



Williamtown Special Activation Precinct – Structure Plan

Non-Aboriginal Heritage Assessment –
Final

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Williamstown Special Activation Precinct – Structure Plan

Non-Aboriginal Heritage Assessment – Final



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Acronyms and Abbreviations

ACC	Australian Agricultural Company
AIA	Australian Institute of Architects
C2	Environmental Protection Area
CHL	Commonwealth Heritage List
DCP	Development Control Plan
DPE	Department of Planning and Environment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ERM	Environmental Resources Management Australia Pty Ltd
GA	Government Architect
HA	Heritage Assessment
ha	Hectare
HMAS	Her Majesty's Australian Ship
LEP	Local Environmental Plan
LGA	Local Government Area
NHL	National Heritage List
NSW	New South Wales
RAAF	Royal Australian Air Force
RAAF Base Williamtown	Williamtown Royal Australian Air Force Base Group
REZ	Regional Enterprise Zone
RNE	Register of the National Estate (former)
SAP	Special Activation Precinct
SHR	State Heritage Register (NSW)
SLNSW	State Library of New South Wales
SoHI	Statement of Heritage Impact
SP2	Infrastructure / Newcastle Airport / Drainage Channels, Flood Mitigation & Wetlands / Classified Road
The Burra Charter	<i>The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 2013</i>
WHL	World Heritage List
Williamtown SAP	Williamtown Special Activation Precinct
WSUD	Water Sensitive Urban Design
WWI	World War One
WWII	World War Two

ERM would like to acknowledge the Worimi People as the Traditional Custodians of the land on which the Williamtown SAP is located, and recognises their continuing connection to land, water and community.

EXECUTIVE SUMMARY

Environmental Resources Management Australia Pty Ltd (ERM) has been engaged by the New South Wales (NSW) Department of Planning and Environment to prepare a Heritage Assessment (HA) to inform the Williamstown Special Activation Precinct (Williamstown SAP) Structure Plan. This report examines the non-Aboriginal cultural heritage items and areas of potential historic significance within the Williamstown SAP Structure Plan area (Project Area). An Aboriginal Heritage Assessment has been prepared separately to this report, by ERM subcontractor McCardle Cultural Heritage Pty Ltd.

This HA provides an overview of the known non-Aboriginal heritage values within the Project Area and identifies areas with potential heritage values, in order to provide an understanding for future investigation, planning, and consultation that may be required for delivery of the Williamstown SAP.

The analysis found three recognised sites of local historic heritage significance within the Project Area; the Commonwealth Heritage Listed RAAF Base Williamstown, and locally listed St Saviour's Anglican Church and Devon House. Desktop analysis and predictive modelling has also identified areas that have the potential to contain other sites with as yet unrecorded historic heritage values. These are scattered areas with low heritage potential.

In order to appropriately mitigate any potential impact to these sites, ERM has presented a series of recommendations for consideration in next stages of the Williamstown SAP below. *Section 7.4* also presents a set of Performance Criteria for the implementation of the Williamstown SAP with regards to non-Aboriginal cultural heritage.

Mitigation Measures - Known Historic Heritage Sites

- St Saviour's Anglican Church and Devon House should be integrated into the Williamstown SAP Structure Plan in a heritage schedule (similar to the Port Stephens Local Environment Plan (LEP) Schedule 5) under the *State Environmental Planning Policy (Precincts – Regional) 2021*. The replication of clause 5.10 of the Port Stephens LEP for heritage conservation should be considered for the Williamstown SAP.
- Statements of Heritage Impact (SoHIs) will be required for development of heritage places within the heritage schedule for the Williamstown SAP following detailed design phases. SoHIs should be guided by NSW *Statements of Heritage Impact Guidelines* and Part B8 of the Port Stephens Development Control Plan 2014.
- Developments on properties adjoining heritage places within the heritage schedule (i.e., all properties that have a common boundary) should consider the mitigation recommendations specific to each historic place. Where adjoining development has the potential to encroach on the historic values of a heritage place, a SoHI would be required.

Mitigation Measures - St Saviour's Anglican Church

- Consultation with Port Stephens Council, Anglican Church representatives, parishioners and the Williamstown community should be undertaken prior to any impacts to St Saviour's Anglican Church. ERM recommends that a final decision regarding the future of the Church should only be made after consultation.
- Following completion of the project design, potential impacts to St Saviour's Anglican Church are to be assessed in detail in a SoHI to support the Environmental Impact Statement for the project.
- In the event that any adaptation or new use or location is proposed for St Saviour's, a CMP will also need to be developed as part of the Delivery Plan for Williamstown SAP.
- Avoid incompatible adaptive reuse of St Saviour's Anglican Church.

Mitigation Measures – Devon House

- Prior to development approval for any future ground disturbance, a site walk-over of the Devon House property boundary area that intersects with the Environmental Protection Area and associated bund location should be undertaken to determine if any unknown historic archaeology is present.
- Should the site-walkover identify areas of potential historical archaeology a heritage assessment should be undertaken;
- Should the site-walkover confirm no elements of contributory significance, implement the suggested revised heritage curtilage to excise the Environmental Protection Area from the LEP listing (*Figure 5.2*);
- Ensure adjacent land uses adhere to appropriate setbacks and separation from Devon House and significant site elements, to maintain as much of the ‘sense’ of a rural setting as feasibly possible:
 - New development should be limited to the excised portion at the rear of the property; and
 - New builds should not obstruct the south facing view of the property or obstruct the important sight line from Cabbage Tree Road to the Environmental Protection Area.
- Ensure flooding mitigation measures are put in place during the construction of the bund located north of Devon House significant site elements to avoid damage to these elements in the event of flooding. Mitigation measures could consider the application of Water Sensitive Urban Design (WSUD) approaches.
- Consider Heritage Interpretation measures to communicate the significance of Devon House and the original historic property boundary and heritage curtilage – heritage interpretation could include signage along the proposed ‘health and education loop’ to the rear of the property.

Mitigation Measures - General Areas of Potential

- All future development in areas of identified potential non-Aboriginal heritage should be subject to a chance finds procedure (refer to *Section 7.3.2*).
- Should further heritage items be identified during later stages of the Williamstown SAP (particularly in areas of identified potential heritage), these items should be subject to heritage assessment – if found to meet the threshold for local or state heritage listing, these additional places should be included on the heritage schedule for the Williamstown SAP under the *State Environmental Planning Policy (Precincts – Regional) 2021*.

1. INTRODUCTION

Environmental Resources Management Australia Pty Ltd (ERM) has been engaged by the New South Wales (NSW) Department of Planning and Environment (DPE) to prepare a preliminary Heritage Assessment (HA) to inform the Williamtown Special Activation Precinct (Williamtown SAP) Structure Plan. This report examines the non-Aboriginal cultural heritage items and areas of potential historic significance within the Williamtown SAP Structure Plan area (Project Area). An Aboriginal Heritage Assessment has been prepared separately to this report by ERM subcontractor McCardle Cultural Heritage Pty Ltd.

1.1 Project Description

Funded by the Snowy Hydro Legacy Fund, a SAP is a dedicated area in regional NSW identified by the NSW Government as places where business will thrive. They will create jobs, attract investors and fuel development. The Williamtown SAP will support industries in line with the competitive advantages and economic strengths of each area.

The Williamtown SAP will help to create a defence and aerospace hub, boost the local economy, and generate thousands of new jobs for the region. It will build on the Hunter region's history of supporting Australia's defence and emerging aerospace industry focused around the Royal Australian Air Force (RAAF) base and will take advantage of its proximity to air, road, rail and sea transport. It aims to build on the NSW Government's existing investment into the Astra Aerolab and create highly-skilled, long-term job opportunities that will attract investors and strengthen the region's economy. The SAP planning process aims to deliver a coordinated and precinct-wide approach to address land constraints such as flooding and drainage, which have acted as a barrier to development in the past.

The new *State Environmental Planning Policy (Precincts – Regional) 2021* and the Williamtown SAP Structure Plan will replace existing planning instruments. It will provide for environmental protection and performance, land uses and planning pathways. The goal is to undertake upfront assessment at a strategic level so industry and the community have certainty and clarity about what types of land uses and development can occur where.

1.2 Project Area – Williamtown SAP Structure Plan

The Project Area includes 285 hectares (ha) of land within the Port Stephens Local Government Area (LGA). The location and extent of the Project Area is illustrated in *Figure 1.1*. In general, the Project Area encompasses the following development areas:

- Regional Enterprise Zone (REZ);
- Environmental Protection Area (C2); and
- Infrastructure / Newcastle Airport / Drainage Channels, Flood Mitigation & Wetlands / Classified Road (SP2).



1.3 Aims and Objectives

This HA provides an overview of the known heritage values within the Project Area and identifies areas with potential heritage values in order to provide a baseline understanding for future planning and consultation that may be required for delivery of the Williamtown SAP Structure Plan.

1.4 Authorship

This HA has been prepared by ERM Senior Heritage Consultant Toyah Morath, with assistance from Heritage Consultant Victoria Cottle. Technical review was undertaken by ERM Principal Heritage Consultant Elspeth Mackenzie. Quality assurance review was undertaken by ERM Partner Karie Bradfield.

1.5 Limitations

Due to the limited time and access restrictions associated with the historic site survey, ERM prioritised the survey of St Saviour's Anglican Church, Devon House and areas identified as having potential heritage significance such as Williamtown Public School (ERM 2021). The remainder of rural properties within the development areas were viewed from the road during the site inspection and did not exhibit any obvious elements or features of historic interest.

The Assessment of Significance (*Section 5*) has been developed by summarising the existing Local Environmental Plan (LEP) listings for St Saviour's Anglican Church and Devon House. ERM has provided both validation and further brief discussion where required and where additional information has been discovered. A detailed re-assessment of these sites was beyond the scope of project. Additionally, assessment of the Williamtown Public School was based on the limited information (archival or otherwise) available.

A full assessment of potential impacts to St Saviour's Anglican Church was beyond the scope of this report; however, it will be required for the next phase of the project, following community consultation, determination of preferred option, and finalisation of design and scope.

1.6 Methodology

The following tasks were undertaken in the preparation of this HA:

- Searches of all relevant heritage lists and registers, including:
 - World Heritage List (WHL);
 - National Heritage List (NHL);
 - Commonwealth Heritage List (CHL);
 - (Former) Register of the National Estate (RNE);
 - NSW State Heritage List;
 - Local Heritage Register search (Port Stephens LEP); and
 - National Trust (NSW) register search.

- Detailed background desktop research, including information from:
 - National Archives of Australia;
 - National Library of Australia Trove online database;
 - State Library of New South Wales (SLNSW);
 - Newcastle Regional Library;
 - Archives Office of NSW;
 - Newcastle Regional Archives;
 - NSW Historical Land Records Viewer;
 - Hunter Living Histories database;
 - Raymond Terrace and District Historical Society website; and
 - The Hunter Living Histories website.
- A review of local environmental information (topographic, geological, soil, geomorphological and vegetation descriptions) to determine the likelihood of archaeological sites and specific site types, prior and existing land uses and site disturbance that may affect site integrity;
- A review of previous cultural heritage investigations to determine the extent of previous assessments in the area and any built heritage or archaeological patterns;
- The development of a predictive model based on the data searches and literature review;
- Mapping of known heritage sites and areas with identified potential heritage values; and
- Concept-level discussion of potential impacts to known and potential historic heritage values.

1.7 Consultation

ERM consulted with both the Port Stephens Council and the National Trust of NSW in order to establish if there are any known heritage sites within the Project Area that are not on the State or local heritage lists. The National Trust of NSW found no National Trust heritage listed sites within the Project Area.

The Port Stephens Council stated they are not aware of any sites within the Project Area that have heritage values, which are not already included in the LEP. The Council also stated it does not have many relevant heritage studies on record, and of those that Council does have, some reports cannot be released due to copyright restrictions.

No additional sites of potential historical significance were brought to ERM's attention during landholder consultation.

2. LEGISLATION AND GUIDELINES

2.1 Commonwealth

2.1.1 *Environment Protection and Biodiversity Conservation Act 1999*

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act; as amended 2004) provides the framework for the Commonwealth Government's environmental legislation. The EPBC Act outlines a legal framework for the protection and management of nationally and internationally important flora, fauna, ecological communities and heritage places. A number of heritage listings were established under the EPBC Act including the CHL, NHL, and RNE (now repealed).

2.2 State Legislation

2.2.1 *Environmental Planning and Assessment Act 1979*

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is administered by the DPE. This Act requires that environmental impacts are considered as part of the development assessment process, including impacts on Aboriginal and non-Aboriginal heritage.

2.2.2 *NSW Heritage Act 1977*

The *Heritage Act 1977* is administered by Heritage NSW and aims to protect the natural and cultural heritage of NSW. The *Heritage Act 1977* provides blanket protection for surface and sub-surface relics and for heritage items of state significance listed on the State Heritage Register (SHR). The Act defers to local planning instruments under the EP&A Act for the protection of items of local significance ('items of environmental heritage').

The 'Relics Provision'

Archaeological features and deposits are afforded statutory protection by the 'relics provision'. Section 4(1) of the *Heritage Act 1977* (as amended 2009) defines 'relic' as follows:

any deposit, artefact, object or material evidence that:

(a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and

(b) is of State or local heritage significance.

Section 139 to 146 of the Act require that excavation or disturbance of land that is likely to contain, or is believed may contain, archaeological relics is undertaken in accordance with an excavation permit issued by the Heritage Council (or in accordance with a gazetted exception under Section 139(4) of the Act). In addition, Section 139[1] of the Heritage Act states that:

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.

In such cases, an excavation permit under section 140 is required. The Heritage Council can, under Section 139(4) of the Act, also grant an exception in certain circumstances from the need for a permit. Note that no formal listing is required for archaeological relics; they are automatically protected if they are of local or state significance.

2.3 Local Legislation

2.3.1 Port Stephens Local Environmental Plan 2013

The Port Stephens LEP 2013 makes local environmental planning provisions for land within the Port Stephens LGA, including those for land zoning, conservation and urban design. Clause 5.10 sets out the heritage conservation objectives and requirements. Schedule 5 provides a list of all registered heritage items within the Port Stephens LGA, including conservation areas and archaeological sites. The Port Stephens LEP is also accompanied by a series of maps, including heritage overlays that provide the location of sites listed under Schedule 5.

Part B7 of the Port Stephens Development Control Plan 2014 (DCP) applies to development that is situated on land that contains a heritage item or within a heritage conservation area. Part B7 of the DCP provides more detailed heritage provisions than those contained in Clause 5.10 of the Port Stephens LEP, ensuring that new sustainable development respects and does not compromise the heritage significance of heritage items and their setting (Port Stephens Council nd).

2.4 Heritage Registers and Databases

2.4.1 Statutory Listings

National Heritage List

The Australian NHL contains natural, historic, and Aboriginal places deemed to be of outstanding heritage significance to Australia. Before a site is placed on the list, a nominated place is assessed against nine criteria by the Australia Heritage Council.

NSW State Heritage Register

The SHR is a list of items of State heritage significance administered by Heritage NSW. The register was created in 1999 and lists approximately 1500 items in both public and private ownership; the range of items is diverse and includes many archaeological sites.

Section 170 Registers

Section 170 of the Heritage Act requires all NSW state agencies to identify, conserve and manage the heritage assets owned, managed and occupied by that agency. In order to facilitate this, Section 170 heritage registers were established for all NSW government agencies. These registers are held and maintained by each state agency and updated as assets are acquired, altered, or decommissioned.

Local and Regional Planning Instruments

Statutory listings for Heritage items in NSW can be included in Regional Environmental Plans, DCPs and LEPs, these plans are prepared as a result of the NSW EP&A Act. Their aim is to ensure that the significance of heritage items, sites and/or places is integrated into the planning and development control processes in order to ensure their preservation. Statutory heritage listings are maintained in Schedule 5 of the standard LEP. For this report, the relevant document is the Port Stephens LEP.

2.4.2 Heritage Register Searches

A search of the following statutory and non-statutory heritage lists and registers was undertaken in the process of preparing this report:

- Australian Heritage Database (including WHL, NHL, CHL and RNE);
- SHR and State Heritage Inventory;
- *Heritage Act 1977* Section 170 Registers;

- Port Stephens LEP 2013, Schedule 5; and
- National Trust (NSW) register.

The register searches indicated that there are two locally listed heritage site and one CHL site within the Williamtown SAP boundary:

- St Saviour's Anglican Church (Port Stephens LEP Place ID: I108);
- Devon House (Port Stephens LEP Place ID: I109); and
- Williamtown RAAF Base (CHL Place ID: 105639).

2.4.3 Non-Statutory Listings

Register of the National Estate

The RNE is a non-statutory archive of natural, historic and Aboriginal places and incorporates over 13,000 places. Originally compiled between 1976 and 2003 by the Australian Heritage Commission, the register is now maintained by the Australian Heritage Council. Following amendments to the *Australian Heritage Council Act 2003*, the RNE was frozen on 19 February 2007, which means that no new places can be added, or removed. Since February 2012 the RNE has been maintained as a non-statutory archival listing.

There are no RNE listed items within the Williamtown SAP.

National Trust of Australia (NSW)

The National Trust of Australia (NSW) maintains a register of landscapes, townscapes, buildings, industrial sites, cemeteries and other heritage places that the Trust determines to have cultural significance. This register is non-statutory but provides an indication of places considered significant by the wider community.

There are no National Trust listed items within the Williamtown SAP.

2.4.4 Other Policies and Guidelines

The Burra Charter: The ICOMOS Charter for Places of Cultural Significance 2013

The Burra Charter 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. The Burra Charter was first adopted in 1979 at the historic South Australian mining town of Burra. Minor revisions were made in 1981 and 1988, with more substantial changes in 2013. The Burra Charter provides specific guidance for physical and procedural actions that should occur in relation to significant places. A copy of the Burra Charter can be accessed online at <http://icomos.org/australia>.

NSW Heritage Manual

The Heritage Council of NSW has published numerous policy documents to support interpretation and application of heritage legislation and the Burra Charter. The NSW Heritage Manual (1996) publications provide the framework for assessing heritage in NSW and making sound decisions relating to conservation and management.

Heritage significance should be assessed in accordance with the SHR Significance Assessment Criteria, outlined in *Assessing Heritage Significance* (2001) and provided in *Table 2.1* below. Impacts should be assessed in accordance with the *Statements of Heritage Impact Guidelines*.

Table 2.1 SHR Significance Assessment Criteria

Criteria	Description
a) historic	<i>an item is important in the course, or pattern, of NSW's cultural or natural history.</i>
b) association	<i>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.</i>
c) aesthetic/technical	<i>an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW</i>
d) community association	<i>an item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons.</i>
e) research potential	<i>an item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history.</i>
f) rarity	<i>an item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history</i>
g) representative	<i>an item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places, or cultural or natural environments</i>

NSW Government Architect Design Guide for Heritage 2019

Developed collaboratively between the Heritage Council of NSW and the NSW Government Architect (GA) the *Design Guide for Heritage* is a resource to help guide good design for heritage places. The document draws on earlier publications developed by the Australian Institute of Architects (AIA) NSW Chapter and Heritage Council of NSW. The guidelines are complimented by a set of case studies and best practice examples, which show how principles of good design have been applied across a wide range of heritage contexts, scales and building types to meet a variety of briefs and requirements.

Design in Context 2005

Design in Context was written by the NSW Heritage Office and the AIA NSW Chapter. The guidelines were published in 2005 and remain a valuable contribution to the study and promotion of quality infill development in the historic environment. The guidelines provide information on the legislative context for infill development and outline six key criteria that are used to assess development applications affecting a heritage item of within a conservation area. They are intended to be applied when assessing new development that is:

- in heritage conservation areas or precincts;
- within the curtilage of an identified heritage item; or
- affecting an identified heritage item.

The guidelines stipulate that to achieve a successful new development in a heritage context the development must be appropriate under six design criteria of character, scale, form, siting, materials, colour, and detailing.

Other NSW Government Design Policies and Guidelines

Other policy and guidelines that should be considered in the context of the Williamtown SAP Structure Plan development include:

- DPE (2021) Explanation of Intended Effect for a Design and Place SEPP;
- GA (2020) Design Guide – Urban Design for Regional NSW; and
- GA (2020) Connecting with Country: A Draft Framework for Understanding the Value of Aboriginal Knowledge in the Design and Planning of Places.

3. HISTORICAL CONTEXT

The following chapter includes a brief history of the Project Area using primary and secondary resources including available heritage assessments, reports, publications, studies, historical maps and aerial imagery for the local area. This material will be used to help determine the broad history of the Project Area and its development over time and assist in identifying any additional areas that may contain potential heritage values. A more detailed history including all relevant maps, plans and photographs has been provided in *Appendix C* of this report.

3.1 NSW Historic Themes

The NSW Historical Themes have been utilised throughout the below historical background to provide an understanding of the key historic themes associated with the Williamtown SAP area. These themes will assist with analysing and identifying areas of potential historic heritage significance within the Project Area. The historical theme framework has been applied to the historical overview beginning with *Section 3.2* below, and this will assist in the identification of any areas containing potential heritage significance within the Project Area. The NSW Historical Themes are provided in *Appendix B*.

3.2 Historical Overview

The Project Area is located within the historical county of Gloucester and includes areas that fall within the following historic parishes:

- Parish of Stowell; and
- Parish of Stockton.

Much of the Project Area has been historically cleared for timber and agricultural production since colonial settlement in the early nineteenth century. Key centres of early colonial settlement in and around the Project Area were centred on Newcastle and the district of Port Stephens further east, however there were growing areas of settlement in the mid-nineteenth century in Williamtown, Fullerton Cove and Salt Ash along Tilligerry Creek. In general, the Project Area was known historically for its coal mining, agriculture, food production, dairies, and sheep and cattle grazing.

3.2.1 Ethno-Historic Background

Prior to contact with settlers, the Worimi people lived from Port Stephens to Forster/Tuncurry in the north and west out to Gloucester. The Worimi comprised a number of tribes who lived on the water's edge and utilised both land and sea resources in their daily lifestyles (Leon, 1998; Port Stephens, 2011). Social organisation for the Worimi included aspects such as leadership, government, punishments, duels, fights, marriage, totemism and family structure, within a social system that had both spiritual and social significance. The importance of the ocean as a source of food resource for the Worimi people in the Port Stephens area was noted in multiple sources, as were land resources for tools. Worimi oral testimony states that when a person passed away, the deceased were buried in places that overlooked a working area or campsite. Burials also occurred under or near middens to draw the spirits to an area of feasting and gathering and for protection. The location of the deceased in dunes and near or under shell middens is supported by both forensic and archaeological evidence (pers. obs.).

The Worimi cultural heritage includes physical, mythological and spiritual sites and there is a connection or relationship(s) between these sites. For example, a lookout on top of a dune may overlook a large camping ground. The same lookout area will also view smaller campsites along the coast or dunal system, all of which are linked and may lead to a large corroboree site where groups from all around the area met for various reasons. Such site complexes are well known to extend along the dunal systems from Port Stephens through Fern Bay and onto Newcastle and to Corobra Oval where a corroboree ground is located.

3.2.2 Post Contact

Peopling Australia – Aboriginal cultures and interactions with other cultures

The earliest known encounter between Europeans and Worimi people was in 1790, when five convicts from the Second Fleet escaped Sydney. The five men stole a punt from the Parramatta River and eventually ended up in open sea in a small boat that had a mast and sail. While authorities did not believe they would survive the open sea, the convicts landed just north of Newcastle and were greeted by the Worimi people who accepted them into their tribe (Willetts 2020). While one of the convicts died, the remaining four lived with the Worimi people for five years before being recaptured by Captain W.R. Boughton of the HMAS Provenance (Port Stephens 2020).

From 1826, the Worimi people were interacting regularly with colonial settlers and were reported to be actively learning European customs (Marr nd). By the time the Australian Agricultural Company (ACC) had established its headquarters at Carrington, the relationship and interactions between the Worimi people and Europeans was said to have been polite and respectful, with Worimi people even migrating towards the settlement and employed in exchange for food (RPS 2012:11). By 1832 the ACC had withdrawn, though settlement continued in the region and the conditions for the Worimi people had deteriorated. Traditional Aboriginal activity in the region was thought to have declined by the 1870s (Bennett 1929).

3.2.3 Surveying the Continent – Discovery of Port Stephens

Developing local, regional and national economies – Exploration

Port Stephens is one of the earliest named places in Australia. Captain James Cook's diary shows that on his first voyage along the eastern coast of New South Wales or 'New Holland', he passed at 4:00pm, Friday 11 May 1770, an inlet that appeared to him from the masthead to be sheltered from all winds and named it Port Stephens (Champion 29 Dec 1934:7). In July 1778, three store ships called at Port Stephens and Lieutenant Shortland – agent of transports for delivering convicts to Sydney – wrote in his journal that he regretted Port Stephens had not been surveyed. Port Stephens was later surveyed in 1795 by Deputy Surveyor-General Charles Grimes.

3.2.4 Australian Agricultural Company

Peopling Australia – Convict

Developing local, regional and national economies – Pastoralism

Explorer John Oxley and party, on his second journey of exploration to discover the source of the Macquarie River, made the long and exhaustive journey through unknown country to reach Port Stephens, arriving November 1818. Oxley then recounted this journey to a representative of the ACC, which had been granted one million acres of land to be selected within 50 miles of any existing settlement on certain conditions, including the assignation of a large number of convicts. The ACC, along with its prestigious colonial shareholders, decided to commence operations at Port Stephens, the settlement being called Carrington. The company's core business was Australian livestock, mostly bred by General Macarthur, and the production of pure merino wool as an export to Great Britain. The ACC brought out a large number of employees and had hundreds of convicts assigned to them.

3.2.5 *Establishment of Kings Town (Newcastle)*

Peopling Australia – Convict

Peopling Australia – Migration

Developing local, regional and national economies – Forestry, Industry, mining

King's Town (formerly known, and later re-named Newcastle) was chosen in 1803-4 by Governor King, who recognised it as an area ideal for transported criminals who were convicted of crimes committed in the Colony. King wrote to England seeking support for this new penal settlement at Port Stephens, writing *'the harbour is safe, and the land about is good, but its greatest recommendation would be the vicinity to the places where there is such an abundance of coal'* (Hunter 2001: 26). England soon approved the location for a new penal settlement and the transported convicts were put to work harvesting timber, coal and shell. Sir Thomas Brisbane, in honour of the memory of founder, Governor King, named it King's Town, and the parish in which it was situated as Newcastle. The early town plan was laid out by Henry Dangar in 1823 and town allotments were given to individuals for building (Dangar 1828:60).

In the late 1820s, the ACC took up an additional grant of 2000 acres of land at Newcastle for mining coal (SLNSW 2020). By 1830, the government had handed the Newcastle Coal Works to the ACC to take over operations. At the time, a large number of convicts were assigned at the Newcastle Coal Mine.

3.2.6 *Routes, Division of Counties, Trade*

Developing local, regional and national economies – Agriculture, Commerce, Pastoralism, mining

During the early years of settlement, Governor Darling pursued a liberal policy on convict labour in the establishment of roads, directing upwards of 100 men and managers to the opening of a direct carriage tract from Sydney into the Hunter River country (Dangar 1828: 71). The establishment of roads was not seen as urgent at this time, as the country was generally flat and road carriages able to navigate to any required area (Dangar 1828: 72). Early settlers would be charged with marking out routes, with the first settlers or party navigating their chosen journey and using axes to mark the trees as they went. The general disruption and disturbance of men, carts and carriages was also enough to mark out a road for continued use.

