains of the houses and nurse's Surgery and in fair condition. Much of the remains and contents of the mill are still around it. The railway platform sign and waiting room are in fair condition. The railway line is partly overgrown and parts of it have been vandalised. The archaeological potential is high in that with careful historical research, oral history, and site survey, much of the town and mill and bush camp sites, and tramway could be reconstructed.

Recommended Management: Archaeological survey and conservation management plan for the town, railway and mill. Conservation and maintenance of the buildings. Remove vegetation from around Bush Nurse's Surgery.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: An early mill town on the Glenreagh to Dorrigo railway line, with many houses and other buildings in original condition present.

Aesthetic Significance: Not assessed

Social Significance: The town has social value to the local community. Three forms were submitted on Briggsvale to the Social Value Workshops.

Technical Significance: Not assessed

Intact Assessment: High

Representative Assessment: Briggsvale is representative of the mill towns established in the late 1920s, after the advent of the Glenreagh-Dorrigo railway.

Rare Assessment: A mill town with so many buildings still intact is rare.

Statement Of Significance: Briggsvale is a timber mill town established on the Glenreagh to Dorrigo railway in 1924, with the mill and many of the mill workers' residences, and the Bush Nurse's residence and Surgery, the railway, and mill, though it has been altered, still intact. As such it is a rare example of a company mill town, and is easily able to be interpreted to the public.

RNE Sub Criteria ID: 4

Assessment Text: Briggsvale is a timber mill town established in 1924, with many of the mill worker's residences and ancillary buildings still intact.

Theme Text: HT.03.03.04 Utilising forest resources. HT.03.03.04.02 Processing forest resources. HT.03.03.04.02.01 Milling timber. HC.FT.920 Sawmill.

1 Heritage Item ID: 3905954

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Item Name: Tank Traps WWII Cathedral Rock NP

1:25,000 Map Sheet Number and Name: Ebor 9337-2-S

13 - Heritage Item ID: 3905954**Item Name:** Tank Traps World War II Cathedral Rock National Park**Heritage Type:** Built**Sub Type:** Military, Other military**Location:** 27km north east of Wollomombi**Grid ref:** 56 430950 6627340**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Cathedral Rock National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Helen Brayshaw and Anne Bickford **Date:** 20.08.98**Current Use:** Nil**Former Use:** Stakes to stop Japanese tanks.

Physical Description: The site is located on the north western side of a bypassed section of the Ebor-Armidale road, between the road and a creek, over a distance of 100-120 metres. The site consists of three elements: eight pyramidal concrete traps at the base of the slope near a creek; four rows of wooden posts in an upper section just below the road [12 rows of 4 posts] and a lower section between a rock outcrop and the concrete elements [20 rows of 4 posts]; and trench leading to a tunnel under the road to allow the road to be blown up. The tunnel was shored by round timbers and has a timber picket gate with hinges. This section of the road appears not to have been surfaced.

Historical Notes: During World War II tank traps were constructed at strategic points on routes between the coast and the Tableland in anticipation of Japanese invasion attempts.

Construction years: 1939 1945 **Circa Flag:** Yes

Physical Condition: Concrete pyramids: external coat of thin concrete peeling off one pyramid, others excellent. Wooden posts: have been severely affected by fire, at least a third destroyed and most damaged. Tunnel and trench: generally good, some decay of wooden components.

Recommended Management: Clearing of low vegetation and provision of interpretive signage.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The tank traps are historically significant because they are a physical representation of the view during World War II that Japanese invasion was a real possibility.

Aesthetic Significance: Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High

Representative Assessment: The site is representative of tank traps as a style of WWII fortifications in inland NSW.

Rare Assessment: Timber tank traps are relatively rare, and they are an unusual representation of the physical remains of war. A site with both timber and concrete traps, and an associated site for road demolition is rare.

Statement Of Significance: The tank traps and associated complex at this location south east of Ebor are a highly significant representation of the fear during World War II of invasion by Japanese. They represent an inland deterrent from invasion via the coast.

RNE Sub Criteria ID: 4

Assessment Text: The World War II tank traps are a significant representation of Australia's anticipation of invasion from the coast by Japanese and attempts to halt this at strategic inland locations.

14 - Heritage Item ID: 3912726**Item Name:** Dingo Fence**Heritage Type:** Built**Sub Type:** Other Farm/pastoral**Location:** 32km north east of Walcha**Grid ref:** 56 390500 6589550**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Oxley Wild Rivers National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 21/08/98**Current Use:** Protect stock from dingos**Former Use:** Protect stock from dingos

Physical Description: A 2 metre high wire netting and star picket fence separating the gorge in the nature reserve from private property [“Cheyenne”, presently owned by Berg Blomfield]. The lower netting is rabbit proof, about 2.5cm mesh, the bottom of the netting buried under the ground. The mesh on the upper netting is about 5cm. Netting at the top is folded over towards the gorge. 1 metre star pickets alternate with 2 metre pickets. The fence is in excellent condition.

Historical Notes: Some extent of dingo fence had already been constructed by 1909, when rabbits became a problem on the New England Tableland. Rabbit proof fencing was then extended and dingo fences upgraded where private property adjoined dingo-infested country.

