Appendix I

Historical heritage assessment
SCONE BYPASS
HISTORICAL HERITAGE ASSESSMENT

Report prepared for GHD on behalf of NSW Roads and Maritime Service
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EXECUTIVE SUMMARY

Virtus Heritage was engaged by GHD Pty Limited (GHD) on behalf of NSW Roads and Maritime Service (RMS) to prepare a Historical Heritage Assessment (HHA), including a Statement of Heritage Impact (or Heritage Impact Statement) for the proposed Scone Bypass (the proposal). The proposal is in the township of Scone, New South Wales, located about 250 kilometres north of Sydney (refer to Figure 1). The purpose of this assessment is to identify and assess the known and potential historical heritage values of the project area and the potential impacts of the proposal on these values. Potential impacts assessed include direct and indirect impacts from the proposal on known and potential historical heritage values (refer to Section 6.0 for further detailed description of proposal impacts). This assessment provides appropriate mitigation and management strategies for all identified historical heritage values within the project area.

The proposal (hereafter also known as the “proposal site” – illustrated as the ‘REF assessment boundary’ on Figure 1) is a road corridor that runs in generally a north-south direction on the western side of Scone Township. The proposal site would include the construction of a new road and the upgrade of portions of the New England Highway, Wingen Street and the Wingen Street and St Aubins Street intersection. The proposal site is about four kilometres long and 30 metres wide on average, however it widens to 60 metres at the point where it crosses the railway line.

The heritage searches of the study area and historical background research have highlighted Scone and district as having a diverse and rich historical background. The heritage searches identified numerous registered heritage items of local and state significance in Scone township, which include railway, residential, convict era heritage and farming (pastoral and agricultural) infrastructure. The background research (summarised in Section 3 of this report) re-iterates these historical themes. Only one of the registered items, St Aubins Arms, is located within the proposal site.

Detailed site survey for this project and historical research lead to the identification of nine additional heritage items within the proposal site or within the potential indirect impact buffer zone from vibration caused by construction works.
The following management strategy is recommended to mitigate the impact of the proposal on heritage items adjacent to the proposal site include the following:

1) Prior to construction works, archival recording of the impacted elements of the Farming Complex, St Aubins Arms property and Timber Structure is required. The archival recording will include photographs and detailed inventory and plans and will be prepared to the standard of Local significance as specified in Heritage Branch’s requirements for Archival Recording of Heritage Items and prepared by a qualified heritage consultant. Final copies of the archival recording will be lodged with the Upper Hunter Valley Council's local studies collection.

2) Prior to construction works, a Section 140 Excavation Permit is required for the impacted sections of the St Aubins Arms property and the Farmyard Complex to be applied for and prepared by a heritage consultant/archaeologist in consultation with Heritage Division NSW. This recommendations is based on the sensitivity of the St Aubins Arms property for potential domestic refuse, particularly in the dam and occupation evidence dating from nineteenth to mid twentieth century (relics) and for domestic evidence (relics) of the Farmyard Complex, which may impede construction timeframes and schedules substantially, if revealed during construction works which would cause a stop to construction works. Under a Section 140 Excavation Permit, an initial investigation into the extent and potential of domestic occupation evidence (relics) could be determined, then salvaged and recorded without impeding construction schedules.

3) Roads and Maritime must undertake vibration monitoring at identified heritage items potentially susceptible to indirect impact from construction of the proposal site that are “vibration generation activities within 35 metres of heritage listed structures” (GHD, 2015) including Item 2, Rail Culvert; Item 3, Timber Structure; Item 5 Farmyard Complex; Item 6 House (Lot 19, DP6498), the buildings within Item 7 St Aubins Arms (which is about 40 metres from the boundary) and Item 8 Great Northern Railway. We would also recommend monitoring at the West Scone Conservation Area.
4) As recommended by GHD, monitoring must be undertaken by a qualified vibration consultant and “If a building damage risk is identified vibratory activities are to be immediately halted and alternative work methods will be implemented so the vibration impacts are reduced to acceptable levels. The review may result in a requirement to modify work practices or use alternative, low-vibration methods and equipment” (Email correspondence to Virtus Heritage from GHD, 2015).

5) Prior to construction of the proposal site, Roads and Maritime will engage a suitable consultant to prepare dilapidation surveys and condition reports heritage items at risk from vibratory activities, which may include, Item 2, Rail Culvert; Item 3, Timber Structure; Item 5 Farmyard Complex; Item 6 House (Lot 19, DP6498), Item 7 St Aubins Arms (which is about 40 metres from the boundary) and Item 8 Great Northern Railway. We would also recommend Roads and Maritime consider this reports and surveys for the nearby structures and buildings within the West Scone Conservation Area (Item 9).

6) The Heritage Impact Statement is based on the proposed impacts known to date as outlined in Section 7.0. The Heritage Impact Statement would require revision if any impacts change or particularly in the case if there are additional unknown impacts from potential ameliorative measures for noise and vibration from construction, particularly but not limited to House (Lot 19, DP6498) (Heritage Item 6), St Aubins Arms (Heritage Item 7) and the West Scone Conservation Area (Heritage Item 9), are ascertained in the future. Revision of the Heritage Impact Statement may be required dependent on these ameliorative measures by a qualified heritage consultant with input of a qualified noise and vibration consultant and in consultation with RMS. However, this would need to be determined after detailed design for the proposal was completed. It is recommended that if any proposed ameliorative measures are required, they are sympathetic to character of the heritage item/s and its existing fabric and in compliance with the UHSC Development Control Plan 2015. We also recommend that RMS consider using types of road surfaces which minimise noise and landscaping impacts to identified heritage items in this assessment in the detailed design of the proposal to minimise the necessity of potential ameliorative measures for noise and vibration from the proposal.
7) All identified historical heritage items within the project or within vicinity of the proposal site must be mapped and provided to site planners, Roads and Maritime workers and sub-contractors so they are aware of their responsibilities under the *Heritage Act, 1977*.

8) As part of an induction, in the unlikely event that any unknown Aboriginal objects or historical heritage relics are uncovered during construction of the proposal, all Roads and Maritime workers and sub-contractors should be aware of their responsibilities under the provisions of the *NPW Act, 1974* (including the penalties under the ancillary provisions) and *NSW Heritage Act 1977* and Roads and Maritime Procedures for *Unexpected Finds* and stop work immediately until this process if followed and these responsibilities are met.

9) In the extremely unlikely event that any suspected human remains are uncovered during construction of the proposal, all works must cease immediately and the Roads and Maritime Project Manager immediately notified and the area secured. The Roads and Maritime Environmental Manager will contact the NSW Police (if required). If these remains are deemed to require archaeological investigation by the NSW Police or NSW Coroner, than OEH (Contact OEH's Enviroline 131 555) and the Wanaruah LALC must be notified by the Roads and Maritime Environmental Manager for further assessment and management. No works could continue until OEH (or other determining authority such as Department of Planning) provide written notification to proceed in this scenario.
1. INTRODUCTION

Virtus Heritage was engaged by GHD Pty Limited (GHD) on behalf of NSW Roads and Maritime Service (RMS) to prepare a Historical Heritage Assessment (HHA), including a Statement of Heritage Impact (or Heritage Impact Statement) for the proposed Scone Bypass (the proposal). The proposal is in the township of Scone, New South Wales, located about 250 kilometres north of Sydney (refer to Figure 1). The purpose of this assessment is to identify and assess the known and potential historical heritage values of the proposal site and the potential impacts of the proposal on these values. Potential impacts assessed include direct and indirect impacts from the proposal on known and potential historical heritage values (refer to Section 6.0 for further detailed description of project impacts). This assessment provides appropriate mitigation and management strategies for all identified historical heritage values within the proposal site and broader study area.

1.1 Proposal Site

The proposal (hereafter also known as the “proposal site”) is a road corridor that runs in generally a north-south direction on the western side of Scone Township. The proposal site will include the construction of new road and the upgrade of portions of the New England Highway, Wingen Street and the Wingen Street and St Aubins Street intersection. The proposal site is about four kilometres long and 30 metres wide on average, however it widens to 60 metres at the point where it crosses the railway line.
1.2 Report Structure and Limitations

This report is structured to meet the requirements of the Heritage Division, NSW publications, *Statements of Heritage Impact* (1997), *Assessing Heritage Significance* (2001), *Assessing Significance for Historical Archaeological Sites and Relics* (2009) and *Levels of Heritage Significance* (2008). This report also meets the requirements of the Roads and Maritime Services *Cultural Heritage Guidelines* (2015). This report does not consider the impacts of the proposal on Aboriginal heritage. Information on project impacts, including potential vibration impacts was provided by GHD. Historical heritage register search data is also limited to the information provided by the relevant agency or Council who have listed heritage items/places.

This report is structured as follows:

**Section 2** provides a summary of relevant heritage legislation which forms a statutory framework for this document.

**Section 3** provides a summary of the history of European settlement of Scone as it relates to heritage items and precincts adjacent to the proposal site.

**Section 4** presents the results of heritage register searches, review of previous heritage and archaeological research, historical aerial photographs and parish maps to develop an archaeological context for the study area.

**Section 5** details the results of the site inspection of the proposal site and describes the condition of identified heritage items in immediate proximity to the proposal site.

**Section 6** provides an assessment of the significance and heritage values of identified heritage items directly adjacent to the proposal site.

**Section 7** is a discussion of proposal impacts.

**Section 8** is an assessment of impacts on heritage values of identified heritage items from the proposal.

**Section 9** provides management recommendations and conclusions.
1.3 Project Team

This report was compiled by Dr Mary-Jean Sutton (PhD Archaeology, University of Queensland; BA Hons. Prehistoric and Historical Archaeology, University of Sydney), Dr Emma St Pierre (PhD Archaeological Science, BA Hons. Archaeology and Anthropology, University of Queensland) and Julian Travaglia (BA, Hons. Archaeology, University of Queensland). Field survey was conducted by Julian Travaglia and Michael Parker (BA. Hons. Archaeology, University of Wales, Lampeter). Mary-Jean Sutton conducted the relevant heritage listing searches. Assistance with background research and mapping was provided by Christopher Jennings (MA Archaeology, BA Hons. Archaeology, University of Otago).

1.4 Acknowledgements

We would like to acknowledge the assistance of the following individuals for the completion of this report:

- Simon Pearce, Principal Environmental Consultant, GHD;
- Bernadette Wood, Environmental Planner, GHD;
- Glenn McDiarmid, Principal Engineer, GHD; and
- The Scone and Upper Hunter Historical Society.
LEGEND

- Proposal site
- Railway
- Watercourse

2. LEGISLATIVE REQUIREMENTS

There are three key pieces of legislation which apply to historical heritage within NSW and are relevant to the proposal. These Acts include the *Environment Protection and Biodiversity Conservation Act 1999* (Department of the Environment, Commonwealth), *Environmental Planning and Assessment Act 1979* (Department of Planning and Environment, NSW - State) and *NSW Heritage Act 1977* (OEH, NSW – State).

2.1 Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

This Act establishes the National Heritage List, which includes natural, Indigenous and historic places that are of outstanding heritage value to the nation. The Act also establishes the Commonwealth Heritage List, which comprises natural, Indigenous and historic places on Commonwealth lands and waters or under Australian Government control, and identified by the Minister for the Department of the Environment (the Minister) as having Commonwealth Heritage values.

Listed places on the National Heritage List are protected by Australian Government laws and special agreements with state and territory governments and with Indigenous and private owners. Places on the list are protected under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), which requires that approval be obtained before any action takes place that could have a significant impact on the national heritage values of a listed place.

Values of places on the Commonwealth Heritage List might be protected under more than one provision of the Act. For example, a Commonwealth Heritage Place might also be on the National Heritage List or the World Heritage List. Where this is the case, the Act may prescribe additional management requirements and/or principles. A plan for managing a Commonwealth Heritage place can be in the same document as other plans that the Act or another Commonwealth law requires or permits (s.341W).
2.2 Environmental Planning and Assessment Act 1979 (Department of Planning and infrastructure, NSW – State)

The Environmental Planning and Assessment Act 1979 (EP&A Act) establishes a framework for historical heritage values to be formally assessed in land-use planning and development consent/approvals. The proposal is being assessed under Part 4 of the EP&A Act.

The Upper Hunter Environmental Plan (2013) (LEP) contains provisions relating to the conservation of heritage and archaeological sites. The LEP states that “development consent is required” for any development proposal that a) demolishes, moves or alters a heritage item, an Aboriginal object or building, work, relic or tree within a heritage conservation area; b) alters a heritage item that is a building by making changes to the interior of the item or anything inside the item; c) disturbing an archaeological site; d) disturbing or excavating an Aboriginal place or heritage significance and e) erecting a building on land or f) subdividing land on which a heritage item is located, is a heritage conservation area or is an Aboriginal place of heritage significance.

Subclause 4 of the LEP (2013) states that the consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6). Subclause 5 of the LEP (2013) states that the consent authority may require a heritage management document to be prepared (to assess the how a development will affect heritage significance) before granting development consent for land on which a heritage item is located, on land within a heritage conservation area or on land within the vicinity of these items. Section 4.1 provides a summary of heritage items listed on the LEP and other heritage databases.
2.3 Heritage Act 1977 (Office of Environment and Heritage, NSW – State)

The *NSW Heritage Act 1977* protects the State’s natural, historical and cultural heritage and is applicable for protection of items State listed or subject to an interim heritage order. Historical heritage places and objects of State significance may be listed on the State Heritage Register and are subject to protection under Section 60 of this Act. Section 139 of the Act protects ‘relics’, which are defined as “any deposit, artefact, object or material evidence that:

- relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and
- is of State or local significance”.

For example, relics can refer to the in-situ foundations and remains of potential farmsteads and debris from occupation, in situ footings or to rubbish pits and bottle dumps. Under Section 139, “a person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit” and “must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit”. The relics’ provisions can be subject to specific exceptions under the *NSW Heritage Act 1977* dependent on the nature of works and the assessed significance of the relic/s.

2.4 Summary

These Acts are important as they protect heritage items throughout NSW including those registered on statutory databases (dependent on the significance of the registered listing) and many unidentified heritage places and relics. The mitigation strategies and management recommendations outlined in Section 8 and Section 9 are developed to meet the requirements of relevant heritage and environmental legislation.
3. **HISTORICAL CONTEXT**

This historical context is drawn on research through a review of sources including studies such as the Office of Environment and Heritage’s *Regional Histories of New South Wales*, consultation with the Upper Hunter Shire Council (UHSC), Scone and Upper Hunter Historical Society (SUHHS), a review of primary sources including parish maps and historical photographs, sources identified on the National Library of Australia’s *Trove* database and secondary sources from local history websites and online heritage email forums.