In 1828 Henry Dangar published the index and directory to map the country bordering the Hunter River, the AAC lands and King's Town. By this time surveys were well underway in order to examine the country and assign these boundaries. By this time there were about 200 inhabitants in Newcastle, including store-keepers, shop-keepers, inn-keepers, carpenters, bricklayers, brick makers and blacksmiths among other tradesman. In addition to these settlers were a large number of convict workers assigned to the Newcastle coal mine.

The Project Area at this time was designated as *'low sandy and swampy country, generally unimprovable'* (Dangar 1828 map of settlement). Dangar referred to this area as *'barren country'* in his index and directory (Dangar 1828: 53). What is today known as Fullerton Cove was then called Limeburner's Bay, named after the convicts who burned lime in the cove since the early days of settlement. This activity ceased in 1822 when the convict workforce was moved to Port Macquarie.

3.2.7 *Building Settlements, Towns, Cities*

Developing local, regional and national economies – Pastoralism, Agriculture

Building settlements, towns and cities – Towns, suburbs and villages, Land tenure, accommodation

Educating – Education

Prior to Dangar's survey of the Hunter, Governor Macquarie of King's Town recognised the need for increased agricultural production and livestock numbers. Macquarie's solution was to allocate small grants of land to settlers of modest means, who he believed were deserving and reliable (including convicts) (Hunter 2001: 34). Macquarie's term as Governor finished at the end of 1821 and Governor Brisbane succeeded him.

Brisbane implemented the transformation of the valley, requesting Dangar to undertake surveys of the Hunter region. Between 1821 and 1825, a number of settlers arrived in the Hunter Region to take up land grants. These land grants were awarded to settlers according to their proposed agricultural investment, and included wealthy colonists, military and naval personnel (Hunter 2001: 35). Following Macquarie's vision for allocating small land grants, emancipists and free settlers also began to settle in the Hunter Region. By 1831, free settlement in the Hunter Region had ended, with Viscount Goderich instructing that no more free grants be given (SLNSW 2020). From 1831 onwards, parcels of land were sold at public auction.

In his survey of the Hunter Region, Dangar set aside reserves at Raymond Terrace, Butterwick, and Seaham; of which Raymond Terrace and Seaham developed into substantial townships.

3.2.8 Early Settlement – The Project Area

The first land grants at what now defines the Project Area and RAAF Base Williamtown (further north, adjacent to the Project Area) were in 1839 and 1840. These were 640 acres to William Harvey and 1,120 acres to Colonel Kenneth Snodgrass. Towards the late 19th century, further land grants were given to Henry Slade and Roderick McLean (north of Cabbage Tree Road in the Parish of Stowell).

Snodgrass had died by 1853 and his 'Cabbage Tree Estate' was retained by his family through to the late 1880s. Between the early 1860s and the 1880s, the two principal land grants which comprise RAAF Base Williamtown were subdivided into smaller farm allotments of 100 to 200 acres. The Moxey Family leased a farm from the heir of the estate of William Snodgrass in 1855 at Cabbage Tree. The Moxey family built 'Devon House' in 1889 (Port Stephens LEP Item 109); the timber house is still extant, as are the old dairy and outbuildings from the earlier Cabbage Tree estate. Cabbage Tree was later renamed Williamtown after the late William Snodgrass.

A small brick Public School was opened in Williamtown in 1869, moving from its original location to a site nearby in c. 1890 and remained in operation for 139 years, officially closing down in 2008 (Newcastle Herald Nov 30 2010). The small Williamtown community also had a Methodist Church and Temperance Hall, and another small provisional school called Tolimba near Williamtown that operated from 1901 to 1917 (Hunter 2001: 51).

A number of mineral leases were also taken out in the 1880s in the general area of RAAF Base Williamtown by Robert Beeston. These mineral leases related to exploitation of coal reserves associated with the Tomago Coal Measures, which is one of the four coal measures that comprise the Newcastle/Hunter Valley coalfields. Although commercial mining of the Tomago Measures ceased in the mid-1860s, exploratory work to locate further seams continued.

By the early 20th century, the County of Gloucester was beginning to see a spike in population, with families and businesses purchasing small land parcels in the Parish of Stowell. In 1912, St Saviour's Anglican Church was constructed of handmade cement bricks, made using local materials. The new church replaced the white ant damaged timber Church of England built 1867 and formerly located at the present location of 198 Cabbage Tree Road (approximately 1.6 km west of the extant church). The population increased particularly between Fullerton Cove and Tilligerry Creek, where both Williamtown and Salt Ash were taking shape as small townships.

3.2.9 Dairy Farming: Williamtown

Developing local, regional and national economies – Agriculture

Towards the late 19th century, the Williamtown area was home to a large number of dairy farms and small factories. Devon House was built in the era of expanding rural prosperity brought about by revolutionary changes to the dairy industry and William Moxey played an important role in its success running a successful dairy farm at Devon House. He was also the first Chairman of Raymond Terrace Butter Factory and remained closely associated with the development of the dairy industry and cooperative marketing that the factory enabled.

Into the early 20th century, the general area developed into a viable dairy industry, following the establishment of the Raymond Terrace Cooperative Dairy and Produce Company Ltd. The use of the land for dairying continued until the resumption of parts of these farms to establish the Williamtown air base in 1939. The balance of the area (380 acres) was Crown reserve for the Tomago Sandbed Water Supply Scheme, and the Longbight and Williamtown Drainage Union. Small to medium scale family farms occupied all the land along Cabbage Tree and Williamtown Roads (Hunter 2001: 121). However, by the 1970s these dairy farms were few, with many of them closing down due to the pressures of the industry.

3.2.10 Tapping the Water

Developing local, regional and national economies – Science

Developing settlements, towns and cities – Utilities

The Tomago Sandbed Water Supply Scheme was established in 1939, following the investigation of the sandbeds in 1915 and through the 1920s as a source of potable water for Newcastle. The system required the construction of a number of major pumping stations and a series of smaller bore pumping units, some of which still remain in use.

3.2.11 Establishment of Newcastle Airport

Developing local, regional and national economies – Communication

Developing local, regional and national economies – Transport

The Newcastle Airport was opened on 26 July 1935 by Secretary of State for Air, Sir Phillip Cunliffe-Lister. The airport cost £35,000 to construct, consisting of grass runway, clubhouse, hanger, workshops and a garage (Newcastleairport.com). In the 1940s, the Airport was requisitioned as an auxiliary wartime base for the Royal Air Force. It was handed back after the war in 1946.

3.2.12 Lead up to WWII

Governing – Defence

The Port Stephens area played an important role in the lead up to WWII. As part of the east coast defence system, a series of defences and fortifications were established along the coast between Fullerton Cove and Port Stephens, including two guns and a radar tower. Fortifications were installed on Stockton Beach to guard against any attacks from the sea, tank traps were also installed (Port Stephens LEP 2013). The area became a training ground for both Australian and US troops. Over 20,000 soldiers stormed the beaches of Port Stephens as part of their training. Governor MacArthur established a base at Port Stephens, called HMAS Assault, to train troops for war in the Pacific. Stockton Beach was also used as a bombing and gunnery range, with aircraft from Williamtown airbase known to dump unused bombs on the beach before they returned to base. Buried artefacts associated with this period in Port Stephens history are still being found in the area (ABC Newcastle 18 Dec 2017).

3.2.13 Establishment of RAAF Base Williamtown

Governing – Defence

In 1935 local authorities recognised that the region required new airport facilities to relieve pressure on the aerodrome located at Broadmeadow and provide for Newcastle's growth. However, with the possibility of war breaking out in Europe, the emphasis was changed to provide an emergency landing ground.

The area of the original Commonwealth land resumption for the WWII airfield was located in the south-east corner of the current RAAF Base Williamtown boundary. Land was resumed and work commenced in January 1940. Once established, RAAF Base Williamtown had four runways with hangars and camp areas to the east accessed off a realigned Medowie Road. 62 buildings had been erected by mid-December 1940 and RAAF Base Williamtown was officially opened on 15 February 1941. After 1945, the RAAF re-examined its priorities and determined RAAF Base Williamtown was one of 12 bases of critical strategic importance.

3.2.14 20th Century Development

Developing Australia's cultural life – leisure

During the 20th century, the Project Area saw a fairly steady increase in population. Historic aerial imagery from the years 1954 and 1966 show settlement generally following the same pattern of agricultural development as the mid to late 19th century, with small clusters of properties in larger centres such as Williamtown and Salt Ash, and larger rural properties scattered between Stockton and Fullerton Cove, and north-east towards Salt Ash. These historic aerials have been provided in *Appendix D*.

By the 1950s the Newcastle Airport traffic had increased to 5,500 passengers per year, and major developments occurred at the Airport during 1966 with the construction of a new terminal, and in 1978 with the Airport becoming a regional international airport (Newcastleairport.com). By the 1980s the Airport had reached the milestone of one million passengers travelling from Newcastle in one year. The steady increase in passenger numbers at the Airport saw further major infrastructure developments in more recent history, situating the Newcastle Airport as a major international airport in NSW.

4. SITE DESCRIPTION

The following section provides an overall site description of the Project Area and individual descriptions of the known and potential areas of non-Aboriginal historic significance as investigated during the historic site survey. All photos are by ERM (2021) unless otherwise advised.

4.1 Natural and Historic Landscape

The Project Area has been transformed considerably since colonial settlement. With early pastoral and agricultural activities reshaping the local terrain, as well as the later construction and use of the operational areas of RAAF Base Williamtown and Newcastle Airport. The former beach ridges and low transgressive dunes have been levelled over time. Some areas have also been totally reshaped following sand mining. Areas of remnant and regenerating vegetation are restricted to the centre of the Project Area directly north of Cabbage Tree Road properties and south of Newcastle Airport.

The underlying geology forms part of the Tomago Sandbeds, Pleistocene aged quaternary sediments of marine origin to a depth of approximately 20 m. The Tomago Sandbeds are Hunter Water's major groundwater source, providing around 7% of the Lower Hunter's drinking water. The Tomago Sandbeds also have a large surface area and a relatively shallow water table (Hunter Water 2015). The north-west corner of the Project Area lies within the catchment of the Hunter Estuary Wetlands. These wetlands are recognised as being of international and national significance as a Ramsar site and by listing on the RNE and the Directory of Important Wetlands in Australia.

The original landscape features are late Pleistocene beach ridges and discrete low transgressive dunes that are believed to date to approximately 12,000 to 17,000 years ago. The major features of the landscape have not changed significantly over the last 10,000 years, but their context has changed dramatically as Holocene sea level rise lead to the deposition of an Outer Barrier and estuarine landscapes (Woodhead 2008).

4.2 Built Environment

The Project Area is located in the small rural town of Williamtown and includes 285 ha of land directly south of RAAF Base Williamtown and Newcastle Airport. The site is largely bound by Cabbage Tree Road to the south and Nelson Bay Road to the east. The Project Area comprises large rural/residential properties to the north of Cabbage Tree Road, and marshland located west of Nelson Bay Road. Overall, the Project Area includes the following developable areas:

- Regional Enterprise Zone (REZ);
- Environmental Protection Area (C2); and
- Infrastructure / Newcastle Airport / Drainage Channels, Flood Mitigation & Wetlands / Classified Road (SP2).

There are three sites of interest identified in this assessment and brief descriptions have been included below. These sites include the locally listed heritage sites, St Saviour's Anglican Church and Devon House, and a site of potential historic heritage significance being the former Williamtown Public School. It should be noted that whilst the Project Area is within the northern part of the heritage curtilage of Devon House, it is over 200m north of identified significant site elements.

A site survey of these properties was undertaken between 13th – 14th May 2021. Due to access restrictions, the remaining rural properties along Cabbage Tree Road and Nelson Bay Road were only viewed from the road.

4.2.1 Listed Heritage Sites

4.2.1.1 St Saviour's Anglican Church

St Saviour's Anglican Church is located on the corner of Cabbage Tree Road near the intersection with Nelson Bay Road and adjacent to the former Williamtown Public School. The Church was constructed in 1912 on a 'T' shaped floor plan and is a simple and modest gothic revival style brick

church with steep gable roof and extended parapet gables, and paired lancet arch windows between buttresses (*Photograph 4-1*).

Externally, the Church appears to have retained most its original form and fabric, including timber sash windows, timber slat doors and face brick façade. The steel roof and timber rafters are original, though the tiled roof cladding appears to be a later feature.



Photograph 4-1 North elevation of St Saviour's, brick face, steep gabled roof and lancet arch windows, circular apse



Photograph 4-2 North elevation of St Saviour's c.1913



Photograph 4-3 St Saviour's Anglican Church, south elevation with clergy house adjacent to the Church to the west

Located on the same block directly adjacent to the Church is what is assumed to be a small stone Clergy House (*Photograph 4-3*). This house is visually similar in design to the Church with matching gabled roof and roof tiles and also painted white. The Clergy House was constructed later than the Church building. The west elevation of St Saviour's features a small circular apse with a set of three stained glass lancet windows (*Photograph 4-4*).

Parallel to the north elevation of the Church is the church bell, attached to timber posts, this is likely to also be original to the 1912 construction (*Photograph 4-5*). For site layout of St Saviour's Anglican Church refer to *Figure 4.1*.



Photograph 4-4 Original stained glass lancet window, west elevation apse



Photograph 4-5 Original 1912 church bell on timber posts



Legend

- Williamtown SAP Boundary
- Non-Aborigin Heritage Site
- 1 St Saviour's Anglican Church
- 2 Clergy House
- 3 (possibly) original timber framed/brick school building (c.1869)
- 4 Brick toilet block
- 5 (possibly) original Williamtown Public School (c.1869)
- 6 7 8 Later brick school buildings

Source:
Port Stephens LGA DCBD, DTBD 2020
Nearmap Imagery 26th Jan 2021

St Saviour's Anglican Church and Williamtown Public School Site Layout

Drawing No: 0574306s_WSAP3_HER_G013_R2.mxd

Date: 30/11/2022

Drawn By: VN

Coordinate System: GDA 1994 MGA Zone 56

Williamtown SAP

Drawing Size: A3

Reviewed By: JW

Client: DPIE

01020m

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This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.

F4-1

4.2.1.2 Devon House

Devon house is a striking two-storey timber Late-Victorian homestead fronting Cabbage Tree Road, Williamtown (*Photograph 4-6*). The homestead is located on a large rural block that appears to be the original delineation of the Moxey Family property from former landowner and notable local pioneer Captain William Snodgrass. Devon House was constructed in 1889 by the Moxey Family and stayed in the family for over 140 years before it was sold to the current owners. With the exception of the roof fabric and the original cast-iron lacework pieces and verandah balustrade panels, much of the original external fabric appears intact (*Photograph 4-7*).

There is a small bathroom extension on the top floor of the back verandah. The breezeway and former kitchen towards the back of the house were converted into a new wing approximately 20 years ago (pers comms Devon House owner 13 May 2021) (*Photograph 4-8*). The building has a hipped roof clad in corrugated steel, with original brick chimney (*Photograph 4-9*). The walls are clad in horizontal timber weatherboard, with timber sash windows equally placed and parallel on ground and upper levels. The homestead is on square plan with a modestly designed wrap around timber post verandah with hipped roof.



Photograph 4-6 Devon House south-west façade fronting Cabbage Tree Road



Photograph 4-7 Devon House with the Moxey Family posing in the front yard c.1900



Photograph 4-8 Devon House north-east elevation showing converted breezeway



Photograph 4-9 Devon House west elevation showing stacked brick chimney

Prior to constructing Devon House, the Moxey Family lived in a small timber cottage/structure (details unknown) in what is now the backyard of the property (pers comms Devon House owner 13 May2021). This timber cottage is no longer extant however the concrete slab still remains. There are a number of extant timber structures towards the norther extent of the property, these fairly intact remnants are associated with the Moxey family's early dairy farming activities on the property and are likely to pre-date the construction of Devon House. These contributory structures include:

- early timber post and beam barn of dropped log construction (the Moxey family fed their cattle in this barn) (*Photograph 4-10 & Photograph 4-11*);
- old dairy farm remnants including dairy shed and tools (*Photograph 4-12*); and
- concrete slab with timber post remnants from original residence (pre-1889) (*Photograph 4-13*).

Refer to *Figure 4.2* for the site layout of the Devon House property.



Photograph 4-10 Early drop log barn, possibly pre-dates Devon House



Photograph 4-11 Internal view of barn showing timber framing



Photograph 4-12 Original timber framed dairy





Photograph 4-13 Concrete slab and timber posts associated with early Moxey residence (pre-dates Devon House)



Legend

- Non-Aborigin Heritage Site
- 1 Devon House (1889)
- 2 Timber barn (pre-1889)
- 3 Old Dairy (pre-1889)
- 4 Concrete slab (location of original timber cottage (pre-1889))
- LEP Heritage Curtilage

Source:
Port Stephens LGA DCBD, DTBD 2020
Nearmap Imagery Oct 2022

Devon House Site Layout		F4-2
Drawing No: 0574306s_WSAP3_HER_G012_R2.mxd	Williamtown SAP	
Date: 15/12/2022	Drawing Size: A3	
Drawn By: VN	Reviewed By: JW	
Client: DPIE		
Coordinate System: GDA 1994 MGA Zone 56		This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.
0 10 20m		
		

4.2.2 Sites of Potential Historic Significance

4.2.2.1 Williamtown Public School

Williamtown Public School is a single storey modestly designed brick school, originally constructed in this location in 1869. The school was moved to its current location in c. 1890 and remained in continued use as a public school for nearly 140 years until its closure in 2010. The school is located on the corner of Cabbage Tree Road and Nelson Bay Road and includes six separate structures clustered around an asphalt court. Refer to *Figure 4.1* for site layout of the school complex.

There are what appear to be two early structures on site that could be associated with the original 1869 school. North of the asphalt court is a single-storey brick structure with gabled roof and two stacked brick chimneys (*Photograph 4-14*). This building has been modified at some stage with a timber weatherboard lean-to with skillion roof attached to the length of its north elevation (*Photograph 4-15*).

The only remaining feature of the early 1869 structure appears to be the brick shell and chimneys (*Photograph 4-16*). The windows have been boarded up and timber window frames severely damaged. The roof fabric has been replaced at some stage. This building has been subject to serious vandalism with graffiti tags across each structure, windows broken and doors removed (*Photograph 4-17*). Overall, the integrity and condition of this building is considered low.



**Photograph 4-14 South elevation of early 1869
brick school building**



**Photograph 4-15 West elevation of early
1869 brick school building showing
gabled roof with simple gable roof end
decoration and timber lean-to**



**Photograph 4-16 closer view of south elevation
brick detailing and chimney, timber window
frames removed and boarded up**



**Photograph 4-17 Internal view of timber
lean-to addition, severely vandalised**

Along the western extent of the site directly north of St Saviour's Anglican Church is an early timber framed building. This building is single storey, supported on stacked brick stumps and features a slanting gabled roof and wrap around timber verandah which has been part enclosed (*Photograph 4-18*).

A Teacher's Residence at the Williamtown Public School was reported in 1927 as 'needing repairs', this structure is representative of a modest early 20th century home and may have been the teacher's residence. This building remains largely intact, though the verandah timber flooring is damaged and the windows and doors have been removed (*Photograph 4-19*).



Photograph 4-18 North of St Saviour's possibly timber teacher's residence



Photograph 4-19 horizontal timber cladding and timber post verandah clad in corrugated iron

The later buildings include a brick toilet block and three small modern brick structures (*Photograph 4-18*). These buildings have retained their solid timber framing and general structure, however they have been left to deteriorate and are severely damaged (*Photograph 4-20*). These buildings are unlikely to have any historic heritage significance. A formal assessment of the school against NSW State Heritage Criteria is provided in *Section 5.2.1*.



Photograph 4-20 External view of one of the modern brick school buildings along Nelson Bay Road left to deteriorate

4.2.2.2 *Private Rural Properties*

The remainder of rural properties along Cabbage Tree Road, Fullerton Cove Road and Nelson Bay Road were viewed from the road during the site inspection. These properties did not exhibit any obvious elements of features of historic interest during this survey. Many extant features of historic heritage interest have likely been lost over time due to residential development and activities undertaken on each property. However, it is possible that unknown sites of potential significance are located within these areas. In order to appropriately avoid any incidental harm to unknown sites, mitigation measures have been provided in *Section 7.3*.

5. ASSESSMENT OF SIGNIFICANCE

5.1 Known Historic Heritage Sites

A search of the databases listed in *Section 2.4* identified three historic heritage listed places within the Project Area:

- St Saviour's Anglican Church (Port Stephens LEP 2013 Item 108), on the corner of Cabbage Tree and Nelson Bay Road;
- Devon House (Port Stephens LEP 2013 Item 109), on Cabbage Tree Road; and
- Williamtown RAAF Base Group (RAAF Base Williamtown) (CHL Place ID 105639) within the north-eastern section of the Project Area.

ERM has provided a brief assessment against NSW SHR criteria for St Saviour's Anglican Church, as this is not included in the Port Stephens LEP listing for the site. As RAAF Base Williamtown and Devon House have been subject to a formal heritage assessment, ERM has not undertaken additional detailed heritage assessment of these sites. Instead, a summary of the significance of each site and Statement of Heritage Significance is provided below with brief validation by ERM where necessary.

5.1.1 St Saviour's Anglican Church

St Saviour's Anglican Church is a single storey brick church with gabled roof constructed in 1912. St Saviour's is listed on the Port Stephens LEP (2013) (Item 108). The Church was constructed of hand-made bricks using materials from the Williamtown area. The current Statement of Significance for the Church is as follows:

'Anglican Church constructed 1912'

The significance of St Saviour's Anglican Church has not been assessed against NSW SHR Criteria, though it has been found to be of local heritage significance. A brief assessment against NSW SHR Criteria is provided below. This assessment has been informed by information gained from the Port Stephens LEP Listing for the site (Item 108) and additional historic research undertaken by ERM.

Table 5.1 St Saviour's Anglican Church Summary of Significance

NSW State Heritage Register Criteria met	ERM Assessment
Criteria a) Historic	St Saviour's Anglican Church was established in 1912 using handmade cement bricks made from local materials. The Church was established following the demolition of the original timber Church of England on the former Cabbage Tree Estate (constructed 1867). The Church has remained in continued use since its establishment and has held many important services and events for the Williamtown community in its 110-year history.
Criteria c) Aesthetic Characteristics / Technical Achievement	St Saviour's Anglican Church is a simple and modest gothic revival style brick church with gabled roof and extended parapet gables, and paired lancet windows between buttresses. The Church and associated later clergy house, landscaped garden and retaining wall are eye catching features along Cabbage Tree Road and from Nelson Bay Road. The Church was the first building in the district to be built of handmade rusticated cement blocks.
Criteria d) Community Association	The St Saviour's Anglican Church replaced the original 19 th century timber church and has remained in continued use by the Williamtown community for over a century. Important pioneers William Moxey and Sarah Moxey (nee Dawson) were the first to get married in the original timber St Saviour's Anglican Church. The service following the funeral of notable pioneer Mr. Alfred Henry Slade or "Snapper" was held at St Saviour's Anglican Church in 1955.
Key Historic Themes	Religion – Activities associated with particular systems of faith and worship.

NSW State Heritage Register Criteria met	ERM Assessment
Integrity	St Saviour's appears to have a high degree of integrity. Relatively unaltered from its 1912 construction.
Condition	St Saviour's was damaged by an earthquake in 1989 and this damage was repaired. Footings have been underpinned following the infestation of rabbits.

The heritage curtilage of St Saviour's Anglican Church as determined in the Port Stephens LEP is presented in *Figure 5.1* below (figure also includes 20 m setback).

5.1.2 Devon House

Devon House (also known as 'former Moxey's Slab Cottage') is listed on the Port Stephens LEP (Listing No: I109) as a 19th century homestead complex associated with farming and grazing. The main house, a two-storey timber Victoria homestead, outbuildings including a corn crib and slab dairy make up the historic landscape of this property. The current Statement of Significance for the property is as follows:

'Complex of house (built in 1889) and other farm outbuildings'

The significance of Devon House has been assessed against NSW SHR Criteria and was found to be of local heritage significance. ERM has summarised the current Port Stephens LEP Listing and provided brief validation below.

Table 5.2 Devon House Summary of Significance

NSW SHR Criteria met	Description from LEP Listing	ERM Validation
Criteria a) Historic	<i>Significant because it represents the achievement possible by hard working emigrant agricultural families of the mid-19th century and the opportunities that industrialisation and cooperative marketing afforded the dairy industry. The outbuildings provide historical evidence of earlier dairying methods.</i>	ERM agree with this assessment. Devon House was established by the pioneer Moxey family in 1889 on land previously owned by the influential pioneer Colonel Snodgrass. The Moxey family established a successful Dairy farm and played an important role in the expansion of the dairy industry in Williamtown. The rural setting of Devon House and the historic remnants of the old dairy, shed and concrete footings of previous house are considered contributory elements to the site's overall significance.
Criteria c) Aesthetic	<i>Devon House was aesthetically significant because of its relatively modest Victorian architecture. The outbuildings had aesthetic significance due to their age and style.</i>	ERM agree with this assessment. Devon House is a unique Victorian property for the area and an eye catching feature fronting Cabbage Tree Road. Its rural setting also plays an important role in its aesthetic value.
Criteria d) Social	Devon House is socially significant because it was (and still is) a landmark building on the eastern end of Cabbage Tree Road where 3 or 4 generations of the Moxey family lived.	ERM agree with this assessment. Devon House was the home of an important pioneer family in the Williamtown area for over 140 years.
Criteria e) Research potential	<i>The outbuildings are significant for their insight into 19th century farming and dairying.</i>	ERM agree with this assessment. The outbuildings of Devon House are important contributory features.
Criteria g) Representative	<u>Not assessed under this Criterion.</u>	The Devon House property - including Victorian homestead, outbuildings and rural setting - together demonstrate the principal characteristics of a 19 th century pastoral property.
Key Historic Themes	Migration – Activities associated with the resettling of people from one place to another and the impacts of such movements	

NSW SHR Criteria met	Description from LEP Listing	ERM Validation
Integrity	Later renovations to the property in 1928 and again in 1954 have compromised the overall integrity of the 19 th century complex, however much of the original fabric remains and there is potential to restore this property to its original condition.	
Condition	Devon House was considered to be of poor condition in March 2004 when the site was last formally assessed. During the ERM site survey (13/5/2021) the condition of Devon House was found to be good, with fairly minor upgrades and modifications to the home for its modern private use. The condition of the old dairy and shed is poor, however the owners have carefully retained these elements in situ and there is great potential for future interpretation.	

Devon House – Heritage Curtilage

The heritage curtilage of Devon House and property as determined in the Port Stephens LEP is presented in *Figure 5.1* below. The current heritage curtilage includes the entirety of the block located at 199 Cabbage Tree Road. Due to the potential impact to the immediate setting and existing heritage curtilage of Devon House for works associated with the Williamstown SAP (as identified in *Section 6*), provided below is a proposed revised heritage curtilage for Devon House (refer to *Section 6* and *Figure 5.2*). This revised heritage curtilage encompasses all the known built features, significant landscape features and important sight lines associated with Devon House as ground-truthed during the site inspection. A 50 m set back has also been presented.