Construction years: 0 **Circa Flag:** No**Physical Condition:** Good. The fence is well maintained. No archaeological potential.**Recommended Management:** No recommendations. Threats are fire, or destruction through neglect.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The fence represents attempts by graziers to keep dingos from killing their stock.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** The dingo fence is representative of special purpose fences erected by graziers.**Rare Assessment:** The dingo fence is not rare.**Statement Of Significance:** The dingo fence represents attempts by graziers to protect their stock from dingoes.**RNE Sub Criteria ID:** 4**Assessment Text:** The dingo fence was established by graziers to keep dingoes away from their stock.**Theme Text:** HT.03.04 Engaging in primary production. HT.03.04.02 trapping and hunting.

15 - Heritage Item ID: 3913663**Item Name:** Winterbourne Hut, Barn, And Ruin**Heritage Type:** Built**Sub Type:** 148,Other farm, pastoral**Location:** 27km north east of Walcha**Grid ref:** 56 384480 6587390**CRA Region:** Lower North East**Boundary:****Owner:** Private - individual**Reserve:****Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 29/08/98**Current Use:** Farm buildings and ruin**Former Use:** Residences and shed

Physical Description: A grouping of a weatherboard small cottage or hut and a vertical slab shed, both with corrugated iron roofs, with a stone ruin of a homestead about 100 metres to the west. Situated between these is a c.1930s homestead building, probably constructed when the stone building burnt down. The cottage/hut is a gable roof weatherboard building with a weatherboard skillion to the east. It has a fireplace and chimney on the south side made of sheet galvanised iron. The shed immediately to its west has a corrugated iron hip roof, vertical slab sides, and a corrugated iron skillion to the west. The ruin is a large roofless stone building with several rooms, located on a hill to the west of the shed/hut grouping. The walls of the ruin are in the form of dry stone walling, but the stone is mortared. At regular intervals squared stones are used on the corners. Remnants of timber lintels are visible above the windows on the south side of the ruin.

Historical Notes:**Construction years:** 1860 1900 **Circa Flag:** Yes**Physical Condition:** The 2 buildings are in good order and appear well maintained. The ruin has no roof, so is vulnerable to decay through the effects of rain.**Recommended Management:** Threats are change of ownership, fire, vandalism, neglect.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** Typical second half of the 19th century well-preserved residences and barn on a pastoral property.**Aesthetic Significance:** The ruin is a romantic ruin on the side of the road.**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** The buildings are representative of Australian farm buildings of the second half of the 19th century.**Rare Assessment:** The buildings and ruin are not rare**Statement Of Significance:** The buildings are typical 19th century farm buildings on a country pastoral property.**RNE Sub Criteria ID:** 4**Assessment Text:** Typical 19th century farm buildings on a country pastoral property.**Theme Text:** HT.03.04 Engaging in primary production. HT.03.04.01 Developing sheep and cattle industries. HC.FG.904 Homestead complex.

16 - Heritage Item ID: 3912958
Item Name: Mummel State Forest Protest Site
1:25,000 Map Sheet Number and Name: Yarrowitch 9235-2-N

16 - Heritage Item ID: 3912958**Item Name:** Mummel State Forest Protest Site**Heritage Type:** Built**Sub Type:** Other Forestry**Location:** 60 km south east of Walcha**Grid ref:** 56 392200 6531160**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Mummel State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 21/08/98**Current Use:** Picnic area**Former Use:** Camping site for protesters.

Physical Description: The protesters camp site was at the New Country Swamp Picnic Area in Mummel SF. This is a cleared area in the forest beside a swamp. It has several picnic tables, fireplaces, toilets, rubbish bins, and one covered picnic shed, with a fireplace, picnic table and benches, and a concrete water tank. The tables, shed and tank are painted green, and the water tank has a mural decorated with Aboriginal motifs signed by the Yarrowitch and Nowendoc Public Schools 19/11/1996.

Historical Notes: The site was used as the camp for the protesters protesting to halt wood chipping in the state forests. They lived here for two months towards the end of winter 1992.

Construction years: 1992 1992 **Circa Flag:** No

Physical Condition: The physical condition of the site is good as it is well looked after. The archaeological potential is not good, as no material remains of the protesters could be seen.

Recommended Management: Interpret site in SF brochures about Mummel SF, and on site.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Mummel Forest Site where protesters camped in 1992 is an important site in the history of the forest protest movement.

Aesthetic Significance: Not assessed

Social Significance: The site is significant to the environmental conservation community as a place where they staged a blockade against wood chipping for two months in 1992.

Technical Significance: Not assessed**Intact Assessment:** High

Representative Assessment: The site is representative of cleared areas in forests where protesters camped during blockades.

Rare Assessment: Such protest sites are rare in state forests in NSW.

Statement Of Significance: The Mummel Forest protest site is a site where protesters lived for two months towards the end of winter 1992 when they conducted a successful blockade against wood chipping in state forests.

RNE Sub Criteria ID: 4

Assessment Text: The site was a camping place for protesters against wood chipping in state forests for two months in 1992.

Theme Text: HT.07 Governing. HT.07.05.10 Conserving Australian resources. HT.077.05.10.03 Conserving Australia's cultural or natural heritage. HT.07.05.10.03.01 Protesting in the forest. HC.FT.929 Forest protest site.

