

Bodalla Main Street Study



Bodalla Main Street, May 1926. Copied from *Bodalla and the Morts*, Laurelle Pacey 2010

Prepared for Eurobodalla Shire Council

August 2011

EXECUTIVE SUMMARY

This study focuses on Bodalla's main street between All Saints Church to the north through to approximately the Police Station to the south. It draws on community comments to suggest ways in which Council, other agencies and the community can work together to improve the character and functionality of the study area.

A Photographic History is included at Section 4, and a Policy Overview provided at Section 5. A range of issues are explored in Section 6 and the recommendations arising from that investigation are summarised and set out below. An inventory at Section 7 looks at each building in greater detail.

SUMMARY OF RECOMMENDATIONS

Adoption of the recommendations is encouraged, however they are the views of the author and are not binding on any party.

Roads and Traffic

The RTA should consult with the community or Council's heritage adviser when proposing works to that section of the Princes Highway that is within the study area. Retention and careful management of Bodalla's historic and aesthetic village character must predominate when decisions affecting its values are being made. An over-designed or over-engineered approach is not appropriate for Bodalla. Solutions should seek to "evolve from" the place rather than be "imposed upon" the place.

Traffic speed through the village should be reduced to 50 km/hr.

Council and the community should work together to identify and design on-site and on-street parking spaces. One area of investigation may be on the public land south of the Post Office. Design of parking should have due regard to streetscape character by being of an informal appearance, or be suitably screened from the public domain.

Install safe crossing points for pedestrians, possibly through the use of refuges.

Infrastructure affecting the Main Street

An infrastructure plan should be developed in consultation with the community and Council's heritage adviser.

Following installation of the sewer line, all existing green and grassed spaces affected during works should be reinstated. Grassed areas should not be concreted. No significant trees to be removed.

Lighting in the main street needs to be improved. At a minimum, affix lights to more power poles along the street. Consider using a light fitting that is more in keeping with local historic character.

Opportunities for a "node" or "anchor" in the southern part of town should be considered.

Services and facilities

Retain public toilets at the Hall

Further develop the open space around the Rural Fire Service building for increased public use. This may include accessible toilets for daytime use, an attractive shade structure similar to a traditional gazebo, some defined edges, tables and chairs, landscaping and a path system.

Public garbage bins should be set within attractive enclosures.

Identify locations for public seats and support/encourage increased public seating.

Promoting Bodalla

Signs should be consistent with Eurobodalla Shire Council Signage Guidelines and seek to fit sympathetically within the architecture of the buildings.

Signs should not be overly bright, and should complement the historic streetscape character within the study area.

An interpretation program should be prepared and implemented. It should explain the town's history and significance to the public. Interpretation should address the whole village, not just the study area and is best done by someone with specialist expertise in content and design.

The hotel carpark and adjacent lane need to be carefully designed and landscaped to ensure they compliment and strengthen the northern entry to Bodalla, as well as views to the north west over the former Bodalla Estate.

Entry signage should be installed at both the north and south ends of Bodalla.

Managing appearances

The design of new development should draw inspiration from some of the excellent historic examples previously used or still evident in the town, and may be modern interpretations of these forms.

Building colours should generally be based on an understanding of the colour scheme of the building at the time of its construction, as this usually delivers a colour scheme that sits comfortably on the building over time and through change of use.

Fencing should complement both the building and the streetscape.

Trees should not be removed other than in exceptional circumstances.

The Bodalla DCP should be considered when making changes or undertaking new development in the town.

Owners of heritage properties, or places within a conservation area are encouraged to utilise Eurobodalla Shire Council's free heritage advisory service, and to take advantage of any heritage grants that may be on offer.