3.1 **Aboriginal History in Scone and the Upper Hunter**

A study of the Aboriginal history of Scone is not within the scope of this assessment; however it should be acknowledged that there was a long history of Aboriginal occupation in the Hunter Valley Region, prior to the arrival of Europeans. Scone was part of the Wonnarua people’s territory, although it is acknowledged by several authors including Brayshaw (1986:38-40) and ERM (2004:83) that other groups dispute territorial boundaries including the Kamilaroi who also inhabited and occupied territory within the Upper Hunter Valley region. Tindale defines the Wonnarua territory as containing the “Upper Hunter River from a few miles above Maitland west to the Dividing Range” (1974).

The Wonnarua had trading links and interacted with Awabakal, Darkingung, Wiradjuri and Worimi groups (Brayshaw 1986:38-40). Wonnarua people are believed to have moved freely in their territory before European contact, taking advantage of seasonal availability of resources and interacting with other Indigenous groups throughout NSW through social gatherings and ceremonies including corroborees and for trade (Davidson and Lovell-Jones 1993:38-41). Spirituality is also an important part of the Wonnarua people’s way of life, and a bora ground is located at Gundy east of Scone (ERM, 2004:112).
Davidson and Lovell-Jones argue that by 1825, within less than a year of the Hunter Valley being opened up for purchase by Europeans, claims for purchase and leasehold were being made from selectors in Sydney and “both sides of the Hunter River and associated brooks had been claimed” (1993:8). This rapid invasion of the Hunter Valley had a substantial impact on the Wonnarua people through the introduction of European diseases such as small pox, depletion of resources and reduced access to prey species and medicinal, food and resource plants as well as an increase in violence (and massacres) through encounters with settlers and the mounted police. Despite this violence and adversity Wonnarua people survived and continue to maintain strong cultural connections to country today throughout the region.

3.2 European Settlement in Scone

The first European exploration of the Upper Hunter Valley was led by Henry Dangar, a Government Surveyor, in early August, 1824. A subsequent expedition in October 1824, again lead by Dangar, opened the crossing over the Liverpool Ranges from the Hunter Valley to the Liverpool Plains (McLellan n.d.). At this time land warrants were issued from Sydney and selectors began to settle the area, however free selection ceased by 1830 (McLellan n.d.). Among the earliest free hold selections were the estates of Satur (William Bell Carlyle, R.N. Surgeon Superintendent of Convict Transports), Invermien (Francis Little, nephew to Carlyle) and Segenboe (Thomas Potter Macqueen) which were selected by May 1825 and settled shortly afterwards (McLellan n.d.). The latter property was settled on a large scale with up to 140 people, including about 100 convicts, and had the highest European population density of any settlement in the Upper Hunter during the early years of European colonisation (McLellan n.d.).

Segenboe also provided the staging point for Allan Cunningham’s exploration to the north in 1827, which eventually lead to his discovery of the Darling Downs and the pass over the Great Dividing Range now known as Cunningham’s Gap (McLellan n.d.). Soon after Cunningham’s departure and passage through the Liverpool Ranges a number of settlers followed his trail to settle the Liverpool Plains including William Nowland who, seeking an easier route into the Hunter Valley, discovered a pass at Murrurundi (McLellan n.d.). The trails that Nowland established eventually became the same route for the Great North Road, and later the New England Highway (McLellan n.d.).
In 1829 Captain William Dumaresq was given a grant of 2500 acres on the east bank of Kingdon Ponds and named his new estate St Aubins after the home he left in Jersey (Channel Isles) to migrate to NSW in 1925 (Bain et al. 1998). Dumaresq built St Aubins Homestead in 1832 and quickly became a leading figure in the community (Bain et al. 1998). In 1836 Thomas Dangar (brother of Henry Dangar the surveyor) leased a 6 Acre portion of St Aubins estate from Dumaresq on the Great North Road to establish a shop and inn which became known as St Aubins Arms (but was also known by various other names including The Bird in Hand, St Aubins Inn, The White Swan and The Woolpack Inn) (Bain et al. 1998). St Aubins Arms is the oldest surviving building in Scone (Figure 2).

Construction of the building was completed in 1837 and the inn was licensed to George Chivvers in 1838 while Thomas Dangar resided at the store (which was located at the site of the current Rotary Park) and ran a post office from this residence (Bain et al. 1998). A famous incident occurred at St Aubins Arms in December 21, 1840 when a bushranger raid by the ‘Jew Boy Gang’, seven men lead by Edward Davis, resulted in the murder of John Graham (for a detailed history of St Aubins Arms refer to Bain et al. 1998).

![Figure 2 St Aubins Arms, 1872 (Photograph by Beaufoy Merlin Source: Nowland Brothers Webpage, Upper Hunter Website).](image-url)
The area was officially known as Invermien, however with the growth of services associated with the St Aubins estate the area became locally known as the village of St Aubins. In 1836 residents of the area petitioned the Surveyor General to establish the town of Scone and after two surveys a final plan of the town was approved and the village of Scone gazetted on 5th September 1838. With the pioneering phase of the early part of the 19th Century over, rising prosperity and the arrival of the railway saw the establishment of the municipality of Scone in 1888 (HO&DUAP 1996:48).

In 1830 a courthouse was established at Invermien (later Scone) (McLellan n.d.). The original building on the corner of St Aubins and Aberdeen Streets no longer exists but was replaced by two subsequent courthouses in 1849 and 1882, both buildings are still extant (Scone Town Walk Webpage, Upper Hunter Tourism Website). The most recent (1882) courthouse is a rendered brick building on sandstone foundations with a verandah and gabled roof, this building is now known as the Old Court Theatre and is situated at the front of the site (Scone Webpage, SMH Website). The second courthouse (1849), situated at the rear of the Old Court Theatre is used as the ‘Green Room’ for the current theatre (Scone Webpage, SMH Website). The 1849 building has a gabled roof, small rear wing and is constructed from handmade bricks (Scone Webpage, SMH Website).

St Mary’s was the first Roman Catholic Church and Cemetery built in Scone and was opened in 1861. The old Convent of the Mercy Sisters was built in 1889 on the same property (Scone Webpage, SMH Website). The last person buried at the churchyard was Mary Smith who died at 89 years of age in 1920 (Scone Town Walk Webpage, Upper Hunter Tourism Website). The Convent is now a private residence while the church currently acts as the local arts and crafts centre (Scone Webpage, SMH Website). Both the Catholic Church precinct and the Old Court Theatre are located within the West Scone Conservation Area.
Improvements to the town were made with the implementation of rubbish disposal (1889), planting of parks and construction of kerbs and gutters (1891) and street lighting (1896) (HO&DUAP 1996:48). Unusually estate owners in the Upper Hunter region, including Scone, rather than hindering development as in other parts of the colony, led regional improvements by mimicking the English landed gentry and taking a ‘paternalistic’ approach to tenants and workers encouraging public works and festivals. This ‘estate paternalism’ persisted in the area until WWI, longer than any other part of Australia (HO&DUAP 1996:48).

3.3 Early Pastoralism and Agriculture

Selected land was cleared, often by ringbarking trees, and used for pastoralism, mainly cattle and sheep (for wool production), and agriculture, with wheat crops being most popular (McLellan, n.d.). The basic unit of settlement included a central headquarters of a woolshed and house surrounded by outstations with shepherds and hut keepers to graze the sheep over pastures (HO&DUAP 1996:46). Up to 600 sheep were guarded by a single shepherd however further labour for the distribution of wool and provisions was required and assigned convicts were often used until the 1840s when free folk were employed on the large estates.

In the Lower Hunter Valley around Singleton wheat (2000 acres in 1830s), grape vines and tobacco were grown from the 1830s with tobacco persisting until the 1890s (HO&DUAP 1996:47). In Scone, Dumaresq (the land owner of the St Aubins estate), subdivided land to tenant holdings that were used to grow wheat and increase production by increasing the number of small farms. A trend toward small farms and freeholds continued with the democratic constitution of 1858 which in theory overthrew the power of the landed gentry and their large estates, although in practice the Upper Hunter Valley pastoralists generally succeeded in securing their estates from free selectors and were rather rented out as small tenant farms. Climatic pressures in the 1860s with a series of droughts saw a shift from wheat to maize as the main crop and a re-emphasis placed on sheep and cattle farming (HO&DUAP 1996:48). At this time horse breeding and racing became a major industry around Scone and persists to this day as one of the largest areas for horse-breeding in the world (Scone Webpage, SMH Website).
3.3 Early Transportation

3.3.1 The Great North Road

The Great North Road that runs through Scone was later called the Great Northern Highway and parts of it now form the New England Highway (renamed in March 1933). A 264 kilometre portion of the Great North Road was built by convict labour from 1824 to 1836 (The Old Great North Road Webpage, OEH Website). This portion stretched from Sydney to the Hunter Valley where the road forked in two directions leading northeast to Newcastle and northwest to Singleton via Broke (History of Convict Trail Webpage, Great North Road Website). The road transacted rugged terrain and although built to high technical standard fell into disuse as a route to the Hunter Valley from Sydney because of the steep gradients and lack of water and feed for animals (The Old Great North Road Webpage, OEH Website).

The Great North Road expanded northwards through the Hunter Valley with the increasing European settlement of the region in the first half of the 19th Century. The Road had reached the gap at Murrurundi by 1851 however with the opening of the Great Northern Railway through to Murrurundi in 1872 the road was had less use and many sections fell into poor repair until road transportation once again became popular. There are no known intact sections of the Great North Road within the proposal site.

3.3.2 The Great Northern Railway (The Main North Line)

European exploration and settlement in Australia was inevitably tied to the search and exploitation of new resources. One of the major constraints in this expansion was the lack of navigable waterways and hence the difficulty and high cost of land transport. The penetration of the railways inland provided the access through which the staples and industries necessary to sustain local and regional economies could develop. These railways played an important role in shaping the settlements and industries of the local and regional economies of New South Wales (McKillop 2009: 19).
Proposals for the first railways in the colony were driven by interests seeking transport for their wool from inland centres such as Goulburn, Bathurst, Singleton, and Muswellbrook. In April 1873, the Minister for Public Works (John Sutherland) set out the Trunk Railways Policy to complete the main trunk railways prior to the construction of branch lines. However, pastoral interests overthrew the Trunk Railways Policy in April 1877 due to lobbying by Thomas G Dangar (MP for Gwydir), resulting in the NSW Parliament voting for a branch line (the North Western Line) before the Great Northern Railway was completed (McKillop, 2009: 41). The first section of the Great Northern Railway, also known as the Main North Line, began construction in 1857 between Newcastle and Maitland and reached Murrurundi by 1872 (Main North Line Webpage, NSW Rail Website).

The line from Aberdeen to Scone and Scone Railway Station was opened by the Governor of NSW, the Earl of Belmore, on Monday, 17th April 1871 (Gray 1971). The line from Scone to Wingen was opened a couple of months later on 1st August 1871 (Main North Line Webpage, NSW Rail Website). The opening of the railway station in Scone allowed for fast, inexpensive and efficient transport of passengers and goods which was important to the economic prosperity of the Upper Hunter region and the Australian colony in general (Gray 1971). In August 1878 the Great Northern Railway reached Tamworth (McKillop, 2009) and reached its final destination at Wallangarra in 1888 (Main North Line Webpage, NSW Rail Website).
The transportation of livestock by rail was a significant feature of railway operations in NSW from the late 19th century until the late 20th century. Before road transportation of livestock superseded rail, railway stockyards were widespread throughout NSW. The majority of stockyards were for sheep and cattle but in some locations pigs and horses were also transported by rail (Longworth, 1996; Ward, 2006). The number of locations set up to handle livestock in NSW increased rapidly in the late nineteenth century and early twentieth century but it wasn’t until the middle of the twentieth century that the extent of railway stockyards in the state reached its peak. Sheep and/or cattle races were provided at 584 locations by January 1935 and this number had increased to 594 by October 1947 (Longworth 1996).

Several factors are thought to have contributed to the demise of the transportation of livestock by rail. These include the closure of abattoirs in large metropolitan areas, changes in the pattern of meat slaughtering, improved country roads, and increased road transportation of livestock (Longworth, 1996). In NSW rail transportation of livestock had all but ended in the late 1980s, with transportation of livestock limited to a few railway stock corridors between Queensland and the north coast of NSW to southern NSW and Victoria. The last stock train in NSW is thought to have run on 24 September 1990 (Longworth, 1996).

3.4 Summary

The Hunter Valley was one of the first large areas of suitable pastoral land to be explored and was opened up to free settlement in the 1820s. Pastoral and agricultural activities were important in the Upper Hunter region during the early period of European colonisation and a thriving wool industry lead to early prosperity. The township of Scone was officially established in 1838 nearly a decade after the first settler pastoralists occupied the area. The township was built east of Kingdon Ponds adjacent to St Aubins estate around the store and inn known as St Aubins Arms. The opening of the Great Northern Railway in 1871 encourage economic and demographic growth of the Upper Hunter Valley region by connecting rural townships with the coast and Sydney town, dramatically increasing the ease with which people and goods could be distributed throughout the growing colony.
4. **ARCHAEOLOGICAL CONTEXT**

The archaeological context of the proposal site was examined through the relevant local, State, and Commonwealth heritage searches, a review of historical aerial photographs and parish maps, and a review of previous heritage research relevant to the study area. A summary of the archaeological context of the proposal site is presented here and in Table 1.

4.1 **Heritage Registers**

Site searches of the following historical heritage registers and databases were undertaken by Local Government Area on 1 June 2015 to assist in identifying any known historical heritage items within the study area:

- the online Australian Heritage Database administered by the Commonwealth which includes registered historical heritage places of National Heritage significance throughout Australia (this database also includes registered historical heritage places on the Commonwealth Heritage List);

- the NSW State Heritage Inventory (including the State Heritage Register) administered by the Heritage Division, NSW, OEH;

- the Upper Hunter Local Environmental Plan (2013); and

- Section 170 Heritage and Conservation Registers of the Roads and Maritime Services, Railcorp and Australian Rail Track Corporation.
Australian Heritage Database

The Australian Heritage Database (AHD) is a Commonwealth administered heritage database that includes entries from the former Register of the National Estate and the current Commonwealth and National Heritage Lists. This database was searched on 1 June 2015 for all historic heritage items within the Upper Hunter Shire Local Government Area. The results of the AHD search listed one registered historic heritage item within the study area being St Aubins Arms Hotel, 245 Kelly St, Scone.