17 - Heritage Item ID: 3912893**Item Name:** PGK Post**Heritage Type:** Built**Sub Type:** Monument**Location:** 11km south east of Nowendoc**Grid ref:** 56 382010 6502850**CRA Region:** Lower North East**Boundary:****Owner:** Roads and Traffic Authority**Reserve:** Giro Forest Park State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Anne Bickford and Helen Brayshaw **Date:** 22/08/98**Current Use:** Location marker**Former Use:** Location marker

Physical Description: Concrete rectangular post painted yellow with surveyors mark about 5 metres east of the Walcha/Gloucester road, just north of Walcha/Gloucester Shire boundary. Has "a surveyors arrow, PGK, 1846" impressed on the eastern face and "erected by Apsley Shire 4/6/67" on the western face. Height 1 metre.

Historical Notes: The post replaces a survey tree marked PGK which was destroyed by wildfire. The tree was marked by Phillip Gidley King [1817-1904], son of Phillip Parker King, then Commissioner of the Australian Agricultural Company. At the direction of his father PG King was surveying a better line of communication for travellers between the AA Co's holdings at Stroud-Gloucester and on those at the Liverpool Plains. The explorer Ludwig Leichhardt is supposed to have met up with King on this project, while travelling from Port Stephens to the Darling Downs.

Construction years: 1967 1967 **Circa Flag:** No**Physical Condition:** The marker post is in reasonable condition. There is no archaeological potential.**Recommended Management:** The marker post is close to the road and at risk from road widening and neglect. An interpretation sign and associated parking would add social value.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The location is significant as it marks an early search for routes from the coast to the Liverpool Plains and in the development of pastoralism.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High**Representative Assessment:** The marker post is representative of posts and monuments to the earlier passage of explorers.**Rare Assessment:** The marker post is not rare in its class but it is rare in its meaning and location.**Statement Of Significance:** The marker post itself is not of significance. The location it marks is significant in the early search for routes from the coast to the Liverpool Plains and in the development of pastoralism, notably the Australian Agricultural Company.**RNE Sub Criteria ID:** 14**Assessment Text:** The post marks a stage in the early search for routes from the coast to the Liverpool Plains and in the development of pastoralism, notably the Australian Agricultural Company.

18 - Heritage Item ID: 3913080**Item Name:** Mountain Maid Mine, Copeland**Heritage Type:** Built**Sub Type:** Other mining**Location:** 1.5km south west of Copeland**Grid ref:** 56389390 6458500**CRA Region:** Lower North East**Boundary:****Owner:** State Forests**Reserve:** Copeland Tops Forest Reserve State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** Helen Brayshaw and Anne Bickford **Date:** 22/08/98**Current Use:** Tourist attraction**Former Use:** Gold mine

Physical Description: Much of the original machinery is present and can be seen working. This machinery includes an ore crusher, conveying equipment, railway, wagons, a turntable and a steam engine. A wooden walkway into the mine shaft extends hundreds of metres into the mountain. Access to the mine is via a path along a creek overgrown with regrowth rainforest and cedar trees.

Historical Notes: The Mountain Maid Mine was discovered in 1876 by Doust, Gill and Irwin, and yielded 417kg of gold to the end of 1886. It has been worked to a depth of 180 metres and extends some 395 metres into the hillside. The Mountain Maid was reputed to have been the richest of the Copeland mines. The cedar trees along the access path are a reminder that gold in the Copeland fields was discovered by cedar getters.

Construction year: 1876**Circa Flag:** No**Physical Condition:** Good**Recommended** The Mountain Maid Mine is listed under the Gloucester LEP No 4;

Management: Council's consent is required for alteration, renovation or demolition, and consent cannot be granted without a significance assessment. Visitation and management appears fairly low key at present. Increased visitation could lead to provision of more facilities and clearing of the vegetation, which could easily diminish authenticity.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: The Mountain Maid Mine is a highly significant remnant of reef mining in the Copeland goldfields from the last quarter of the 19th century.

Aesthetic Significance: Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High

Representative Assessment: The mine is representative of reef mining shafts in the extensive Copeland goldfields during the late 19th century

Rare Assessment: The Mountain Maid Mine is the only mine in the Copeland area which is open to the public and has so many original features to be seen.

Statement Of Significance: The Mountain Maid Mine, a once highly successful mine, in it is good condition and accessibility to the public is an excellent reminder of the gold period at Copeland, which at one time had over 3,000 inhabitants, more than nearby Gloucester today. The access path through rainforest and cedar trees also provides a link with the earlier cedar industry and the original environment.

RNE Sub Criteria ID: 4

Assessment Text: The Mountain Maid Mine retains many original features and is an excellent representative of the Copeland diggings; it is also located in a culturally significant environmental setting.

19 - Heritage Item ID: 3905298**Item Name:** Woy Woy Tunnel Workers Camp**Heritage Type:** Archaeological-Terrestrial**Sub Type:** Residential**Location:** 4 km south west of Woy Woy**Grid ref:** 56 338700 6293300**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Brisbane Water National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Current Use:** Nil**Former Use:** Settlement for the workers and their families

Physical Description: On the steep sided hill to the south of the railway line, and bounded on the west by Mullet Creek, is the site of the navvies camp, shops, school, and hotels. Fireplace footings, old fragments of metal, a camp oven door, and sherds of pottery and fragments of glass could be seen in the sections of the sandy deposit. Footings for the shops can also be seen on the western end of the site, near Mullet Creek itself. The sites of two sandstone quarries for stone for the tunnel and the buildings have also been recorded by NPWS, as also has the site of the wharf which served the community at Mullet Creek. The Traveller's Rest hotel site (3908144, 3908133) has already been attacked by metal detector users and piles of broken glass and pottery are on the site.