CONTENTS

EXECUTIVE SUMMARY		2
1.0 INTRODUCTION		6
1.1 Background,.....		6
1.2 Purpose.....		6
1.3 Methodology		6
1.4 Limitations to this study		6
1.5 Authorship.....		7
1.6 Acknowledgements		7
2.0 STUDY AREA		8
3.0 OTHER PLANNING DOCUMENTS		8
4.0 PHOTOGRAPHIC HISTORY		9
5.0 POLICY OVERVIEW		20
5.1 Village character		20
5.2 Proposed policy.....		20
6.0 URBAN DESIGN ISSUES AND RECOMMENDATIONS		21
6.1 Roads and traffic.....		21
6.1.1 The highway		21
6.1.2 Traffic speed.....		21
6.1.3 Other traffic issues.....		21
6.1.4 Parking		22
6.1.5 Pedestrian safety		22
6.2 Infrastructure affecting the main street		22
6.2.1 Need for an infrastructure plan.....		22
6.2.2 Proposed sewer.....		23
6.2.3 Lighting.....		23
6.2.4 Footpaths.....		23
6.2.5 Southern end of town.....		24
6.3 Services and facilities.....		24
6.3.1 Toilets.....		24
6.3.2 A 'common' or park.....		24
6.3.3 Garbage tins		24
6.3.4 Seats		25
6.4 Promoting Bodalla.....		25
6.4.1 Signage		25
6.4.2 Interpretation		26

6.4.3	Northern entrance.....	26
6.4.4	Entry signage.....	27
6.5	Managing appearances.....	28
6.5.1	Village character.....	28
6.5.2	Colours.....	28
6.5.3	Front fences.....	29
6.5.4	Trees.....	29
6.5.5	Development Control Plan.....	30
6.5.6	Heritage listing.....	30
7.0	INVENTORY.....	32
7.1	Princes Highway - east side.....	33
7.2	Princes Highway - west side.....	64

1.0 INTRODUCTION

1.1 Background,

This Main Street Study was jointly funded by the NSW Heritage Branch and Eurobodalla Shire Council.

1.2 Purpose

This study provides specific and general advice on heritage and urban design issues for Bodalla's main street (in this case the Princes Highway as shown on the study area map) with the aim of assisting private property owners, Council and other authorities such as the Roads and Traffic Authority, to carry out appropriate conservation and enhancement work for their properties and public areas.

One of the underlying goals of Main Street studies is to improve the streetscape of a place to make it more attractive as a destination, so that business can take advantage of the greater number of visitors and their longer visiting time. A more vibrant community and local economy should result in a greater ability and willingness to conserve historic buildings and streetscapes.

1.3 Methodology

This study is based on the model set out in the NSW Heritage Branch guidelines and has been tailored to suite Bodalla and its "main street" area. It also recognises that the community has been requested to contribute to several Council initiated planning forums lately, including the Local Environment Plan (LEP) review, preparation of a Development Control Plan (DCP) and contribution to a review of Council's Heritage Schedule.

Bearing in mind the above, the methodology adopted has been to:

- review Bodalla's history, including its photographic record,
- inspect each building from the street and suggest pragmatic ways in which its significant attributes could be conserved and /or enhanced,
- investigate ways in which Bodalla's streetscape could be enhanced and interpreted for both local and the visiting public,
- prepare a draft document for discussion at a community forum held in Bodalla,
- invite further submissions from the community, and
- revise the draft document to reflect community input.

1.4 Limitations to this study

At the community meeting there were suggestions that this study include a more thorough and detailed history of the whole of Bodalla Village. It was also suggested that the study area be extended to also include the whole village. The very limited resources available would not have funded such a study.

Notwithstanding the above, several recommendations were made during the community meeting for actions outside the study area and these have been addressed. These include gateway signage at the southern end of town, and upgrades to the area adjacent to the Rural Fire Services building on the south corner of Eurobodalla Road and Princes Highway.

1.5 Authorship

This study has been prepared by Pip Giovanelli, Heritage Adviser to Eurobodalla Shire Council.