5.1.3 RAAF Base Williamtown

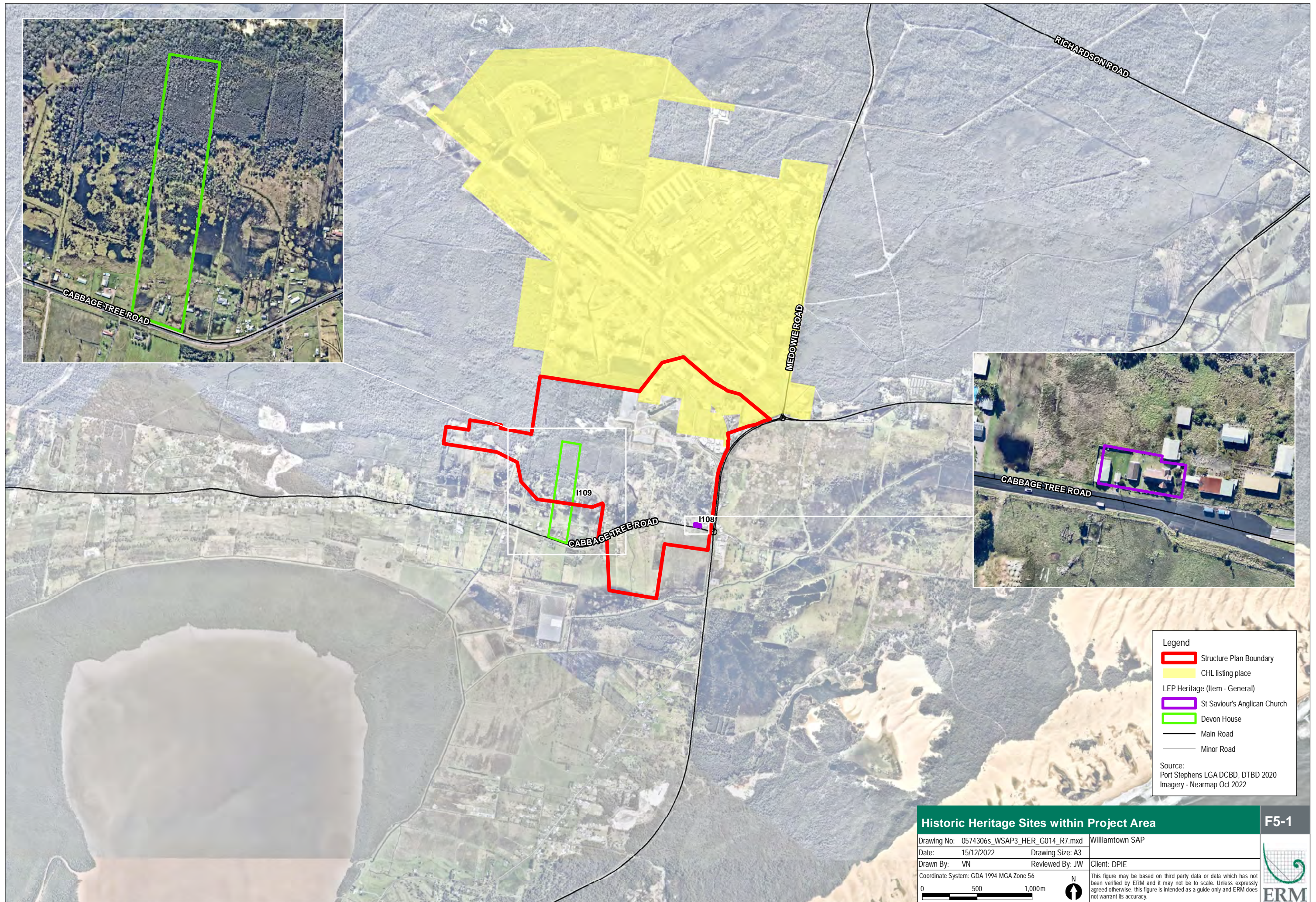
RAAF Base Williamtown is listed on the CHL as Williamtown RAAF Base Group (Place ID: 105639). RAAF Base Williamtown is located on Nelson Bay Road, Williamtown. RAAF Base Williamtown is located within a broader cultural landscape, established on beach ridges and low transgressive dunes that date to the late Pleistocene. The RAAF base was established in 1939 and comprises Henderson Road, the road network of 1939-1945 camp and 1939-1945 era buildings and structures, and associated taxiways and runways. The Base also comprises post war structures and buildings and is important as the operational and training focus for Australia's jet fighter aircraft. ERM has summarised the CHL Citation for RAAF Base Williamtown and the RAAF Base Williamtown Heritage Management Plan Significance Assessment which found the base to also hold significant Aboriginal values (ERM 2021)¹.

Table 5.3 RAAF Base Williamtown Summary of Significance

CHL Criteria met	Description
Criteria a) Historic	<p>RAAF Base Williamtown is of historic importance as a WWII era airbase. The site was selected for RAAF in August 1939, when the site was surveyed for an emergency landing ground. A significant factor in its selection was its close proximity to Newcastle's steel mills and coal mines. The base is significant for its association with the NSW Government Unemployment Relief Program during WWII, resulting in the completion of four runways in 1940. The base is significant for its contribution to the Empire Air Training Scheme between 1942 and 1945, and its post-war site development reinforced the importance of its peacetime role.</p> <p>Attributes: The buildings, structures, landscape and runways as noted above.</p> <p>RAAF Base Williamtown lies within a broader cultural landscape that encompasses the Newcastle Bight region. This comprises beach ridges and low transgressive dunes, dating to the late Pleistocene (12,000 to 17,000 years ago). Sections of the landscape, including Duckhole Hill and the Galloping Swamp Dune, demonstrate patterns of Aboriginal occupation across the Late Pleistocene/Holocene transition (i.e., the period from about 17,000 years ago to about 4000 years ago).</p> <p>Attributes: Duckhole Hill and Galloping Swamp Dune</p>
Criteria b) Rarity	<p>The main runway (1950) is of exceptional interest as the first concrete runway constructed in Australia, and as the dedicated operational focus of Australia's RAAF Fighter Wing. The Test Butts (No. 316) are of particular importance for their association with the early use of jet fighters by RAAF.</p> <p>Attributes: The main runway and Test Butts.</p> <p>RAAF Base Williamtown is part of a cultural landscape that displays uncommon to rare attributes, including Pleistocene landforms that do not appear in a majority of coastal hinterlands along the NSW coast.</p> <p>Attributes: Unmined areas of the dune between Duckhole Hill and Galloping Swamp Dune and areas of uncleared vegetation.</p>
Criteria c) Research Potential	<p>The Galloping Swamp Dune has demonstrated associations with a stone artefact assemblage of possible late Pleistocene age (12,000 to 17,000 years ago). While no archaeological material was observed on the surface of the dune, further material is likely to be present within the unmined section. Moreover, relatively undisturbed sections of Duckhole Hill retain a high potential to reveal further information about human use of this landscape during the late Pleistocene.</p> <p>Attributes: Galloping Swamp Dune and Duckhole</p>
Criteria d) Characteristic	<p>The street layout of the initial 'camp area', including the grid pattern road layout, the alignment of Medowie Road (Henderson Road), Parade Ground, Bellman Hangers and the northern taxiway and underground fuel tanks are important in illustrating the principal functional characteristics of RAAF Bases developed in the immediate pre-war years and during WWII. The Bellman Hangars, married quarters and accommodation blocks for Officers and Airmen are each representative of the principal characteristics of RAAF wartime structures.</p>

¹ The Aboriginal cultural and archaeological values of RAAF Base Williamtown and the Investigation Area have been considered in a separate Aboriginal Heritage Assessment Report. An overview of these values is included for important context and understanding of overall CH values for RAAF Base Williamtown.



CHL Criteria met	Description
	<p>Attributes: The street layout of initial ‘camp area’ and road alignment, Bellman Hangars, northern taxiway areas, underground fuel tanks, Officers’ and Airmen Accommodation blocks and the overall evidence WWII and post-war planning.</p> <p>Parts of RAAF Base Williamtown are representative of the rare late Pleistocene dune environment in coastal NSW. Examples of this environment are limited, both in distribution and in intactness, as many sand deposits have previously been quarried, mined or developed. This is true of RAAF Base Williamtown where large portions of the landscape have undergone significant modification. Only Duckhole Hill and Galloping Swamp Dune retain the principal characteristics of Pleistocene dune environments.</p> <p>Attributes: Duckhole Hill and Galloping Swamp Dune</p>
Criteria g) Social	<p>Duckhole Hill is a prominent landscape feature, providing the highest viewpoint in a 5 km radius. Worimi burials are traditionally located on elevated landforms, with higher areas reserved for the most important figures.</p> <p>The Worimi have stated that despite known elements of this site have been reworked and redistributed by mining, the dune retains cultural significance as a tangible link to country.</p>
Criteria i) Indigenous tradition	<p>The dune systems are associated with Aboriginal occupation deposits that date to the periods when they were forming. The Pleistocene sand beds are particularly important because they include a well-developed palaeosol which dates to between 17,000 and 10,000 years before the present. Erosion and sand mining have uncovered Aboriginal artefacts associated with the A2 horizon which lies immediately under the buried paleosol. An analysis of the distribution of these finds indicates that they are most commonly found within 250 metres of fresh water sources created by the barrier dune such as Galloping Swamp.</p> <p>The RAAF Base has been extensively developed since it was first established. These developments do not appear to extend into the areas close to fresh water sources and it is likely that much of the Pleistocene Aboriginal cultural landscape remains intact.</p>
Key Historic Themes	<p>Tracing the evolution of the Australian environment – tracing climate and topographical change</p> <p>Peopling Australia – living as Australia’s earliest inhabitants</p> <p>Defending Australia – Providing for the common defence – going to war</p>
Integrity	<p>The overall integrity of the WWII historic landscape of RAAF Base Williamtown is high.</p>
Condition	<p>All buildings and structures, (with the possible exception of redundant underground fuel tanks and early runways) remnants are maintained and in good order.</p>

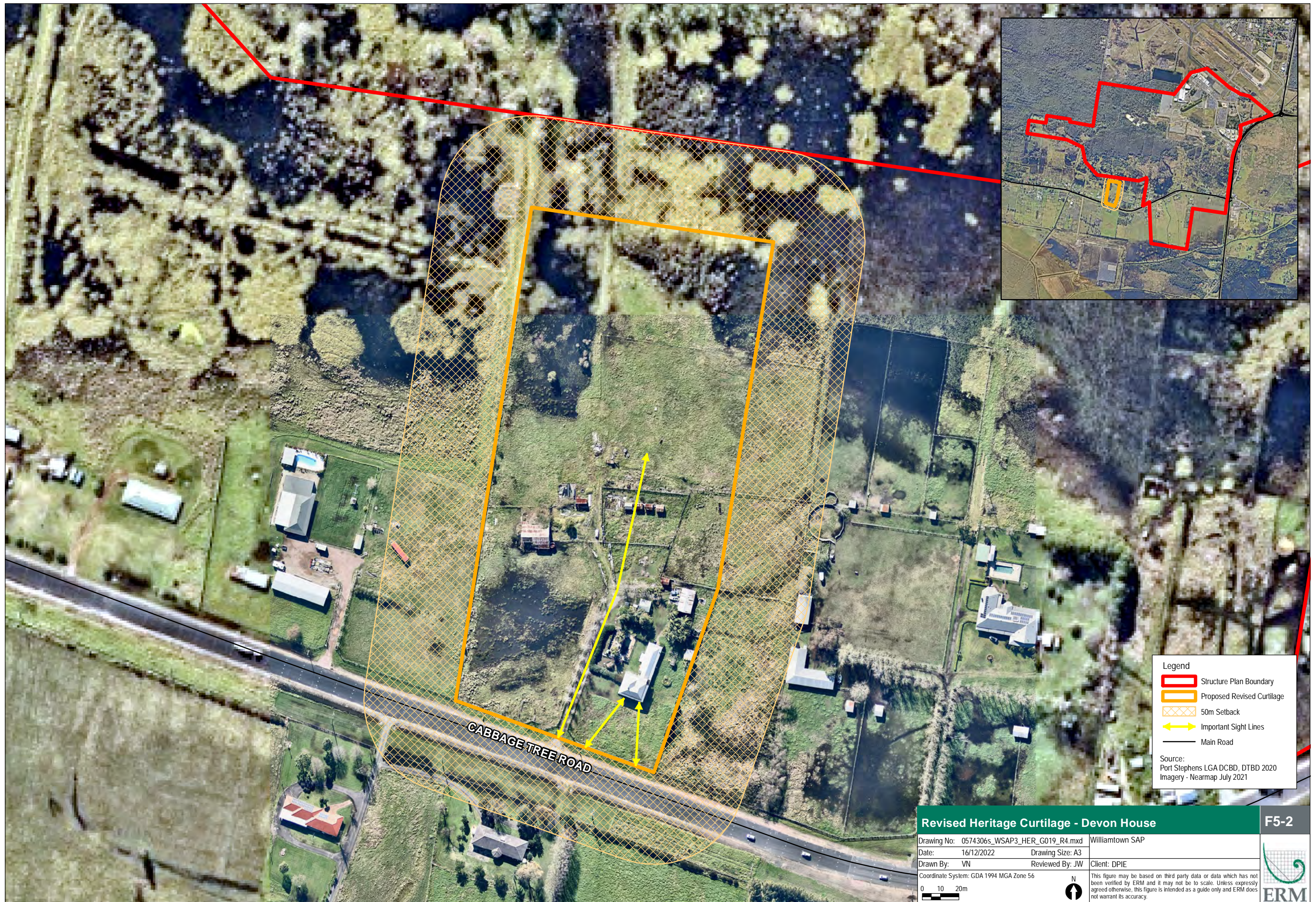


Legend

- Structure Plan Boundary
- CHL listing place
- LEP Heritage (Item - General)
- St Saviour's Anglican Church
- Devon House
- Main Road
- Minor Road

Source:
Port Stephens LGA DCBD, DTBD 2020
Imagery - Nearmap Oct 2022

Historic Heritage Sites within Project Area			F5-1
Drawing No: 0574306s_WSAP3_HER_G014_R7.mxd	Williamtown SAP		
Date: 15/12/2022	Drawing Size: A3		
Drawn By: VN	Reviewed By: JW	Client: DPIE	
Coordinate System: GDA 1994 MGA Zone 56			
0 500 1,000m			
This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.			



Legend

- Structure Plan Boundary
- Proposed Revised Curtilage
- 50m Setback
- Important Sight Lines
- Main Road

Source:
Port Stephens LGA DCBD, DTBD 2020
Imagery - Nearmap July 2021

Revised Heritage Curtilage - Devon House			F5-2
Drawing No: 0574306s_WSAP3_HER_G019_R4.mxd		Williamtown SAP	
Date: 16/12/2022		Drawing Size: A3	
Drawn By: VN		Reviewed By: JW	
Coordinate System: GDA 1994 MGA Zone 56		Client: DPIE	
<div>01020m</div> <div><div></div><div></div><div></div><div></div><div></div></div>		<div><div>N</div><div></div></div> <div>This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.</div>	

5.2 Areas of Potential Historic Heritage Significance

This HA involves the identification of known heritage listed sites within the Project Area along with an analysis of any areas of potential historic significance. ERM utilised historical research and review of maps, plans and aerial photographs alongside the historical overview in *Section 3* and the detailed historical background in *Appendix C* in order to determine areas of potential historic significance. Refer to *Figure 5.3* for the presentation of areas of potential historic heritage significance.

This assessment evaluates the heritage significance of potential heritage places within the Project Area in accordance with *Assessing Heritage Significance* (NSW Heritage Office 2001). A historic heritage site must meet at least one of the following criteria to be assessed as having heritage significance.

- a): An item is important in the course, or pattern of NSW's cultural or natural history (or the cultural or natural history of the local area)*
- b): An item has a 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 cultural or natural history of the local area)*
- c): An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW (or the local area)*
- d): An item has a strong or special association with a particular community or cultural group in NSW (or the local area) for social, cultural or spiritual reasons (or the local area)*
- e): An item has potential to yield information that will contribute to an understanding of NSW's*
- f): An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area)*
- g): An item is important in demonstrating the principal characteristics of a class of NSW's cultural or natural places; or cultural or natural environments (or a class of the local area's cultural or natural places; or cultural or natural environments).*

5.2.1 Williamtown Public School – Significance Assessment

During desktop analysis and site investigation ERM identified Williamtown Public School as having potential for local heritage significance. Limited information was located with regards to Williamtown Public School, as such ERM has provided only preliminary historic heritage assessment against NSW State Heritage criteria below.

Williamtown Public School is located on the corner of Cabbage Tree Road on the same block as St Saviour's Anglican Church. The school is not listed on local or state heritage registers or any known non-statutory heritage lists. *Table 5.4* presents ERM's assessment of the former school against NSW State Heritage Criteria.

Table 5.4 Assessment of the Williamtown Public School against NSW State Heritage Criteria

NSW State Heritage Register Criteria	ERM Assessment	Significance
Criteria a) historic	<p>The former Williamtown Public School was first constructed in Williamtown in 1869 and described as a 'brick Public School'. It was moved to its current location on the corner of Cabbage Tree Road in c.1890 and remained in continued use as a public school for nearly 140 years. The school once contained an honour roll for the former Williamtown Public School students who served in WWI, though this honour roll was not identified during the site inspection. A c.1920s residence is also located next to the School buildings which could be an early teacher's residence, though this could not be verified. The school officially closed down in 2008 due to lack of student enrolments.</p> <p>Williamtown Public School played an important role in the community for nearly 140 years, however due to insufficient evidence the original 1869 structure/s could not be positively identified. As such, the integrity of the original structure/s is unknown though considered likely to be low. Further, the condition of these buildings is considered poor. The former Williamtown Public School in its current condition is not considered an important item in the course of pattern of the history of the Williamtown area.</p>	Nil
Criteria b) association	The former Williamtown Public School does not have any known special associations.	Nil
Criteria c) aesthetic	The former Williamtown Public School does not exhibit any aesthetic attributes.	Nil
Criteria d) community association	There is currently no indication that the former Williamtown Public School in its current condition has a strong or special association with the local community. It should be considered however, that the Williamtown community fought to keep this school open prior to its closure in 2008. At this time the community recognised the significance of the School for its 139 year history and its social value to the local community. It was also recognised for its special connection to the RAAF Base, as many former students were children of RAAF servicemen and women. Many other children came from the surrounding dairy farms. Following this, there is potential for the former school to have some value to the local community, however in its current condition this is considered unlikely.	Nil
Criteria e) research value	The former Williamtown Public School does not have the potential to yield further information.	Nil
Criteria f) rarity	The former Williamtown Public School does not demonstrate any rare qualities.	Nil
Criteria g) characteristic	The former Williamtown Public School is a low single storey brick building with stacked chimney. Details of the original construction are unknown, however the school appears to have undergone considerable internal and external modifications, as such it does not appear to demonstrate any principle characteristics.	Nil

NSW State Heritage Register Criteria	ERM Assessment	Significance
Integrity	As noted above and in Section 4.2.2.1 there is very little archival information available regarding the former Williamtown Public School and its original design details are unknown. It does appear to have undergone considerable modifications over the years to ensure its modern usability therefore its integrity is considered low.	
Condition	Since its closure in 2008 the former Williamtown Public School has remained unused and has degraded considerably over time. The school buildings have also been subject to vandalism. The condition of the school is considered to be poor.	
Conclusion: the former Williamtown Public School does not satisfy any of the criteria for nomination to the state or local heritage register. It should be noted however, that the local community fought to save this school prior to its closure in 2008. As such, the school may have retained some importance to the local community.		

5.2.2 General Areas of Potential

ERM has identified a number of general areas that have the potential to contain historic archaeology or remnants of built structures associated with early land uses. These areas of potential significance have been identified using the NSW historic themes presented in *Section 2*, and comprise areas that are within the three major theme groups identified as most relevant for the region. The areas that have been identified are those most likely to contain the types of historic places, sites and structures associated with each theme group.

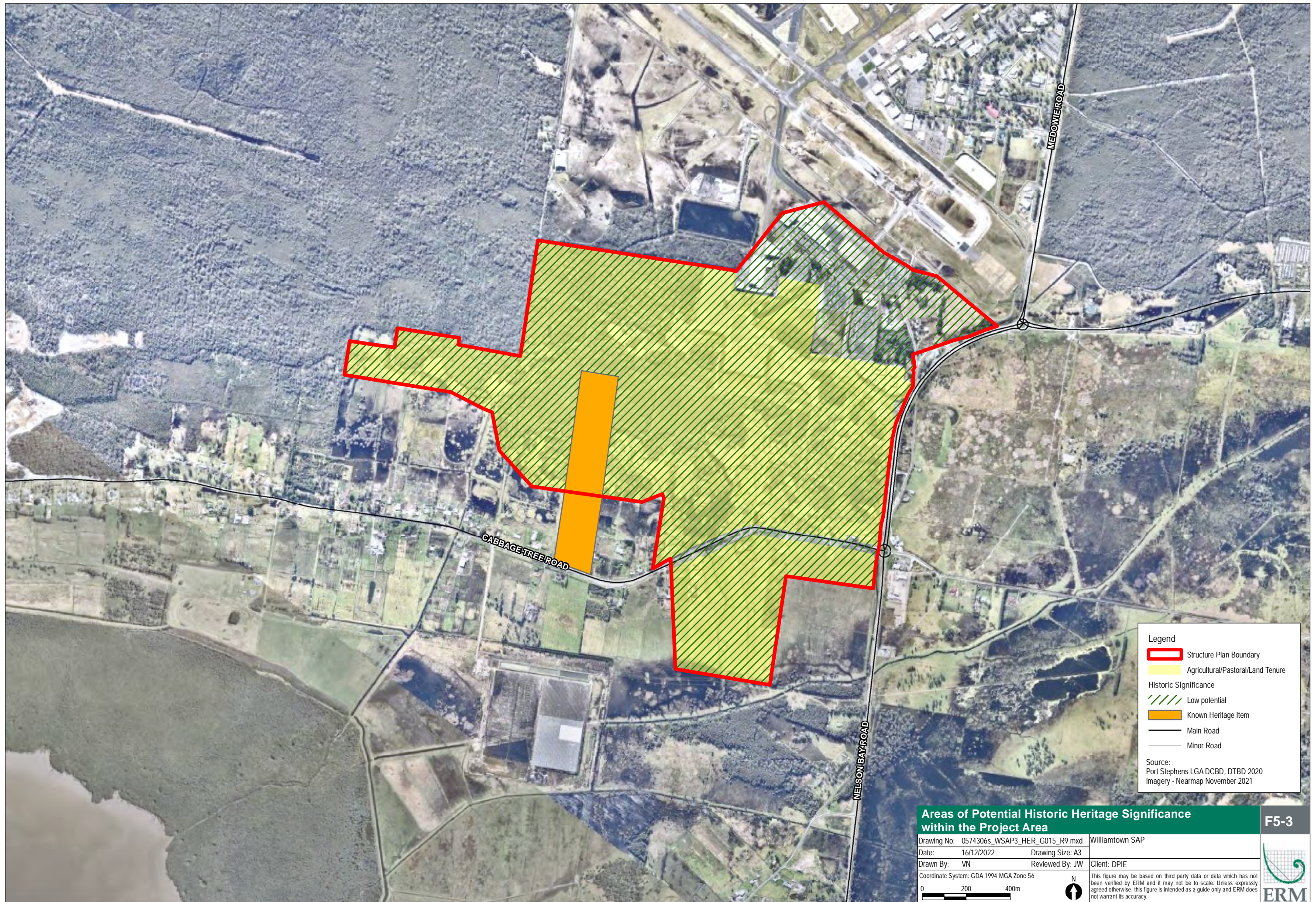
It should be noted that these historic themes are indicative only and only refer to potential sites/areas identified through historic research. Areas that have been directly identified as likely to have historic heritage potential (either built or archaeological) have been mapped in *Figure 5.3* below. These areas include areas of former large 19th century agricultural estates as identified by early parish maps. These former estates may have early evidence of pastoral, agricultural uses and remnants of early land tenure that have not yet been identified. Areas of potential have been considered as a matter of standard best practice for the protection and mitigation of incidental harm to unknown sites and places within the Project Area.

Table 5.5 below identifies each theme, the activities generally associated with each theme, and the types of associated sites that are potentially located within the Project Area. Refer to *Figure 5.3* for the mapped areas of potential heritage significance. For next steps regarding to the General Areas of Potential refer to *Section 7.3.2*.

Table 5.5 General Areas of Potential Heritage Significance within the Project Area

Theme Group	Activities	Types of Associated Places, Sites, Structures likely to occur	Area of Likelihood	Level of Likelihood (low, moderate, high)	Associated History
Pastoralism	Activities associated with the breeding, raising, processing and distribution of livestock for human use.	Pastoral station, shearing shed, homestead, pastoral landscape, common fencing, wool store, well, water trough, stables, butchers hut	Williamtown (Cabbage Tree Road)	Low	<p>Pastoralism was a large industry within the Project Area with the ACC lands at Port Stephens established 1826. Many of the large early estates undertook pastoral activities within the Project Area.</p> <p>Elements of historic pastoralism may be found across the entire Project Area. The particular areas of potential lie north and just south of Cabbage Tree Road. However, there may be additional areas of potential. <i>See Sections 3.2.4, 3.2.7 and Appendix C.</i></p>
Agriculture	Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes.	Homestead and outbuildings, Hay barn, wheat harvester, silo, dairy, rural landscape, plantation, shed, orchard, fencing, wells, early drainage features	Williamtown	Low	<p>Williamtown were originally settled in 1830s by large agricultural estates, the estate of Colonel Kenneth Snodgrass (Cabbage Tree Estate) played a key role in growth and development within the Project Area.</p> <p>Early settlers of modest means were also encouraged to take up land in the area for agricultural purposes, as such, elements of historic agriculture may be found across the Project Area.</p> <p>Williamtown (originally Cabbage Tree Estate) grew from the early Dairy industry of the area. A notable Dairy farm was located at Cabbage Tree Estate from 1855. Devon House was later established in 1889.</p> <p>The particular areas of potential lie north and just south of Cabbage Tree Road. However, there may be additional areas of potential. <i>See Section 3.2.7, 3.2.8 and Appendix C.</i></p>


Theme Group	Activities	Types of Associated Places, Sites, Structures likely to occur	Area of Likelihood	Level of Likelihood (low, moderate, high)	Associated History
Land Tenure	Activities and processing for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal.	Fence, survey mark, subdivision pattern, boundary hedge, stone wall, marker trees	Williamtown	Low	Key areas of colonial and later pastoral/agricultural settlement within the Project Area may contain early remnants of land tenure. There is no particular area of potential within the Project Area.
Educating	Activities associated with teaching and learning by children and adults, formally and informally.	School	Cabbage Tree Road, Williamtown	Low	The Williamtown Public School was established in 1869 and closed in 2010. The Williamtown community was saddened by the closure of the school and are likely to value the school for its connection to history of education in Williamtown. <i>See Section 5.2.1 and Appendix C.</i>




Legend

- Structure Plan Boundary
- Agricultural/Pastoral/Land Tenure
- Historic Significance**
- Low potential
- Known Heritage Item
- Main Road
- Minor Road

Source:
Port Stephens LGA DCBD, DTBD 2020
Imagery - Nearmap November 2021

Areas of Potential Historic Heritage Significance within the Project Area		F5-3
Drawing No: 0574306s_WSAP3_HER_G015_R9.mxd	Williamtown SAP	
Date: 16/12/2022	Drawing Size: A3	
Drawn By: VN	Reviewed By: JW	Client: DPIE
Coordinate System: GDA 1994 MGA Zone 56		 This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.
0 200 400m		



6. ASSESSMENT OF POTENTIAL IMPACTS

The following section provides a high-level review of potential impacts to the identified historic heritage sites within the Project Area.