St Aubins Arms is listed on the Register of the National Estate (Non-statutory archive) with Place ID# 101935 and Place File #1/09/078/0015 as an Indicative Place. This listing means that this place has not been assessed for national listing and is not legally registered as a national heritage place with the Department of Environment (Commonwealth). No further information relating to the values or significance of this item are provided in the listing.

State Heritage Register and NSW State Heritage Inventory

The State Heritage Register is a heritage database administered by the NSW Heritage Division of the Office of Environment and Heritage. This database includes heritage listings for State significant heritage items. This database was searched on 1 June 2015 for historic heritage items within the Upper Hunter Shire Local Government Area. The search of the State Heritage Register listed a total of eight items listed as State significant and protected under the NSW Heritage Act, 1977. Of the eight items, three are located in Scone, including the Old Court Theatre, Scone Civic Theatre and Scone Railway Station. None of these items are located within the proposal site.
The State Heritage Inventory is a heritage database administered by the NSW Heritage Division of the Office of Environment and Heritage. This database includes heritage listings from local and regional planning instruments and heritage studies and state significant heritage items. This database was searched on 1 June 2015 for historic heritage items within the Tenterfield Upper Hunter Local Government Area. The search of the State Heritage Inventory listed a total of 96 items listed by Local Government and State Agencies, however a number of these are repeated in the list. Of the 96 items, one item, the St Aubins Arms, is listed by Local Government and State Agencies and located within the proposal site.

Upper Hunter Local Environment Plan (2013)

The Upper Hunter Local Environmental Plan (LEP) is a planning instrument administered by Upper Hunter Shire Council, which contains provisions and listings of Indigenous and historical heritage and archaeological sites within Schedule 5 (Environmental Heritage). A total of 211 items, 5 Conservation Areas and one archaeological site was listed within Schedule 5. The results of the search identified one registered historical heritage item, St Aubins Arms within the proposal site.

Section 170 Heritage and Conservation Registers

A Section 170 register search was undertaken of relevant government agencies including the Roads and Maritime Service (Hunter Heritage and Conservation Register Webpage, Roads and Maritime Website), and Transport (Rail Corp)(Section 170 Heritage and Conservation Register, Rail Corp Website) for heritage items located in proximity to the study area. The Section 170 searches identified one listed item on the NSW Transport (RailCorp) S.170 Heritage and Conservation Register in the area of Scone, being the Scone Railway Precinct, Susan Street, Scone. No items on these registers were located within or immediately adjacent to the proposal site.

Table 1 provides a summary of register searches that produced results relevant to this assessment, i.e. items inside or within 35 metres of the proposal site.
Table 1 Summary of Heritage Listings within the proposal site

* According to the Upper Hunter LEP, two Conservation Areas are located in Scone, the West Scone Conservation Area and the Central Scone Conservation Area. As there is no information in the item listing sheet, this item has been listed here under the SHI as potentially referring to the West Scone Conservation Area.

<table>
<thead>
<tr>
<th>Type of Heritage Listing/Register</th>
<th>Name of Heritage Listing/Register</th>
<th>Listing Status</th>
<th>Heritage Significance registered on Listing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Australian Heritage Database</td>
<td><em>St Aubins Arms</em></td>
<td>Indicative</td>
<td>Potential National</td>
</tr>
<tr>
<td>State Heritage Inventory</td>
<td><em>St Aubins Arms</em></td>
<td>Listed under Local Government REP (1989)</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td><em>Scone Conservation Area</em></td>
<td>Listed under Local Government REP (1989)</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td><em>Grammar School (Former St Luke’s Anglican Schoolhouse)</em></td>
<td>Listed under Local Government REP (1989)</td>
<td>Local</td>
</tr>
<tr>
<td>Local Environmental Plan</td>
<td><em>St Aubins Arms</em></td>
<td>Listed under Local Government</td>
<td>Local</td>
</tr>
<tr>
<td></td>
<td><em>West Scone Conservation Area including: a) Grammar School former St Luke’s b) St Luke’s Church and Rectory c) Old Court Theatre d) Historical Museum (former Constable Quarters and Lock Up)</em></td>
<td>Listed under Local Government</td>
<td>Local</td>
</tr>
</tbody>
</table>
4.2 Review of Historical Air Photographs

A review of historical aerial photographs held by Land and Property Information, NSW and mapped on GHD’s ESRI database of the proposal site was undertaken as part of this assessment. The purpose of the historical aerial photograph review is to understand if there were any potential structures or landscape features that require further investigation for potential historical heritage values located within the proposal site. Table 2 provides a summary of historical aerial photographs reviewed (refer to Figure 3 to Figure 8).

Table 2 Summary of Historical Aerial Photographs Reviewed

<table>
<thead>
<tr>
<th>Date of Photograph</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>No information available on photographs</td>
</tr>
<tr>
<td>1 April 1980</td>
<td>Scone, Run 1, CMA, (Misc. 1182) NSW 2846 146, 2834m asl.</td>
</tr>
<tr>
<td>1 April 1980</td>
<td>Scone, Run 2, CMA, (Misc. 1182) NSW 2846 104, 2834m asl.</td>
</tr>
<tr>
<td>1972</td>
<td>No information available on photograph</td>
</tr>
<tr>
<td>1964</td>
<td>No information available on photograph</td>
</tr>
<tr>
<td>3 November 1953</td>
<td>Scone, Run 2, B&amp;D Ltd, NSW 95-29</td>
</tr>
</tbody>
</table>

The earliest historical aerial photograph that can be obtained from the locality is the 1953 aerial photograph. Review of the 1953 historical aerial photograph indicates that the majority of properties and old buildings are concentrated within the township of Scone with outlying farms and associated structures more common on the western side of Scone near Kingdon Ponds than the eastern side of Scone, which is fairly undeveloped.
The 1972 and 1980 aerial photographs show similar concentrations of housing but indicates newer residential structures extending from the township to the north (refer to Figure 4 and Figure 5) and the 2002 aerial show significant expansion to the east and north of the township. All aerals show an area of dense vegetation in the north-eastern portion of the aerals.

A summary of the heritage items identified during the survey of the proposal site is presented in Table 3 with the aerial photograph in which they can be readily identified.

Table 3. List of survey items and aerial photographs in which they are identifiable

<table>
<thead>
<tr>
<th>Items Identified During Survey</th>
<th>Aerial Photograph</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Stockyards (1)</td>
<td>1972</td>
<td>This item was not identifiable in the 1964 aerial photograph and was likely constructed between 1964 and 1972.</td>
</tr>
<tr>
<td>2. Rail Culvert</td>
<td>1953</td>
<td>The culvert is identifiable on all aerial photographs since 1953 and therefore predates 1953.</td>
</tr>
<tr>
<td>3. Timber Structure</td>
<td>1964</td>
<td>This item is associated with a former farming property, which is no longer standing but visible on the 1964 and 1972 air photos belonging to 41-48 St Aubins St, Lot 1 Sec 23 DP 758898. The item cannot be identified on the 1953 aerial photograph due to its poor resolution.</td>
</tr>
<tr>
<td>Items Identified During Survey</td>
<td>Aerial Photograph</td>
<td>Notes</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------</td>
<td>-------</td>
</tr>
<tr>
<td>4. Stockyards (2)</td>
<td>1980</td>
<td>This item is identifiable on the 1980 and 2002 aerial photographs but not identifiable on the 1972 aerial photograph. The item was likely constructed between 1972 and 1980 using older re-used materials.</td>
</tr>
<tr>
<td>5. Farmyard Complex</td>
<td>1953</td>
<td>This item is identifiable on the 1953 aerial photograph and therefore predates this period.</td>
</tr>
<tr>
<td>6. House ((Lot 19, DP6498)</td>
<td>1953</td>
<td>This item is identifiable on the 1953 aerial photograph and therefore predates this period also based on the historical research which indicates a date between 1932-1953.</td>
</tr>
<tr>
<td>7. St Aubins Arms</td>
<td>1953</td>
<td>This is a registered site and construction of the item is known to have been completed in 1837.</td>
</tr>
<tr>
<td>8. Great Northern Railway</td>
<td>1953</td>
<td>This item is identifiable on the 1953 aerial photograph and predated this period. This section of the Main North Line was opened 1871, however the tracks have likely been upgraded since then.</td>
</tr>
</tbody>
</table>
Figure 3 Heritage Item 1 – Stockyards 1, east of proposal site. Aerial Photograph Scone, 1972.

Figure 4 Heritage Item 3 – Timber Structure 1, Lot 1 DP758898, north and east of proposal site. Aerial Photograph Scone 1972.
Figure 5 Heritage Item 4 – Stockyards 2, Lot 129 D.P. 5417 and Lot 1 D.P.732158, east of proposal site. Aerial Photograph Scone 1980.

Figure 6 Heritage Item 5 – Farmyard Complex, Lot 118 D.P. 5417, east of the proposal site. Aerial Photograph Scone, 1953.
Figure 7 Heritage Item 6 – House, Lot 19 DP 6498, east of the proposal site. Aerial photograph 1953.

Figure 8 Heritage Items 2 (Rail Culvert), 7 (St Aubins Arms) and 8 (Great Northern Railway). Aerial Photograph 1953.
4.3 Review of Parish Maps

The NSW Land and Property Information website was accessed on 4 June 2015 to obtain copies of any historic Parish Maps of Scone. Figures 9 and 10 are the 1866 and 1923 Parish of Scone Maps of the Village of Scone and the County of Brisbane (Greater Scone area) respectively.

The 1866 Parish Map shows the village plan of Scone as a neatly gridded area bounded on the west by Kingdon Ponds and on the east by the Great North Road (now the New England Highway). The Railway line transects the town south to north and runs parallel to the Great North Road. As the railway was not open at this stage, a handwritten note on the map states ‘The railway is charted about from plans in the works department. Feb 12th 1869’. Also noteworthy is the presence of a dashed line running from the Great North Road, over the proposed railway line into Guernsey Street, which states ‘New road about to be fenced (?) in by Capt. Dumaresq’. The courthouse is located at the very southern perimeter of the township on Kingdon Street and a small triangular patch of land in the south-eastern corner of the town grid has a note saying ‘public library’.

The 1923 Parish Map displays a larger area surrounding Scone and the village itself if not drafted in as much detail. However, the Great North Road and the Great Northern Railway (Main North Line) is clearly visible on the eastern periphery of the town grid and the creek of Kingdon Ponds still forms the main boundary to the east.
Figure 9 Historic Parish Map of the Village of Scone 1866 (Source: Land and Property Information, NSW).
Figure 10 Historic Parish Map of the Parish of Scone, 1923 (Source: Land and Property Information, NSW).
4.4 Previous Heritage Research

Previous heritage research relevant to the proposal site was reviewed as part of this assessment. The relevant documents summarised below include the Upper Hunter Regional Heritage Study (CoAssociates 2007), Upper Hunter Shire Council’s LEP zoning heritage maps and the Upper Hunter Baseline Study (ERM, 2004).

4.4.1 Upper Hunter Regional Heritage Study (2007)

The inventory listing sheets of the Upper Hunter Regional Heritage Study (2007) was reviewed as part of this assessment. Several attempts were made to obtain this study including consultation with Upper Hunter Shire Council, review of UHSC’s online catalogue and consultation with CoAssociates (the original consultants whom prepared this study) and only the inventory excel database was provided by CoAssociates. We understand that this study does not include significance assessments for each identified heritage item but does have a regional thematic history. Heritage items and conservation areas listed on the Upper Hunter Shire Council’s Local Environmental Plan were originally identified by the CoAssociates study (2007).

4.4.2 Upper Hunter Shire Council Heritage map data

Upper Hunter Shire Council’s Local Environmental Plan heritage zoning and item maps were reviewed and mapped for this study and utilised during fieldwork.
4.4.3 Other Studies

Environmental Resources Management Pty Limited (ERM, 2004) provided a detailed thematic history and baseline study of heritage, focusing on Aboriginal heritage within the Upper Hunter region, including the Upper Hunter Shire Council LGA. Clive Lucas, Stapleton and Partners Pty Ltd carried out a Historical Archaeology Report as part of *A Comparative Heritage Study of pre 1850s Homestead Complexes in the Hunter Region.* (2012) which also included homesteads with significant archaeological potential within the Upper Hunter region including the Upper Hunter Shire Council LGA. These studies include detailed ethno-history and settlement history, including several homesteads within the LGA, which was reviewed and drawn up for the development of the predictive model, survey methodology, historical context and significance assessment.

4.5 Summary

The heritage searches of the study area and historical background research have highlighted Scone and district as having a diverse and rich historical background. The heritage searches identified numerous registered heritage items of local and state significance in Scone township, which include railway, residential, convict era heritage and farming (pastoral and agricultural) infrastructure. The background research (summarised in *Section 3* of this report) re-iterates these historical themes. Only one of the registered items, St Aubins Arms, is located within the proposal site.
5. SURVEY

5.1 Predictive Model

The predictive model of historical archaeological and heritage potential for the proposal is based on research carried out in the historical and heritage contexts. The predictive model identified that the preferred route alignment passes through known historical heritage items including the curtilage of the St Aubins Arms, the railway line of the Great Northern Railway and former footprint of the Great Northern Road. The proposal also passes through farming and pastoral lands. The following additional types of historical heritage were predicted during fieldwork:

5.1.1 Railway camps and related rail infrastructure and structures

The preferred route alignment passes through the Great Northern Railway. The remains of old camps for railway workers (visible as scatters of nineteenth century domestic debris, railway pegs or possible post holes) may be evident in lands surrounding the railway. Railway related infrastructure such as crossings, signal markers, old access tracks or defunct easements and sheds may also be visible during the survey.

5.1.2 Post and rail fencing

Remains of early nineteenth or twentieth century post and rail fencing or intact post and rail fencing may be found within the proposed route options corridors, if they cross areas of original farms and pastoral leases.

5.1.3 Pastoral evidence (sheds, shearing sheds, sheep dips, cattle yards and runs)

Evidence of pastoral activity and dairying from nineteenth and early twentieth century may be identified during the survey of the proposed route option corridors. This evidence may occur on land grants that were formerly dairy farms, sheep or beef cattle farms or in Travelling Stock Routes.
5.1.4 Bottle dumps and refuse pits

Nineteenth century or early twentieth century domestic artefacts are commonly found in bottle dumps or refuse dumps and pits adjacent to watercourses, for example, dams and sometime in poorer areas of towns in proximity to houses. These features are identifiable as clusters of debris, often bottle glass, ceramics, mixed in with faunal remains and domestic items. These may also be associated with hotels such as the St Aubins Arms.