Historical Notes: The Woy Woy tunnel site was completed in 1888 and is the longest railway tunnel in Australia. There was never less than 600 men at work on the tunnel in the 5 years it took to build. Over 19 million bricks were used to line the tunnel. The railway line from Gosford to Mullet Creek was completed in January 1888. The workers who built the tunnel, some with their wives and children, lived in a tent village at the site. Hundreds were fed at eating houses, which were long tents. There were three hotels nearby, including the Traveller's Rest, as well as 2 grocer's shops, a butcher's, a greengrocer's and several boarding houses for unmarried men. The people petitioned the Education Department, and a school was built at the site. On Tuesday 29 September 1885 Agnes Fagan visited the settlement. She says in her diary that there were numbers of tents, a public school, and a large hotel, some stores. Some of the tents had flower gardens and sewing machines. The Woy Woy tunnel was commenced in March 1884 and completed in July 1886. The men also built the cuttings and embankments for the railway line around Mullet Creek to and from the tunnel, so the work for the whole site wasn't completed until 1888.

Construction years: 1884 1888 **Circa Flag:** No

Physical Condition: As the dwellings were tents, there are few physical remains, mostly the remains of the stone chimneys and fireplaces used. Scattered glass, ceramic, and metal pieces can be seen around the site. The archaeological potential is high, as there are few documentary sources about the site.

Recommended Management: A detailed archaeological survey and Conservation Management Plan should be prepared for the site.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**Historical Significance:** An early and intact railway navvies camp.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed

Technical Significance: The site has high technical/research significance. Little is known about such camps, especially in the 19th century, and its archaeological potential is high in its possibility to reveal aspects of the workers' lives.

Intact Assessment: High**Representative Assessment:** The site is representative of workers camps.**Rare Assessment:** The site is a rare survival of such camps, as most have been built over since their formation.

Statement Of Significance: The Mullet Creek railway navvies camp site which was established near the Woy Woy railway tunnel, is a rare time capsule of a late 19th century worker's camp.

RNE Sub Criteria ID: 4

Assessment Text: The Mullet Creek railway navvies camp is a rare and intact survival of such a workers camp of the late 19th century.

Theme Text: HT.03.07 Moving goods and people. HT.03.07.03.01 Moving goods and people by rail.

20 - Heritage Item ID: 3904234**Item Name:** Pipers Creek Lime Kilns**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Industrial**Location:** 12 km south of Kempsey**Grid ref:** 56 475700 6549700**CRA Region:** Lower North East**Owner:** State Forests**Reserve:** Maria River State Forest**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Assessed By:** Anne Bickford**Current Use:** Nil**Former Use:** Limekilns

Physical Description: There are remains of 3 limekilns made of sandstone with rubble infill and lime mortar pointing. They are rectangular structures - about 8m long by 3.6m wide by 2.4m high. Other features at the site consist of: remains of a brick structure; a cleared area; shallow depressions; rough stone walls; piles of rubble, gravel, small stones; a large water-filled depression 2m deep. The remains are covered by bushes, grasses, and small trees are springing up around them, within the Maria River State Forest. The kilns have been built next to the limestone source.

Historical Notes: The Piper's Creek limekilns were probably built in the 1830s by convicts. There was limestone at Piper's Creek, first quarried by the Port Macquarie convict settlement by 1832. Government geologists Carne and Jones, writing in 1919 saw the kilns. They say: "portions of the old kilns are still standing. They were well constructed of massive sandstone, rectangular in shape, 18 feet long, 10 feet wide, and 12 feet deep, with three fire boxes." It is a tradition that the limekilns ere convict built. In 1989 another kiln was located by Kempsey Shire Council personnel.

Construction years: 1832-1840 **Circa Flag:** Yes

Physical Condition :The kilns are overgrown with grass, bushes, and some small trees. Some have timber elements, and these are liable to rot, causing the structure to collapse. These need conservation and maintenance. The archaeological potential, consisting of recording more than excavation, is high.

Recommended Management: Conserve the kilns as recommended in the Plan Of Management. Threats to the site are vandalism, bushfire, and gradual decay from effects of water and wind and lack of maintenance.

SIGNIFICANCE ASSESSMENT (NSW CRITERIA):

Historical Significance: Three limekilns said to have been constructed by convicts from the Port Macquarie settlement in the 1830s.

Aesthetic Significance: Not assessed

Social Significance: The limekilns are known to the local historical community, and have been recorded by the National Trust.

Technical Significance: The limekilns have technical significance in that they demonstrate the methods of lime burning in the 1830s in NSW and can be compared with other contemporary limekilns eg. That at Port Arthur.

Intact Assessment: High

Representative Assessment: They are representative of the class of limekilns.

Rare Assessment: Such kilns, especially for the early colonial period, are rare.

Statement Of Significance: Three limekilns and associated structures said to have been built by convicts from the Port Macquarie settlement in the 1830s are some of the earliest limekilns known in colonial Australia.

RNE Sub Criteria ID: 12

Assessment Text: Three limekilns said to have been built by convicts from the Port Macquarie settlement in the 1830s.