6.1 EbD Process

The Williamtown Structure Plan has been developed through an Enquiry by Design (EbD) process led by a series of workshops attended by subject matter experts from each technical specialisation. Heritage experts were present at each workshop and contributed to the process of enquiry. The EbD process enabled consideration of the Project Area's heritage and biodiversity values, contamination and drainage constraints in balance with the seven essential elements of the Williamtown SAP:

- Equity (stay and play);
- Identity (design for country & community);
- Greenery (blue green grid);
- Urbanity (more than just an airport);
- Mobility (movement & place);
- Wellness (healthy city); and
- Resilience (an innovative ecosystem).

The known and potential non-Aboriginal historic heritage values of the Project Area were presented at the EbD Workshop. The design process involved the consideration of these known values.

6.2 Structure Plan Appraisal

The Structure Plan includes a combined 285 ha of developable area, encompassing new land use zones including Infrastructure / Newcastle Airport / Drainage Channels, Flood Mitigation & Wetlands / Classified Road (SP2) (encompassing 62.7 ha), and Regional Enterprise Zone (REZ) (encompassing 152.8 ha). These areas are adjacent to an Environmental Protection Area (encompassing 69.9 ha) (C2) in the western section of the Project Area.

The land encompassing St Saviour's Anglican Church on the corner of Cabbage Tree Road and Nelson Bay Road has been designated as developable area (within REZ) (*Figure 6.16.2*). As such, the Williamtown Structure Plan presents a number of potential direct impacts to the heritage values of St Saviour's Anglican Church. These impacts have been presented below in *Table 6.1*. Management measures have also been noted.

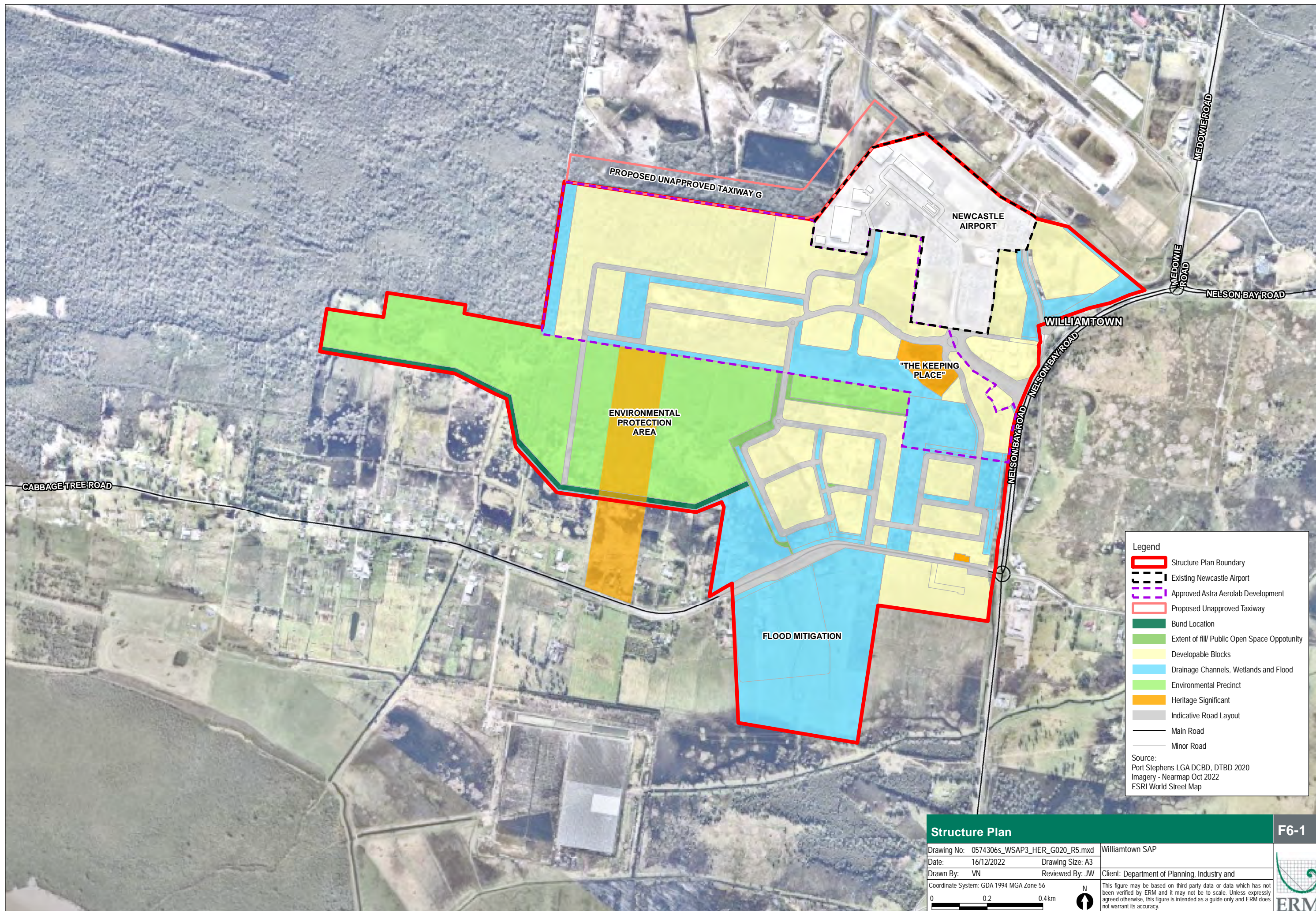
Table 6.1 Proposed Land Uses Assessment of Impact

Known/Potential Historic Site	Proposed land use	Discussion of Potential Impact	Management Measures
St Saviour's Anglican Church (LEP Item 108)	REZ	<p>St Saviour's Anglican Church was established in 1912 and has been in continued use by the Williamtown community for nearly 110 years. The Church is a modest Gothic-revival style brick building located near the corner of Cabbage Tree Road and can also be viewed from Nelson Bay Road. It is in good condition with a high degree of integrity, largely unchanged since its original establishment.</p> <p>The Structure Plan currently encompasses St Saviour's Church within the proposed development area and is designated as 'Developable Blocks'. The inclusion of St Saviour's within the Structure Plan poses potential adverse impacts to this local heritage item, involving direct impacts to its historic setting and potential impacts to significant site elements, including the Church building itself. It is important to consider also, that St Saviour's is a current functioning Church within the Parish community (Williamtown, Medowie and Mallabula – the Diocese of Newcastle), as such, any future options for St Saviour's should involve consultation with the Parishioners of St Saviour's Church as well as representatives of the Anglican Church of Australia, Port Stephens Council and the wider Williamtown Community.</p> <p>While options are still being explored for the future use of St Saviour's and how this historic site might be incorporated into the Structure Plan, two high level options are being explored, these options include:</p> <ul style="list-style-type: none"> ■ retaining the Church and incorporating the building into the Structure Plan by raising the building to an acceptable level; or ■ relocating the Church to its original location along Cabbage Tree Road or to an alternate location to be determined. <p>Should St Saviour's be retained in-situ, its visual amenity and setting would be adversely impacted by the proposed 'Developable Blocks'. The purpose of raising the building to an acceptable level would be in order to both retain as much of its visual amenity along Cabbage Tree Road as possible and also to mitigate impact to the building from potential flooding. The process of raising this building is likely to have potentially adverse impacts to heritage fabric, however this option has not been explored in detail at this stage and the methodology for raising the building has not been determined.</p>	<ul style="list-style-type: none"> ■ Consultation with Port Stephens Council, Anglican Church representatives, parishioners and the Williamtown community should be undertaken prior to any impacts to St Saviour's Anglican Church. <u>ERM recommends that a final decision regarding the future of the Church should only be made after consultation.</u> ■ Following completion of the project design, impacts to St Saviour's Anglican Church are to be assessed in detail in a SoHI to support the Environmental Impact Statement for the project. ■ In the event that any adaptation or new use or location is proposed for St Saviour's, a CMP will also need to be developed as part of the Delivery Plan for Williamtown SAP. ■ Avoid incompatible adaptive reuse of St Saviour's Anglican Church.

Known/Potential Historic Site	Proposed land use	Discussion of Potential Impact	Management Measures
		<p>Similarly, the relocation of St Saviour's also poses potentially adverse impacts as it involves the removal of this historic building from its current historic setting. The feasibility of relocation and any proposed methodology has not been explored at this high level, however there is potential for relocation to result in adverse impacts to heritage fabric.</p> <p>A full assessment of potential impacts to St Saviour's from the options above is beyond the scope of this report as these options have only been explored at a high level, with the future of St Saviour's Church currently under discussion. Following community consultation, determination of preferred option, and completion of the project design, impacts to St Saviour's Anglican Church should be assessed in detail in a SoHI to support the Environmental Impact Statement for the project.</p> <p><i>The Structure Plan is likely to have an adverse impact on St Saviour's Anglican Church through a significant impact to its rural setting and visual amenity. The two options being explored for the future of this historic site are both likely to have adverse impacts to this historic property.</i></p>	
Devon House (LEP Item 109)	C2	<p>The significance of Devon House is associated with the property boundary and the main house itself, the associated shed and dairy towards the rear of the property and the overall rural setting of the site. The Environmental Protection Area of the Williamtown Structure Plan encroaches on the northern section of the Devon House heritage curtilage (Lot 1, DP 832554); however, it is approximately 200m north of the identified historic site features adjacent to Cabbage Tree Road.</p> <p>The distance between the proposed Environmental Protection Area from the built setting of Devon House is not expected to impact the immediate rural setting, the developable blocks to the north-east of the property are also at an acceptable distance and are not likely to result in secondary impacts to rural setting.</p> <p>The proposed revised heritage curtilage is limited to excising the rear portion of the property boundary that overlaps the Structure Plan area. While the revision of heritage curtilage is likely to have a minor impact to heritage values through obscuring the original historic property boundary, the identified historic site elements associated with Devon House are located along Cabbage Tree Road to the south of the property and will not be impacted by this boundary revision. Interpretation would also be an important mitigation</p>	<ul style="list-style-type: none"> ■ Prior to development approval for any future ground disturbance, a site walk-over of the Devon House property boundary area that intersects with the Environmental Protection Area and associated bund location should be undertaken to determine if any unknown historic archaeology is present. ■ Should the site-walkover identify areas of potential historical archaeology a heritage assessment should be undertaken; ■ Should the site-walkover confirm Nil elements of contributory significance, implement the suggested revised heritage curtilage to excise

Known/Potential Historic Site	Proposed land use	Discussion of Potential Impact	Management Measures
		<p>measure to further reduce the impact of the revised heritage curtilage. Importantly, prior to any formal heritage curtilage revisions, a detailed site walk-over should be undertaken to identify potential areas of historic archaeology.</p> <p>The construction of a large bund (approximately 20 m high and 20 m wide) traversing the rear of the property is not likely to impact the rural setting of Devon House due to its distance from the historic site elements. The view from Cabbage Tree Road looking north towards the Environment Protection Area may be minimally impacted by the height of the bund, however the bund itself will be vegetated and subject to Water Sensitive Urban Design (WSUD) approaches. Consideration should still be made towards appropriate setback of the Bund from the heritage boundary, as proposed in the revised heritage curtilage (refer to <i>Figure 5.2</i>).</p> <p>Importantly, the rural setting will continue to be interpreted when viewing Devon House from Cabbage Tree Road, as a straight line of sight to the Environmental Protection Area at the rear of the property will be retained, alongside the site's significant built elements.</p> <p><i>The Structure Plan is likely to have a minor impact to the overall heritage values of Devon House through the revision of the heritage curtilage.</i></p>	<p>the Environmental Protection Area from the LEP listing (<i>Figure 5.2</i>)</p> <ul style="list-style-type: none"> ■ Ensure adjacent land uses adhere to appropriate setbacks and separation from Devon House and significant site elements, to maintain as much of the sense of a rural setting as feasibly possible: <ul style="list-style-type: none"> - New development should be limited to the excised portion at the rear of the property; and - New builds should not obstruct the south facing view of the property or obstruct the important sight line from Cabbage Tree Road to Environmental Protection Area. ■ Ensure flooding mitigation measures are put in place during the construction of the bund located north of Devon House significant site elements to avoid damage to these elements in the event of flooding. Mitigation measures could consider the application of WSUD approaches. ■ Consider Heritage Interpretation measures to communicate the significance of Devon House and the original historic property boundary and heritage curtilage – heritage interpretation could include signage along the proposed 'health and education loop' to the rear of the property.

Known/Potential Historic Site	Proposed land use	Discussion of Potential Impact	Management Measures
Williamtown Public School (Not listed – may have importance to local community)	REZ	<p>The Williamtown Public School is currently not heritage listed and does not satisfy the criteria for heritage listing with the limited information currently available. This site is likely to hold an intrinsic connection to the Williamtown community who fought to protect it prior to and following its closure. This site is currently abandoned and in poor condition. The 1860s school building, along with the other buildings on site have been severely vandalised. The Structure Plan includes the Williamtown Public School site on the corner of Cabbage Tree and Nelson Bay Roads (Eastern Catchment), however the condition of the buildings and the inherent nature of their construction (single-storey, solid brick structures) and design are not necessarily consistent with the overall vision for the Williamtown SAP. As such, it is anticipated that these buildings will be considered for removal.</p> <p><i>As this assessment has found Nil heritage values, no impact is anticipated to this site.</i></p>	Nil
RAAF Base Williamtown (CHL Place ID: 105639)	REZ & SP2	<p>RAAF Base Williamtown is located within the northern section of the Project Area. However, there are no structures of contributory importance to the CHL values of RAAF Base Williamtown in proximity to this northern Project Area boundary. There are also no significant views or sight lines that will be impacted by the proposed Structure Plan.</p> <p>ERM has reviewed the conservation management policies in the current RAAF Base Williamtown Heritage Management Plan (ERM 2021) and found there are no policies regarding the development of adjacent land that need to be considered.</p> <p><i>There are likely to be no impacts to the overall heritage values of RAAF Base Williamtown.</i></p>	Nil



7. CONCLUSIONS AND RECOMMENDATIONS

7.1 Conclusions

This HA provides an overview of the known heritage values within the Project Area and identifies areas with historic built or archaeological potential. The known historic heritage sites within or adjacent to the Project Area include:

- St Saviour's Anglican Church;
- Devon House; and
- RAAF Base Williamtown.

The sites identified within the Project Area which have the potential for built or archaeological potential are presented in *Figure 5.3*.

A concept-level assessment of potential impacts to these sites has been undertaken and a series of mitigation measures provided to assist in the finalisation of the Williamtown SAP Structure Plan. Findings conclude that there are unlikely to be impacts to RAAF Base Williamtown; however, the project would have an adverse impact on St Saviour's Anglican Church and is likely to result in minor impacts to Devon House, through the revision of its heritage curtilage.

7.2 Guidelines for Next Steps/Recommendations

7.2.1 Burra Charter Principles

Places of cultural significance should be conserved for present and future generations in accordance with the principle for inter-generational equity (Burra Charter 2013). In general, any changes to the known and potential heritage places that may impact their heritage values should consider how to both minimise those impacts and reflect on ways to enhance the significance and understanding of these places. The conservation of heritage values and associated contributory elements should be guided by the Australia ICOMOS Burra Charter Conservation Principles (2013).

Developing Conservation Management Plans

A Conservation Management Plan (CMP) is a practical tool that helps owners, managers and assessing authorities make sound decisions about conserving and managing heritage places. A CMP would identify the significant values of a place's cultural heritage significance (including any historic archaeology potential) and would set out conservation policies to protect those identified values. CMPs assist in managing change and making informed and appropriate decisions about changes to a historic place.

Future Use Considerations

The ongoing protection and conservation of heritage sites and buildings can have a hugely positive impact on the way a community develops. Economic growth through tourism, community engagement and education are some of the in many different ways heritage places can make a positive contribution to community life. Having an attractive heritage environment can also assist in attracting external investment and businesses interested in becoming part of a place with a strong narrative and connection to history. Importantly, the protection of sites helps to foster a deep sense of place for a community. Considerations for the future use of heritage places should be in keeping with their heritage values and be sympathetic with their intended use. Any new uses for known and potential non-Aboriginal sites within the Project Area should be guided by the following Burra Charter Principles:

Article 3: Cautious Approach

- Conservation is based on respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible.

Article 7: Use

- Where the use of a place is of cultural significance it should be retained.
- A place should have a compatible use.

Article 21: Adaptation

- Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of the place.

Importance of Setting

The setting of a place, such as the rural setting of St Saviour's Anglican Church and Devon House, allows visitors to understand a site within its original context and is therefore a contributory element to its heritage significance. All efforts should be made to retain this setting or at least the 'feel' of this setting where possible. Approaches to the setting of a place should be guided by the following Burra Charter Principle:

Article 8: Setting

- Conservation requires the retention of an appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual or other cultural relationships that contribute to the significance of the place.

Interpretation

The purpose of interpretation of heritage places is to reveal and explain their significance and to enable that significance to be understood by the people that manage, visit and enjoy that place. Interpretation contributes to recognising and retaining the cultural significance of a place through building understanding, awareness and engagement (Burra Charter 2013). Successful interpretation can also play an important role in developing the sense of place that is fostered through the protection of heritage sites. The scope of interpretation can vary greatly depending on the site. Intended audience must be considered, alongside the best possible approach for communicating the place's cultural significance. Interpretation must also be considerate of the special connections between people and place and celebrate these associations where it is considered appropriate.

Consideration should be made for the interpretation of the known and potential sites within the Project Area within the broad design principles for the Williamstown SAP. There are many layers of interesting and important historic and cultural significance that can be drawn out from these sites.

7.2.2 A Sensitive Approach to Heritage Significance

St Saviour's Anglican Church

St Saviour's Anglican Church is currently an active Anglican Church with regular services. The church is an attractive Gothic-revival style building and has a strong visual presence along Cabbage Tree Road; the Williamstown community has also used it as a place of worship for nearly 110 years. Any considerations for its future use should consider the historic, social and spiritual importance of the building.

The future of St Saviour's Anglican Church has not yet been determined; however, two options have been suggested, including retaining the Church in-situ with the proposed development immediately adjacent to the building, as well as relocation of the Church. Both of these options would have an adverse impact on the heritage values of St Saviour's. As such, prior to the determination of the future of the Church, consultation with the Port Stephens Council, Anglican Church representatives, parishioners and the Williamstown community should be undertaken.

Further exploration of the logistics of either raising or relocating the Church should also be undertaken. Development of these options should be carried out in consultation with a structural engineer to determine a suitable methodology to ensure that the fabric of the Church is not damaged. Consideration could be made for relocating the Church to the former location of the nineteenth century Church of England (refer to *Appendix C, Section C.1.7, Figure C.10*).

Devon House

The striking Late-Victorian homestead fronting Cabbage Tree Road includes the Homestead buildings itself, the remnants of a mid-19th century dairy and timber shed. The Structure Plan overlaps the historic property boundary and heritage curtilage to the north of the property, as such a revised heritage curtilage is proposed. Prior to development approval for any ground disturbance, or any revision to this heritage boundary, a site walkover should be undertaken to ensure there are no potential elements of historic archaeology related to this historic property. Should this site walk-over identify any new historic site elements, a heritage assessment should be undertaken to determine the significance of these elements.

Further, the construction of the bund to the rear of the property should ensure the view from Cabbage Tree Road to the Environmental Protection Area is retained, with the bund appropriately vegetated to look as seamless as possible within the rural landscape. WSUD approaches should also be considered during the construction of this bund, to ensure protection of Devon House's historic site elements in the event of flooding.

Williamtown Public School

The Williamtown Public School is currently in very poor and dilapidated condition on the corner of Cabbage Tree Road and has been assessed as having Nil heritage significance. However, it should be noted that the Williamtown community initially tried to protect and conserve the site prior to its closure in 2008. Due to the condition of the school buildings and the nature of their construction, it is unlikely that these buildings would be considered for adaptive reuse.

7.3 Next Steps- Management and Mitigation Strategies

The following key recommendations should be considered alongside the guidelines above (*Section 7.2.1*) to avoid impacts to non-Aboriginal heritage within the Project Area. These sites together form a strong narrative about the community history of Williamtown and highlight some of the key themes associated with its history.

7.3.1 Known Historic Heritage Sites

- St Saviour's Anglican Church and Devon House should be integrated into the Williamtown SAP Structure Plan in a heritage schedule (similar to the Port Stephens LEP Schedule 5) under the *State Environmental Planning Policy (Precincts – Regional) 2021*. The replication of clause 5.10 of the Port Stephens LEP for heritage conservation should be considered for the Williamtown SAP.
- SoHIs will be required for development of heritage places within the heritage schedule for the Williamtown SAP following detailed design phases. SoHIs should be guided by NSW *Statements of Heritage Impact Guidelines* and Part B8 of the Port Stephens Development Control Plan 2014.
- Developments on properties adjoining heritage places within the heritage schedule (i.e., all properties that have a common boundary) should consider the mitigation recommendations specific to each historic place. Where adjoining development has the potential to encroach on the historic values of a heritage place, a SoHI would be required.

St Saviour's Anglican Church

- Consultation with Port Stephens Council, Anglican Church representatives and the Williamtown community should be undertaken prior to any impacts to St Saviour's Anglican Church. ERM recommends that a final decision regarding the future of the Church should only be made after consultation.
- Following completion of the project design, potential impacts to St Saviour's Anglican Church are to be assessed in detail in a SoHI to support the Environmental Impact Statement for the project.
- In the event that any adaptation or new use or location should be proposed for St Saviour's, a CMP will also need to be developed as part of the Delivery Plan for Williamtown SAP.
- Avoid incompatible adaptive reuse of St Saviour's Anglican Church.

Devon House

- Prior to development approval for any future ground disturbance, a site walk-over of the Devon House property boundary area that intersects with the Environmental Protection Area and associated bund location should be undertaken to determine if any unknown historic archaeology is present.
- Should the site-walkover identify areas of potential historical archaeology a heritage assessment should be undertaken;
- Should the site-walkover confirm no elements of contributory significance, implement the suggested revised heritage curtilage to excise the Environmental Protection Area from the LEP listing (*Figure 5.2*);
- Ensure adjacent land uses adhere to appropriate setbacks and separation from Devon House and significant site elements, to maintain as much of the sense of a rural setting as feasibly possible:
 - New development should be limited to the excised portion at the rear of the property; and
 - New builds should not obstruct the south facing view of the property or obstruct the important sight line from Cabbage Tree Road to Environmental Protection Area.
- Ensure flooding mitigation measures are put in place during the construction of the bund located north of Devon House significant site elements to avoid damage to these elements in the event of flooding. Mitigation measures could consider the application of WSUB approaches.
- Consider Heritage Interpretation measures to communicate the significance of Devon House and the original historic property boundary and heritage curtilage – heritage interpretation could include signage along the proposed 'health and education loop' to the rear of the property.

7.3.2 General Areas of Potential

- All Future development in areas of identified potential non-Aboriginal heritage should be subject to a chance finds procedure such as that suggested below:

Suspected Historic Places/Archaeology Discovered During Excavation

If any object having interest due to its age or association with the past is uncovered during the course of the work:

- a) all work must stop immediately in that area, and*
- b) the Heritage NSW must be advised of the discovery.*

Note: *Depending on the significance of the object uncovered, an archaeological assessment and excavation permit under the Heritage Act 1997 may be required before further the work can continue."*

- Should further heritage items be identified during later stages of the Williamtown SAP (particularly in areas of identified potential heritage), these items should be subject to heritage assessment – if found to meet the threshold for local or state heritage listing, these additional places should be included on the heritage schedule for the Williamtown SAP under the *State Environmental Planning Policy (Precincts – Regional) 2021*.

7.4 Performance Criteria for Non-Aboriginal Heritage

Following the above conclusions, recommendations and opportunities for the non-Aboriginal heritage values of the Project Area, ERM has presented the proposed performance criteria below.

Table 7.1 Proposed Performance Criteria – Non-Aboriginal Heritage

Performance Criteria No.	Performance Criteria Description
1	Protect non-Aboriginal heritage sites throughout project design and execution
2	Any changes to non-Aboriginal heritage sites should be guided by Burra Charter Principles
3	Incorporate the place, history, heritage and landscape into the Structure Plan
4	Avoid adverse impacts to non-Aboriginal heritage values
5	Where adverse impacts are unavoidable, project design and execution should involve appropriate mitigation strategies
6	Protect and interpret non-Aboriginal heritage sites in collaboration with community with the aim of enhancing significant values and creating a sense of place
7	Consider the importance of setting, views, access and the visual and landscape context of non-Aboriginal places during project design and execution
8	Where project design and execution involve changes to non-Aboriginal heritage places, involve suitably qualified heritage professionals
9	Protect and mitigate incidental harm to unknown sites of potential historic heritage significance through the implementation of a sound chance finds procedure

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APPENDIX A HERITAGE LISTINGS

Item Details

Name

St Saviours Anglican Church

SHR/LEP/S170

St Saviours Anglican Church

Address

12 Cabbage Tree Road WILLIAMTOWN NSW 2318

Local Govt Area

Port Stephens

Local Aboriginal Land Council

Unknown

Item Type

Built

Group/Collection

Religion

Category

Church

All Addresses

Addresses

Records Retrieved: 1

Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
12	Cabbage Tree Road	WILLIAMTOWN/NSW/2318	Port Stephens	Unknown	Stowell	Gloucester	Unknown	Primary Address

Significance

Statement Of Significance

Anglican Church constructed in 1912.

Owners

Records Retrieved: 0		
Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer

Builder/Maker

Physical Description

Updated

Anglican Church constructed from hand made bricks using materials of the area.

Physical Condition

Updated 04/01/2004

Good

Modifications And Dates

1989 Earthquake damage repaired, Footings underpinned following infestation of rabbits

Further Comments

Current Use

Church

Former Use

Listings

Listings

			Records Retrieved: 1		
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Port Stephens Local Environmental Plan 2013	I108	12/23/2013 12:00:00 AM	755	

Procedures/Exemptions

Records Retrieved: 0					
Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History

Historical Notes or Provenance

Updated

At Williamstown the first Anglican Church services were held in 1864. Soon after the original Anglican Church was constructed in 1867 from wood . Eventually it was severely damaged by white ants. The original church stood on Cabbage Tree Road approximately 1km away near Devon House (145 Cabbage Tree Road). The land for the original church was provided by the son of Colonel Snodgrass on the Cabbage Tree estate. The present church was erected in 1912 from hand made bricks.