5.1.5 Remains of old farms or homesteads

The remains of old farms or homesteads dating from early nineteenth century to early twentieth century (for example, Soldier Settlement grants) may have some possible potential during the survey. These remains could include footings, bricks, sandstone footings or slabs, walls, posts, postholes or stumps and building debris mixed with domestic material culture. Gardens and introduced established trees such as peppercorn trees may also indicate the site of a former house, hamlet or homestead. Wells, cisterns and drainage works may also indicate the site of a former homestead or farm.

5.1.6 Road construction

Surviving evidence of road construction of the Great North Roads is highly unlikely as the New England Highway’s construction is likely to have destroyed much of any original fabric. If this evidence of the construction of the Great North Road had survived in the proposal site, it may include sandstone or other types of stone markers, surveyors marks on trees, culverts or although considered highly unlikely, sandstone or original road surface dating from the early nineteenth century.
5.2 Survey Methods

The survey of the proposed site proposal was undertaken by Julian Travaglia (Senior Archaeologist, Virtus Heritage) and Michael Parker (Archaeologist, Virtus Heritage) over a one and one half day period on 1 and 2 June 2015. The survey team conducted a pedestrian survey of the proposal site with the exception of properties identified by GHD as not having access permission. These restricted access properties were not surveyed and no photographs were taken of the properties. During the survey a small number of properties also had access issues due to waterlogged ground surfaces, or dense vegetation (also considered safety issues). However, these properties were still observed for any visible historic heritage such as building structures, farming infrastructure, rail infrastructure etc. As stipulated by GHD, the survey parameters included the proposal site and a maximum 20 metre buffer either side of this route option to the limit of current access and proposed compound areas but did not entail the entire proposal site (i.e. Study Area – Ecology layer on Arc GIS). The entire proposal site was the subject of historical research and heritage register searches prior to commencement of the survey. The proposal site was followed by utilising the 2217554 Preferred Option layer on ESRI – ArcGIS provided by GHD. Coordinates of identified historic heritage items were taken from a hand held non-differential GPS (Zone 56, MGA).

The following sections of this document details the survey of the proposal and includes: a description of the proposal; the survey results; a description of any archaeological sites (relics and archaeological features), works, or registered heritage items identified during the survey; and a summary and analysis of the survey findings.
5.3 Preferred Route Alignment

The proposal generally passes to the west of the township of Scone. The southern end of the route veers north-west off the New England Highway just south of the where the current Scone electrical substation is situated, passing through livestock paddocks before crossing the Great Northern Railway at the rear of the St Aubins Arms property. The route continues north-west through the Scone Golf Club, eventually veering north and crossing Liverpool Street (at the existing bridge crossing). The route then extends in a north-north-east direction through multiple horse and cattle paddocks crossing St Aubins Street and Susan Street on the western side of Aberdeen Street.

From Susan Street, the route veers to the north-east, again passing through multiple horse and cattle paddocks before merging with the New England Highway about 700 metres north of where Everleigh Court intersects with the New England Highway on the northern side of Scone township. After merging with the New England Highway, the northern extend of the route is a further 170 metres (about) north along the New England Highway.

5.4 Results

The survey of the proposal identified a total of 9 historical heritage items (which includes two registered heritage items, being the St Aubins Arms property and West Scone Conservation Area) (refer to Figure 11). A description of the survey is presented from the southern end of the proposal site and moving north along the route to the northern end. All heritage items recorded during survey would be identified in this section of the document and a detailed description of the items would be provided in Section 5.5.
LEGEND

- Proposal site
- Railway
- Watercourse
- Heritage Item
- Item - General
- Conservation Area - General (Item 9)
The southern portion of the proposal up to the St Aubins Arms property was not surveyed due to property access restrictions stipulated by GHD prior to the survey. The western portion of the St Aubins Arms property (Lot1, DP 881852) where the route passes through was surveyed and although no visible built or movable heritage items were identified in this portion of the property, a dam was recorded within the construction curtilage. The St Aubins Arms property is a listed heritage item on the Australian Heritage Database (indicative only), the State Heritage Inventory, and the Upper Hunter LEP 2013 (Schedule 5) and the dam was recorded during survey as a feature of this property (the St Aubins Arms property is recorded within this assessment as **Heritage Item 7 – St Aubins Arms**). The house/structure associated with the St Aubins Arms property is approximately 40 metres from the construction curtilage and the proposal boundary.

Two other heritage items were also recorded at the rear (west) of the St Aubins Arms property and included: a Rail Culvert which extends under the Great Northern Railway (labelled **Heritage Item 2 – Rail Culvert** within the construction curtilage); and the section of the Great Northern Railway which is crossed by the proposal (labelled **Heritage Item 8 – Great Northern Railway** within the construction curtilage). It should be noted that this section of railway line was only photographed from the golf course end and the St Aubins Arms end outside of the rail corridor. The rail corridor was not entered for survey as it is a functional railway and access is restricted, and the southern portion of the cross over area is adjacent a no access property.

The survey through the Scone Golf Course area north-west of the St Aubins Arms property identified stockyards adjacent the golf course to the north (approximately 40 metres north-east of the proposal and outside the construction curtilage) (recorded within this assessment as **Heritage Item 1 – Stockyards 1**). No further heritage items were identified in this area or from further north of the golf course within the Bill Rose Sports Complex area. Survey of the preferred route from the sports complex to Liverpool Street continued as full pedestrian survey with no heritage items identified in the paddocks and council land through which the route passes.
An attempt was made to access the paddocks between Liverpool Street and St Aubins Street but the area was not walked due to a waterlogged ground surface (with residual water) and dense ground cover. However, the paddocks were observed (with good visibility over the paddocks) from the Liverpool Street end and the St Aubins Street end with no heritage items identified. One heritage item was observed in the adjoining paddocks about 40 metres to the north of St Aubins Street and was labelled Heritage Item 3 – Timber Structure 1 (within the construction curtilage). No further heritage items were identified in this area however at Susan Street stockyards and a loading ramp was recorded as Heritage Item 4 – Stockyards 2 (approximately 15 metres of the proposal and construction curtilage).

Survey north-north-east from Susan Street crossed horse and cattle paddocks had good visibility with only modern fencing and associated farming infrastructure noted. About 80 metres north-north-west of the western end of Forbes Street, a Farmyard Complex consisting of a shed, stockyards and ramp, and mature peppercorn trees were recorded (Heritage Item 5 – Farmyard Complex 1 within the construction curtilage).

The remainder of the route to the northern end was examined in full by pedestrian survey with no further heritage items identified on the main line of the proposal. However, one heritage item (house) was identified in proximity to the northern off ramp which bends south off the main route back onto the New England Highway (about 250 metres north of Everleigh Court and New England Highway intersection). This house is recorded within this assessment as Heritage Item 6 – House (Lot 19, DP 6498) (approximately 10 metres east of the proposal and construction curtilage).

The specified work compound area located to the north end of the proposal also underwent full pedestrian survey and no historical heritage items were identified at this location.
5.5 Heritage Item Descriptions

A total of 9 historical heritage items were identified during the proposal site survey and are described below.

5.5.1 Heritage Item 1 – Stockyards 1

Stockyards 1 is located on Lot 21, DP 11961 to the northern side of the Scone Golf Club (coordinate MGA 298263E, 6451384N, southern edge of stockyards) and consists of multiple holding pens and a loading ramp surrounded by modern steel fencing (about 40 metres north-east of the proposal). The stockyard fences are timber posts with four rail timbers attached to the posts by fencing wire and generally recessed into the posts. The gates vary from modern galvanised gates to older four rail timber gates bolted together and attached to the gate posts with wire, bolts and metal hinges (refer to Plate 1 and 2). The loading ramp also has four timber rails but also has steel vertical supports. The stockyards is about 25 metres by 30 metres in dimension. These stockyards are visible 1972 historical aerial photograph and not on the 1964 historical aerial photograph, perhaps indicating a construction date between 1964 to 1972. (refer to Figure 3).

5.5.2 Heritage Item 2 – Rail Culvert

A Rail Culvert is located wholly within the rail corridor of the Great Northern Railway at coordinate MGA 298580E, 6451243N, western face of the culvert. The Rail Culvert consists of two brick retaining walls which are spanned by a concrete slab and concrete walls with galvanised railing (refer to Plate 3). The western face of the Rail Culvert is intact with some signs of deterioration including loosened brickwork, cracks, and some damage on the brickwork of the northern retaining wall. Areas of brickwork on both retaining walls have mildew/lichen and graffiti (refer to Plate 4). Some repairs (i.e. concrete rendering) has been undertaken on the western brick pillar on the southern retaining wall. The eastern face of the Rail Culvert (refer to Plate 5) appears to have deteriorated less than the western face.
Although the railway line and possible culvert cutting is visible in the 1953 historic aerial (refer to Figure 8), it is not clear in the photograph whether the current Rail Culvert was present. The historic town maps, Parish Maps, Regional Charting Maps and LTO Charting Maps (from the 1877 Town Map of Scone, to the 1971 Regional Charting Map) shows the current alignment of the Great Northern Railway but does not include any symbol which indicates the location of the Rail Culvert. However, based on the type of construction it is likely that the current Rail Culvert predates the 1953 aerial photograph.

The Rail Culvert is modified by galvanised railing from its original construction fabric. Restricted access made it impossible to closely inspect this item and finitely determine the culvert’s original construction date. It is suggested by the Railway Resource Centre, that the culvert dates to potentially 1870s circa. However, this opinion is contradicted by some opinions by other heritage consultants of photographs of the culvert, which we circulated to assist with dating and interpretation on the Heritage Consultants NSW online email list during the preparation of this assessment.

5.5.3 Heritage Item 3 – Timber Structure

Timber Structure 1 is located on property Lot 1, SEC 23, DP 758898, coordinate MGA 297879E, 6452351N, about 25 metres east of the proposal. The base of the Timber Structure is a concrete slab with four solid timber posts founded on the slab. The two western posts have been notched at the top (western side) with a timber sleeper fitted into the notches and bolted in a north south direction across the two posts (refer to Plate 6 and 7). The same construction method has been used for the two eastern posts with the posts notched at the top (eastern side) and spanned by a timber sleeper bolted into the notches. The structure consists of very solid timbers which would have likely been able to support/withstand a reasonable amount of weight. It was unknown at the time of survey what the structure was used for.
The 1972 and 1964 (poorer quality) historic aerial shows a structure at the location of Timber Structure (refer to Figure 4) but it is difficult to determine if a structure is present in the 1953 aerial due to the quality of the image. At the time of the 1964 aerial, the majority of possible housing structures/homesteads (i.e. multiple built structures visible for each property) front Aberdeen Street (49, 51, 53, and 55 Aberdeen Street). The closest possible housing structure to Heritage Item 3 is on 42-48 St Aubins Street (Lot 7 DP 1132777); however, this structure is quite small in comparison to the houses fronting Aberdeen Street, perhaps indicating that this structure is a shed or outbuilding and not a house.

5.5.4 Heritage Item 4 – Stockyards 2

Stockyards 2 is mostly located in the south-east corner of property Lot 129, DP 5417, coordinate MGA 297938E, 6452527N, and is about 15 metres from the proposal. A small area of the stockyard fencing extends into the south-west corner of property Lot 1, DP 732158. The stockyards are comprised of a series of timber fencing and a timber loading ramp (refer to Plate 8 and 9). The fencing is three rail timber notched and wired onto timber posts. The timber fencing has fallen in many areas and has been repaired by fitting wire mesh fencing to the timber posts. The gates are metal (although very rusted) and the loading ramp is timber in construction and listing to the east. The stockyard area is about 20 metres by 20 metres in dimension.

The 1980 aerial shows the portion of the stockyard in south-east corner of property Lot 129, DP 5417 (refer to Figure 5) but does not show the part of the stockyards which extend into the adjoining lot (this is visible on the 2002 aerial). The stockyards are not visible on the historic aerials from 1972 and earlier. The materials and condition of the materials used to construct the stockyards appear to be earlier than the 1980s and may indicate re-use of materials from an earlier structure.
5.5.5 Heritage Item 5 – Farmyard Complex 1

Farmyard Complex 1 is located in the north-east corner of property Lot 118, DP 5417, central coordinate MGA 298072E, 6452949N, and is situated within the proposal. The Farmyard Complex consists a timber shed, timber stockyards and loading ramp, and mature peppercorn trees. The roof of the shed is constructed from timber bearers, beams, and joists with corrugated iron roofing with the rear (northern wall) also being corrugated iron. The remaining shed walls are all vertical timbers. The timber joins are mainly notched, bolted, and wired with fencing wire. The western half of the shed is open on one side and the eastern half in enclosed with a timber door (refer to Plate 10). A small stockyard and loading ramp is located about 10 metres south-east of the shed. The stockyards and ramp are constructed from timber posts with smaller timber posts used for rails (3 rails) and notched and wired in place with fencing wire. Steel mesh has also been placed around the timber fencing (refer to Plate 11). A branding insignia is etched into the front face of the loading ramp (i.e. a small circle between a backward B and a K, refer to Plate 12). Surrounding these features are mature peppercorn trees (refer to Plate 10 and 11, background of photos).

The shed feature within Heritage Item 5 is visible on the 1953 historic aerial; however it is hard to determine whether the stockyards and peppercorn trees are present due to the quality of the image (refer to Figure 6).

5.5.6 Heritage Item 6 – House (Lot 19, DP 6498)

Heritage Item 6 is a house located at Lot 19, DP 6498 on the New England Highway, and situated about 10 metres east of the proposal. The house (Lot 19, DP6498) is clad with fibro and is roofed with corrugated iron (refer to Plate 13). The house (Lot 19, DP6498) has enclosed balconies which are roofed with a curved corrugated iron. The corrugated iron roofing is dented/sinking in parts and has scattered rust spots throughout. All walls appear to be intact but show some sign of damage. The house at Lot 19, DP 6498 is visible on the 1953 historic aerial (refer to Figure 7). Historical research indicates the house construction could date between 1932-1953.
5.5.7  Heritage Item 7 – St Aubins Arms

St Aubins Arms property is a listed heritage item on the Australian Heritage Database (indicative only), the State Heritage Inventory, and the Upper Hunter LEP 2013 (Schedule 5) and located at Lot 1, DP 881852. The house is Georgian style and the oldest building in Scone with construction being completed in 1837. The building has also been known as The White Swan, and The Woolpack Inn (AHD Listing). Although the eastern section of the property which contains the building structures, gardens etc, is not within the proposal, the rear of the property would be intersected by the route (refer to Plate 15 and 16). During survey, a dam was recorded within the route area and is considered a feature of this property. The dam is located at MGA 298672E, 6451221N and is about 35 metres by 25 metres in dimension (refer to Plate 17). St Aubins Arms and the dam at the rear of the property is visible in all historic aerials back to 1953 (i.e. the earliest available aerial, refer to Figure 8), as well as the historic town maps and Parish Maps. Its construction is known to date to 1837.