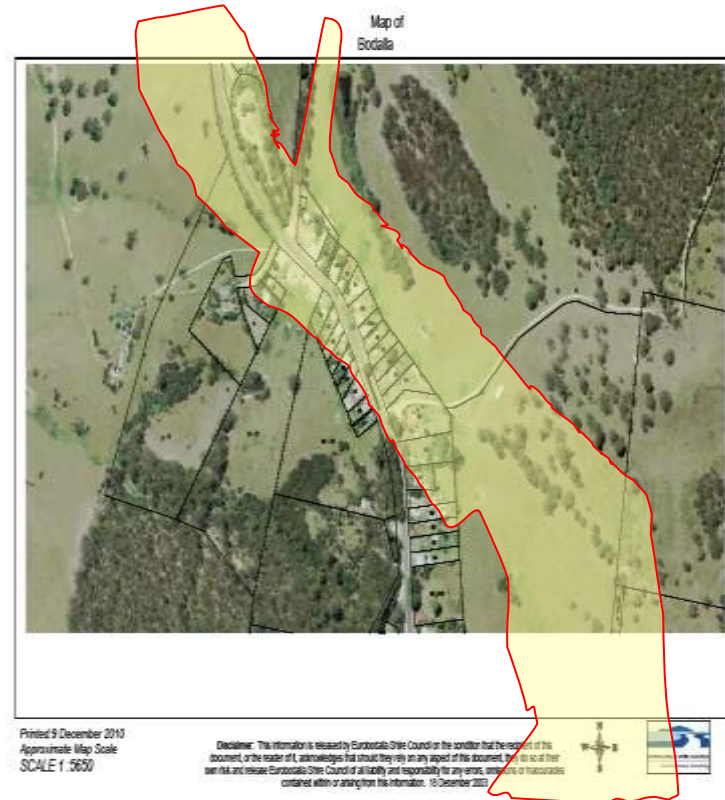
1.6 Acknowledgements

The report has drawn on several works that have been produced locally particularly *Bodalla and the Morts* by Laurelle Pacey. Others include *The Bodalla Estate from 1860 to 1989* by Helen Townend, the *Bodalla Town Walk* brochure and *The Story of Bodalla* by Shirley Doolan. The impressive amount of work invested in these documents is gratefully acknowledged. This study also acknowledges the very worthwhile report "Bodalla Historic Precinct Planning for the Future" that was prepared jointly by urPlan and Trevor King with funding provided by Robert McCuaig.

Approximately 20 people attended the community meeting on 4 May 2011 and made very valuable comments that have been incorporated in this study. Their commitment of time and contribution to the discussion is greatly appreciated.

2.0 STUDY AREA

The main street study applies to both sides of the Princes Highway as shown in the plan and correlates closely with the historic precinct in the Bodalla Development Control Plan (DCP) as shown below.



3.0 OTHER PLANNING DOCUMENTS

Development in Bodalla is subject to the currently applicable Local Environment Plan (LEP) that deals with matters such as zoning and density. There is also a Development Control Plan (DCP) adopted by Council that provides direction on building form and character. The DCP includes a set of design guidelines that apply to much of Bodalla.

4.0 PHOTOGRAPHIC HISTORY

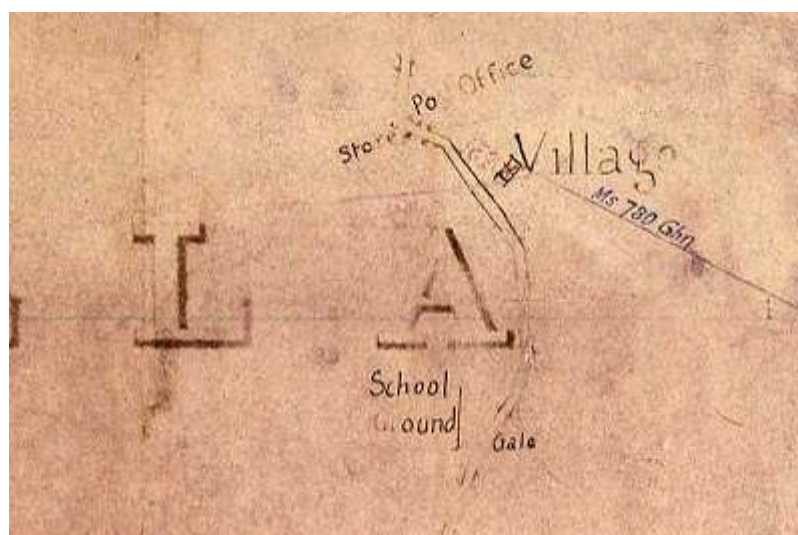
Thomas Sutcliffe Mort's involvement in Bodalla began in 1855 when Mort financed John Hawdon's purchase of Botally, a large holding that included the land on which the future village of Bodalla would be established. The title was in Mort's name as the mortgagee. By 1865 there was a log house, hotel and stores adjacent to the River Tuross on the old Government road on a part of the property known as Wedget, on the river flats down the hill from the present Bodalla village.