Historic Themes

National Theme	State Theme	Local Theme
8. Culture	Religion	Unknown
Developing cultural institutions and ways of life	Sport	Unknown

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 0

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
No Results Found					

Reference & Internet Links

References

Records Retrieved: 0

Type	Author	Year	Title	Link
No Results Found				

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Port Stephens Council	2280033

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Item Details

Name		
Devon House		
SHR/LEP/S170		
Devon House		
Address		
150 Cabbage Tree Road WILLIAMTOWN NSW 2318		
Local Govt Area		
Port Stephens		
Local Aboriginal Land Council		
Unknown		
Item Type	Group/Collection	Category
Built	Farming and Grazing	Homestead Complex

All Addresses

Addresses								Records Retrieved: 1
Street No	Street Name	Suburb/Town/Postcode	Local Govt. Area	LALC	Parish	County	Electorate	Address Type
150	Cabbage Tree Road	WILLIAMTOWN/NSW/2318	Port Stephens	Unknown	Stockton	Gloucester	Unknown	Primary Address

Significance

Statement Of Significance
Complex of house (built in 1889) and other farm outbuildings
Criteria a)
Historical Significance

Significant because it represent the achievement possible by hard working emigrant agricultural families of the mid 19th century and the opportunities that industrialisation and cooperative marketing afforded the dairy industry. The outbuildings provide historical evidence of earlier dairying methods.

Criteria c)

Aesthetic/Technical Significance

Devon House was aesthetically significant because of its relatively modest Victorian architecture. Present unsympathetic alterations have reduced this attribute. The outbuildings had aesthetic significance due to their age and style.

Criteria d)

Social/Cultural Significance

Devon House is socially significant because it was (and still is) a landmark building on the eastern end of Cabbage Tree Road where 3 or 4 generations of the Moxey family lived. When Mrs Richard Moxey died in 1911 aged 90, her obituary stated that she was the matriach of 5 generations that included 190 grandchildren and great grandchildren (Gloucester Examiner 17/11/1911).

Criteria e)

Research Potential

The outbuildings are significant for their insight into 19th farming and dairying

Integrity/Intactness

Unsympathetic alterations and lack of maintenance compromise the integrity of the house. Outbuildings are compromised by a lack of maintenance

Owners

Records Retrieved: 0		
Organisation	Stakeholder Category	Date Ownership Updated
No Results Found		

Description

Designer

Builder/Maker

William Simpson of Stockton

Physical Description

Updated

House consisting of 4 rooms upstairs and 4 rooms downstairs, each 14ft x 14ft (4.2m x 4.2m). Downstairs rooms had 12ft ceilings and upstairs they were 10ft. The ceilings were of 6 inch baltic pine tongue and groove timber. The interior walls were of sawn pine, lath and plaster. A hallway 6ft wide extended from front to rear and a 3ft stairway of two flights served the upper floor. Originally the house had a 6ft veranda around three sides to the kitchen. Originally the kitchen was separate to the main house. Old outbuildings included a log built corn crib and a slab dairy. The present state of the outbuildings is unknown.

Physical Condition

Updated 03/31/2004

Physical condition of the building and the older outbuildings is poor.

Modifications And Dates

Renovations were made in 1928 and the kitchen was joined to the main house. This occurred when Oswald Moxey married and brought his wife to live at Devon House. The house was further altered in 1954 when it was made into two units to accommodate the family of Eric who joined his father in working the farm. These alterations entailed a portion of the southern and western side upstairs and downstairs verandah being closed in and another set of stairs being built to serve the unit.

Further Comments

The buildings and 15 hectares were sold by Eric Moxey in 1996 after being in the family for well over 100 years.

Current Use

Rural Agriculture

Former Use

Listings

Listings

Records Retrieved: 1					
Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazzette Number	Gazzette Page
Local Environmental Plan	Port Stephens Local Environmental Plan 2013	l109	12/23/2013 12:00:00 AM	755	

Procedures/Exemptions

Records Retrieved: 0

Section of Act	Description	Title	Comments	Action Date	Outcome
No Results Found					

History

Historical Notes or Provenance

Updated

Richard (1821-1887) and Mary (1821-1911) Moxey and two children emigrated from England in 1849 and came to the Lower Hunter as farmers. Firstly at Seaham and then from about 1855 at Cabbage Tree. Ten more children arrived. The family worked hard and the sons leased farms of their own and later bought land. Marriages in the first generation linked the family with other farming families of similar backgrounds. The eldest son was William (1845-1918). His wife was Sarah Dawson. They leased for 7 years part of the Tomago estate from Maria Windeyer in 1869 and later bought land at Williamtown. Thirteen children made up their family born between 1869 and 1893. In 1889 he bought part of William Snodgrass' estate and built Devon House, a large timber house that remained in the Moxey family until the 1990's. The foundation stone of the new house was laid on the day his second youngest son, Frank was born on 21 March 1889. His youngest son Oswald was born in the house in 1893. The house cost approx 1000 pounds to build. Devon House was built in the era of expanding rural prosperity brought about by revolutionary changes to the dairy industry. William was the first Chairman of Raymond Terrace Butter Factory and remained closely associated with the development of the dairy industry and cooperative marketing that the factory enabled. After the death of William, Oswald continued to work the dairy with the help of a brother, Oliver and sister Agnes as employees of their mother. The brother Oliver married in 1927 and moved to live on Dawson Farm. Oswald married in 1928 and the mother and daughter moved elsewhere. The two brothers bought Devon Farm from their mother in 1943 and subsequently Oswald became sole owner. In the 1950's his elder son Eric and family came to live in Devon House and help run the dairy. William sold Devon Farm to Eric in 1966 but continued to live there during his and his wife's lifetime. Devon House was with 15hectares sold from the Moxey family in 1996. Members of the Moxey family over several generations comprised much of the population of the Williamtown area. They were notable community members and supported the Methodist Church.

Historic Themes

Records Retrieved: 2

National Theme	State Theme	Local Theme
2. Peopling	Migration	Unknown
Peopling the continent	Persons	Unknown

Recommended Management

Management Summary

Management

Records Retrieved: 0

Management Category	Management Name	Date Updated
No Results Found		

Report/Study

Heritage Studies

Records Retrieved: 0

Report/Study Name	Report/Study Code	Report/Study Type	Report/Study Year	Organisation	Author
No Results Found					

Reference & Internet Links

References

Records Retrieved: 1

Type	Author	Year	Title	Link
Written	Moxey Family		File of Moxey Family History	

Data Source

The information for this entry comes from the following source:

Data Source	Record Owner	Heritage Item ID
Local Government	Port Stephens Council	2280031

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Place Details

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Williamtown RAAF Base Group, Nelson Bay Rd, Williamtown RAAF, NSW, Australia

Photographs	None
List	Commonwealth Heritage List
Class	Historic
Legal Status	Listed place (22/06/2004)
Place ID	105639
Place File No	1/09/064/0028

Summary Statement of Significance

The evolving landscape of RAAF Base Williamtown, comprising Henderson Road, the road network of the 1939-1945 camp, 1939-1945 buildings and structures (50, 96, 97, 98, 99, 171-173, 211-214 and associated taxiways, sections of runways 1 and 4 and Pump House 186) and post war structures and buildings (the main runway and northern taxiways and hardstanding, M23-M33, 37, 71, 167, 169, 170, 176, 237, 243, 316-320, 338, 354, 355, 357, 420, 447, 448, 456-458, 460, 464) is important as the operational and training focus for Australia's jet fighter aircraft. These include the Vampire (1949-1955), Sabre (1955-1964), Mirage (1965-1982) and F/A 18 Hornet (1983-present). Australia's involvement in the Korean War (1949-1951) promoted the development of the Base, which in 1945, following the Second World War (1939-1945), had been one of ten mainland RAAF bases considered strategically important to Australia's defence, as peacetime base for the RAAF fighter wing. In 1988 RAAF Base Williamtown became the Headquarters for the Tactical Fighter Group.

The site was selected for the RAAF in August 1939, when the site was surveyed for an emergency landing ground, a significant factor in its selection being its proximity to Newcastle's steel mills and coalmines. The base is also significant for the use of limited resources through the NSW Government Unemployment Relief Program and the completion of four runways in 1940. Officially opened in February 1941, the base is historically significant for its contribution to the Empire Air Training Scheme as No. 2 Recruit Depot and as No. 4 Operational Training Unit between 1942 and 1945.

The development of the Base in the post war years reinforced the importance of the peacetime role of RAAF Base Williamtown. This strategic role was reinforced in 1950 by the construction of the first concrete runway in Australia. The strategic role was also reflected in the construction of separate married quarters, reflecting the policy that homes should be provided for at least 40% of the established posts. New headquarters buildings and operational facilities, as well as accommodation for airmen and an equivalent investment in recreational facilities and messes, reinforced the strategic, peacetime role of RAAF Base Williamtown. The wartime and postwar development period 1939-1964, which saw the development of the underlying planning and the introduction of jet fighter aircraft, is the primary focus of this assessment. (Criterion A.4)

(Historic Themes: 7.7 Defending Australia, 7.7.1 Providing for the common defence, 7.7.3 Going to war)

The main runway (1950) at RAAF Base Williamtown is of exceptional interest as the first concrete runway constructed in Australia, and as the dedicated operational focus of Australia's RAAF Fighter Wing. The Test Butts (No. 316) are of particular importance for their association with the early use of jet fighters by the RAAF. (Criterion B.2)

The street layout of the initial 'camp area', including the grid pattern road layout, the alignment of Medowie Road (Henderson Road), Parade Ground (No.97), Bellman Hangars 171-173 and the northern taxiway areas (including the alignment of runway 1 and part of the dispersal taxiway associated with runways 1 and 4) and the underground fuel tanks (No.s 96, 211-214), are important in illustrating the principal functional characteristics of RAAF Bases developed in the immediate pre-war years and the early years of the Second World War.

The Bellman Hangars as a group, including in particular No.s 171-173 and 170, 176, 237 and 357, are important in illustrating the principal characteristics and uses of this wartime prefabricated hangar, which enabled the rapid development of RAAF facilities on many Second World War RAAF bases.

The married quarters (M23-M33) and two storey accommodation blocks for Officers and Airmen (No.s 456, 457, 464 and 37, 354, 355, 420, 447 and 448) are important in illustrating the approach to the provision of permanent, up to date brick housing from 1955, during the consolidation of the RAAF's peacetime role. Other buildings important in illustrating the principal characteristics of RAAF facilities developed in the 1950s and 1960s, including overall planning road layout and function, include the Officers Mess (No. 458) and the new Workshops (No. 243), Stores (No.s 167, 169) and the Armament Preparation Units (No.s 317-320). (Criterion D.2)

RAAF base Williamtown is important to the RAAF and the wider community for its symbolic, cultural and social associations as Australia's dedicated RAAF fighter base. (Criterion G.1)

Indigenous and Natural values of national estate significance exist on this site. Natural values have not been identified or assessed; Indigenous values are assessed separately at RNEDB No 103916.

Official Values

Criterion A Processes

The evolving landscape of RAAF Base Williamtown, comprising Henderson Road, the road network of the 1939-1945 camp, 1939-1945 buildings and structures (50, 96, 97, 98, 99, 171-173, 211-214 and associated taxiways, sections of runways 1 and 4 and Pump House 186) and post war structures and buildings (the main runway and northern taxiways and hardstanding, M23-M33, 37, 71, 167, 169, 170, 176, 237, 243, 316-320, 338, 354, 355, 357, 420, 447, 448, 456-458, 460, 464) is important as the operational and training focus for Australia's jet fighter aircraft. These include the Vampire (1949-1955), Sabre (1955-1964), Mirage (1965-1982) and F/A 18 Hornet (1983-present). Australia's involvement in the Korean War (1949-1951) promoted the development of the Base, which in 1945, following the Second World War (1939-1945), had been one of ten mainland RAAF bases considered strategically important to Australia's defence, as peacetime base for the RAAF fighter wing. In 1988 RAAF Base Williamtown became the Headquarters for the Tactical Fighter Group. The site was selected for the RAAF in August 1939, when the site was surveyed for an emergency landing ground, a significant factor in its selection being its proximity to Newcastle's steel mills and coalmines. The base is also significant for the use of limited resources through the NSW Government Unemployment Relief Program and the completion of four runways in 1940. Officially opened in February 1941, the base is historically significant for its contribution to the Empire Air Training Scheme as No. 2 Recruit Depot and as No. 4 Operational Training Unit between 1942 and 1945. The development of the Base in the post war years reinforced the importance of the peacetime role of RAAF Base Williamtown. This strategic role was reinforced in 1950 by the construction of the first concrete runway in Australia. The strategic role was also reflected in the construction of separate married quarters, reflecting the policy that homes should be provided for at least 40% of the established posts. New headquarters buildings and operational facilities, as well as accommodation for airmen and an equivalent investment in recreational facilities and messes, reinforced the strategic, peacetime role of RAAF Base Williamtown. The wartime and postwar development period 1939-1964, which saw the development of the underlying planning and the introduction of jet fighter aircraft, is the primary focus of this assessment.

Attributes

The buildings, structures, landscape and runways noted above.

Criterion B Rarity

The main runway (1950) at RAAF Base Williamtown is of exceptional interest as the first concrete runway constructed in Australia, and as the dedicated operational focus of Australia's RAAF Fighter Wing. The Test Butts (No. 316) are of particular importance for their association with the early use of jet fighters by the RAAF.

Attributes

The main runway (1950) and the Test Butts.

Criterion D Characteristic values

The street layout of the initial 'camp area', including the grid pattern road layout, the alignment of Medowie Road (Henderson Road), Parade Ground (No.97), Bellman Hangars 171-173 and the northern taxiway areas (including the alignment of runway 1 and part of the dispersal taxiway associated with runways 1 and 4) and the underground fuel tanks (No.s 96, 211-214), are important in illustrating the principal functional characteristics of RAAF Bases developed in the immediate pre-war years and the early years of the Second World War. The Bellman Hangars as a group, including in particular No.s 171-173 and 170, 176, 237 and 357, are important in illustrating the principal characteristics and uses of this wartime prefabricated hangar, which enabled the rapid development of RAAF facilities on many Second World War RAAF bases. The married quarters (M23-M33) and two storey accommodation blocks for Officers and Airmen (No.s 456, 457, 464 and 37, 354, 355, 420, 447 and 448) are important in illustrating the approach to the provision of permanent, up to date brick housing from 1955, during the consolidation of the RAAF's peacetime role. Other buildings important in illustrating the principal characteristics of RAAF facilities developed in the 1950s and 1960s, including overall planning road layout and function, include the Officers Mess (No. 458) and the new Workshops (No. 243), Stores (No.s 167, 169) and the Armament Preparation Units (No.s 317-320).

Attributes

The street layout of the initial 'camp area', including the grid pattern road layout, the alignment of Medowie Road (Henderson Road), Parade Ground (No.97), Bellman Hangars 171-173 and the northern taxiway areas (including the alignment of runway 1 and part of the dispersal taxiway associated with runways 1 and 4) and the underground fuel tanks (No.s 96, 211-214). The Bellman Hangars as a group, including in particular No.s 171-173 and 170, 176, 237 and 357. The married quarters (M23-M33) and two storey accommodation blocks for Officers and Airmen (No.s 456, 457, 464 and 37, 354, 355, 420, 447 and 448). The overall planning, road layout and function, include the Officers Mess (No. 458) and the new Workshops (No. 243), Stores (No.s 167, 169) and the Armament Preparation Units (No.s 317-320).

Criterion G Social value

RAAF base Williamtown is important to the RAAF and the wider community for its symbolic, cultural and social associations as Australia's dedicated RAAF fighter base.

Attributes

Not specified

Criterion I Indigenous tradition

Indigenous and Natural values of national estate significance exist on this site. Natural values have not been identified or assessed; Indigenous values are assessed separately at RNEDB No 103916.

Attributes

Not specified

Description

History:

The area of the base, on coastal land, was first settled as grants probably initially used for pastoral grazing. Colonel Kenneth Snodgrass was granted 1120 acres in 1840, preceded by William Harvey's grant of 640 acres in 1839.

In the 1880s Snodgrass's original grant was subdivided into small farms for dairy farming. William Harvey's grant had been broken up by the 1860s, also into small farms, at a time when the village area of Williamtown was first established. A school and post office had opened by 1868. By the 1920s the area had become part of the farm district supplying the Raymond Terrace Cooperative Dairy and Produce Company Ltd, set up in 1904.

RAAF Base Williamtown appears to have grown from the recognition by local authorities in 1938 that Newcastle needed additional airport facilities to relieve pressure on the field at District Park, Broadmeadow. The Williamtown site was selected by the Commonwealth Government and surveyed in August 1939, for the construction of an emergency landing ground prior to the onset of the Second World War. An overriding factor was the proximity of Newcastle's steel mills and coal mines. A Hunter Water pumping station was erected in the late 1930s as part of the Tomago Sandbeds Water Supply Scheme, with a separate pumping station (No.186) erected to service the Base.

Work began in January 1940 with 22 thousand pounds being spent on construction as part of the NSW Government's Unemployment Relief Program. Four runways were completed by September 1940. From September 1940 new facilities included a guard house, staff garages, control tower, flight operations room, medical rooms, kitchen, mess, airmen's and flight sergeants' dormitories and a compound for the construction authorities. By mid December 1940 a total of 62 buildings had been completed in the 'camp area' in the south-east sector of the aerodrome. The RAAF did not take over the base until February 1941, although Lockheed Hudson bombers had been stationed there as a temporary base for anti-submarine operations.

The base was officially opened in February 1941, participating in the Empire Air Training Scheme as a mustering centre for airmen. Landscaping at this time included grassing over the parade ground and tree planting on Townsend Avenue. From September 1941 to February 1942 the base operated as No.2 Recruit Depot, with the aerodrome upgraded to provide for an operational base. In June 1941 5 bomb-dump buildings were erected and by October runways 1 and 3 (of 4) were extended. By November six aircraft dispersal bays had been constructed to the south of the site, each with two shelter hangars.

Following the entry of America into the War, use of the base was transferred to Southern Area Command in January 1942. Formal administration of the base was taken over by American forces from May 1942 to September 1942. With the departure of the Central Gunnery School, No. 4 Operational Training Unit was raised in October 1942. At its peak the base had some 888 personnel including 115 WAAAF. New lecture halls and test facilities, including gas chambers, were erected to complement the four Bellman hangars and five workshop hangars.

Following the end of the war in the Pacific in August 1945 the number of personnel was rapidly reduced. At the end of 1945 the RAAF had 317 mainland and regional airfields. Of these some 12 were considered of strategic importance; Butterworth, Cocos Island, Momote, Darwin, Learmonth, Williamtown, Townsville, Pearce, East Sale, Richmond and Amberley. Williamtown became the peacetime base for the RAAF fighter wing. In August 1946 RAAF Williamtown became the base of 78 Fighter Wing.

In November 1948 the School of Land/Air Warfare, a joint services training establishment was formed at Williamtown. Two army units, the parachute and air portability training wings, were attached to the School. A parachute tower and armament range were provided. In 1958 the School was renamed the Air Support Unit. In 1976 a new purpose built facility, for the renamed Australia Joint Warfare Establishment, was completed at Williamtown.

Between 1949 and 1951 involvement in the Korean War led to re-equipping with Vampire jet fighter aircraft, with Williamtown the focus of RAAF training. Following the introduction of jet aircraft, the base was rebuilt from 1950 as funds became available. New works included a sealed, concrete runway 8,700 feet long at a cost of 750,000 pounds, the first to be constructed during post-war restructuring, and refueling facilities, to accommodate Gloucester Meteors and the Sabre jet fighters from 1955, replaced in 1967 by the new DAUSSAT Mirage Fighters. During the 1950s and 1960s works included a new Control Tower (1958-1961), a new parachute tower, new bomb dump buildings, a compound of 16 Nissen Huts, new two-storey brick quarters for non-married officers and a second series of brick sleeping quarters

for 532 airmen. As late as 1955 there were still some airmen accommodated in tents. Between 1959-1964 a number of Bellman hangars were relocated to the base. In addition 21 brick married quarters and 17 prefabricated married quarters were provided, the first erected west of Medowie Road at the edge of the base. This reflected the policy that homes should be provided for 40% of the established posts at each RAAF Base. A modern brick officer's mess, swimming pool, water treatment plant, airmen's mess, ration store, airmen's laundry, NCO accommodation and mess, a chapel and street lighting completed the modernization program. In 1965 a four-year program resulted in the construction of 3 new hangars, extensions and a new armaments workshop.

In 1983 RAAF Base Williamtown was upgraded in its new role as tactical fighter base to accommodate the new 75 F/A 18 aircraft, which replaced the Mirage by 1989. In 1988 RAAF Butterworth was downgraded, RAAF Base Williamtown becoming the new Headquarters for the Tactical Fighter group. New facilities included headquarters buildings, hangars, workshops, stores, medical facilities and a base chapel.

From 1997 new Defence development initiatives, under the Defence Reform Program, have resulted in planned changes to the Base.

The commercial operation south of the runways, implemented in the 1962-1994 period with the permission of the RAAF, was subsequently leased to the Newcastle Airport organization in 1992.

Physical Description:

The base has developed in response to the location of Second World War infrastructure and buildings and the extended main runway of the 1950s, the dominant alignment and feature of the site. Evidence of pastoral use has not been identified. The evolving landscape includes evidence of the following broad phases prior to 1965. Fabric related to the introduction of the Mirage jet fighter (1965) and the F/A 18 Hornet (1982) will not be considered in this assessment.

1. World War Two

In common with the former RAAF Base Fairbairn, Canberra, and other RAAF bases, the Williamtown facility was planned as a series of functional zones on a rectangular road grid, the Parade Ground (No.97) forming a focus between the dormitory areas and messes and the workshops and hangars at the intersection of Townsend Avenue and Frost Street. Three prefabricated Bellman Hangars (Nos 171-173) are in their original location, defining the original aprons serving runway No.1. Four underground Fuel Tanks (Nos 96, 211-214) have survived changes to the runway system as has a small section of the dispersal taxiway associated with fuel tank No 214 and a short section of Runway 4 (1940). The alignments of Runways 1 and 4 are reflected in the intersection and alignment of Knox-Knight and Townsend Avenue.

The road network south of Ford Road and west of, and including, McNamara Drive identifies the early camp and operations structures and the major alignments of the early runway system. Characteristically, extant buildings from this period are aligned with the road layout (Sub station and Emergency Powerhouse-No 50, Bellman Hangars Nos 171-173), with sufficient structures and services remaining to illustrate the separation of functions and the wartime functioning of the base. The Tennis Courts provided for the NCOs and Officers (Nos 98 and 99) and the Community Hall (located in Williamtown Village) have also survived. Pump House (No. 186), is located within the site, as is the Hunter Water pumping station of the late 1930s, although it is not owned by Defence.

The portable Bellman Hangar, of which some 123 were made, was designed in England for quick dismantling and erection, and manufactured by Lysaghts of Newcastle. They were steel framed with a low-pitched roof covered with corrugated galvanised iron sheeting. The extension of the door supports beyond the shell of the building allowed maximum access to the useable spaces.

The Community Hall and Pumping Station (No 186) were erected in the prevailing timber framed weatherboard vernacular style, with corrugated galvanized iron hipped roofs. The Community Hall features gables to the main roof.

2. Post War to c.1964 (pre Mirage 1965)

The Main [concrete] Runway and Northern Taxiways defined the focus of operations and built on the underlying planning with the addition of relocated Bellman Hangars (1946-1964 Nos 170, 176, 237, 357, 71, 243 best) and new Bomb Dumps. The steel framed Control Tower (No 460) replaced the earlier tower. In addition Workshops (No 243), Stores (Nos 167, 169), Explosive Storage areas (No 38) and Armament Preparation Units (Nos 317-320) were added. Building No 316, the original test butt for the early jet fighter aircraft, was constructed in in-situ reinforced concrete. The planning of sealed roads included Townsend, Henderson, Perrin and Knox-Knight Roads and the realigned Medowie Road. Henderson Road follows the original alignment of Medowie Road. The first Airmen's Brick Dormitory Block (No 37 erected in 1955) followed the alignments of the earlier road system. Noticeably, later dormitory buildings were arranged in a diagonal manner across the blocks. These included: Officer's dormitory compound (Nos 456, 457, 464 and the Officers Mess No. 458); and Airmen's brick dormitory blocks in the same area as the wartime camp (Nos 354, 355, 420, 447, 448). These units were erected to replace the hut style accommodation of the wartime and immediate post war years.

Brick married quarters M23-M33 were the first new married quarters erected (before 1954). The cottages are simple rectangular units with gabled, tiled roofs and generous windows. The lounge rooms feature gable wall fireplaces and chimneys. Building No.37 (1955), the Transient Airmen's Sleeping Quarters, is H-shaped in plan, and comprises two two-storey gabled, pitched roof blocks with tiled roofs joined by a single storey, linking block. The later two-storey accommodation blocks are also gabled but with colorbond roofing. Building 37 features simple timber sash windows, but has some stylistic content in the projecting entrance porch, characteristic of the late 1950s and early 1960s.

Comparison:

The road network for the original camp, comprising Eaton Road, Ford Road and Townsend Avenue west of McNamara Drive, was completed by 1945. Typically, the alignment of wartime and early post war buildings, such as Building No. 37, was dictated by the road layout. As an operational wartime Base from 1939-1945 the provision of Bellman Hangars Nos 171-173 (demountable, prefabricated structures) followed established patterns, also used at Amberley RAAF Base which was developed at the same time. The hangar group typically interfaced between workshops and administration and taxiways and runways.

Although individual bases, such as Fairbairn, Darwin, Amberley and Williamtown show differences in the degree of formal planning, they are organized on a similar functional basis, with the social hierarchy of the RAAF clearly reflected in the location, range and type of accommodation provided.

The post war development of RAAF Base Williamtown reinforced the functional planning of the wartime years. Brick accommodation units used at RAAF Base Richmond from 1935-1937 were used as models for the two-storey Airman's Brick Dormitory Block erected in 1955. The use of prefabricated housing units stemmed from post-war shortages of materials, which impacted on both the Commonwealth and the private sector. The early brick and tile houses (cottages M23-M33) clearly follow designs prepared by the Commonwealth and used in the late 1950s and early 1960s in Canberra.

History Not Available

Condition and Integrity

Condition:

All buildings and structures, with the possible exception of redundant underground fuel tanks and early runway remnants appear to be maintained in good order. (July 2002).

Integrity:

The evolving landscape of the Base represents three periods: 1939-1945 Second World War; 1946-1964 post war and the early Jet Age; and 1965-1982 the Mirage jet fighter. As at July 2002, the fabric relating to each of these periods or phases remains essentially intact to document changes in the landscape, which continues to express the original planning and layout of the Base during the period 1939-1945. In common with operational changes on other RAAF Bases, the Bellman hangars have been modified by the addition of extensions and have in most cases been reclad externally, although the structural frames remain intact. Of the in situ hangars, from 1939-1945, Hangar 172 is the most intact retaining the original sliding door systems intact. The Parade Ground (No.97) is now used for car parking and is also used for small storage buildings.