5.5.8  Heritage Item 8 – Great Northern Railway (Main North Line)

The Great Northern Railway of Main North Line item comprises the section of the railway which is intersected by the proposal to the south end of the route (i.e. central coordinate MGA 298636E, 6451178N), and includes the railway features within the rail corridor (rail line, rail embankment, railway sign posts, refer to Plate 17 and 18). Heritage item 2 Rail Culvert is also located within the parameters of the Great Northern Railway item.

The Great Northern Railway is visible in the 1953 historic aerial (refer to Figure 8), and the historic town maps, Parish Maps, Regional Charting Maps and LTO Charting Maps (from the 1877 Town Map of Scone, to the 1971 Regional Charting Map) which shows the current alignment of the Great Northern Railway.
5.5.9 Heritage Item 9 – The West Scone Conservation Area

The West Scone Conservation Area is made up of a number of items. The items that lie within 100 metres of the proposal site include:

- St Mary’s Catholic Cemetery
- St Mary’s Catholic Church
- Convent of Sisters of Mercy
- The Old Court Theatre (former courthouses)
- Historical Museum (former constable quarters and lockup)
- Grammar School (former St Luke’s Anglican School House)
6. HERITAGE ASSESSMENT OF PROPOSAL SITE

This section of the report provides an assessment of the heritage values of heritage items identified within or adjacent to the proposal site against the criteria of the Heritage Branch, Office of Environment and Heritage (OEH).

6.1 Assessing Heritage Significance

As part of the requirements of the NSW Heritage Act, 1977 and Heritage Manual, an assessment of heritage significance is required in order to understand how to mitigate and manage potential impacts on heritage values. Significance assessment in Australia is based on the foundations of The Burra Charter developed by Australia International Council on Monuments and Sites (Australia ICOMOS, 1999). The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places) and sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians (Australia ICOMOS, Burra Charter, 1999:1).

6.1.1 The Values of the Burra Charter

Cultural significance “is a concept which helps in estimating the value of places. The places that are likely to be of significance are those which help an understanding of the past or enrich the present, and which will be of value to future generations” (Australia ICOMOS Burra Charter, 1999:12). Cultural significance is not necessarily fixed in time, as values are emotions and judgements made by people, which can change over time or due to changes in attitudes or beliefs, and are not immutable or intrinsic to places. Cultural significance of heritage is defined in the Burra Charter as the “aesthetic, historic, scientific or social value for past, present or future generations” (Australia ICOMOS Burra Charter, 1999:12).

These four values are defined in Table 4.
Table 4. Definition of Values of Cultural Significance in the Burra Charter (Australia ICOMOS Burra Charter, 1999).

<table>
<thead>
<tr>
<th>Value</th>
<th>Definition in the Burra Charter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aesthetic value</td>
<td>Aesthetic value includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use.</td>
</tr>
<tr>
<td>Historic value</td>
<td>Historic value encompasses the history of aesthetics, science and society. A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives in situ, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment.</td>
</tr>
<tr>
<td>Scientific (research) value</td>
<td>The scientific or research value of a place will depend on the importance of the data involved, on its rarity, quality or representativeness, and on the degree to which the place may contribute further substantial information.</td>
</tr>
<tr>
<td>Social value</td>
<td>Social value embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group.</td>
</tr>
</tbody>
</table>

6.1.2 National Significance

The National Heritage criteria against which the heritage values of a place are assessed are as set out by the Department of the Environment (Commonwealth) include:

a. the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history;

b. the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history;
c. the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history;

d. the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:

   i. a class of Australia's natural or cultural places; or
   ii. a class of Australia's natural or cultural environments;

e. the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group;

f. the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period;

g. the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons;

h. the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history; and

i. the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.
The cultural aspect of a criterion means the Indigenous cultural aspect, the non-Indigenous cultural aspect, or both.

6.1.3 Levels of Significance in NSW – State and Local

Two levels of significance exist in the NSW heritage management system: Local and State. The Heritage Division define State heritage significance “in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item” (Section 4A cited from Heritage Branch 2009:6).

The Heritage Division define local heritage significance “in relation to a place, building, work, relic, moveable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item” (Section 4A cited from Heritage Branch 2009:6). Under the Heritage Act, if an item is primarily of State heritage significance it can also be of local heritage significance; an item that is primarily of local heritage significance however, may not necessarily be of State heritage significance.

The NSW Heritage Council has adopted specific criteria for heritage assessment, related to the NSW Heritage Act 1977 (as amended) (Heritage Branch 2009:3). The criteria upon which current significance assessment is based are outlined in Table 5.
Table 5. Heritage Branch Significance Assessment Criteria.

<table>
<thead>
<tr>
<th>Value</th>
<th>Definition in the Burra Charter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Criterion (a)</td>
<td>an item is important in the course, or pattern, of NSW’s cultural or natural history (or the local area)</td>
</tr>
<tr>
<td>Criterion (b)</td>
<td>an item has strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the local area)</td>
</tr>
<tr>
<td>Criterion (c)</td>
<td>an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)</td>
</tr>
<tr>
<td>Criterion (d)</td>
<td>an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area)</td>
</tr>
<tr>
<td>Criterion (e)</td>
<td>an item has potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the local area)</td>
</tr>
<tr>
<td>Criterion (f)</td>
<td>an item possesses uncommon, rare or endangered aspects of NSW’s cultural or natural history (or the local area)</td>
</tr>
<tr>
<td>Criterion (g)</td>
<td>an item is important in demonstrating the principal characteristics of a class of NSW’s cultural or natural places or cultural or natural environments (or the local area)</td>
</tr>
</tbody>
</table>
6.4 Archaeological Significance

The significance of archaeological sites and relics is linked directly to archaeological (or scientific) research potential. A site or resource is said to be scientifically significant when its further study may be expected to help answer questions. That is scientific significance is defined as research potential (Bickford and Sullivan, 1984 pp 23–24).

Heritage Branch guidelines use these questions as a guide for assessing the research potential of an archaeological site within a relative framework (Heritage Branch 2009:10):

1. *Can the site contribute knowledge that no other resource can?*

2. *Can the site contribute knowledge that no other site can?*

3. *Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?*

The emphasis in these three questions is on the need for archaeological research to add to the knowledge of the past in an important way, rather than merely duplicating known information or information that might be more readily available from other sources such as documentary records or oral history. Heritage Branch significance criteria relevant to the significance assessment of archaeological sites and relics are summarised below in Table 6.

<table>
<thead>
<tr>
<th>Heritage Branch criteria for Archaeological Significance</th>
<th>Heritage Branch Definition for Archaeological Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Archaeological Research Potential (current NSW Heritage Criterion e)</td>
<td>Archaeological research potential is the ability of archaeological evidence, through analysis and interpretation, to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site and its ‘relics’. The integrity of the site, the state of preservation of archaeological material and deposits will also be relevant.</td>
</tr>
<tr>
<td>Associations with individuals, events or groups of historical importance (NSW Heritage Criteria a, b &amp; d)</td>
<td>Whilst the technical value of archaeology is usually considered as ‘research potential’ aesthetic values are not usually considered to be relevant to archaeological sites. This is often because until a site has been excavated, its actual features and attributes may remain unknown. It is also because aesthetic is often interpreted to mean attractive, as opposed to the broader sense of sensory perception or ‘feeling’ as expressed in the Burra Charter. Nevertheless, archaeological excavations which reveal highly intact and legible remains in the form of aesthetically attractive artefacts, aged and worn fabric and remnant structures, may allow both professionals and the community to connect with the past through tangible physical evidence.</td>
</tr>
<tr>
<td>Aesthetic or technical significance (NSW Heritage Criterion c)</td>
<td>Archaeological remains have an ability to demonstrate how a site was used, what processes occurred, how work was undertaken and the scale of an industrial practice or other historic occupation. They can demonstrate the principal characteristics of a place or process that may be rare or common. A site may best demonstrate these aspects at the time of excavation. It may also be possible to explain the nature of the site and demonstrate past practices via public interpretation either before, during, or after excavation.</td>
</tr>
<tr>
<td>Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria a, c, f &amp; g)</td>
<td>Archaeological remains have an ability to demonstrate how a site was used, what processes occurred, how work was undertaken and the scale of an industrial practice or other historic occupation. They can demonstrate the principal characteristics of a place or process that may be rare or common. A site may best demonstrate these aspects at the time of excavation. It may also be possible to explain the nature of the site and demonstrate past practices via public interpretation either before, during, or after excavation.</td>
</tr>
</tbody>
</table>
6.5 **Review of Land Title Searches**

Land title searches were conducted for properties related to Heritage Items identified within the proposal site. These searches show a complicated history of subdivision and transfer of ownership. Heritage items and their corresponding property information are shown in Table 7.

**Table 7. Summary of Heritage Items and Associated Property Information**

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Property Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Item 3 – Timber Structure</td>
<td>42-48 St Aubins Street, Scone - Lot 1 Section 23 D.P. 758898</td>
</tr>
<tr>
<td>Heritage Item 4 – Stockyards (2)</td>
<td>29-35 Aberdeen Street, Scone – Lot 1 D.P. 732158 &amp; 10 Mount Street, Scone – Lot 129 D.P. 5417</td>
</tr>
<tr>
<td>Heritage Item 5 – Farmyard Complex</td>
<td>1-3 Aberdeen Street, Scone - Lot 118 D.P 5417</td>
</tr>
<tr>
<td>Heritage Item 6 - House</td>
<td>14 Kelly Street, Scone – Lot 19 D.P. 6498</td>
</tr>
</tbody>
</table>
Heritage Items 4 (Stockyards (2)), 5 (Farmyard Complex) and 6 (House) are all located on land originally granted to Captain William Dumaresq on 6 November 1835 (a total of 1414 acres). Ownership passed to William Alexander Dumaresq (Barrister at Law) in March 1866; the Honourable Louis Hope (of England – Esquire), George Thorne (Esquire) and William Whaley Bilyard (Esquire) in October 1885 and was quickly transferred to William, John and Tom Bakewell who became landowners on 22 December 1885. Two years later in September 1887 land ownership was registered to William and Tom Bakewell only, and again in December 1890 William Bakewell became the sole landowner. During this time portions of the original estate were subdivided and sold so that the relevant portion belonging to William Bakewell was 217 acres.

The land on which The Farmyard Complex (Heritage Item 5) is located (1-3 Aberdeen St, Lot 118 DP5417) remained in William Bakewell's possession until 1913, when a publican named James Hardcastle acquired the portion of land D.P. 5417 at this time until it passed to his widow Ellen Rosamund Hardcastle on his death in 1931. A store keeper, William George Blishen acquired the land shortly afterwards in 1932. The land changed hands again in 1948 to the farmer George Herbert Folpp and the labourer Patrick John Cunningham took possession in 1954, by which time the Farmyard Complex was in existence (as seen in the 1953 aerial photograph).

The land on which the House (Heritage Item 6) is located (14 Kelly Street, Scone – Lot 19 D.P. 6498) remained in the possession of William Bakewell until 1909 when it passed to Mary Ellen Miller (widow). The land was subdivided and changed hands at least nine more times in the following years (owned by people of various professions including farmers, labourers, contractors, a shire employee, an engineer and a retired tramway employee) before the current owners took control. Between 1932 and 1961 (during which time the house was likely constructed) the land was owned by James Fuller, a drover.
Heritage Item 3 (Timber Structure) is located on land originally granted to William Smart (2 acres) on 4 September 1854 and subsequently passed hands numerous times to Malcolm Campbell (Esquire) in 1893, M. Campbell and Company Limited in 1903, Robert Brown (Farmer) in 1933, Clive Brown in 1934, Edith Ann de Alevion (Married Woman) in 1935, William David Quinn (Labourer) in 1943, Daniel John Quinn (Labourer) in 1971, William Frederick Quinn (Farm Hand) in 1975 and the Lewis Family (Labourers) in 1977.

6.6 Archaeological Assessment

A review of historical research in Section 3 including primary sources, such as historical air photographs in Section 4.2, parish maps in Section 4.3 and land title searches in Section 6.5, heritage reports and other secondary sources, was conducted to assess the potential for archaeological deposits and to provide an archaeological assessment for Heritage Items that are to be directly impacted by the proposal. These include Heritage Item 3 (Timber Structure), Heritage Item 5 (Farmyard Complex) and Heritage Item 7 (St Aubins Arms).

The role of the St Aubins Arms in the history of Scone is fairly well documented, however, despite detailed analysis of the historical records, land title searches, parish maps and air photos, the historical context for the Farmyard Complex (Heritage Item 5) and Timber Structure (Heritage Item 3) is poorly constrained, with estimated minimum ages of 62 years and 51 years respectively. Although the exact nature and function of the Timber Structure (Heritage Item 3) is unknown, it is likely that it was associated with rural farming practices and the domicile. Thus, all three heritage items are associated with domestic and rural farming functions.

Evidence of domestic material culture, which can include, but are not limited to, faunal remains, ceramic, glass, clothing, accessories, metal objects, small finds and stoneware) are often found either below the floorboards of houses, in refuse dumps and pits adjacent to homes, ie in dams and watercourses or in sweep zones.
6.6.1 Heritage Item 3 – Timber Structure

Given the position of the Timber Structure, which is isolated from nearby dwellings, and the lack of footings or floors, potential for archaeological deposits associated with this item is considered to be low to zero, and further archaeological investigation in the form of excavation is not warranted. Instead archival recording would be an appropriate form of mitigation for this item.

6.6.2 Heritage Item 5 – Farmyard Complex

The Farmyard Complex is considered to have moderate potential for archaeological deposits as the remaining visible elements of this complex indicate domestic evidence of occupation which predates the 1953 aerial photograph. Potential dating of the remains of this Complex and predicted potential evidence of domestic occupation is from the mid nineteenth century (during the original ownership by William Bakewell) (criteria a, b and d) to the mid twentieth century. Further archaeological investigation is required to determine the occupation date of this Complex and its archaeological significance and research potential (criterion e) in relation to age and nature of potential domestic deposits, as review of historical searches, archives and aerial photographs does not shed light on the date of this Complex or its use. Archaeological potential (criteria c, f and g) for aesthetic and technical significance and to interpret the past through archaeological remains cannot be assessed until initial investigations identifying the extent and integrity of any domestic deposits are completed.