The property transferred in 1860 from Hawdon to Mort, and the latter commenced extensive land improvements. Mort's land management practice included leasing approximately 12,998 acres to tenant farmers, to each of whom he supplied a cottage, yards, milking bails and milking cows - the rent being three days milk per week. Presumably the tenants could obtain their provisions from the store and inn at Wedget, which also would have catered to travellers between Moruya, Nerrigundah and the far south coast.

Massive floods in 1867 came within four feet of the inn at Wedget and a further series of floods in March, April and May of 1870 caused further devastation, reaching the verandah of the old Bodalla Inn and into the store. As a result of the floods, the village was moved to higher ground in its present location.

One of the first buildings in the new village was a store that opened in April 1876 and that also accommodated the post office moved up from the flat at Wedget. The post office and telegraph moved into a new building Mort had built for the purpose in January 1877.

The new hotel (funded and controlled by Mort) opened later in 1877 and the new school (partly funded by Mort and still standing in 2011) was constructed in June 1878. Mort died 9 May 1878 however the essence of the village as the support centre for Mort's workers and the surrounding community had been established. The completion in 1883 of Stage 1 of All Saints Anglican Church further consolidated the village.



1887 Parish map

By 1887 there was more development in the village than indicated on the above parish map. The first store, which opened by 1876, is presumably one of the buildings shown in the vicinity of the hotel in the photo below. The new post office (1877) was on the corner of the Moruya to Bega road and the main store was in fact on the north eastern side of the road two buildings along from the post office.

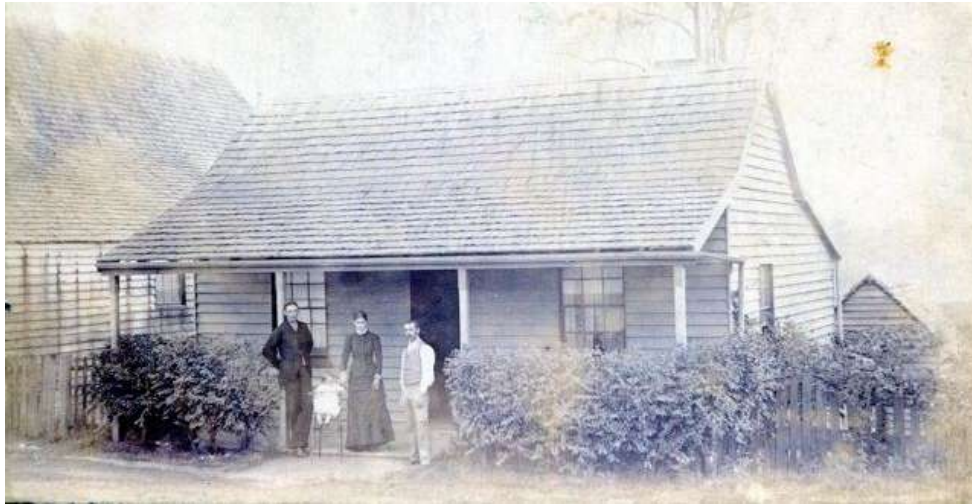
By the late 1880s, the town had two churches, a store, a post and telegraph office, estate offices (between the store and post office), public school, doctor's residence, butcher, baker, blacksmith, public house, hall and residences of various employees. All the property, apart from the school, belonged to the Estate, which had a population of 400–500 people living in 52 cottages in either the village or on the farms.