Location

Located at Williamtown RAAF, Nelson Bay Road, comprising the following:

From the 1939-1945 Period

1. Henderson Road and the road network for the original camp, comprising Eaton Road, Ford Road and Townsend Avenue west of McNamara Drive.
2. Parade Ground (No.97)
3. Bellman Hangars (Nos. 171-173)
4. Four underground Fuel Tanks (Nos 96, 211-214)
5. Dispersal taxiway associated with fuel tank No. 214
6. Sections of Runways 1 and 4
7. Sub station and Emergency Powerhouse (No.50)
8. Tennis Courts (Nos 98 and 99)
9. Pump House (Pumping Station No. 186)

From the Post War Period to c.1964 (pre Mirage 1965)

10. The Main [concrete] Runway, Northern Taxiways and Hard Standing Area
11. Bellman Hangars (Nos, 170, 176, 237, 357, 71, 243)
12. Explosives Storage (No. 338)
13. Control Tower (No. 460).
14. Stores (No.s 167, 169)
15. Armament Preparation Units (No.s 317-320)
16. Original test butt (No. 316),
17. First Airmen's Brick Dormitory Block (No. 37)
18. Officer's dormitories (Nos. 456, 457, 464) and the Officers Mess (No. 458)
19. Airmen's dormitory blocks (Nos. 354, 355, 420, 447, 448).
20. Brick married quarters (M23-M33)

Bibliography

Graham Brooks and Associates Pty Ltd, Non-Indigenous Heritage Study for Environmental Management Plan, RAAF Base Williamtown, NSW, June 2001.

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APPENDIX B NSW HISTORIC THEMES

New South Wales Historical Themes

**Table showing correlation of national, state and local themes,
with annotations and examples
Dated 4 October 2001**

Australian Theme	NSW Theme		Notes	Examples
1 Tracing the natural evolution of Australia,	Environment - naturally evolved	Local themes	There are two aspects to this theme: (1) Features occurring naturally in the physical environment which have significance independent of human intervention (2) Features occurring naturally in the physical environment which have shaped or influenced human life and cultures.	A geological formation, fossil site, ecological community, island, soil site, river flats, estuary, mountain range, reef, lake, woodland, seagrass bed, wetland, desert, alps, plain, valley, headland, evidence of flooding, earthquake, bushfire and other natural occurrences.
2 Peopling Australia	Aboriginal cultures and interactions with other cultures	Local themes	Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practises, past and present; with demonstrating distinctive ways of life; and with interactions demonstrating race relations.	Place name, camp site, midden, fish trap, trade route, massacre site, shipwreck contact site, missions and institutions, whaling station, pastoral workers camp, timber mill settlement, removed children's home, town reserve, protest site, places relating to self-determination, keeping place, resistance & protest sites, places of segregation, places of indentured labour, places of reconciliation

2 Peopling Australia	Convict	Local themes	Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) – does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities	Prison, convict shipwreck, convict system document, ticket-of-leave and probationary living quarters, guards uniform, landscapes-of-control, lumber yard, quarry, gallows site, convict-built structure, convict ship arrival site, convict barracks, convict hospital, estate based on convict labour, place of secondary punishment.
2 Peopling Australia	Ethnic influences	Local themes	Activities associated with common cultural traditions and peoples of shared descent, and with exchanges between such traditions and peoples.	Blessing-of-the-fleet site, ethnic community hall, Chinese store, place or object that exhibits an identifiable ethnic background, marriage register, Coat of Arms, olive grove, date palm plantation, citizenship ceremony site, POW camp, register of ship crews, folk festival site, ethnic quarter in a town.
2 Peopling Australia	Migration	Local themes	Activities and processes associated with the resettling of people from one place to another (international, interstate, intrastate) and the impacts of such movements	Migrant hostel, customs hall, border crossing, immigration papers, bus depot, emigrant shipwreck, Aboriginal mission, quarantine station, works based on migrant labour, detention centre.
3 Developing local, regional and national economies	Agriculture	Local themes	Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture	Hay barn, wheat harvester, silo, dairy, rural landscape, plantation, vineyard, farmstead, shelterbelt, silage pit, fencing, plough markings, shed, fish farm, orchard, market garden, piggery, common, irrigation ditch, Aboriginal seasonal picking camp.

3 Developing local, regional and national economies	Commerce	Local themes	Activities relating to buying, selling and exchanging goods and services	Bank, shop, inn, stock exchange, market place, mall, coin collection, consumer wares, bond store, customs house, trade routes, mint, Aboriginal trading places, Aboriginal ration/blanket distribution points, Aboriginal tourism ventures
3 Developing local, regional and national economies	Communication	Local themes	Activities relating to the creation and conveyance of information	Post office, telephone exchange, printery, radio studio, newspaper office, telegraph equipment, network of telegraph poles, mail boat shipwreck, track, airstrip, lighthouse, stamp collection.
3 Developing local, regional and national economies	Environment - cultural landscape	Local themes	Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	A landscape type, bushfire fighting equipment, soil conservation structures, national park, nature reserve, market garden, land clearing tools, evidence of Aboriginal land management, avenue of trees, surf beach, fishing spot, plantation, place important in arguments for nature or cultural heritage conservation.
3 Developing local, regional and national economies	Events	Local themes	Activities and processes that mark the consequences of natural and cultural occurrences	Monument, photographs, flood marks, memorial, ceremonial costume, honour board, blazed tree, obelisk, camp site, boundary, legislation, place of pilgrimage, places of protest, demonstration, congregation, celebration.
3 Developing local, regional and national economies	Exploration	Local themes	Activities associated with making places previously unknown to a cultural group known to them.	Explorers route, marked tree, camp site, explorer's journal, artefacts collected on an expedition, captain's log, surveyor's notebook, mountain pass, water source, Aboriginal trade route, landing site, map.

3 Developing local, regional and national economies	Fishing	Local themes	Activities associated with gathering, producing, distributing, and consuming resources from aquatic environments useful to humans.	Fishing boat, whaling station, marine reserve, fisher camp, seafood factory, fish shop, oyster lease, artificial reef, fishing boat wreck, mooring, dock, marina, wharf, fish farm, fish trap
3 Developing local, regional and national economies	Forestry	Local themes	Activities associated with identifying and managing land covered in trees for commercial timber purposes.	Forested area, forest reserve, timber plantation, forestry equipment, saw mill, mill settlement, arboretum, charcoal kiln, coppiced trees, forest regrowth, timber tracks, whim.
3 Developing local, regional and national economies	Health	Local themes	Activities associated with preparing and providing medical assistance and/or promoting or maintaining the well being of humans	Hospital, sanatorium, asylum, surgical equipment, ambulance, nurses quarters, medical school, baby clinic, hospital therapy garden, landscaped grounds, herbalist shop, pharmacy, medical consulting rooms.
3 Developing local, regional and national economies	Industry	Local themes	Activities associated with the manufacture, production and distribution of goods	Factory, workshop, depot, industrial machinery, timber mill, quarry, private railway or wharf, shipbuilding yard, slipway, blacksmithy, cannery, foundry, kiln, smelter, tannery, brewery, factory office, company records.
3 Developing local, regional and national economies	Mining	Local themes	Activities associated with the identification, extraction, processing and distribution of mineral ores, precious stones and other such inorganic substances.	Mine, quarry, race, mining field or landscape, processing plant, manager's office, mineral specimen, mining equipment, mining license, ore laden shipwreck, collier, mine shaft, sluice gate, mineral deposit, slag heap, assay office, water race.

3 Developing local, regional and national economies	Pastoralism	Local themes	Activities associated with the breeding, raising, processing and distribution of livestock for human use	Pastoral station, shearing shed, slaughter yard, stud book, photos of prize-winning stock, homestead, pastoral landscape, common, fencing, grassland, well, water trough, freezer boat shipwreck, wool store.
3 Developing local, regional and national economies	Science	Local themes	Activities associated with systematic observations, experiments and processes for the explanation of observable phenomena	Laboratory, experimental equipment, text book, observatory, botanical garden, arboretum, research station, university research reserve, weather station, soil conservation area, fossil site, archaeological research site.
3 Developing local, regional and national economies	Technology	Local themes	Activities and processes associated with the knowledge or use of mechanical arts and applied sciences	Computer, telegraph equipment, electric domestic appliances, underwater concrete footings, museum collection, office equipment, Aboriginal places evidencing changes in tool types.
3 Developing local, regional and national economies	Transport	Local themes	Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	Railway station, highway, lane, train, ferry, wharf, tickets, carriage, dray, stock route, canal, bridge, footpath, aerodrome, barge, harbour, lighthouse, shipwreck, canal, radar station, toll gate, horse yard, coach stop.
4 Building settlements, towns and cities	Towns, suburbs and villages	Local themes	Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages	Town plan, streetscape, village reserve, concentrations of urban functions, civic centre, subdivision pattern, abandoned town site, urban square, fire hydrant, market place, abandoned wharf, relocated civic centre, boundary feature, municipal Coat of Arms

4 Building settlements, towns and cities	Land tenure	Local themes	Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	Fence, survey mark, subdivision pattern, land title document, boundary hedge, stone wall, shelterbelt, cliff, river, seawall, rock engravings, shelters & habitation sites, cairn, survey mark, trig station, colonial/state border markers.
4 Building settlements, towns and cities	Utilities	Local themes	Activities associated with the provision of services, especially on a communal basis	Water pipeline, sewage tunnel, gas retort, powerhouse, County Council office, garbage dump, windmill, radio tower, bridge, culvert, weir, well, cess pit, reservoir, dam, places demonstrating absence of utilities at Aboriginal fringe camps
4 Building settlements, towns and cities	Accommodation	Local themes	Activities associated with the provision of accommodation, and particular types of accommodation – does not include architectural styles – use the theme of Creative Endeavour for such activities.	Terrace, apartment, semi-detached house, holiday house, hostel, bungalow, mansion, shack, house boat, caravan, cave, humpy, migrant hostel, homestead, cottage, house site (archaeological).
5 Working	Labour	Local themes	Activities associated with work practises and organised and unorganised labour	Trade union office, bundy clock, time-and-motion study (document), union banner, union membership card, strike site, staff change rooms, servants quarters, shearing shed, green ban site, brothel, kitchen, nurses station, hotel with an occupational patronage.
6 Educating	Education	Local themes	Activities associated with teaching and learning by children and adults, formally and informally.	School, kindergarten, university campus, mechanics institute, playground, hall of residence, text book, teachers college, sail training boat wreck, sportsfield, seminary, field studies centre, library, physical evidence of academic achievement (e.g. a medal or certificate).

7 Governing	Defence	Local themes	Activities associated with defending places from hostile takeover and occupation	Battle ground, fortification, RAAF base, barracks, uniforms, military maps and documents, war memorials, shipwreck lost to mines, scuttled naval vessel, POW camp, bomb practice ground, parade ground, massacre site, air raid shelter, drill hall,
7 Governing	Government and administration	Local themes	Activities associated with the governance of local areas, regions, the State and the nation, and the administration of public programs – includes both principled and corrupt activities.	Municipal chamber, County Council offices, departmental office, legislative document, symbols of the Crown, State and municipal flags, official heraldry, ballot box, mayoral regalia, places acquired/disposed of by the state, customs boat, pilot boat, site of key event (eg federation, royal visit), protest site, physical evidence of corrupt practises.
7 Governing	Law and order	Local themes	Activities associated with maintaining, promoting and implementing criminal and civil law and legal processes	Courthouse, police station, lock-up, protest site, law chambers, handcuffs, legal document, gaol complex, water police boat, police vehicle, jail, prison complex (archaeological), detention centre, judicial symbols
7 Governing	Welfare	Local themes	Activities and process associated with the provision of social services by the state or philanthropic organisations	Orphanage, retirement home, public housing, special school, trades training institution, employment agency,
8 Developing Australia's cultural life	Domestic life	Local themes	Activities associated with creating, maintaining, living in and working around houses and institutions.	Domestic artefact scatter, kitchen furnishings, bed, clothing, garden tools, shed, arrangement of interior rooms, kitchen garden, pet grave, chicken coop, home office, road camp, barrack, asylum.

8 Developing Australia's cultural life	Creative endeavour	Local themes	Activities associated with the production and performance of literary, artistic, architectural and other imaginative, interpretive or inventive works; and/or associated with the production and expression of cultural phenomena; and/or environments that have inspired such creative activities.	Opera house, theatre costume, film studio, writer's studio, parade tableau, manuscripts, sound recording, cinema, exemplar of an architectural style, work of art, craftwork, and/or public garden, bandstand, concert hall, rock art site, rotunda, library, public hall; and/or a, particular place to which there has been a particular creative, stylistic or design response.
8 Developing Australia's cultural life	Leisure	Local themes	Activities associated with recreation and relaxation	Resort, ski lodge, chalet, cruise ship, passenger rail carriage, swimming pool, dance hall, hotel, caravan park, tourist brochures, park, beach, clubhouse, lookout, common, bush walking track, Aboriginal Christmas camp site, fishing spot, picnic place, swimming hole.
8 Developing Australia's cultural life	Religion	Local themes	Activities associated with particular systems of faith and worship	Church, monastery, convent, rectory, presbytery, manse, parsonage, hall, chapter house, graveyard, monument, church organ, synagogue, temple, mosque, madrasa, carved tree, burial ground
8 Developing Australia's cultural life	Social institutions	Local themes	Activities and organisational arrangements for the provision of social activities	CWA Room, Masonic hall, School of Arts, Mechanic's Institute, museum, art gallery, RSL Club, public hall, historical society collection, public library, community centre, Aboriginal mission hall or school room.
8 Developing Australia's cultural life	Sport	Local themes	Activities associated with organised recreational and health promotional activities	Oval, race course, swimming pool, bowling club, bowling green, trophies, calendar of fixtures, cricket set, yacht pens, tennis court, rugby field, speedway, sporting equipment, bocce court.

9 Marking the phases of life	Birth and Death	Local themes	Activities associated with the initial stages of human life and the bearing of children, and with the final stages of human life and disposal of the dead.	Birth control clinic, maternity hospital, nursery, baby clinic, baptism register, circumcision equipment, and Hospice, nursing home, funeral parlour, grave furnishings, cremation site, cemetery, burial register, disaster site, memorial plantings, shipwreck with loss of life,
9 Marking the phases of life	Persons	Local themes	Activities of, and associations with, identifiable individuals, families and communal groups	A monument to an individual, a family home, a dynastic estate, private chapel, a birthplace, a place of residence, a gendered site, statue, Coat of Arms, commemorative place name, place dedicated to memory of a person (e.g. hospital wing).

Notes:

Editorial

- The table is arranged numerically in the order of the national themes, and then within each national theme alphabetically in order of the state themes – no other particular order is intended.

Thematic usages

- The inclusion of an example against one theme does not exclude its consideration against one or more of the other themes (e.g. Asylum) to indicate that the physical development of an item can be shaped by more than one historical process of theme during its existence.
- Aboriginal histories can be analysed using any theme(s) relevant to the place or object being considered – it is not necessary to restrict analysis to the theme of 'Aboriginal cultures and interactions with other cultures' only
- The theme of 'Domestic Life' can be used to explore the historical contexts for interior or private, domestic spaces and objects.
- The theme of 'Forestry' can be used for the active management of natural and regrowth trees for timber production while the theme of 'Agriculture' can be used for the intensive cultivation of exotic trees for purposes other than timber production.

Correlations

- The placement of the 36 State themes against the National themes was informed by the arrangement of the 84 national sub-themes and 116 national sub-sub-themes developed by the AHC for each of its National themes – the placements are not random.
- The development of local themes is accommodated within this framework with each local theme regarded as a correlation to a State theme in a similar manner to the relationship between the State and National themes
- Generally, local = local government area, but can also be used in other ways, such as a particular ethnic or social community, or a locality that is smaller than an LGA or straddles an LGA boundary, or a locality larger than an LGA such as a SHR historical region or an ecclesiastical diocese or an area smaller than the whole state but larger than an LGA, such as the area within an Aboriginal nation or Land Council.

APPENDIX C HISTORIC BACKGROUND

APPENDIX C - HISTORICAL BACKGROUND

The following historical background provides further detail, mapping and imagery to support the brief history provided in *Section 3* of this Non-Aboriginal Heritage Assessment Report.

C.1 Historical Overview

This historical overview provides context for the following historical background sections and helps to build an understanding of the historical layers associated with the Project Area. Refer to the Aboriginal Heritage Assessment Report for more detailed ethno-historic background.

The Hunter Region was historically defined as the Hunter River Valley, which originally consisted of five counties (Hunter, Gloucester, Northumberland, Brisbane and Bligh). These counties defined the northern limits of colonial settlement in the early nineteenth century. The Project Area is located within the historical county of Gloucester (*Figure C.1*), and includes areas that fall within the following historic parishes:

- Parish of Stowell; and
- Parish of Stockton.

Early parish maps illustrate portions with the area and original grantee or tenure shown, and reference both Crown Plans and early survey plans. Other features include place names, notes, boundaries, roads, reserves, freehold, incomplete purchases and reference notes (Records NSW 2020). ERM has located a number of these early county and parish maps in order to assist in the identification of potential sites of historic heritage significance. These maps were largely sourced from the NSW Land Registry Services – Historical Land Records Viewer. ERM has also located a series of historic aerial imagery from the NSW Land and Property Information Spatial Information Exchange (SIX) Historic Imagery Viewer, the earliest image for the Project Area being from 1954.

Much of the Project Area has been historically cleared for timber and agricultural production since colonial settlement in the early nineteenth century. Key centres of early colonial settlement in and around the Project Area centred on Newcastle and the district of Port Stephens further east, however there were growing areas of settlement in the mid-nineteenth century in Williamtown, Fullerton Cove and Salt Ash along the Tilligerry Creek. In general, the Project Area was known historically for its agriculture, food production, dairies, and sheep and cattle grazing.



Figure C.1 County of Gloucester c.1850 (approximate location of Project Area shown) (SLNSW Mitchel map collection)

C.1.1 Ethno-Historic Background

Unfortunately, due to European settlement and associated destruction of past Aboriginal communities, their culture, social structure, activities and beliefs, little information with regards to the early traditional way of life of past Aboriginal societies remains.

C.1.1.1 Using Ethno-Historic Data

Anthropologists and ethnographers have attempted to piece together a picture of past Aboriginal societies throughout the Hunter Valley. Although providing a glimpse into the past, one must be aware that information obtained on cultural and social practices were commonly biased and generally obtained from informants including white settlers, bureaucrats, officials and explorers. Problems encountered with such sources are well documented (e.g. Barwick 1984; L'Oste-Brown et al 1998). There is little information about who collected information or their skills. There were language barrier and interpretation issues, and the degree of interest and attitudes towards Aboriginal people varied in light of the violent settlement history. Access to view certain ceremonies was limited. Cultural practices (such as initiation ceremonies and burial practices) were commonly only viewed once by an informant who would then interpret what he saw based on his own understanding and then generalise about those practices.

C.1.1.2 Worimi Ethno-Historic Accounts

Early ethnographic records of the Port Stephens area are limited. Port Stephens consists of the submerged estuary of the Myall and Karuah Rivers. The area was described by surveyor Charles Grimes in 1795 as inhabited by the Worimi Tribe, whom he described as “taller” and “stouter” than Aboriginal people of the Sydney area, utilising a completely different language (Dowd, undated; Port Stephens Council, 2009). Prior to contact with settlers, the Worimi people extended from Port Stephens to Forster/Tuncurry in the north and west out to Gloucester. The Worimi comprised a number of tribes who lived on the water's edge and utilised both land and sea resources in their daily lifestyles (Leon, 1998; Port Stephens, 2011). These tribes included the Garuagal, Maiangal, Gamipingal, Garrawerrigal, Buraigal, Warringal, Birroongal, Birrimbai, Yeerungal and Wallamba (Enright 1900; Sokoloff 1975, 1976, 1977; Leon 1998).

Social organisation for the Worimi included aspects such as leadership, government, punishments, duels, fights, marriage, totemism and family structure, within a social system that had both spiritual and social significance. Leadership was based around leading men, being older and fully initiated, who acted as general advisers. Disputes between groups for such things as territorial infringement were settled through battles, enacted to satisfy honour rather than being matters of mortal combat. Marriages were arranged by both kindred and parents; a number of patrilineal totemic clans had a bearing on both kinship and marriage, ensuring that strict laws were maintained, preserving tribal strength and avoiding in-breeding (Sokoloff 1976). In 1830 Robert Dawson described the Worimi Tribe as utilising spears and shields, wearing belts of opossum fur, and using combs formed from the leg bones of kangaroos (Dawson 1830: 115). Bark was described as an essential material used in the production of numerous items. Notches were cut into trees “large enough only [to] place the great toe in” to enable easy climbing to strip bark “in lengths from three to six feet” (Dawson 1830: 19). This bark was used for covering huts; bark was also utilised for making string “as good as you can get in England, by twisting and rolling it in a curious manner with the palm of the hand on the thigh” to make nets, fishing lines and bags (Dawson 1830: 67). Sally Wattle and Kurrajong tree barks were used in making string; fishing lines were waterproofed with the sap of the Bloodwood tree (Port Stephens Council 2009).

The importance of the ocean as a source of food resource for the Worimi people in the Port Stephens area was noted in multiple sources, as were land resources for tools. Fish hooks, for example, were made from oyster and pearl shells and yellow gum from the Grass Tree was used in manufacture to affix the disparate elements together (Dawson 1830: 67; Port Stephens Council 2009).

Spears were also used for fishing, made from the flowering stem of the Grass Tree or Gymea Lily, with prongs of ironbark used on the tips. Other hunting tools and weapons were also manufactured from plants, including Boomerangs, which were made from wild Myrtle (Sokoloff 1975; Port Stephens Council 2009). As well as utilising plant resources in tool manufacture, many were also used as food resources. The Gymea Lily's young flowering spikes were fire roasted and eaten after being soaked in water. Wild Cape Gooseberries grew on the nearby Cabbage Tree Island and were a highly prized food resource. Other items such as Fern root and daisy yam were a necessary supplement to diet, especially when there was a scarcity of the primary food resource of fish (Sokoloff 1977; Port Stephens Council 2009).

As viewing of rituals and ceremonies by Europeans was restricted, little is known of these past practices. However, it is known that sacred and ceremonial activities were linked with the Aboriginal relationships with the land. Ground burials were the most common form of final internment inland. A shallow grave was dug and lined with grass. The deceased was wrapped in paperbark, tied up, placed in the grave, covered with grass, covered with another layer of bark and a final layer of grass and then covered with earth building up a mound (Bluff 1989). In the Port Stephens area burial practices appear to have varied and may in part have been determined by the environment (as well as social structure). Informants for Howitt (1996:465) state that in the area the body of the deceased was neatly folded in bark and placed in the grave at flood-tide. It was never placed at ebb as it was believed the retiring water would bear the spirit of the deceased to some distant country. An old couple who only had one daughter who died, built their hut over her grave close to the shore of the harbour and lived there many months. They then moved their hut a few yards away and remained there until the grass had completely covered the grave. They then left and never visited the grave again.

C.1.1.3 Worimi Oral Testimony

Very little research has been conducted into mortuary practices and burials of the Port Stephens area that would enable one to predict where a burial or burial ground/cemetery may be located. However, Worimi oral testimony states that when a person passed away, the deceased were buried in places that overlooked a working area or campsite. Once the grass had covered the burial the deceased's name was never mentioned again (provided with the permission Mr Lennie Anderson, pers. comm). Burials also occur under or near middens. It is said that the deceased were placed for final internment in these areas to draw the spirits to an area of feasting and gathering and for protection. It is said that if an area contains a spirit or spirits, there is continuity in places of gathering (provided with the permission Mr Lennie Anderson, pers. comm). The location of the deceased in dunes and near or under shell middens is supported by both Forensic and archaeological evidence (Pers. Obs.).

The Worimi cultural heritage mapping shows all sites (physical, mythological and spiritual) and illustrates the connection or relationship(s) between these sites. These relationships are also known in Worimi oral testimony. For example, a lookout on top of a dune may overlook a large camping ground. The same lookout area will also view smaller campsites along the coast or dunal system, all of which are linked and may lead to a large corroboree site where groups from all around the area met for various reasons. Such complex sites are well known to extend along the dunal systems from Port Stephens through Fern Bay and onto Newcastle and to Corobra Oval where the original corroboree ground is located, most of which have been confirmed archaeologically.

C.1.2 Post Contact

The earliest known encounter between Europeans and Worimi people was in 1790, when five convicts from the Second Fleet escaped Sydney. The five men stole a punt from the Parramatta River and eventually ended up in open sea in a small boat that had a mast and sail. While authorities did not believe they would survive the open sea, the convicts landed just north of Newcastle and were greeted by the Worimi people who accepted them into their tribe (Willetts 2020). While one of the convicts died, the remaining four lived with the Worimi people for five years before being recaptured by Captain W.R. Boughton of the HMAS Provenance (Port Stephens 2020).

From 1826, the Worimi people were interacting with colonial settlers and were reported to be actively learning European customs (Marr nd: 3 in RPS 2012: 11).

C.1.3 Surveying the Continent – Discovery of Port Stephens

Port Stephens is one of the earliest named places in Australia. Captain James Cook's diary shows that on his first voyage along the eastern coast of New South Wales or 'New Holland', he passed at 4:00pm, Friday 11 May 1770, an inlet that appeared to him from the masthead to be sheltered from all winds and named it Port Stephens (Champion 29 Dec 1934:7). In July 1778, three store ships called at Port Stephens and Lieutenant Shortland – agent of transports for delivering convicts to Sydney – wrote in his journal that he regretted Port Stephens had not been surveyed. Port Stephens was later surveyed in 1795 by Deputy Surveyor-General Charles Grimes (*Figure C.2*).

Figure C.2 Charles Grimes, Survey of Port Stephens, 16 March 1795 (Hunter Living Histories)

C.1.4 Australian Agricultural Company

Peopling Australia – Convict

Developing local, regional and national economies – Pastoralism

Explorer John Oxley and party, on his second journey of exploration to discover the source of the Macquarie River, made the long and exhaustive journey through unknown country to reach Port Stephens, arriving November 1818. Oxley then recounted this journey to a representative of the ACC, which had been granted one million acres of land to be selected within 50 miles of any existing settlement on certain conditions, including the assignation of a large number of convicts. The ACC, along with its prestigious colonial shareholders, decided to commence operations at Port Stephens, the settlement being called Carrington. The company's core business was Australian livestock, mostly bred by General Macarthur, and the production of pure merino wool as an export to Great Britain. The ACC brought out a large number of employees and had hundreds of convicts assigned to them.

C.1.5 Establishment of Kings Town (Newcastle)

Peopling Australia – Convict

Peopling Australia – Migration

Developing local, regional and national economies – Forestry, Industry, mining

King's Town (formerly known, and later re-named Newcastle) was chosen in 1803-4 by Governor King, who recognised it as an area ideal for transported criminals, who were convicted of crimes committed in the Colony. King wrote to England seeking support for this new penal settlement at Port Stephens, writing '*the harbour is safe, and the land about is good, but its greatest recommendation would be the vicinity to the places where there is such an abundance of coal*' (Hunter 2001: 26). England soon approved the location for a new penal settlement and the transported convicts were put to work harvesting timber, coal and shell.

In these early years, prisoners were transported in such high numbers that it was soon realised the small settlement provided an inadequate quantity of labour, and it was not remote enough from Sydney to prevent convicts from escaping. As such, in 1822 Newcastle was relinquished as a penal settlement and arrangements were made to remove all prisoners to Port Macquarie. Soon afterwards, the banks of the Hunter River were open to the choice of settlers, and a small town started to develop, known then as "the camp" (Dangar 1828:60).