6.6.3 Heritage Item 7 – St Aubins Arms (dam and western curtilage)

The proposal site encroaches on the dam and western curtilage of the St Aubins Arms where there is some moderate archaeological potential for domestic evidence (for example, refuse pits and bottle dumps) dating to potentially from the early nineteenth to early twentieth century. Due to the significance of this property to the establishment of Scone as a township and its association with notable bushrangers and historical persons of interest (criteria a, b and d), any potential relics have research potential (criterion e). A program of archaeological monitoring and testing prior to construction works is recommended to further identify archaeological research potential (criterion e). Archaeological potential (criteria c, f and g) for aesthetic and technical significance and to interpret the past through archaeological remains cannot be assessed until initial investigations identifying the extent and integrity of any domestic deposits are completed.
6.7 Statement of Cultural Significance

This section of the report provides a summary statement of cultural significance for each heritage item (HI) identified within 35 metres of the proposal site boundary. Six items of heritage value are in the immediate vicinity of the proposal site. One of these, St Aubins Arms, is a listed item. The remaining five items were identified during survey of the proposal site and are not listed on any heritage registers.

6.7.1 Heritage Item 1 – Stockyards (1) and Heritage Item 4 – Stockyards (2)

Two items identified during the survey of the proposal site Heritage Item 1 – Stockyards (1) and Heritage Item 4 – Stockyards (2) are not over 50 years of age (only identified in 1972 and 1980 aerial photographs respectively) and therefore do not have historical significance (criterion a). They do not have associative (criterion b) significance as it has no strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the local area). These stockyards do not have aesthetic (criterion c) significance at the local level nor can they be considered to have social (criterion d) significance as they do not have a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area). These stockyards do not have research (criterion e) significance as they do not have to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the local area). These stockyards do not possess uncommon, rare or endangered aspects of the cultural or natural history of NSW and therefore has no rarity (criterion f) significance. These stockyards do not represent any significant class of outstanding historical characteristics or features and therefore has no representative (criterion g) significance. There are other extant examples of similar stockyards within the locality associated with stock and pastoralism. Therefore, because the stockyards do not meet these significance criteria they are assessed as having limited to zero heritage value.
6.7.2 Heritage Item 2 – Rail Culvert

The Rail Culvert is a well-constructed brick walled culvert with concrete span extending beneath the Great Northern Railway (~1.1 kilometres south of Scone railway station). There is no record for the exact date of construction, however the brickwork abutments of the Rail Culvert likely dates to late 19th Century (possibly the original culvert) and would originally have supported riveted steel or iron girders or timber beams which were later replaced by the current precast concrete span, probably between the 1960s-1980s. The Rail Culvert is considered to have historical (criterion a) significance at the level of local level due to the age of its original elements and its function as a component of the Great Northern Railway. The railway line between Aberdeen and Scone was built in 1871 and played an important role in transporting people and goods throughout NSW, which allowed the local pastoral and agricultural economy to thrive and for people to build and maintain long distance social connections.

The Rail Culvert is not considered to have associative (criterion b) significance as it has no strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the local area). Although the original elements are incomplete, the Rail Culvert is considered to have aesthetic (criterion c) significance at the local level as the brick abutments are sound and well-constructed and represent an earlier period of culvert construction in Scone. The Rail Culvert is not considered to have social (criterion d) significance as it does not have a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area). The Rail Culvert is not considered to have research (criterion e) significance as it has a low potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the local area). The Rail Culvert does not possess uncommon, rare or endangered aspects of the cultural or natural history of NSW and therefore has no rarity (criterion f) significance, as there are other examples of nineteenth century culverts throughout NSW which are not modified from their original fabric. The Rail Culvert does not represent any significant class of outstanding historical characteristics or features and therefore has no representative (criterion g) significance.

Therefore, the Rail Culvert has local historical and aesthetic significance.
6.7.3 Heritage Item 3 – Timber Structure

The Timber Structure consists of two sets of two vertical posts with cross beams and may be the remains of a tank stand. The Timber Structure is visible on an aerial photograph from 1964 and is associated with a former farming property outside the proposal site corridor. This former property is no longer standing but was visible on the 1964 and 1972 air photos belonging to 41-48 St Aubins Street, Lot 1 Sec 23 DP 758898. The Timber Structure is considered to have historical (criterion a) significance at the local level due to its age (over 50 years) and association with local farming and pastoral practices, which provided the basis of the burgeoning local economy in Scone after European settlement.

The Timber Structure is not considered to have associative (criterion b) significance as it has no strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the local area). The Timber Structure is not important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area) and therefore not considered to have aesthetic (criterion c) significance. The Timber Structure is not considered to have social (criterion d) significance as it does not have a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area). The Timber Structure is not considered to have research (criterion e) significance as it has a low potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the local area). The Timber Structure does not possess uncommon, rare or endangered aspects of the cultural or natural history of NSW and therefore has no rarity (criterion f) significance. The Timber Structure does not represent any significant class of outstanding historical characteristics or features and therefore has no representative (criterion g) significance.

Therefore, the Timber Structure has local historical significance based on this assessment.
6.7.4 Heritage Item 5 – Farmyard Complex

The Farmyard Complex, located at 1-3 Aberdeen St, Lot 118 DP5417 and was identified on a 1953 aerial photograph, thus the complex is at least 62 years old. The combined elements of a range of farming structures including the shed, stockyards, loading dock and associated mature peppercorn trees complex has historical (criterion a) significance at the local level due to its age and association with local farming and pastoral practices, which was an important aspect in the course of local rural history and the economic development of the region.

The Farmyard Complex does not have associative (criterion b) significance as it has no strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the local area). The Farmyard Complex is not important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area) and therefore not considered to have aesthetic (criterion c) significance. The Farmyard Complex is not considered to have social (criterion d) significance as it does not have a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area).

Due to the potential for sub-surface deposits associated with farming, pastoralism and rural settlement (as outline in Section 6.5) the Farmyard Complex is considered to have research (criterion e) significance at the local level as it has potential to yield information that will contribute to an understanding of the cultural history of the local area. The Farmyard Complex does not possess uncommon, rare or endangered aspects of the cultural or natural history of NSW and therefore has no rarity (criterion f) significance. The Farmyard Complex does not represent any significant class of outstanding historical characteristics or features and therefore has no representative (criterion g) significance. Therefore, the Farm Yard Complex has local historical and research significance based on the results of this assessment.
6.7.5 Heritage Item 6 – House Lot 19 DP6498

This item is a fibro walled house with corrugated iron roofing and is evident on a 1953 aerial photograph. It is unknown exactly when the existing house was constructed however, it is considered to have historical (criterion a) significance due to its age (more than 62 years) and may represent the early phase of European domestic occupation of the northern outskirts of Scone village during the first half of the 20th Century.

The House (Lot 19 DP6498) is not considered to have associative (criterion b) significance as it has no strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the local area). The House (Lot 19 DP6498) is not important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area) and therefore not considered to have aesthetic (criterion c) significance. The House (Lot 19 DP6498) is not considered to have social (criterion d) significance as it does not have a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area). The House (Lot 19 DP6498) is not considered to have research (criterion e) significance as it has a low potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the local area). The House (Lot 19 DP6498) does not possess uncommon, rare or endangered aspects of the cultural or natural history of NSW and therefore has no rarity (criterion f) significance. The House (Lot 19 DP6498) does not represent any significant class of outstanding historical characteristics or features and therefore has no representative (criterion g) significance.

Therefore, the House (lot 19 DP6498) has local historical significance based on this assessment.
6.7.6 Heritage Item 7 – St Aubins Arms

St Aubins Arms has historical (criterion a) significance at the local level not only as the oldest surviving building in Scone (built in 1836), but also one of the first buildings constructed in what eventually became the Scone township. St Aubins Arms is considered to have associative (criterion b) significance at the local level due to its association with the one of the earliest European settlers in the area, Captain William Dumaresq (early free settler and land owner of St Aubins Estate) and Thomas Dangar (brother of the surveyor Henry Dangar) a free settler and tenant who leased the land from Dumaresq and commissioned the building. It also has association with the infamous ‘Jew Boy Gang’ who was led by the bushranger Edward Davis, when the gang raided the inn murdered local man John Graham in 1840. St Aubins Arms is considered to have aesthetic (criterion c) significance to the local level as a good example of early colonial buildings in the region and for its good state of repair.

St Aubins Arms is not considered to have social (criterion d) significance as it does not have a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area). St Aubins Arms is considered to have research (criterion e) significance at the local level as it has the potential for archaeological deposits in the immediate vicinity of the building and surrounding gardens, dam and grounds that has the potential to yield information that will contribute to an understanding of the local cultural history. St Aubins Arms does not possess uncommon, rare or endangered aspects of the cultural or natural history of NSW and therefore has no rarity (criterion f) significance. The house does not represent any significant class of outstanding historical characteristics or features and therefore has no representative (criterion g) significance.

Therefore, the St Aubins Arms has local historical, associative, aesthetic and research significance based on the results of this assessment.
6.7.7 Heritage Item 8 – Great Northern Railway

The Great Northern Railway (Main North Line) is considered to have historical (criterion a) significance. The railway line between Aberdeen and Scone was built in 1871 and played an important role in transporting people and goods throughout NSW, which allowed the local pastoral and agricultural economy to thrive and for people to build and maintain long distance social connections.

The portion of the Great Northern Railway within the proposal site is not considered to have associative (criterion b) significance as it has no strong or special association with the life or works of a person, or group of persons, of importance in NSW’s cultural or natural history (or the local area). The portion of the Great Northern Railway within the proposal site is not important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area) and therefore not considered to have aesthetic (criterion c) significance. The portion of the Great Northern Railway within the proposal site is not considered to have social (criterion d) significance as it does not have a strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (or the local area).

The portion of the Great Northern Railway within the proposal site is not considered to have research (criterion e) significance as it has a low potential to yield information that will contribute to an understanding of NSW’s cultural or natural history (or the local area). The portion of the Great Northern Railway within the proposal site does not possess uncommon, rare or endangered aspects of the cultural or natural history of NSW and therefore has no rarity (criterion f) significance. The portion of the Great Northern Railway within the proposal site does not represent any significant class of outstanding historical characteristics or features and therefore has no representative (criterion g) significance.

Therefore, the portion of the Great Northern Railway within the proposal site has local historical significance based on the results of this assessment.
6.7.8 Heritage Item 9 – West Scone Conservation Area

The West Scone Conservation Area has historical (criterion a), aesthetic (criterion c), social (criterion d), research (criterion e) and representative (criterion f) values. A number of items in the West Conservation Area have historic (criterion a) and social (criterion d) significance as they date from the early period of settlement including St Mary’s Catholic Church and Cemetery (1861), Catholic Convent (1889), St Lukes Anglican Schoolhouse (1847) and old courthouses (1849 and 1882). These items played a central role in the social, spiritual and educational cohesion and governance of Scone. The West Scone Conservation Area also has aesthetic (criterion c) and representative (criterion g) values with many of the items representing the solid and high quality construction techniques of mid-late 19th Century Australian colonial buildings. The West Scone Conservation Area has research (criterion e) value as a relatively intact historical precinct with potential to yield information that will contribute to an understanding of the European cultural history of the local area.

Therefore, the West Scone Conservation Area has local historical, aesthetic, social, research and representative significance based on the results of this assessment and previous registered listings for this item.

Table 8. Summary of Significance Criteria Relating to Heritage Items in the proposal site

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Relevant Heritage Branch Significance Criteria</th>
<th>Significance (Local, State, National)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Item 2 – Rail Culvert</td>
<td>Historical (criterion a), Aesthetic (criterion c)</td>
<td>Local</td>
</tr>
<tr>
<td>Heritage Item 3 – Timber Structure</td>
<td>Historical (criterion a)</td>
<td>Local</td>
</tr>
<tr>
<td>Heritage Item 5 – Farmyard Complex</td>
<td>Historical (criterion a), Research (criterion e)</td>
<td>Local</td>
</tr>
<tr>
<td>Heritage Item 6 – House Lot 19 DP6498</td>
<td>Historical (criterion a)</td>
<td>Local</td>
</tr>
</tbody>
</table>
Heritage Item 7 – St Aubins Arms
Historical (criterion a), Associative (criterion b), Aesthetic (criterion c) and Research (criterion e)
Local

Heritage Item 8 – Great Northern Railway
Historical (criterion a)
Local

Heritage Item 9 – West Scone Conservation Area
Historical (criterion a), Aesthetic (criterion c), Social (criterion d), Research (criterion e) and Representative (criterion g)
Local

6.8 Historical Themes

Historical themes are research tools, which can be used at the national, state or local level to aid in the identification, assessment, interpretation and management of heritage places. Nine national historical themes have been identified by the Australian Heritage Commission (now part of the Department of Environment). The NSW Heritage Branch has identified thirty-five state historical themes for understanding the heritage of NSW. The proposal site is broadly reflective of the history of the local region, and can be assessed in the context of the broader historic themes defined by these agencies. Historical themes in Table 9 are relevant to the development of the proposal site and locality.