The photo above shows Bodalla and the Bodalla Arms Hotel, probably taken in the early 1880s from within the church grounds. The main road is the lower left and the hotel in the centre. Interestingly the hotel is not oriented to what we consider today to be the main road. Reproduced in *Bodalla and the Morts*, by Laurelle Pacey.

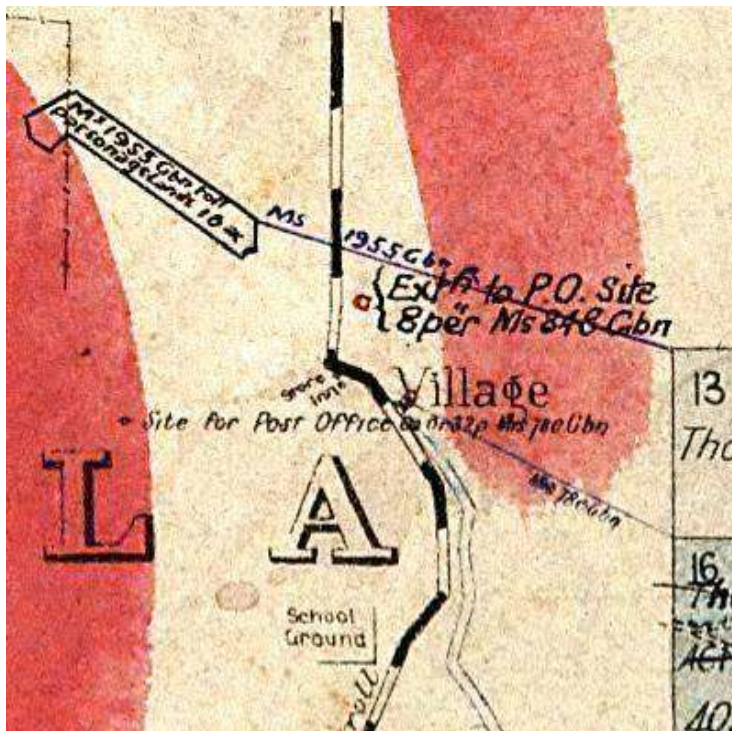


Bodalla Village Store, possibly taken in the mid 1880s, fronting what is now the Princes Highway. It was built in 1876 and demolished in the 1970s.



The Groom's Cottage, as it was known in the 1890s, is shown here in early 1885 (dated by the age of the child). To the left of the cottage is the village store. William Postill, on right, was employed by the Estate manager as the village baker (1884-1886) and the use of the cottage was part of his 'salary package'. Photo courtesy David Postill and Laurelle Pacey.

The building is still standing and is one of the oldest surviving building in the village of Bodalla. Unfortunately the modern concrete footpath is laid directly to the verandah posts and is about 600mm above floor height.

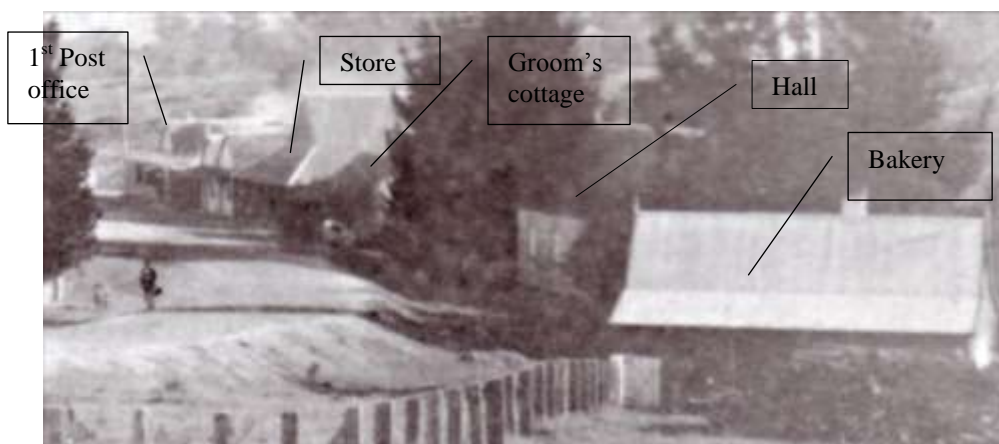


The Parish Map of 1898

The 1898 parish map shows the road more established, with the main road going past the school and down to Eurobodalla. The land allotment for the parsonage is also outlined to the north west of the village. An inn is shown on the location of the first and subsequent hotel site. The road to the right is the road to Narooma and Wagonga Inlet.