About this same time, Sir Thomas Brisbane, in honour of the memory of founder, Governor King, named it King's Town, and the parish in which it was situated as Newcastle (*Figure C.3*). The early town plan was laid out by Henry Dangar in 1823 and town allotments were given to individuals for building (Dangar 1828:60).

In the late 1820s, the ACC took up an additional grant of 2000 acres of land at Newcastle for mining coal (SLNSW 2020). By 1830, the government had handed the Newcastle Coal Works to the ACC to take over operations. At the time, a large number of convicts were assigned at the Newcastle Coal Mine. These workers were wayward or stubborn convicts returned by the settlers to the Government (Dangar 1828: 62).



Figure C.3 View of Kings Town, 1825, view of Port Stephens marked by the number 9 (circled), the Project Area indicated by arrow (Hunter Living Histories)

C.1.6 Routes, Division of Counties, Trade

Developing local, regional and national economies – Agriculture, Commerce, Pastoralism, mining

During the early years of settlement, Governor Darling pursued a liberal policy on convict labour in the establishment of roads, directing upwards of 100 men and managers to the opening of a direct carriage tract from Sydney into the Hunter River country (Dangar 1828: 71). The establishment of roads was not seen as urgent at this time, as the country was generally flat and road carriages able to navigate to any required area (Dangar 1828: 72). Early settlers would be charged with marking out routes, with the first settlers or party navigating their chosen journey and using axes to mark the trees as they went. The general disruption and disturbance of men, carts and carriages was also enough to mark out a road for continued use.

Henry Dangar marked out a tract northward to Port Stephens in March 1826, with the view of enabling the ACC to proceed with stock to their lands. This road was not fit for carriages, though was considered the best line that could be taken for crossing the waters of the Hunter, Carrington, and Larpent Rivers. Another favourable road to the ACC settlement was more to the east, crossing the Hunter River by ferry, just below the junction of the Hunter and William Rivers, and the Carrington River in the same manner (Dangar 1828: 72). The ACC's Commissioner, Robert Dawson, arrived with the first group of 79 settlers in late 1825 and immediately set out to explore the country around Maitland and Newcastle. Dawson headed northward to Port Stephens in early 1826. He followed the Karuah River and chose the site for settlement and was soon followed by other settlers and stock who travelled up from Sydney (SLNSW 2020). Just five months later a substantial estate had been established, and by October 1826 1,000 head of cattle and 2,000 head of sheep were grazing on ACC lands (SLNSW 2020).

In 1828 Henry Dangar published the index and directory to map the country bordering the Hunter River, the AAC lands and King's Town. At this time the territory of NSW was divided into counties that contained an area of 'forty miles square' which were subdivided into sections of one mile square, and into parishes of six miles square. By this time surveys were well underway in order to examine the country and assign these boundaries. Dangar noted that the south bank of Hunter River was to be part of Northumberland, with the north bank of the river to be part of Durham, and the county to the west as Roxburgh (Dangar 1828: 54). By this time there were about 200 inhabitants in Newcastle, these included store-keepers, shop-keepers, inn-keepers, carpenters, bricklayers, brick makers and blacksmiths among other tradesman. In addition to these settlers were a large number of convict workers assigned to the Newcastle coal mine. The Newcastle coal mine was later leased to the AAC by the government, who wanted to improve efficiency (SLNSW 2020). By 1831, the ACC had a monopoly over the coal mining industry in NSW (SLNSW 2020).

The Project Area at this time was designated as '*low sandy and swampy country, generally unimprovable*' (Dangar 1828 map of settlement) (*Figure C.4*). Dangar referred to this area as 'barren country' in his index and directory (Dangar 1828: 53). What is today known as Fullerton Cove was then called Limeburner's Bay, named after the convicts that burned lime in the cove since the early days of settlement. This activity ceased in 1822 when the convict workforce was moved to Port Macquarie. Much of this lime was used in the construction of buildings in both Newcastle and Sydney (Newcastle.gov.au 2020).

Prior to the commencement of easy European trade, products sent to Sydney from the region included wool, coal, timber, wheat, maize, hides, salted beef, pork and hams, butter, cheese, eggs, leaf tobacco and kangaroo skins. Directly from King's Town, the greatest trade remained in coal and timber, shipped in small coasting vessels to Sydney (Dangar 1828: 61).



Figure C.4 1828 map of settlement at Port Stephens showing AAC lands outlined in yellow, and Project Area shown as ‘Low Sandy and Swampy Country generally unimprovable’ (NLA Item: MAP NK 646/obj-230579854)

C.1.7 Building Settlements, Towns, Cities

Developing local, regional and national economies – Pastoralism, Agriculture

Building settlements, towns and cities – Towns, suburbs and villages, Land tenure, accommodation

Educating – Education

Prior to Dangar’s survey of the Hunter, Governor Macquarie of King’s Town recognised the need for increased agricultural production and livestock numbers. Macquarie’s solution was to allocate small grants of land to settlers of modest means, who he believed were deserving and reliable (including convicts) (Hunter 2001: 34). Macquarie’s term as Governor ended at the end of 1821 and Governor Brisbane succeeded him. Brisbane implemented the transformation of the valley, requesting Dangar to undertake surveys of the Hunter region. Between 1821 and 1825, a number of settlers arrived in the Hunter Region to take up land grants. These land grants were awarded to settlers according to their proposed agricultural investment, and included wealthy colonists, military and naval personnel (Hunter 2001: 35). Following Macquarie’s vision for allocating small land grants, emancipists and free settlers also began to settle in the Hunter Region. The lower Hunter and Port Stephens area had only a small proportion of these settlers, who took up land along the banks of the Hunter, Williams and Paterson Rivers (Hunter 2001: 35).

By 1831, free settlement in the Hunter Region had ended, with Viscount Goderich instructing that no more free grants be given (SLNSW 2020). From 1831 onwards, parcels of land were sold at public auction.

In his survey of the Hunter Region, Dangar set aside reserves at Raymond Terrace, Butterwick, and Seaham; of which Raymond Terrace and Seaham developed into substantial townships. Township plans were initially drawn up for Raymond Terrace in 1835, with allotments for sale by 1837. The Project Area at this time appears to have remained undisturbed by colonial settlers (*Figure C.5*).

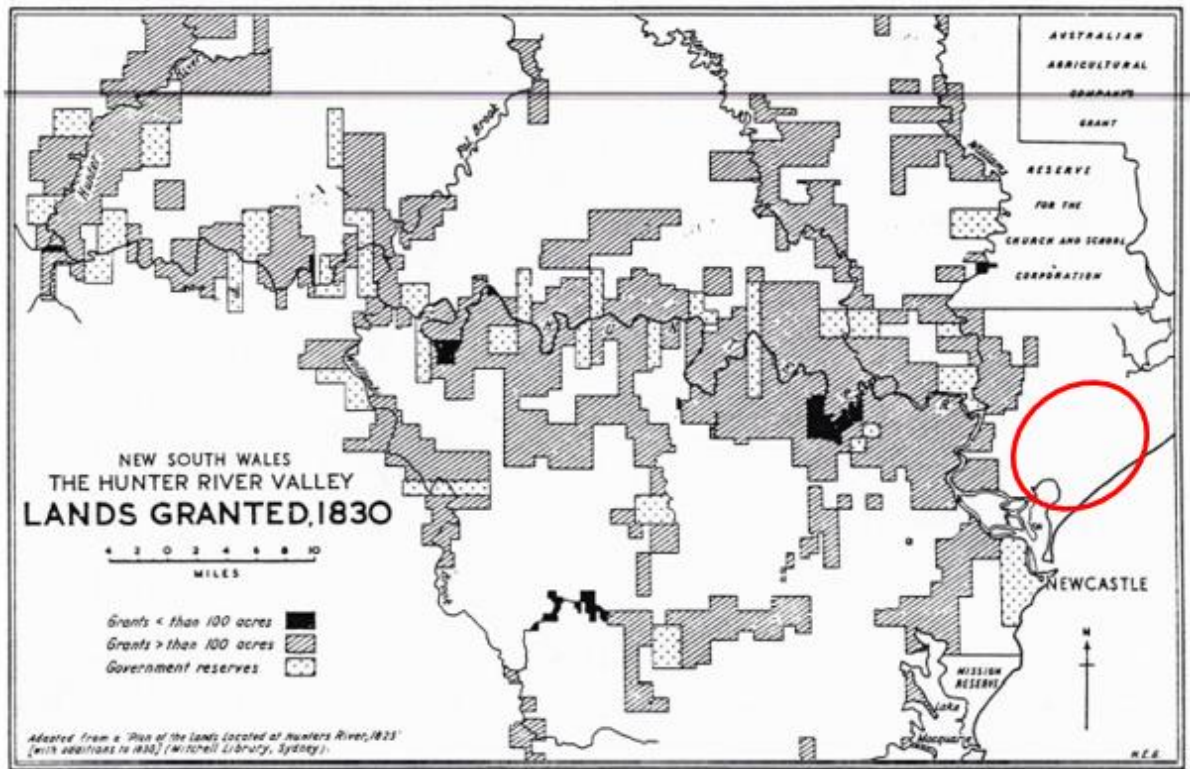


Figure C.5 Hunter Valley: Lands Granted 1830 (approximate Project Area circled) (T. M Perry, *Australia's First Frontier*: 70, in *Hunter 2001*: 41)

In the early years, the route to Stockton was by way of a sand and clay track, with small sections of corduroy road (Newcastle Morning Herald and Miner's Advocate 28 May 1932: 12). The existing road was 'not metalled until many years afterwards' (p.12). The sand track continued to north Stockton, where a metal road began. This road became challenging for the bullock teams and horses transporting farming goods and dairy products to larger townships. At times the route that was preferred was Cabbage Tree Road at Williamstown and then by 'pulling-boat to Newcastle' (p. 12). The early farmers of the district was considerably challenged by the flood waters and often had to find alternate routes to get their stock to Newcastle, Stockton or Raymond Terrace.

C.1.7.1 Early Settlement – Fullerton Cove

Fullerton Cove was first explored in 1801 by Lieutenant Colonel Paterson and his party. They found a substantial supply of oyster shell, leading to the establishment of lime kilns (as discussed earlier). Aboriginal shell middens are known to occur in this area, as noted in the listing for the Stockton Beach Dune System. Worimi people were known to visit the area of Fullerton Cove over a long period of time (Hunter 2001: 49).

An 880-acre land grant on the eastern side of Fullerton Cove was purchased by emancipated convict James Smith in 1837 for cattle grazing. It was sold a year later to John Smith, a wealthy land owner with business interests in Maitland and Newcastle, who used a wharf at the Fullerton Cove property to export beef (Stanley Park House 2021). The original brick house was constructed in 1897 as well as the wharf. Stanley Smith, the grandson of John Smith, had a long association with the property and appears to have had possession of the Fullerton Cove land in the 1870s, leasing part of the land to other men to prospect for coal, and again in the early 1880s. Other parts of the land were leased to farming tenants. By 1900, Stanley Smith had a large dairy of 130 cows, and was a supplier to cream and milk to the Raymond Terrace Butter Factory. In 1903, Stanley Smith's son William Smith built the large two-storey brick home "Stanley Park" on the land (*Photograph C. 1*). The house cost an estimated £1800 at the time (Stanley Park House 2021 and (Port Stephens LEP 2013).



Photograph C.1 Stanley Park House, built in 1897 (Stanley Park House 2021)

Adjoining this property were other land grants such as 'Tremarton Estate, 'Cabbage Tree' estate owned by Colonel Kenneth Snodgrass and Toombimba estate, owned by Major William Russell (*Figure C.6*). The Toombimba estate was made up of several large portions of land (approximately 200 acres) in the Parishes of Stockton, Stowell and Sutton. These portions of land were known as:

- Camp Flat;
- Moffat's Swamps;
- Parading Ground (Williamtown); and
- Long Bight Swamp.

The Toombimba estate provided work for local immigrants and tenant farmers, who later leased or bought small farms in the area. It is believed there were possibly three homesteads within the Toombimba Estate (Hunter 2001: 50).

The western side of Fullerton Cove was largely owned by Richard Windeyer (1806-1847) (*Figure C.7*). Windeyer was a well known journalist, barrister, agriculturalist and Politician who arrived in Sydney in November 1835 from England (Windeyer, Vol 2 ABD 1967). Windeyer became a highly regarded lawyer in Sydney, known for a number of high profile cases. One such case was concerning the right of the Crown to grant the ACC the sole right to mine coal near Newcastle (Windeyer, Vol 2 ABD 1967). Windeyer bought his first land in the Hunter valley in February 1838 and by 1842 held about 30, 000 acres. Windeyer spent vast sums of money draining extensive swamp lands near Graham's Town, and built a homestead in Tomago. He also planted thirty acres of vines, ran cattle, horses and pigs and attempted to grow sugar cane and wheat, importing the colony's first reaping machine from South Australia (Windeyer, Vol 2 ABD 1967). Windeyer was also a strong advocate for Aboriginal rights, being a member of the Aborigines Protection Society (Windeyer, Vol 2 ABD 1967).

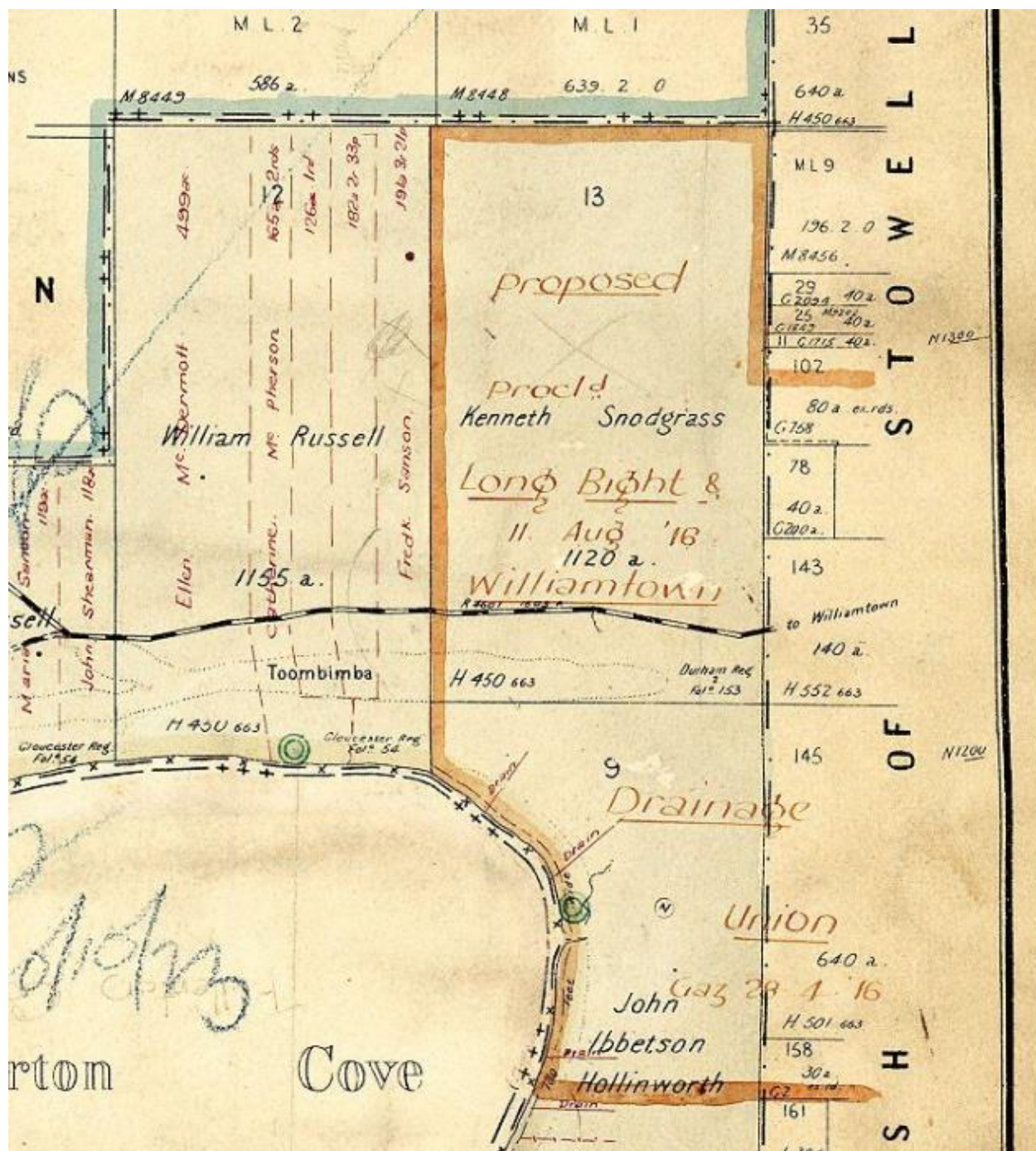


Figure C.6 Parish of Stockton, County of Gloucester 1915 showing William Russell and Kenneth Snodgrass land (NSW Land Registry Services – Historical Lands Viewer Map No. 111705 Sheet reference 1 Edition) 6)



Figure C.7 County of Gloucester 1906 showing Richard Windeyer lands north-west and west of Fullerton Cove, Colonel Snodgrass land and William Harvey land indicated (current site of RAAF WLM) (NSW Department of Lands nla.obj-233532239)

C.1.7.2 Early Settlement – The Project Area

The Project Area comprises 285 ha of land with proposed land use zones centred around the Newcastle Airport directly north-east of Fullerton Cove (north of Cabbage Tree Road). This area forms part of the Stockton Parish to the west and Stowell Parish to the east. The first land grants at what now defines the Project Area and RAAF WLM (further north, adjacent to the Project Area) were in 1839 and 1840. These were 640 acres to William Harvey and 1,120 acres to Colonel Kenneth Snodgrass (*Figure C.7*). Towards the late 19th century, further land grants were given to Henry Slade and Roderick McLean (north of Cabbage Tree Road also in the Parish of Stowell). John Smith's estate (acquired 1838) comprised a large portion of land east of Cabbage Tree Road. Refer to *Figure C.8* and *Figure C.9* for illustration of early land grants within Project Area.

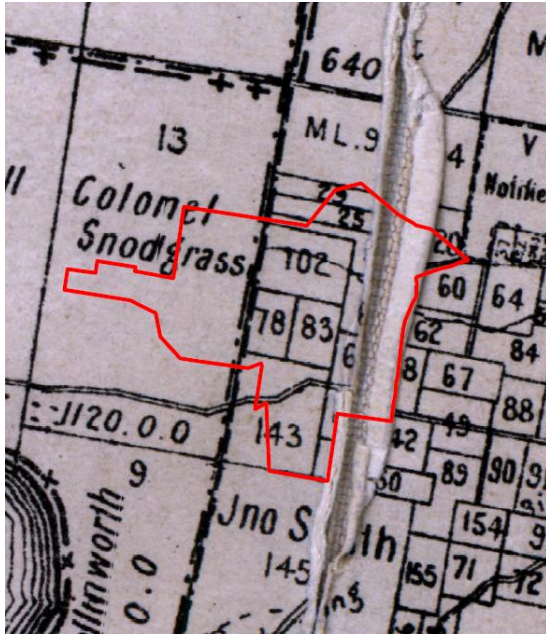


Figure C.8 c.1906 County of Gloucester Map (Stockton and Stowell Parishes) with Project boundary indicated, showing associated land grants (nla.obj-233532239)

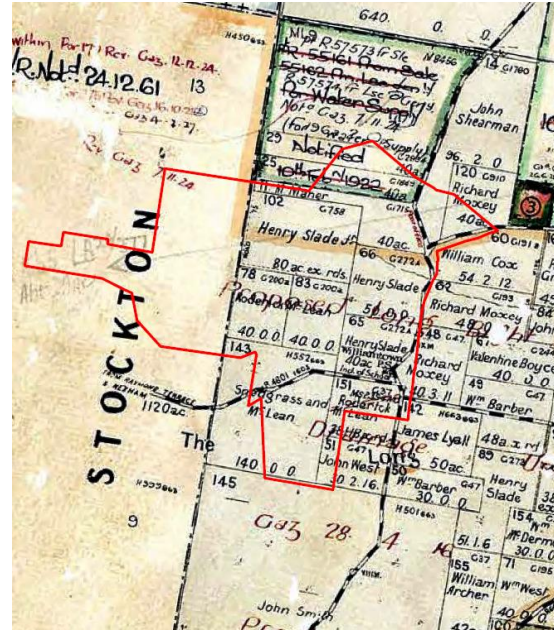


Figure C.9 1921 Stowell Parish Map, County of Gloucester, showing early land grants. Project boundary is outlined (NSW Historical Land Records Viewer)

The land was considered marginal, being sand dunes near the coast and scrub and timber-covered low hills, moors and swamps further inland. It is not known the degree to which the land was developed or the specific uses to which Snodgrass, Harvey, Hollinworth or Slade put the land during this early period. As mentioned earlier, John Smith's estate was known for cattle grazing.

The original Snodgrass estate was known as Cabbage Tree Estate and had been divided into six cultivation and grazing farms with farmhouses, outbuildings and fencing (Hunter 2001: 50). The Slade Estate remained in the Slade family for some time, Mr. Alfred Henry Slade or "Snapper" having been born there in 1887 and lived until 1955. Slade was noted as 'a life-long resident of Williamtown' and 'chiefly engaged in farming pursuits' (Raymond Terrace Examiner 25 Aug 1955:1). Following his death, a funeral was held at Sandgate Cemetery in Newcastle, with a service afterwards held at the St Saviour's Anglican Church on Cabbage Tree Road (Raymond Terrace Examiner 25 Aug 1955:1).

Saint Saviour's Anglican Church

The original Anglican Church in Williamtown was funded by the son of Colonel Snodgrass and erected in 1867 at the present location of 198 Cabbage Tree Road, near Devon House and approximately 1.6 km west of the Public School house (Figure C.10) (Heritage NSW 2004). This timber church was later severely damaged by white ants and was replaced by the extant brick St Saviour's Anglican Church on the corner of Cabbage Tree Road in 1912 (Photograph C.2).

St Saviour's Anglican Church was constructed of handmade cement bricks using local materials and with an iron roof with timber rafters; it was constructed to seat 120 people and included an American organ (Living Histories Newcastle 2021) (Figure C.11). The foundation stone was laid by 'Mrs S W Smith Senr' on 24th June 1912 (Churches Australia 2017). An article in the *Newcastle Morning Herald and Miners' Advocate* reporting on the Church dedication service in November 1912 details the construction of the Church:

The plans and specifications of the building were prepared by Mr R. Wilkins, architect, of Newcastle, and the work has been carried out under his supervision... It is built in the Gothic style, and the building covers a ground

space of 56ft by 35ft. The church is constructed of rusticated cement blocks, composed of four parts of sand to one of cement. The blocks are 12in long, 6 1/2in high and 6in wide, with 2in circular holes which act as a cavity and render them water proof. The building is the first in the district to be built of this material. The bricks are practically keyed together by means of a small circular opening at the ends of the block...the architecture and the blocks have certainly been given a finish to an excellent type of church building, which is a distinct acquisition to the place...The roof is composed of Oregon lined with Richmond River pine, and covered with corrugated iron. The floor is hardwood. (1912: 6).

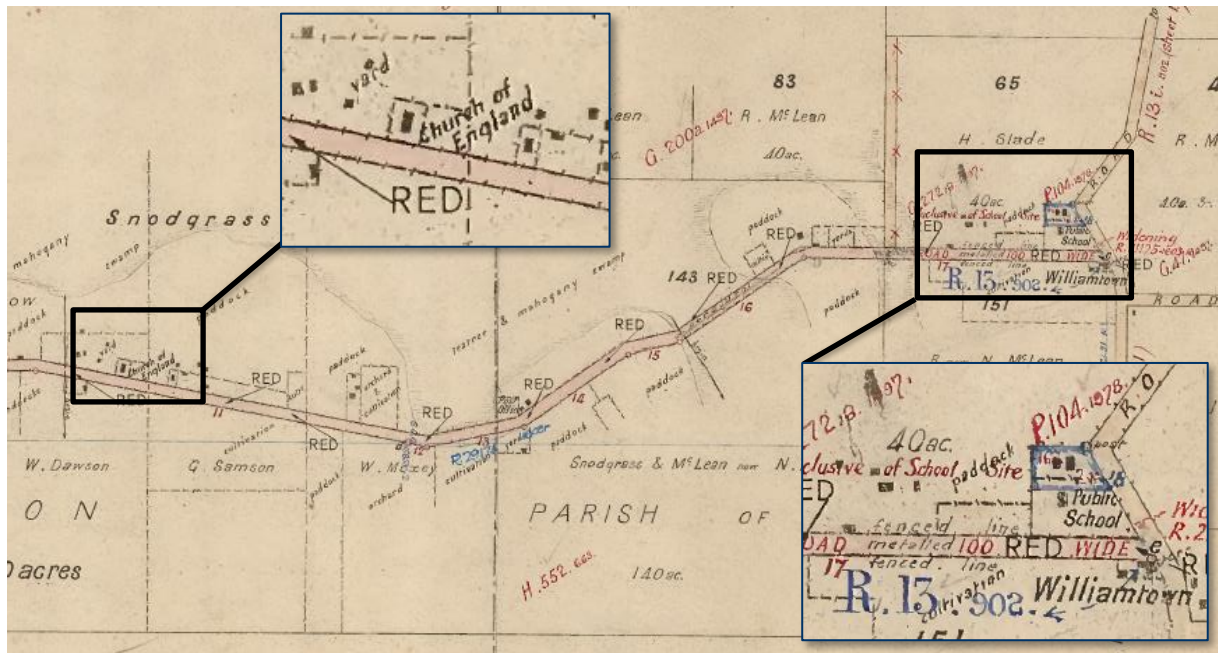


Figure C.10 Detail of 'Plan of Resurvey of part of road from Williamtown to Hexham' (1893) showing location of former Church of England approximately 1.6 km west of present location of St Saviour's Anglican Church (Road Crown Plan, R.4601.1603)

By the early 20th century, the County of Gloucester was beginning to see a spike in population, with families and businesses purchasing small land parcels in the Parish of Stowell. The population increased particularly between Fullerton Cove Tilligerry Creek where both Williamtown and Salt Ash were taking shape as small townships.

Williamtown Public School

A small brick Public School was opened in Williamtown in 1869, moving from its original location to the corner of Cabbage Tree Road in c. 1890 and remained in operation for 139 years (*Figure C.10*). There were numerous requests during the 1920s to improve the outdated facilities at the school (Raymond Terrace Examiner 16 Nov 1921:1). Nearby the School was a teacher's residence which was also in need of repairs during the 1920s (Raymond Terrace Examiner 19 May 1927: 1). The Williamtown Public School struggled to keep students numbers and closed for some during the mid-1920s due to the illness of a teacher and the inability to find a replacement (Newcastle Morning Herald 2 Dec 1925:8). Following this short interval the school reopened and remained in continued use until its closure. The school once contained the World War I honour roll for students of the Williamtown Public School who served in WWI (Newcastle Morning Herald 19 March 1919:3). Many children that went to the Williamtown Public School worked on the land. The school itself is located within a swamp area that flooded in heavy rainfall (Newcastle Herald 30 Nov 2010).