Table 9. Historical Themes and Heritage Items

<table>
<thead>
<tr>
<th>National Themes</th>
<th>National Sub Themes</th>
<th>State Themes</th>
<th>Heritage Items</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Peopling Australia</td>
<td>2.3 Coming to Australia as Punishment</td>
<td>4. Pastoralism</td>
<td>HI 2 – Rail Culvert</td>
</tr>
<tr>
<td></td>
<td>2.4.4 Migrating through organised colonisation</td>
<td>6. Land tenure</td>
<td>HI 3 – Timber Structure</td>
</tr>
<tr>
<td></td>
<td>2.5 Promoting Settlement</td>
<td>13. Transport</td>
<td>HI 5 – Farmyard Complex</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17. Labour</td>
<td>HI 6 – House (Lot 19, DP6498)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>24. Housing</td>
<td>HI 7 – St Aubins Arms</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35. Persons</td>
<td>HI 8 – Great Northern Railway</td>
</tr>
<tr>
<td>National Themes</td>
<td>National Sub Themes</td>
<td>State Themes</td>
<td>Heritage Items</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------------</td>
<td>--------------</td>
<td>----------------</td>
</tr>
</tbody>
</table>
| 3. Developing Local, Regional and National Economies | 3.5 Developing Primary Industry  
3.5.3 Developing Agricultural industries  
3.8 Moving Goods and People  
3.8.6 Building and maintaining railways  
3.9 Farming for commercial profit | 4. Pastoralism  
13. Transport | HI 2 – Rail Culvert  
HI 3 – Timber Structure  
HI 5 – Farmyard Complex  
HI 8 – Great Northern Railway  
HI9- West Scone Conservation Area |
| 4. Building Settlements, Towns and Cities | 4.5 Making settlements to serve rural Australia  
4.6 Remembering significant phases in the development of settlements, towns and cities | 10. Townships  
13. Transport  
24. Housing  
35. Persons | HI 2 – Rail Culvert  
HI 6 – House (Lot 19, DP6498)  
HI 7 – St Aubins Arms  
HI 8 – Great Northern Railway  
HI9- West Scone Conservation Area |
| 5. Working | 5.8 Working on the land | 4. Pastoralism | HI 3 – Timber Structure  
HI 5 – Farmyard Complex |
6.9 Summary and Discussion

In summary, a number of locally significant heritage items have been identified within 35 metres of the proposal site boundary. A number of heritage items including the Farmyard Complex, Timber Structure, Great Northern Railway and Rail Culvert directly relate to the role of pastoralism, agriculture and transport in the economic growth and prosperity of the Upper Hunter region during European colonisation. The Great Northern Railway and infrastructure acted as a conduit for passengers and goods such as wool which was one of the main exports from Scone during the 19th Century.

*St Aubin Arms* has local associative significance as the oldest surviving building in Scone, and one of the first buildings constructed in the area. The building itself was the backdrop to a number of interesting events in the early European history of Scone including the raid by the infamous ‘Jew Boy’ bushranger gang that lead to the murder of local man John Graham. The heritage items identified above are tangible connections to a number of national and state historic themes including those associated with the peopling of Australia; building local, regional and national economies; Building settlements, towns and cities; and working. All the heritage items identified above have local historical significance, along with two (*St Aubins Arms* and the Rail Culvert) which have aesthetic significance and two (*St Aubins Arms* and the farmyard complex) which have research significance. Other key local heritage items including the Catholic Church precinct, the Anglican School house and old courthouse in the West Scone Conservation Area all have local historical, social, representative, research and aesthetic values related to the governance, settlement and social fabric of Scone.
7. PROPOSAL IMPACTS

The following is based on information provided in the Scone Bypass Project Development Services Brief by Roads and Maritime and the Noise and Vibration Impact Assessment for the Scone Bypass by GHD.

RMS has proposed the construction of a two lane highway bypass to the west of Scone Township, passing through the Scone Golf Course. Key features of the proposal include:

- 4.0 kilometres of two lane 100 kilometres/hr single carriageway road;
- Southern access to Scone for the New England Highway via an at-grade seagull intersection at Kelly Street;
- Northern access to Scone for the New England Highway via an at-grade seagull intersection at Kelly Street;
- Grade separation of the highway at Kingdon and Liverpool Streets; and
- Highway access for local Satur and western Scone traffic via an at-grade intersection at St Aubins Street.

Three items will be directly impacted by proposed construction works: these are the dam and surrounding property at St Aubins Arms (Heritage Item 7), Timber Structure (Heritage Item 3) and the Farmyard Complex (Heritage Item 5) identified during survey. Specific impact assessment of proposed works are outlined further in Section 8 as part of the Heritage Impact Statement.

The Noise and Vibration Assessment (GHD 2015) indicates that there are two activities that may directly and indirectly impact on heritage items, these are:

- General construction activities, and
- Piling.
With consideration to general construction activities, vibration impacts are expected to impact heritage buildings and structures within 35 metres from the works. However ‘vibration impacts due to piling activities have the potential to exceed structural vibration values’ for heritage buildings and structures at distances from the activity of 180 metres for impact piling, 50 metres for vibratory piling and 35 metres for bored piling. Based advice from Simon Pearce (Principal Environmental Consultant, GHD; Pers Comm. 19 August 2015), bored piling will be used for all piling activities and all heritage items within 35 metres of the proposal site boundary are considered to be potentially impacted by vibration from these general construction and piling activities.

The remaining four items may be indirectly impacted through vibration and noise caused by general construction works and piling as described above. The extent of these impacts cannot be ascertained at present until after detailed construction design is completed, however, may include modifications to identified heritage items susceptible to noise and vibration impacts, such as double-glazing or changes to fencing. These items include the Rail Culvert (Heritage Item 2), House (Lot 19, DP6498) (Heritage Item 6), the Great Northern Railway (Heritage Item 8) and the West Scone Conservation Area (Heritage Item 9). Specific impact assessment of proposed works and their mitigation are outlined further in Section 8 as part of the Heritage Impact Statement.
8. HERITAGE IMPACT STATEMENT

The following section is presented to meet the requirements of the NSW Heritage Manual requirements for “Statements of Heritage Impact” as the minimum response required to properly address proposals on heritage items which would result in the alteration of the item. These questions are addressed for each of the identified heritage items discussed in the significance assessment in Section 6. The stockyards (Heritage Items 1 and 4 are not further assessed as these items were assessed as having limited to zero heritage value). Three items will be directly impacted by the proposal, these are the dam and surrounding property at St Aubins Arms (Heritage Item 7), Timber Structure (Heritage Item 3) and the Farmyard Complex (Heritage Item 5) identified during survey. The remaining four items may be indirectly impacted through vibration caused by general construction works and piling. These items include the Rail Culvert (Heritage Item 2), House (Lot 19, DP6498) (Heritage Item 6), the Great Northern Railway (Heritage Item 8) and the West Scone Conservation Area (Heritage Item 9). The HIS is based on the proposed impacts known to date as outlined in Section 7.0. The HIS would require revision if any impacts change or particularly in the case if there are additional unknown impacts from potential ameliorative measures for noise and vibration from construction, particularly for the West Scone Conservation Area and St Aubins Arms are ascertained in the future. Revision of the SoHI may be required dependent on these ameliorative measures by a qualified heritage consultant with input of a qualified noise and vibration consultant and in consultation with UHSC and in compliance with the UHSC Development Control Plan 2015, Section 9, which provide detailed requirements for windows, fencing, streetscape and landscaping. However, the requirement for these measures is not able to be determined until after the completion of detailed construction design.

8.1 Heritage Impact Statement – Scone Bypass

8.1.1 What aspects of the proposal respect or enhance the heritage significance of the heritage item?

Heritage Item 7: St Aubins Arms
The proposal respects the St Aubins Arms heritage significance by avoiding all buildings and established gardens and trees that are integral fabric and features to the identified heritage values of this item.

**Heritage Item 5: Farmyard Complex**

The Farmyard Complex is within the proposal site and will be directly impacted by the proposal by construction, however, this impact can be mitigated through further investigation and recording.

**Heritage Item 2: Rail Culvert and Heritage Item 8: The Great Northern Railway**

The Rail Culvert and Main Northern Railway lie within the proposal site. The proposal will avoid directly impacting the Rail Culvert and Main Northern Railway as an overpass is proposed to be constructed which passes over these items to protect them. The project impacts for vibration from construction works are very close to these items but can be mitigated through vibration monitoring.

**Heritage Item 3: Timber Structure**

The proposal will directly impact the Timber Structure but this impact can be mitigated through archival recording.

**Heritage Item 6: House (Lot 19, DP6498)**

The House is outside of the proposal site and construction footprint and will not be directly impacted by proposed works.
**Heritage Item 9: West Scone Conservation Area**

The West Scone Conservation Area’s buildings listed as heritage items are not impacted by this proposal. This proposal only directly impacts portions of the curtilage of heritage items within the registered area of the West Scone Conservation Area. Noise may impact on the heritage values of this item with ameliorative measures are required, however these cannot be determined until after detailed design stage and would be mitigated through consultation with UHSC, a heritage consultant and qualified acoustic consultant in compliance with UHSC Development Control Plan 2015, Section 9 and sympathetic to the heritage values of this item.

8.1.2 What aspects of the proposal could have a detrimental effect on the heritage significance of the heritage item?

**Heritage Item 7: St Aubins Arms**

The proposal will directly impact part of the south-western curtilage of this property, including the dam. However, there will be minimal impact to the heritage significance of the item as historical research, including review of parish maps and aerial photographs indicate no former structures or features in this part of the south-western curtilage. The project impacts for vibration from construction works are very close to the existing buildings but can be mitigated through vibration monitoring. Noise may impact on the heritage values of this item with ameliorative measures are required, however these cannot be determined until after detailed design stage and would be mitigated through consultation with UHSC, a heritage consultant and qualified acoustic consultant in compliance with UHSC Development Control Plan 2015, Section 9 and sympathetic to the heritage values of this item.

**Heritage Item 5: Farmyard Complex and Heritage Item 3: Timber Structure**

The Farmyard Complex and Timber Structure are within the proposal site and will be directly impacted by the proposal by construction. Although there is some negative impact to their historical significance, this can be mitigated through further archaeological investigation and archival recording for the Farmyard Complex and archival recording for the Timber Structure.
**Heritage Item 2: Rail Culvert and Heritage Item 8: The Great Northern Railway**

The Rail Culvert and Main Northern Railway may be indirectly impacted by vibration from construction works, however, these impacts can be mitigated through vibration monitoring.

**Heritage Item 6: House (Lot 19, DP6498)**

The House (Lot 19, DP6498) may be indirectly impacted by vibration from construction works, however, these impacts can be mitigated through vibration monitoring. Noise may impact on the heritage values of this item with ameliorative measures are required, however these cannot be determined until after detailed design stage and would be mitigated through consultation with UHSC, a heritage consultant and qualified acoustic consultant in compliance with UHSC Development Control Plan 2015, Section 9 and sympathetic to the heritage values of this item.

**Heritage Item 9: West Scone Conservation Area**

The proposal may have some indirect impact on the curtilage of the West Scone Conservation Area, however, this could be mitigated through vibration monitoring. Noise may impact on the heritage values of this item with ameliorative measures are required, however these cannot be determined until after detailed design stage and would be mitigated through consultation with UHSC, a heritage consultant and qualified acoustic consultant in compliance with UHSC Development Control Plan 2015, Section 9 and sympathetic to the heritage values of this item.

8.1.3 Have more sympathetic solutions been considered and discounted? Why?

The proposal is the most sympathetic heritage solution for a bypass in Scone. This proposal has ensured that numerous heritage items within several heritage conservation areas and State significant heritage items are avoided and not either directly or indirectly impacted by construction of the proposal. There is no other option for a bypass which is economically feasible or can be practically designed or engineered.
8.1.4 How is the impact of the addition to the heritage significance of the item to be minimised?

The proposal would minimise potential indirect impacts for vibration from construction works on the Rail Culvert (Heritage Item 2), House (Lot 19, DP6498) (Heritage Item 6) and the Great Northern Railway (Heritage Item 8) through a program of vibration monitoring and dilapidation reports. The curtilage of the West Scone Conservation Area (Heritage Item 9) and the buildings associated with the St Aubins Arms (Heritage Item 7) although slightly outside the predicted vibration corridor should also be considered for a program of vibration monitoring and dilapidation reports as a cautionary consideration to protect these heritage items due to their sensitivity and proximity.

The Farmyard Complex (Heritage Item 5) and Timber Structure (Heritage Item 3) will be directly impacted by the proposal but further investigation and recording will be undertaken prior to construction works to mitigate these impacts and provide a record of this place for the future.

8.1.5 Can the additional area be located within an existing structure? If no, why not?

Not applicable to this proposal.

8.1.6 Will the additions visually dominate the heritage item?

The proposal will have some visual impact on the Rail Culvert (Heritage Item 2) and sections of the Great Northern Railway (Heritage Item 8) by the construction of the proposed overpass. However, this visual impact is preferable to direct impact. The proposed overpass will ensure these items are not directly impacted and is a more sympathetic solution to the heritage values of these items.
8.1.7 *Is the addition sited on any known, or potentially significant archaeological deposits? If so, have alternative positions for the additions be considered?*

The proposal may have some impact on potential archaeological deposits associated with the Farmyard Complex (Heritage Item 5) and St Aubins Arms (Heritage Item 7) but this will be mitigated through further archival recording and archaeological investigations to determine the extent of this potential and to provide a record for future generations. These deposits are likely to have some local heritage value but are not known to have any State significant deposits based on the results of the survey and research undertaken for the historical and heritage contexts to date. There is no potential to realign the project impact area without compromising additional heritage items or greater numbers of heritage items within Scone. The current alignment of the proposal site is the most sympathetic to local and State heritage items in Scone.

8.1.8 *Are the additions sympathetic to the heritage item? In what way (eg. form proportions design)?*

The design of the proposal is sympathetic to the heritage items within the locality of Scone as it does not directly impact heritage conservation areas and where possible, with the use of the overpass design, avoids direct impact to other local heritage items. The proposed construction methodology of bored piling has lower potential to indirectly impact heritage items through vibration and is a more sympathetic construction methodology.
### 8.2 Summary of Potential Heritage Impacts

Table 10 provides a summary of each heritage item inside or within 35 metres of the proposal site and the heritage impacts from the proposal.