Bodalla from the south circa 1890, note the tramline still in the foreground just on the road side of the fence, even though no longer used. Printed in Pacey.



Detail of 1890 photo above looking to the north west with the bakery on the far right. The hall can be made out behind the trees. The Groom's house is beyond the trees, then the store beyond that, the Bodalla Company offices and the post office.



Bodalla circa 1885 looking to the north west from the approximate location of behind the present petrol station. The road in the foreground is not the highway, but joins it just off the right hand side of the photo, and runs across the south of the current buildings. The first Bodalla Hall can be seen on RHS of photo. All Saints Church is in the middle distance. Source: David Postill and Laurelle Pacey.

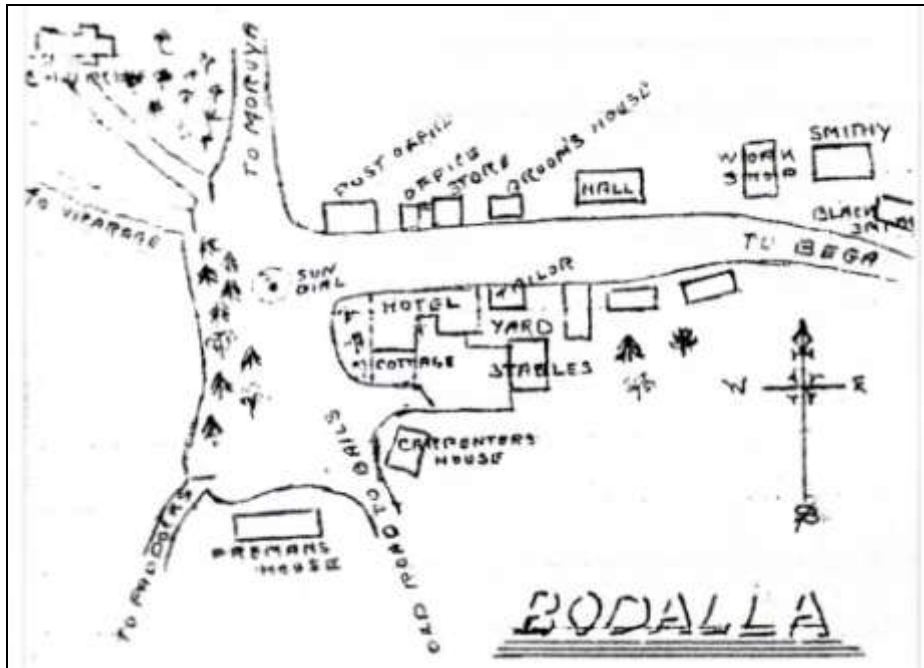


An arch was erected to welcome Marianne Mort on the occasion of her visit from England in the summer of 1892-93. The photo was taken from the western side of the hotel looking north showing the sundial in foreground and the post office in background. The post office was probably just to the west of the Dairy Shed. Printed in Pacey.



Portion of map of the Bodalla Estate's 1893 plan for subdivision into 13 farms for leasing.

It is interesting that in the subdivision plan shown above, only a few of the village's buildings are shown and they do not relate particularly well to the roads, ie the church is shown well west of the road and the hotel to the south.



A rough plan of Bodalla Village in 1896. Drawn by visitor Jonathon Hodgkin and reproduced in Pacey.

The above plan was drawn by visiting Englishman Jonathan Hodgkin and is much more detailed than the Parish Maps. The road to the "Vicarage" and the road 'to Paddocks' are shown west of "Freeman's House". Freeman was the Estate accountant. Note also the trees planted west of the hotel and the location of the sundial suggesting the area was already attractively developed. The 'old road to the bails' would presumably have been well used and possibly explains why the hotel, located on the corner, addressed both the 'bails' road (Central Bails farm) and the Bega road.