Theme Text: HT.03.03.03 Utilising mineral resources. HT.03.03.03.03 Producing lime and cement. HC.MP.905 Lime kiln. HC.MN.916 Quarry.

21 - Heritage Item ID: 3913662**Item Name:** Irrawang Pottery**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Industrial**Location:** 3 km north east of Raymond Terrace**Grid ref:** 56 386300 6377600**CRA Region:** Lower North East**Boundary:****Owner:** Hunter Water Corporation**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Assessed By:** Anne Bickford**Date:** 28/08/98**Current Use:** None**Former Use:** Pottery works

Physical Description: The Irrawang Pottery site is on the shores of the Grahamstown Dam in a water catchment area owned by the Hunter Water Corporation. On the side of a north facing hill the site is covered with waist-high grass and some scattered blackberry bushes. Within this is an area of scatters of pottery sherds, two low mounds being two brick pottery kilns; five depressions, being the irregular-shaped clay pit and four rectangular clay/water storage tanks. Other sites there are a grinding mill, a horse whim, a corduroy road, and a workshop/pottery store. There are no recognisable standing structures.

Historical Notes: James King established his pottery site on his country property which he called 'Irrawang' in the Hunter District on the banks of the Williams River in about 1833. The pottery works flourished and he advertised his wares extensively and sold them in Sydney. He made fine earthenware bowls and jugs glazed with clear lead glaze; coarse earthenware bowls and water containers; and large stoneware storage bottles, among other wares. He imported potters and moulds from England. In the early - mid 1850s he lost his potters to the gold rush, and the pottery ceased production for good. The site was then used as a paddock on a dairy farm so it has not been disturbed by any future development. The site has been partially excavated by the Sydney University Archaeological Society between 1967 and about 1974.

Construction years: 1833 1855 **Circa Flag:** Yes**Physical Condition:** Archaeological potential is high. The physical condition is good in that pottery is virtually indestructible. However, the site is toxic owing to powdered lead being used in the glazes.**Recommended Management:** The actual location of the site is not known to many people. The location should be kept secret, as vandalism is the biggest threat. Another threat is if the dam shoreline covers the site and abrades it through the shoreline wash.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The Irrawang pottery site is the intact site of a significant early colonial pottery works.**Aesthetic Significance:** Not assessed**Social Significance:** The site is significant to the local community interested in the history of the Raymond Terrace district. eg. the comparatively new local Raymond Terrace high school has been named "Irrawang High School." The Newcastle Regional Museum has a collection of Irrawang pottery and sherds on permanent display.**Technical Significance:** Not assessed**Intact Assessment :** High**Representative Assessment:** The Irrawang pottery is representative of early colonial pottery works.**Rare Assessment:** The site is rare in that the sites of the handful of other early colonial pottery works known about have not been found, and are covered by the City of Sydney.**Statement Of Significance:** Irrawang is a rare intact early colonial pottery site.**RNE Sub Criteria ID:** 13**Assessment Text:** The Irrawang site is important to the local Raymond Terrace and District community as one of the most important colonial sites in the district.**RNE Sub Criteria ID:** 8**Assessment Text:** Irrawang pottery site is a rare intact early colonial historic site which has been partially excavated.**Theme Text:** HT.03 Developing local, regional, and national economies. HT.03.12 Manufacturing and processing.

22 - Heritage Item ID: 3913270**Item Name:** Kunderang East Homestead**Heritage Type:** Built**Sub Type:** Farm homestead**Location:** 15km south west of Lower Creek**Grid ref:** 56418180 6590370**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Oxley Wild Rivers National Park**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Inspected By:** **Date:****Current Use:** Holiday rental**Former Use:** Farm residence

Physical Description: Four room solid cedar slab residence with verandahs on all sides was constructed in c1893 close to a three room slab building constructed in c1889, the gap between the two buildings was closed in 1893. Some modifications were made with a change of ownership in 1967.

Historical Notes: The land at Kunderang was first taken up about 1840 for sheep, and later cattle were run. There were conflicts with Aborigines and apparently a massacre. The name is most probably taken from the Conderang Aboriginal community whose land it was. Aborigines worked on the property. The station is an important element of cultural conflict, in early pastoralism, and also in the cedar industry. The homestead appears to have been constructed from locally available material, ie from local cedar.

Construction years: 1899 1893 **Circa Flag:** Yes**Physical Condition:** The building is in good repair.**Recommended Management:** Fire is probably the main threat.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):**

Historical Significance: The homestead is very significant because of its place in the early contact history, pastoralism and the cedar industry which is manifest in its very structure.

Aesthetic Significance: Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** High

Representative Assessment: The homestead is representative of early construction methodology typical of its era and function as a rural pastoral homestead.

Rare Assessment: The building is very rare inasmuch as it is constructed of cedar.

Statement Of Significance: The homestead is very significant because of its place in the early contact history, pastoralism and the cedar industry which is manifest in its very structure. Many houses were constructed of cedar during the late 19th century, particularly where cedar and gold coincided as a focus of occupation. Few remain because when the gold ran out the people moved away and took the cedar with them.

RNE Sub Criteria ID: 6

Assessment Text: The building is very significant because of its place in cultural contact, early pastoralism, its representativeness and its rarity in being constructed of cedar.