'As far back as 1936 parents were campaigning for a school in Medowie [...] seeking a primary school because children had to ride their bike 'six miles in cold and showery weather' (Newcastle Herald 30 Nov 2010)

The school population grew considerably during 1941 following the extension of the RAAF base. At its peak the school had 200 enrolments. During the WWII and post-war years, many of the students were 'RAAF' students who had either lived or were born overseas or came from nearby dairy farms. It was remembered as 'a different school' (Newcastle Herald 30 Nov 2010).

The school officially closed down in 2008 due to lack of student enrolments (Newcastle Herald Nov 30 2010). In 2009, more than 210 residents from the Port Stephens community petitioned the Port Stephens Council to ensure the former school site was 'not left to rot or sold off to a developer' (ABC News 8 Dec 2009). When the school closed it was reported as the 'end for generations of memories for former students' (Newcastle Herald 30 Nov 2010).

The small Williamtown community also had a Methodist Church and Temperance Hall, and another small provisional school called Tolimba near Williamtown that operated from 1901 to 1917 (Hunter 2001: 51).

Devon House

This section has been extracted from the Port Stephens LEP listing for Devon House, with additional research by ERM. Devon House itself is not within the Project Area (the northern part of the heritage curtilage is encompassed within the environmental conservation area); however, this information provides useful context for the development of the area.

Peopling Australia – Migration

Colonel Snodgrass had died by 1853 and the estate was retained by his family through to the late 1880s. Between the early 1860s and the 1880s, the two principal land grants which comprise RAAF WLM were subdivided into smaller farm allotments of 100 to 200 acres. Cabbage Tree was later renamed Williamtown after the late William Snodgrass.

Richard (1821 – 1887) and Mary (1821 – 1911) Moxey and two children emigrated from England in 1849 and came to the Lower Hunter as farmers. Firstly at Seaham and then from about 1855 at Cabbage Tree (Williamtown). Following 1855, ten more children arrived. The family worked and the sons leased farms of their own and later bought land (*Figure C.12*). The Moxey Family leased a farm from the heir of the estate of William Snodgrass in 1855 at Cabbage Tree. They also leased Hill Grove

Farm from Joseph Russell of 'Parading Ground' (later Williamtown) and 1,000 acres near Williamtown, later selling to his son (Hunter 2001: 52).

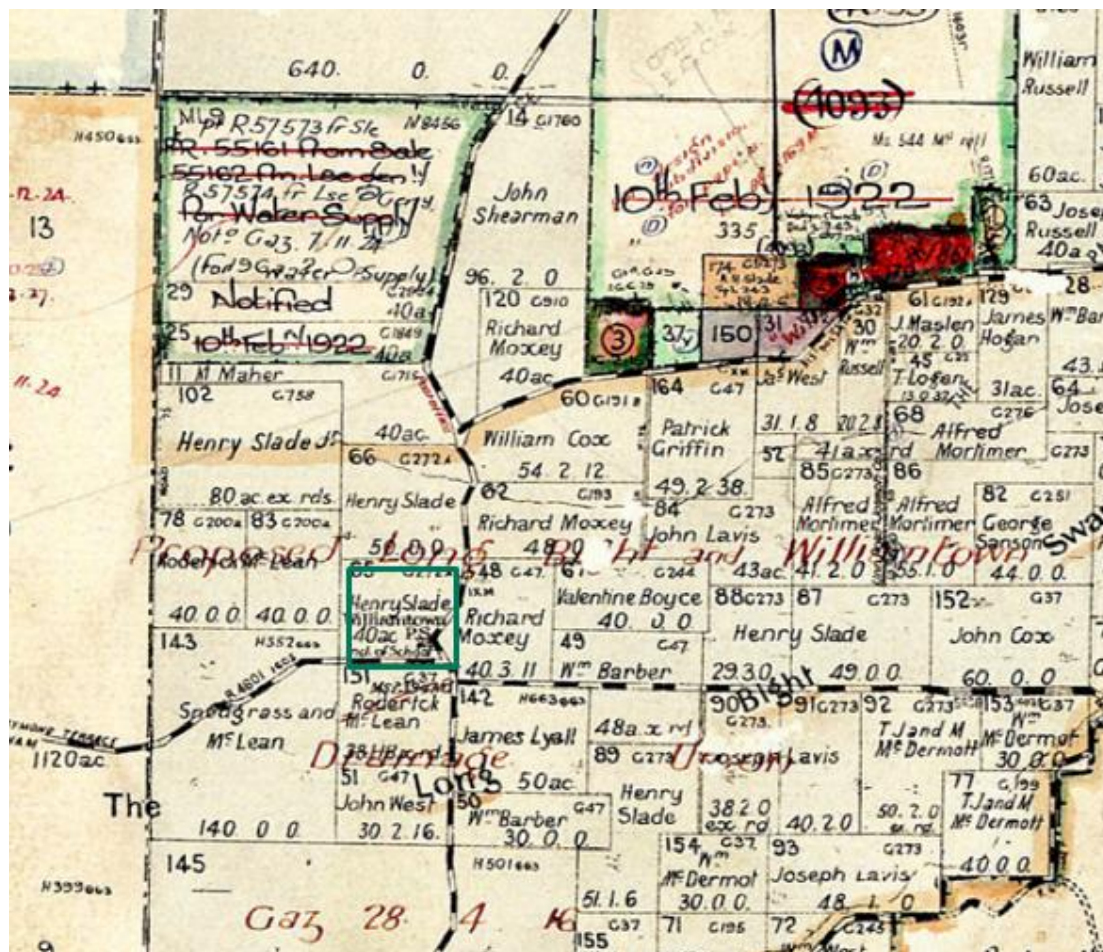


Figure C.12 County of Gloucester, close-up of Project Area showing Williamtown Public School location (indicated by ERM) and various Moxey family properties (NSW Department of Lands c.1927)

The eldest son of the Moxey family was William (1845 – 1918) and his wife was Sarah Dawson. They leased part of the Tomago Estate from Maria Windeyer in 1869 and later bought land at Williamtown. The William and Sarah Moxey bought part of William Snodgrass' estate and originally built a small timber cottage on the estate along with timber sheds, a dairy and outbuildings (pers comms Devon House owner 13/05/2021). Following a particularly fruitful year in the dairy industry the Moxey's built 'Devon House' in 1889 at a cost of £1000. The large Victorian style timber house is still extant, including the old dairy and outbuildings from the earlier Cabbage Tree estate (*Photograph C.3*). Devon House is listed on the Port Stephens LEP (2013) and remained in the Moxey family until the 1990s. The foundation stone for the house was laid by William and Sarah's eldest son Frank, born 1889. Their youngest son, Oswald was born at the house in 1893.

Mrs. Sarah Moxey (*nee* Dawson) was originally born in Fullerton Cove, then known as 'Limeburner's Bay' in 1851 and spent most of her life in the Williamtown area, having thirteen children born in Williamtown at Devon House.

MOXEY FAMILY HOME AT WILLIAMTOWN



Photograph C.3 Devon House c.1900s (left) (Australian Dress Register, Garment No.265)

In the early years of their marriage a drought and crop failure tested their endurance, though eventually they were able to establish Devon House which later became a successful dairy farm followed later by cattle breeding (Australian Dress Register 2010). Mr and Mrs Moxey commenced farming at Williamtown 'in the days when bush tracks were the only connection to Stockton' (The Newcastle Sun 24 Feb 1941:6):

'It was hard in those days, but we farming folk were very happy sharing our joys and successes, and sometimes our sorrows. The young people of today will never know the hardships of the early settlers. I should not like to think they would' (The Newcastle Sun 24 Feb 1941:6)

Mr and Mrs. Moxey were the first to hold a wedding at the original timber Church of England in 1869, two years following its original establishment near Devon House on Cabbage Tree Road (The Newcastle Sun 24 Feb 1941:6). Mrs. Moxey's taffeta wedding gown was stitched entirely by hand, and today is a collection item of the Australian Dress Register and housed with the Raymond Terrace Historical Society (Australian Dress Register 2010) (*Photograph C.4* and *Photograph C.5*).



Photograph C.4 Sarah Moxey (nee Dawson) as a young woman and later in life (Australian Dress Register, Garment No.265)



Photograph C.5 Sarah Moxey's taffeta wedding dress (Australian Dress Register, Garment No.265)

C.1.8 Dairy Farming: Williamtown

Developing local, regional and national economies – Agriculture

Towards the late 19th century, the Williamtown area was home to a large number of dairy farms and small factories. Devon House was built in the era of expanding rural prosperity brought about by revolutionary changes to the dairy industry and William Moxey played an important role in its success.

William Moxey was the first Chairman of Raymond Terrace Butter Factory and remained closely associated with the development of the dairy industry and cooperative marketing that the factory enabled. After his death, William's youngest son Oswald continued to work in the dairy with the help of his brother Oliver and sister Agnes as employees of their mother Sarah. The two brothers later purchased Devon House and the dairy farm from their mother in 1943 and Oswald became the sole owner. In the 1950s, Oswald's oldest son Eric and his family came to live in Devon House and help run the dairy. Eric later purchased the property until the house, along with 15 hectares was sold by the family in 1996.

Mr Joseph Sandsom is also noted as a notable pioneer in the Williamtown and Salt Ash district having worked in the dairy industry from 1862. Mr Sandsom's father emigrated to Williamtown in the early 1840s and was soon employed by the notable landowner and lawyer Richard Windeyer. His job at this time was to dig a drain at Grahamstown and Campvale, Raymond Terrace of about 8 km in length (*Figure C.13*). Bullocks were known to have been used frequently on farms and as a boy Mr Sandsom drove the animals for his father. Sandsom sensed the importance of Salt Ash and Williamtown to the dairy industry and purchased a selection of land originally owned by James Smith (former emancipated convict that owned the Fullerton Cove 'Stanley Park House' estate) which formed a portion of a grant (*Photograph C.6 & Figure C.14*). In wet weather the cattle were forced to lay on the 'cutty' rushes to keep dry. The issue of draining the large surplus of water was a constant challenge for the early settlers. To drain the area, a 10ft watercourse was dug, which was later increased to 24 ft. Flood gates were placed at the entrance to Tilligerry Creek and soon the good farm lands were reclaimed from the salt waters. Sandsom ran a successful Dairy business, supplying butter to local markets.

Following the establishment of the Raymond Terrace Cooperative Dairy and Produce Company Ltd the general area of Project Area and adjacent RAAF WLM developed into a viable dairy industry. The use of the land for dairying continued until the resumption of parts of these farms to establish the air base in 1939. 'Moor's Drain' is believed to have been dug in the early 20th century to stop water from the Moor's property from flooding dairy farms along Nelson Bay Road, In Williamtown and Salt Ash (O'Connell Family *nd*).

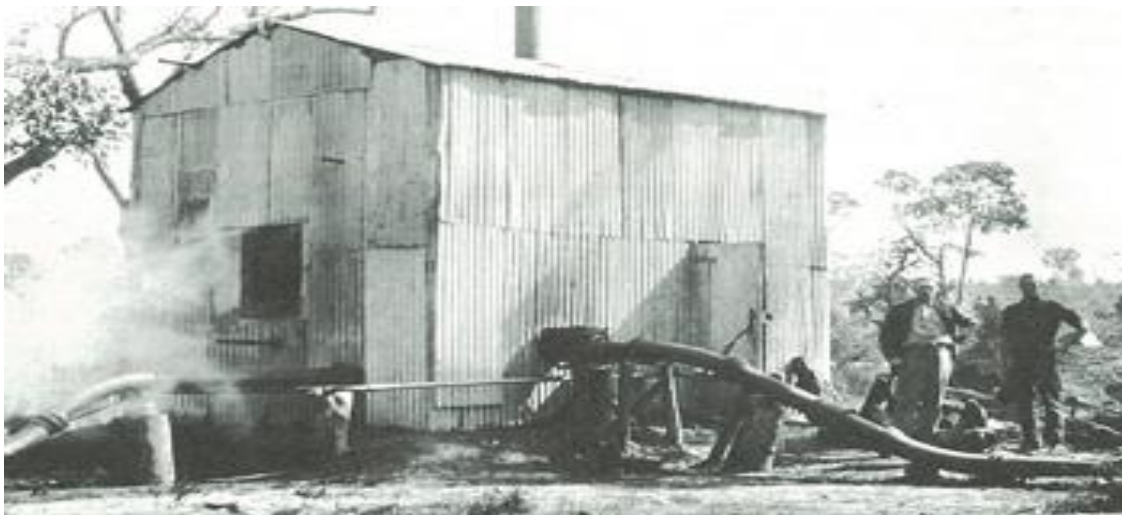
The balance of the area (380 acres) was Crown reserve for the Tomago Sandbed Water Supply Scheme, and the Longbight and Williamtown Drainage Union. Small to medium scale family farms occupied all the land along Cabbage Tree and Williamtown Roads (Hunter 2001: 121). However, by the 1970s these dairy farms were few, with many of them closing down due to the pressures of the industry.

C.1.9 Tapping the Water

Developing local, regional and national economies – Science

Developing settlements, towns and cities – Utilities

The Tomago Sandbed Water Supply Scheme was established in 1939, following the investigation of the sandbeds in 1915 and through the 1920s as a source of potable water for Newcastle. The system required the construction of a number of major pumping stations and a series of smaller bore pumping units. Pumping Station No. 7 (now under the control of Hunter Water Corporation) remains on the north side of the runway at RAAF WLM and continues in its original use (*Photograph C.7*). The building is not owned by the RAAF.



Photograph C.7 The Hunter Water Pumping Station erected c.1939 (Hunter Water, N.D) (ERM HMP 2018)

C.1.10 Establishment of Newcastle Airport

Developing local, regional and national economies – Communication

Developing local, regional and national economies – Transport

During the 1920s and 1930s the population of Newcastle grew and the area of northern NSW became increasingly popular tourism destinations. At the time, the only airfield within close proximity to Newcastle was the Broadmeadow Aerodrome in District Park. The Aerodrome was established by the Newcastle Aero Club in 1928 with the land cleared to create a grass runway. A portion of the Moxey Family land along Cabbage Tree Road was acquired by the Government for the establishment of the Aerodrome.

The Aerodrome remained in operation from 1929 to 1963. During the 1930s, the importance of having an airport close to the city was realised, and the Civil Aviation Department found the Aerodrome at District Park to be too small (The Newcastle Sun 9 Sep 1935:6). Instead, an area was chosen in Williamtown.

The Newcastle Airport was opened on 26 July 1935 by Secretary of State for Air, Sir Phillip Cunliffe-Lister. The airport cost £35,000 to construct, consisting of grass runway, clubhouse, hanger, workshops and a garage (Newcastleairport.com). In the 1940s, the Airport was requisitioned as an auxiliary wartime base for the Royal Air Force. It was handed back after the war in 1946.

C.1.11 Lead up to WWII

Governing – Defence

The Port Stephens area played an important role in the lead up to WWII. As part of the east coast defence system, a series of defences and fortifications were established along the coast between Fullerton Cove and Port Stephens, including two guns and a radar tower. Fortifications were installed on Stockton Beach to guard against any attacks from the sea, tank traps were also installed (Port Stephens LEP 2013). The area became a training ground for both Australian and US troops. Over 20,000 soldiers stormed the beaches of Port Stephens as part of their training. Governor MacArthur established a base at Port Stephens, called HMAS Assault, to train troops for war in the Pacific. Stockton Beach was also used as a bombing and gunnery range, with aircraft from Williamtown airbase known to dump unused bombs on the beach before they returned to base. Buried artefacts associated with this period in Port Stephens history are still being found in the area (ABC Newcastle 18 Dec 2017).

C.1.11.1 Establishment of RAAF WLM

In 1935 local authorities recognised that the region required new airport facilities to relieve pressure on the aerodrome located at Broadmeadow and provide for Newcastle's growth. However, with the possibility of war breaking out in Europe, the emphasis was changed to provide an emergency landing ground.

The area of the original Commonwealth land resumption for the WWII airfield is located in the south-east corner of the existing RAAF WLM boundary. Land was resumed and work commenced in January 1940. Once established, RAAF WLM had four runways with hangars and camp areas to the east accessed off a realigned Medowie Road. 62 buildings had been erected by mid-December 1940 and RAAF WLM was officially opened on 15 February 1941. After 1945, the RAAF re-examined its priorities and determined RAAF WLM was one of 12 bases of critical strategic importance. An aerial photograph of RAAF WLM, taken in May 1947 (*Photograph C.8*), shows the full extent of the development of RAAF WLM during WWII.

The early post-WWII era was a period of marked expansion for RAAF WLM, establishing the boundaries and layout that essentially continues to the present. With few exceptions, this expansion was built on the footprint of RAAF WLM laid out during WWII. The expansion of RAAF WLM also necessitated the resumption of a further 280 acres of surrounding land in October 1954.

The introduction of the F-86 Sabre from early 1955 was an important technological milestone for the RAAF. It was Australia's first swept-wing aircraft, the first with powered flight controls and the first capable of supersonic speed (albeit in a shallow dive). There is currently a Sabre Jet on display at Fighter World in Williamtown, a locally listed heritage display that represents the type of Sabre Jet flown at RAAF WLM from 1955 (Port Stephens LEP 2013). Soon after the introduction of the Sabre Jet, RAAF WLM was expanded and redeveloped. This included a new sealed runway, 8,700 ft (2,652 m) long and orientated into the wind.

The 1970s were a period of limited new development at RAAF WLM. The form established in the 1954 – 1969 period was consolidated and maintained. South of the runway, a new civil terminal was built to accommodate civil services which had run to and from the place since the end of WWII.

In 1992, a 30 year lease of the civil aviation facilities was granted to the Newcastle City and Port Stephens Councils which has been subsequently extended to a 50 year lease, and the boundaries of the civil area were delineated to a 23 hectare lease. The civil terminal was upgraded in c.2014/15 and continues to expand.



Photograph C.8 RAAF WLM during WWII c.1945 (ERM 2018)

C.1.12 20th Century Development

Developing Australia's cultural life – leisure

During the 20th Century, the Project Area saw a fairly steady increase in population. Historic aerial imagery from the years 1954 and 1966 show settlement generally following the same pattern of agricultural development as the mid to late 19th century, with small clusters of properties in larger centres such as Williamtown and Salt Ash, and larger rural properties scattered between Stockton and Fullerton Cove, and north-east towards Salt Ash. These historic aerials have been provided in *Appendix D*.

By the 1950s the Newcastle Airport traffic had increased to 5,500 passengers per year, and major developments occurred at the Airport during 1966 with the construction of a new terminal and in 1978, with the Airport becoming a regional international airport (Newcastleairport.com). By the 1980s the Airport had reached the milestone of one million passengers travelling from Newcastle in one year, and new expansion plans were completed. By the 1990s, the Airport was connected to the Metro system, linking the Airport to the city and other areas. The steady increase in passenger numbers at the Airport has seen further major infrastructure developments in more recent history, situating the Newcastle Airport as a major international airport in NSW.

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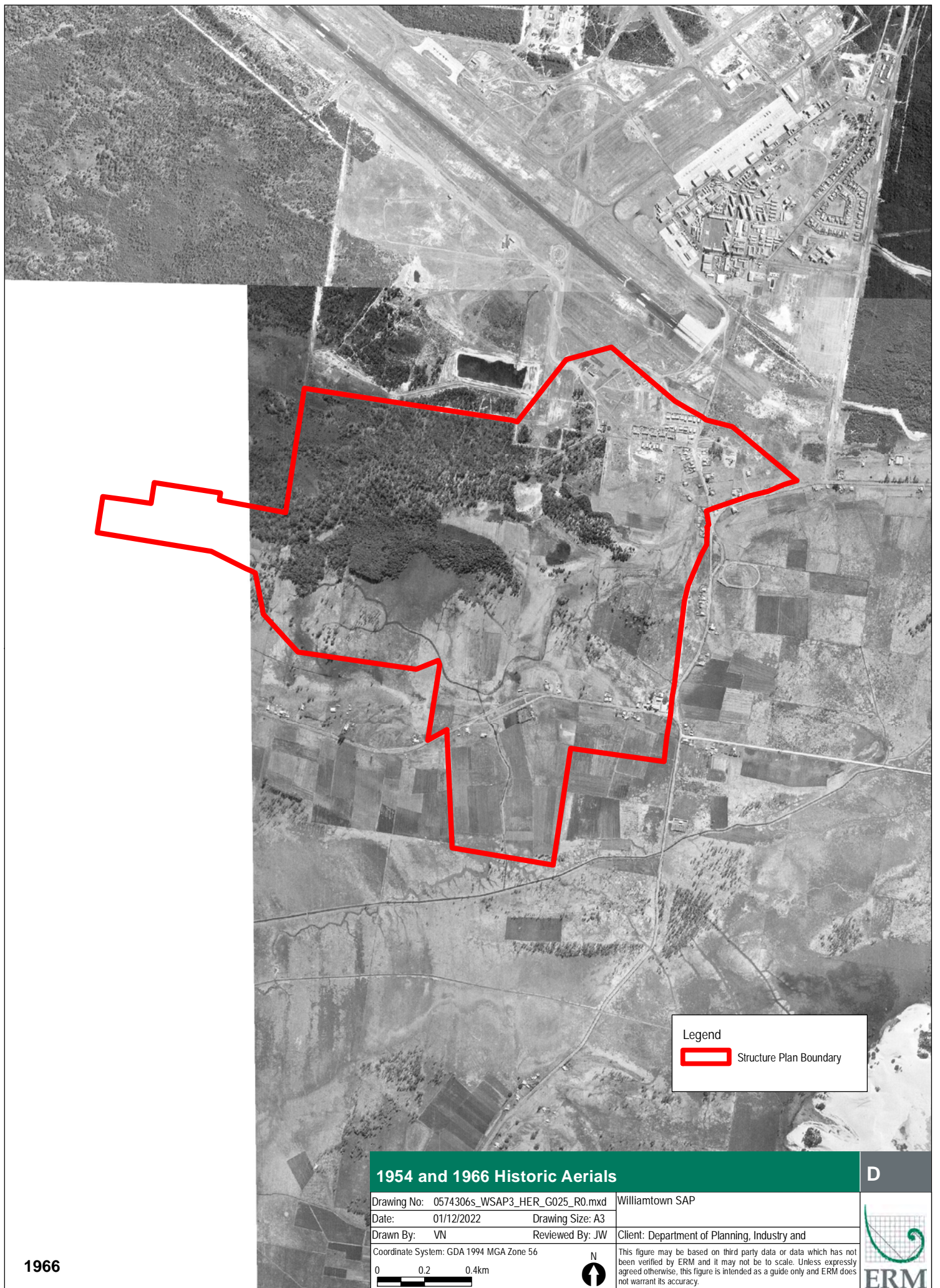
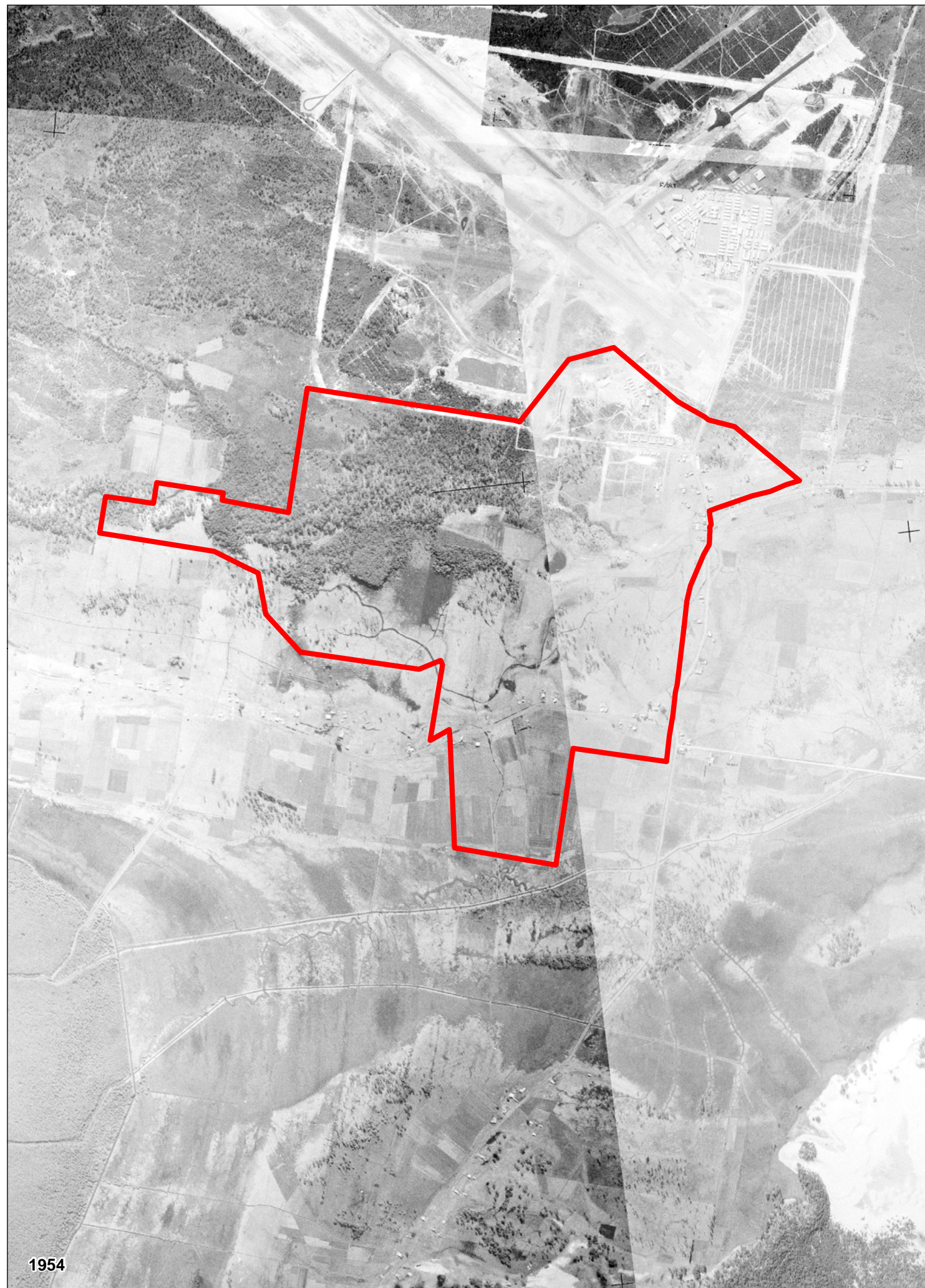
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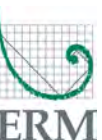

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APPENDIX D HISTORIC AERIALS (1954 & 1966)



Legend

Structure Plan Boundary

1954 and 1966 Historic Aerials		D
Drawing No: 0574306s_WSAP3_HER_G025_R0.mxd	Williamstown SAP	
Date: 01/12/2022	Drawing Size: A3	
Drawn By: VN	Reviewed By: JW	
Client: Department of Planning, Industry and This figure may be based on third party data or data which has not been verified by ERM and it may not be to scale. Unless expressly agreed otherwise, this figure is intended as a guide only and ERM does not warrant its accuracy.		
Coordinate System: GDA 1994 MGA Zone 56 0 0.2 0.4km		

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