Table 10. Summary of Impacts on the Heritage Items within the proposal site

<table>
<thead>
<tr>
<th>Heritage Item</th>
<th>Element</th>
<th>Directly Impacted by the Proposal (inside the proposal site boundary)</th>
<th>Within 35 metres of the proposal site Boundary (Potential Indirect Impact from Vibration)</th>
<th>Physical Impact</th>
<th>Visual Impact</th>
<th>Heritage Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Item 1: Stockyards (1)</td>
<td>Stockyards</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>None</td>
</tr>
<tr>
<td>Item 2: Rail Culvert</td>
<td>Rail Culvert</td>
<td>Yes but not to be directly impacted by construction works as proposed overpass crosses this item.</td>
<td>Yes</td>
<td>Potential</td>
<td>Yes</td>
<td>Yes, some potential indirect impact to the Rail Culvert from indirect impact from vibration during construction works to be mitigated through vibration monitoring.</td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Element</td>
<td>Directly Impacted by the Proposal (inside the proposal site boundary)</td>
<td>Within 35 metres of the proposal site Boundary (Potential Indirect Impact from Vibration)</td>
<td>Physical Impact</td>
<td>Visual Impact</td>
<td>Heritage Impact</td>
</tr>
<tr>
<td>-------------------------------</td>
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</tr>
<tr>
<td>Item 3: Timber Structure</td>
<td>Timber posts and crossbeams</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, direct impact by construction but to be mitigated through archival recording</td>
</tr>
<tr>
<td>Item 4: Stockyards (2)</td>
<td>Stockyards</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>No, because this item is assessed as having little to zero heritage value.</td>
</tr>
<tr>
<td>Item 5: Farmyard Complex</td>
<td>Timber shed, Stockyards, Loading Ramp, Mature peppercorn trees</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes, direct impact from construction to all elements to be mitigated through archaeological investigation and archival recording.</td>
</tr>
<tr>
<td>Item 6: House (Lot 19, DP6498)</td>
<td>House</td>
<td>No</td>
<td>Yes – 10 Metres</td>
<td>Potential</td>
<td>No</td>
<td>Yes, some potential indirect impact to be mitigated through vibration monitoring and further assessment, if ameliorative measures are required to mitigate noise.</td>
</tr>
<tr>
<td>Item 7: St Aubins Arms</td>
<td>House and Structures</td>
<td>No</td>
<td>No – but very close about 40 metres</td>
<td>No</td>
<td>No</td>
<td>Yes, some potential indirect impact to these elements to be mitigated through vibration monitoring as very close to predicted construction vibration corridor and further assessment if, ameliorative measures are required to mitigate noise.</td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Element</td>
<td>Directly Impacted by the Proposal (inside the proposal site boundary)</td>
<td>Within 35 metres of the proposal site Boundary (Potential Indirect Impact from Vibration)</td>
<td>Physical Impact</td>
<td>Visual Impact</td>
<td>Heritage Impact</td>
</tr>
<tr>
<td>---------------</td>
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<td>-------------------------------------------------</td>
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</tr>
<tr>
<td>Gardens and Plantings</td>
<td>No</td>
<td>Yes</td>
<td>Potential</td>
<td>No</td>
<td>No, gardens will be disturbed by construction works as they are outside the construction footprint.</td>
<td></td>
</tr>
<tr>
<td>Dam and Surrounding Property</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
<td>Yes, direct impact from construction to all elements to be mitigated through archaeological investigation and archival recording.</td>
</tr>
<tr>
<td>Item 8: Great Northern Railway</td>
<td>Rail line and associated embankments.</td>
<td>Yes but not to be directly impacted by construction works as proposed overpass crosses this item.</td>
<td>Yes</td>
<td>Potential</td>
<td>Yes</td>
<td>Yes, some potential to these elements to be impacted by vibration to be mitigated through vibration monitoring.</td>
</tr>
<tr>
<td>West Scone Conservation Area</td>
<td>Curtilage of these items a) Grammar School former St Luke’s b) St Luke’s Church and Rectory</td>
<td>No</td>
<td>No – but very close about 40 metres of the curtilage of the buildings.</td>
<td>No</td>
<td>No</td>
<td>Yes, some potential to these elements to from vibration to be mitigated through vibration monitoring as very close to the curtilage of buildings within predicted construction vibration corridor. Further assessment will be undertaken, if ameliorative measures are required to mitigate noise.</td>
</tr>
<tr>
<td>Heritage Item</td>
<td>Element</td>
<td>Directly Impacted by the Proposal (inside the proposal site boundary)</td>
<td>Within 35 metres of the proposal site Boundary (Potential Indirect Impact from Vibration)</td>
<td>Physical Impact</td>
<td>Visual Impact</td>
<td>Heritage Impact</td>
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</table>
| c) Old Court Theatre  
d) Historical Museum (former Constable Quarters and Lock Up) | | | | | | |
8.3 Discussion of Potential Mitigation Measures – Vibration Monitoring and Noise

Possible vibration from general construction activities such as heavy vehicles and excavation as well as piling are potential indirect impacts to the Rail Culvert (Heritage Item 2), House (Lot 19, DP6498) (Heritage Item 6), the Great Northern Railway (Heritage Item 8) and the West Scone Conservation Area (Heritage Item 9) (Heritage Item 7 St Aubins Arm – house is just outside the potential indirect impact zone for vibration but should be monitored as a sensitive receptor due to its heritage values and close proximity). Dilapidation surveys and condition reports will constitute a form of mitigation for any potential indirect impact, to monitor the condition of these heritage items. Vibration can be mitigated through a program of vibration monitoring by a qualified vibration consultant/engineer. Vibration monitoring should be undertaken by a qualified vibration consultant/engineer when vibration generating activities are being undertaken within 35 metres of heritage listed structures, or structures of sensitive nature. It is recommended by GHD (2015) that vibration should not exceed the DIN 4150-3 criteria for heritage structures of 3 mm/s. If a building damage risk is identified, vibratory activities are to be immediately halted and alternative work methods should be implemented so the vibration impacts are reduced to acceptable levels. The review may result in a requirement to modify work practices or use alternative, low-vibration methods and equipment.

There is also potential for cumulative indirect impact of additional traffic and potential noise on the heritage significance of the House (Lot 19, DP6498) (Heritage Item 6), St Aubins Arms (Heritage Item 7) and the West Scone Conservation Area (Heritage Item 9). For example: responses that might occur could include requests for the replacement of original or sympathetic timber fences with higher or solid fences, the addition of window shutters, or changes to fenestration for double glazing etc, which could cumulatively alter the aesthetic significance or setting of items in compliance with the UHSC Development Control Plan 2015, Section 9, particularly (but not limited to) design guidelines set out in Section 9a, Part 6, which provide detailed requirements for windows, fencing, streetscape and landscaping. The nature of the treatments would need to consider a) the existing acoustic performance of the building; b) the constraints outlined in the UHSC Development Control Plan 2015; and c) the level of noise mitigation required. This would be determined at detailed design stage.
We recommend that RMS consider types of road surfaces which minimise noise and appropriate landscaping to minimise these impacts during the detailed design stage.
9. MANAGEMENT RECOMMENDATIONS

The following management strategy is recommended to mitigate the impact of the proposal on heritage items adjacent to the proposal site include the following:

1) Prior to construction works, archival recording of the impacted elements of the Farming Complex, St Aubins Arms property and Timber Structure is required. The archival recording will include photographs and detailed inventory and plans and will be prepared to the standard of Local significance as specified in Heritage Branch’s requirements for *Archival Recording of Heritage Items* and prepared by a qualified heritage consultant. Final copies of the archival recording will be lodged with the Upper Hunter Valley Council’s local studies collection.

2) Prior to construction works, a Section 140 Excavation Permit is required for the impacted sections of the St Aubins Arms property and the Farmyard Complex to be applied for and prepared by a heritage consultant/archaeologist in consultation with Heritage Division NSW. This recommendations is based on the sensitivity of the St Aubins Arms property for potential domestic refuse, particularly in the dam and occupation evidence dating from nineteenth to mid twentieth century (relics) and for domestic evidence (relics) of the Farmyard Complex, which may impede construction timeframes and schedules substantially, if revealed during construction works which would cause a stop to construction works. Under a Section 140 Excavation Permit, an initial investigation into the extent and potential of domestic occupation evidence (relics) could be determined, then salvaged and recorded without impeding construction schedules.

3) Roads and Maritime must undertake vibration monitoring at identified heritage items potentially susceptible to indirect impact from proposed works that are “vibration generation activities within 35 metres of heritage listed structures” (GHD, 2015) including Item 2, Rail Culvert; Item 3, Timber Structure; Item 5 Farmyard Complex; Item 6 House (Lot 19, DP6498), the buildings within Item 7 St Aubins Arms (which is about 40 metres from the boundary) and Item 8 Great Northern Railway. We would also recommend monitoring at the West Scone Conservation Area.
4) As recommended by GHD, monitoring must be undertaken by a qualified vibration consultant and “If a building damage risk is identified vibratory activities are to be immediately halted and alternative work methods will be implemented so the vibration impacts are reduced to acceptable levels. The review may result in a requirement to modify work practices or use alternative, low-vibration methods and equipment” (Email correspondence to Virtus Heritage from GHD, 2015).

5) Prior to proposed works, Roads and Maritime will engage a suitable consultant to prepare dilapidation surveys and condition reports heritage items at risk from vibratory activities, which may include, Item 2, Rail Culvert; Item 3, Timber Structure; Item 5 Farmyard Complex; Item 6 House (Lot 19, DP6498), Item 7 St Aubins Arms (which is about 40 metres from the boundary) and Item 8 Great Northern Railway. We would also recommend Roads and Maritime consider this reports and surveys for the nearby structures and buildings within the West Scone Conservation Area (Item 9).

6) The HIS is based on the proposed impacts known to date as outlined in Section 7.0. The HIS would require revision if any impacts change or particularly in the case if there are additional unknown impacts from potential ameliorative measures for noise and vibration from construction, particularly but not limited to House (Lot 19, DP6498) (Heritage Item 6), St Aubins Arms (Heritage Item 7) and the West Scone Conservation Area (Heritage Item 9), are ascertained in the future. Revision of the HIS may be required dependent on these ameliorative measures by a qualified heritage consultant with input of a qualified noise and vibration consultant and in consultation with RMS. However, this would need to be determined after detailed design for the proposal was completed. It is recommended that if any proposed ameliorative measures are required, they are sympathetic to character of the heritage item/s and its existing fabric and in compliance with the UHSC Development Control Plan 2015. We also recommend that RMS consider using types of road surfaces which minimise noise and landscaping impacts to identified heritage items in this assessment in the detailed design of the proposal to minimise the necessity of potential ameliorative measures for noise and vibration from the proposal.
7) All identified historical heritage items within the project or within vicinity of the proposal site must be mapped and provided to site planners, Roads and Maritime workers and sub-contractors so they are aware of their responsibilities under the Heritage Act, 1977.

8) As part of an induction, in the unlikely event that any unknown Aboriginal objects or historical heritage relics are uncovered during proposed works, all Roads and Maritime workers and sub-contractors should be aware of their responsibilities under the provisions of the NPW Act, 1974 (including the penalties under the ancillary provisions) and NSW Heritage Act 1977 and Roads and Maritime Procedures for Unexpected Finds and stop work immediately until this process is followed and these responsibilities are met.

9) In the extremely unlikely event that any suspected human remains are uncovered during proposed works, all works must cease immediately and the Roads and Maritime Project Manager immediately notified and the area secured. The Roads and Maritime Environmental Manager will contact the NSW Police (if required). If these remains are deemed to require archaeological investigation by the NSW Police or NSW Coroner, than OEH (Contact OEH’s Enviroleine 131 555) and the Wanaruah LALC must be notified by the Roads and Maritime Environmental Manager for further assessment and management. No works could continue until OEH (or other determining authority such as Department of Planning) provide written notification to proceed in this scenario.
10. REFERENCES


Heritage Branch, Department of Planning NSW. 2009. Assessing Significance for Historical Archaeological Sites and ‘Relics’. Heritage Branch, Department of Planning, Parramatta, NSW.

Heritage Office and Department of Urban Affairs and Planning. 1996. Regional Histories of New South Wales. Heritage Office and Department of Urban Affairs and Planning, Illawarra, NSW.

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Section 170 Heritage and Conservation Register Webpage, Rail Corp Website. Accessed 8 June 2015.  

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APPENDIX A
PLATES
Heritage Item 1 - Stockyards 1:

Plate 1. This photograph was taken from the northern edge of the proposal site in an east-north-east direction. The Stockyards in the photo are timber posts with 4 rails bolted and wired, and mitred into the side of the post. The stockyards are approximately 40 metres north-east of the northern edge of the proposal site.

Plate 2. This photograph was taken from the northern edge of the proposal site in an east-north-east direction. The Stockyards in the photo are timber posts with 4 rails bolted and wired, and mitred into the side of the post. The stockyards are approximately 40 metres north-east of the northern edge of the proposal site.
Plate 3. This photograph was taken in an east direction at the location where the proposal site intersects the Great Northern Rail line toward the southern end of the proposal site. The photograph shows the western face of the concrete and brick rail culvert.

Plate 4. This photograph was taken in an east-north-east direction at the location where the proposal site intersects the Great Northern Rail line toward the southern end of the proposal site. The photograph shows the western face of the concrete and brick rail culvert with some cracking of the brickwork and repair work.
Plate 5. This photograph is taken in a west direction from the rear of the St Aubins Arms property and shows the eastern face of the culvert.
Heritage Item 3. Timber Structure 1:

Plate 6. This photograph was taken from the western end of St Aubins Street (i.e. west of Scone Park), and was taken in a north-north-east direction. The photograph shows four timber posts with two cross posts.

Plate 7. This photograph was taken from the western end of St Aubins Street (i.e. west of Scone Park), and was taken in a north-north-east direction. The photograph shows four timber posts with two cross posts.
Heritage Item 4. Stockyards 2:

Plate 8. This photograph was taken in a north direction from the western end of Susan St (i.e. western side of Aberdeen Road). The timber loading ramp and yards is constructed from timber posts and rails and wire.

Plate 9. This photograph was taken in a north direction from the western end of Susan St (i.e. western side of Aberdeen Road). The timber loading ramp and yards is constructed from timber posts and rails and wire.
Heritage Item 5. Farming Complex 1

Plate 10. This photograph was taken in a north direction and shows an old timber shed with a closed storage area. The shed is approximately 70 metres north-north-west of the corner of Parker Street and Aberdeen Street.

Plate 11. This photograph was taken in a east south-east direction and shows a timber stockyards and loading ramp with mature peppercorn trees in the background. The stockyards is approximately 70 metres north-north-west of the corner of Parker Street and Aberdeen Street.
Plate 12. This photograph shows the branding mark on the front face of the loading ramp and is a small circle between a backward B and a K.
Plate 13. This photograph is taken in a north-north-east direction and shows a fibro walled house with corrugated iron roofing adjacent (to the east) of the New England Highway at the northern end of the proposal site.
Plate 14. This photograph is taken in a south-west direction and shows the location at the rear of Lot 1 DP881852 where the proposal site intersects. This lot is located adjacent (to the south) of the New England Highway in the southern portion of the proposal site.

Plate 15. This photograph is taken in an east-north-east direction and shows the location at the rear of Lot 1 DP881852 where the proposal site intersects back toward the St Aubins Arms house. The dam is also visible to the right of the photograph.
Plate 16. This photograph is taken in a east-south-east direction and shows the dam at the rear of the St Aubins Arms property.
Plate 17. This photograph was taken in a west-north-west direction from the rear of Lot 1 DP881852 (St Aubins Arms property) and shows a section of the Great Northern Rail line which extends through the proposal site and across the rail culvert.

Plate 18. This photograph was taken in a south-west direction from the rear of Lot 1 DP881852 (St Aubins Arms property) and shows a section of the Great Northern Rail line which extends through the proposal site on the southern side of the rail culvert.