23 - Heritage Item ID: 3913213
Item Name: Lake Innes Ruins
1:25,000 Map Sheet Number and Name: Grants Head 9434-1-N

23 - Heritage Item ID: 3913213**Item Name:** Lake Innes Ruins**Heritage Type:** Built**Sub Type:** Farming/Pastoral**Location:** 11kmsouth west of Port Macquarie**Grid ref:** 56 487370 6514620**CRA Region:** Lower North East**Boundary:****Owner:** National Parks & Wildlife Service**Reserve:** Lake Innes Nature Reserve**Study Name:** CRA Project NA 29/EH, Thematic Forest History (UNE/LNE)**Assessed By:** Helen Brayshaw**Current Use:** Public visitation**Former Use:** Residence**Physical Description:** Remnants of extensive single storey house, stables and garden. Extensive use of sandstock bricks and sandstone paving material probably originating in Sydney.**Historical Notes:** Constructed on very grand scale, by an ambitious military Englishman whose interests included breeding horses for export to the Indian army, a vineyard, shipbuilding and property in Port Macquarie, Kempsey and Armidale.**Construction years:** 1830 1848 **Circa Flag:** Yes**Physical Condition:** The buildings have been derelict since about 1900. Archaeological potential is high.**Recommended Management:** The complex has suffered in the past from fire, weather, vegetation growth, theft of materials and vandalism.**SIGNIFICANCE ASSESSMENT (NSW CRITERIA):****Historical Significance:** The remnants of the Lake Innes House complex are representative of building and lifestyles of capitalist pastoralism in the first half of the 19th century which while derelict retain a high degree of cultural integrity.**Aesthetic Significance:** Not assessed**Social Significance:** Not assessed**Technical Significance:** Not assessed**Intact Assessment:** Good**Representative Assessment:** The complex remnants are representative of capitalist pastoralism.**Rare Assessment:** Because the businesses fell on hard times the buildings were not destroyed or modified later, and as such are a rare remnant of the period and lifestyle.**Statement Of Significance:** The remnants of the Lake Innes House complex are representative of building and lifestyles of capitalist pastoralism in the first half of the 19th century which while derelict retain a high degree of cultural integrity.**RNE Sub Criteria ID:** 14**Assessment Text:** The remnants of the Lake Innes House complex are representative of building and lifestyles of capitalist pastoralism in the first half of the 19th century which, while derelict, retain a high degree of cultural integrity.

24 - Heritage Item ID: 3912997

Item Name: Great North Road

24 - Heritage Item ID: 3912997**Item Name:** Great North Road**Heritage Type:** Archaeological-Terrestrial **Sub Type:** Roadway**Location:** Great North Road, Wiseman's Ferry**Grid ref:** 56 319600 6308950**CRA Region:** Lower North East**Boundary:** 240km long road running from Castle Hill to Wisemans Ferry and across to Wollombi, then branching to go to both Maitland and Newcastle, and Singleton. At least three alternative shorter sections of the road were also constructed: one diverging from the Parramatta Road at Five Dock, through Gladesville, Ryde and Pennant Hills, joining up with the original route at Dural; one known as 'Finch's Line' from Wisemans Ferry up Devines Hill, joining the road at the top of the hill; and one, known as 'Simpson's Track', diverging at Ten Mile Hollow through Yarralong to the Central Coast and Newcastle.**Owner:** Multiple Owners**Reserve:** Dharug & Yengo National Park**Current Use:** Recreation/conservation/fire management trails.**Former Use:** Road and roadside elements**Physical Description:** Steep and winding road through mountainous areas of NSW made of stone and earth. Made by blasting and cutting away rocky spurs; ashlar masonry retaining walls; stone bridges; culverts; pavements; impressive formations and structures.**Historical Notes:** In 1825 Heneage Finch was sent to survey a route between Sydney and the Hunter Valley, following numerous Aboriginal tracks along the ridgetops. The 240km of the Great North Road was constructed between 1826 and 1834 by numerous convict road gangs and work parties under the general supervision of the Surveyor General, Thomas Mitchell, although some sections were under the direct supervision of Finch (Bucketty and Laguna) and Assistant Surveyor Percy Simpson (Wisemans Ferry). At the time it was the largest public works project undertaken in the colony and much of the road remains in use today. [Context Pty Ltd 1998] Construction of the Great North Road began with a force of 62 men at Castle Hill in 1826. After proceeding to Dural and Glenorie, the works reached the area of Wisemans Ferry. The extensive works required for the construction of the descents and ascents on both sides of the Hawkesbury River, required a large convict labour force to be stationed there from 1827 - 1832. After Wisemans Ferry the road continued north via Mt Manning and Mt McQuoid to Wollombi. It then branched, with one line to Maitland and another to Patricks Plains (Singleton). During the later 1820s men with an increased knowledge of road tracing and construction arrived in NSW. In 1827, Major General Sir Thomas Mitchell arrived in the colony. Mitchell took control not only of road selection and survey, but also of construction, by annexing the roads and bridges department to his own. Thus, from 1829 Assistant Surveyors supervised the works in various locations and reported back to the Surveyor-General, who now had responsibility for road and bridge works. Lieutenant Percy Simpson who was stationed at Wisemans Ferry from 1828, may have had formal qualifications as a surveyor or engineer, and was familiar with the art of road building being developed and taught by British road engineers such as Telford and MacAdam. Simpson designed a road which scaled the precipitous and mountainous terrain between Wiseman's Ferry and Mt Manning. This work utilised cut and fill construction on hillsides, creating roads which wound and zig-zagged on ascents and descents. It required the blasting and cutting away of rocky spurs, and the construction of the impressive and durable formations and structures which mark the second and third construction phases of the Great North Road, such as the ashlar masonry retaining walls on the ascent of Devines Hill, north of Wiseman's Ferry. This grander and more imposing version of the road was given impetus by Surveyor General Major Thomas Mitchell. In 1829 he resurveyed Finch's original 1825 traverse (much of which was an established cart track) deviating from it at many points, including Twelve (now Ten) Mile Hollow, Hungry Flat and Sampson's Pass. The most notable deviation from the original line was the new ascent from the Hawkesbury at Devine's Hill, which replaced Warner's 1828 ascent further south. By 1832 the substantial structures over the stony mountains, ridges and gorges were mainly complete and the convicts who had acquired skills in their construction were shifted to other Great Roads. The work force shrunk to two road parties and a bridge party in 1833, mainly concerned with the numerous crossings of the Wollombi Brook (nine, in addition to creek crossings) which Mitchell's straight line entailed. In 1834, Dulhunty moved the road station northwards to Cockfighter's Creek at Warkworth. Beyond the Wollombi, the final selection of the Hunter Valley branches had been laid out by Mitchell in late 1832. His new selections for the Hunter Valley road connecting the branches threw the half-finished roads there into chaos, making the work already completed between Wallis Plains, Patrick's Plains and Singleton redundant. The northernmost branches of the Great North Road were cleared by private contract in 1834 and constructed by the convict gangs, supervised by Peter Ogilvie from February 1835. Ogilvie was also responsible for the road down the Hunter to Maitland. Whether or not the last branches of the Great North Road

were actually finished is unclear. Ogilvie presented another dismal report in 1836 listing the work still to be done, particularly at creek crossings. He was removed shortly after and not replaced, and the Hunter Valley and Great North Roads were left, presumably unfinished. North of the Hawkesbury River 40 km of the GNR is now within the Dharug and Yengo National Parks. [Brayshaw, Bickford and Proudfoot 1998].

Construction years:1826 1836 **Circa Flag:** No

Physical Condition: The road is in fair condition and good condition in some places. Many sections, particularly those through National Park, are well preserved, as are sections at Bucketty and Wollombi which have been restored by the local community. Even sections which are still public road, possess original convict era features. The archaeological potential for reading the history of the road is high, as is the archaeological potential for excavation of the convict stockade sites associated with the road builders.

Recommended Management: The Great North Road requires sensitive conservation. In some areas it has been damaged by 4WD drive vehicles, and by natural decay. The forthcoming Conservation Plan for the Convict Trail Project will recommend conservation action, which should be followed by the bodies responsible for the road.

Historical Significance: The Great North Road has historic significance. Its magnificent structures were powerful, tangible symbols of the colony's perceived place and role in the course of empire, unmistakable evidence that the civilised state was being attained, and a triumph over the rugged and inhospitable landscape separating the centre of Sydney from the 'garden of the colony', the Hunter Valley. [Brayshaw, Bickford and Proudfoot 1998].

Aesthetic Significance:The Great North Road has aesthetic value both historically and at present. An additional component of the aesthetic value of the Great North Road is the surviving physical relationship between many of the now abandoned road precincts and their setting. The adjacent landscape is often of considerable importance in providing the present setting and curtilage for the built heritage components. In some cases, particularly for the section of the Road preserved within Dharug and Yengo National Parks between Wiseman's Ferry and Mt Manning, the curtilage and associated 'visual catchment' of the surviving precincts provides a largely intact natural landscape setting which is evocative of the isolation and remoteness of the road during its initial construction period. In other cases, for example in the area from Laguna to Wollombi, adjacent land often has significant historical links with the history of the Great North Road, and a significant physical relationship to the present road-line, in providing evidence of successive phases of historic occupation and development following the initial arrival of European colonists, given that the road-line here shaped the pattern of subsequent development and subdivision. The Great North Road remains an important landmark and reference point within many of its surrounding local areas, and is often also a particularly prominent visual landmark.

Social Significance: The Great North Road is of regional social significance as an historical feature which is widely known among the Cessnock, Wollombi, Bucketty, St Albans, Wisemans Ferry and surrounding communities, and highly valued as a landmark and special historical feature. It has a history of over 160 years of continuing use, and is frequently visited by and cared for by people from townships in the Hunter Valley area, particularly by people from the Bucketty and Wollombi communities who initiated the Convict Trail Project to care for and interpret the road. The Great North Road has great symbolic value for its association with the history of travel and communication routes between Sydney and the Hunter Valley, with the technological processes used to construct the road, with the hardships of life as a convict, and with the engineering feat which the road represents in this context. The Great North Road is significant as a place which reflects important aspects of local community identity and expresses a valued link to the past for members of many local Hunter Valley communities. This is demonstrated by the community initiative and endeavour which has gone into establishing the Convict Trail project, restoring sections of the Great North Road and interpreting these to the public.

A number of Great North Road precincts appear to be associated with particular 'communities of interest' for whom individual sites and items may have particular meaning. One such example is the "Bucketty Convict Wall" which forms an important focal point and public space for its local community (Precinct 4.2.0 Abandoned Loop, Mt McQuoid, Bucketty).

The Convict Trail Project is itself a community based initiative, initially developed as a response by local people to counter perceived threats to the road. The project thus indicates the care and concern of local people at a 'grass roots' level and the wider local interest in history, heritage and conservation. The Project aims 'to protect,

restore, maintain and promote' the Road, by uniting local people, historical societies, local councils in whose areas the road falls, and government bodies with an interest and responsibility in the conservation of the road. Thus contemporary social significance may relate both to those with close connections physically or historically, and to a broader community which although more distant, nevertheless claims some 'ownership' of the Road and interest in the conservation of its heritage value. Thus the Road may have special meanings, for both locals and other people. The broader community interest in the Great North Road and the perceived heritage value of the major built structures and other items is also indicated by their listings at both the local Council level and with other government and non-government organisations. For example, the NSW National Trust listed its first section of the Road (the section between Wiseman's Ferry and Mt Manning) in 1975, to be followed by National Trust listings of further sections in 1978 and 1980. (Heritage listings are considered further in later parts of this report.)

Technical Significance: The Great North Road has historical archaeological significance in that it physically demonstrates the work patterns, skills and organisation of the convict road gangs, particularly through the distribution and configuration of the stone retaining walls, drainage structures and bridges. This evidence is unavailable in documentary sources and has been essential in changing our historical views on convicts in road gangs. The Road may be considered a museum of convict work, graphic in its demonstration of the difficulty, labouriousness and isolation of 1830s road building. The Great North Road has historic/scientific value in its demonstration of the standards and practice of road engineering in the colony during the "Great Roads" period of the late 1820s and 1830s, and records the importation and adaptation of the (then) recent road-building revolution in England. This essential information is unavailable in documentary sources, and as such it has changed our understanding of Australia's road engineering history.

Intact Assessment: High

Representative Assessment: In its demonstration of the standards and practice of road engineering in the colony during the "Great Roads" period of the late 1820s and 1830s, the Great North Road is a representative example of the state of road building being used in the colony. Although as one of the grand roads of the Colony it represents the ideal form of a fully resourced and properly designed road which was only matched by other major routes leading from Sydney.

Rare Assessment: Whilst the entire length of the surviving Great North Road has the representative value noted above, individual sections and precincts of the Road also possess rare and unique features. Very few other convict roads are this extensive or well preserved.

Statement Of Significance: The Great North Road, with its great stone walls, culverts, buttresses and bridges, shows in its form and location the outstanding structures built in the colony in such a remote area during the Great Roads period of the late 1820s and 1830s. As a recognition of its great significance the site has been investigated as one of a group of convict sites for World Heritage listing.

The Great North Road complex is an outstanding demonstration of the use of transported convict labour to extend the infrastructure underpinning the European colonial expansion in Australia. Its rugged mountainous bush setting and isolation bring to mind the strangeness of the new land for the British urban and rural convicts. The massive road cuttings and stone embankments evidence the arduous labour that was the lot of the convict.

The initial road, Finch's Line, was rough and ready and typical of the colonial roads to that date. However, the massive scale and grandeur of the subsequent work at Devine's Hill illustrates the changing views of the destiny of the colony and increasing capacity of its engineers and planners to undertake major development projects of similar standard to those in Britain. The Great North Road is one of the clearest expressions of the use of convicts by colonial administrations to ensure the success of the colonies. It was among the greatest engineering accomplishments in the colonies to that date.

The site demonstrates dramatically the nature of the convict experience. On the one hand the severe nature of the work and working conditions was used as a threat to dissuade the population of Britain and the colony from committing crime. On the other hand the remains at Devine's Hill, in combination with the documentary record, show that a range of highly developed skills was present in the convict work force, and that men with ability chose to stay and work when other options presented themselves.

RNE Sub Criteria ID: 13

Assessment Text: The Great North Road was identified and assessed for social value (criterion G1) through an analysis of data collected through a community heritage workshop process. It was identified at the Cessnock Community Heritage Workshop, and its value to the Cessnock, Wollombi, Bucketty, St Albans, Wisemans Ferry and Gosford communities confirmed through further research. The Great North Road is considered to meet the National Estate threshold for social value, as a place which is both widely known and highly valued across the entire Hunter Valley region. It has great symbolic value for its association with the history of travel and communication routes between Sydney and the Hunter Valley, with the technological processes used to construct the road, with the hardships of life as a convict, and with the engineering feat which the road represents in this context. The Great North Road is significant as a place which reflects important aspects of local community identity and expresses a valued link to the past for members of many local Hunter Valley communities. It was seminal in shaping the identity of many local communities, both in terms of providing communication and access routes between these communities and Sydney for over 160 years, and in terms of contributing to the present heritage and tourism significance of many of these places. The Great North Road has been a landmark for the area in general and for these communities in particular for over 160 years [Context Pty Ltd. 1998].

Theme Text: HC.RD.902, HC.UT.913, HC.RD.903, HC.RB.905, HC.RE.909, HC.RD.906

RNE Sub Criteria ID: 4

Assessment Text: The Great North Road represents a great engineering achievement of the 1820s and 30s.

Theme Text: HT.03.07 Moving goods and people. HT.03.07.03.02 Moving goods and people by road. HC.RD.902 Road.