The old Bodalla Arms Hotel in February 1910, shortly before demolition. Printed in Pacey.

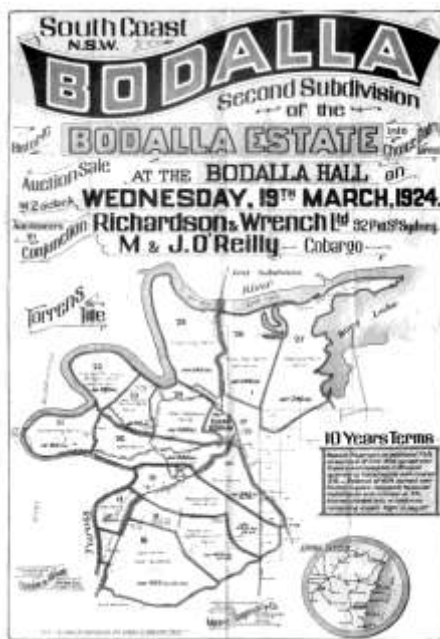


Late 1910, the new hotel nearing completion. Pacey.

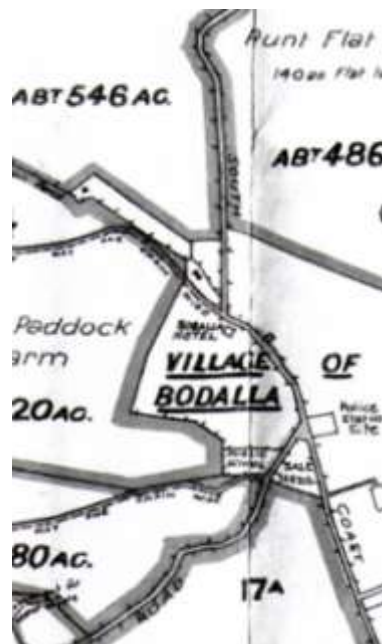
The new hotel, designed by Cyril Blackett, largely adopts the older hotel's orientation. It is strategically located at the intersection of the main roads to the north and south, and to the paddocks and the 'bails'.



Bodalla from All Saints Tower 1926. The photo shows the war memorial within the structure of painted posts within a well-landscaped garden surrounded by hedge. Printed in Pacey.



1924



detail



Bodalla main street 1926 looking to the south east with hotel on right.

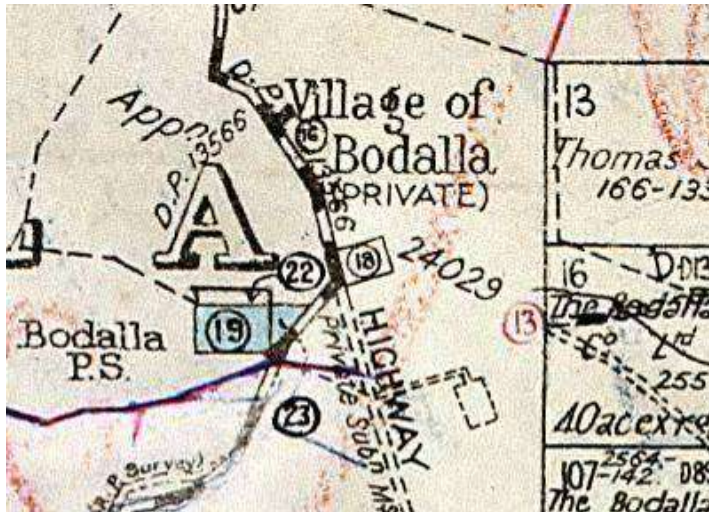


Detail of 1926 photo above.

The Bodalla Company office is the twin gable building on the left, next is the Bodalla Estate store (the tallest building, with the Groom's cottage next door). The bakery is visible in the middle distance with post office behind and to the right – see below for detail. The hedge extends along the fence between the hotel and main road.

The Bodalla Company sold off large sections of the farming Estate in 1923 and 1924 and also proceeded to sell properties in the town in 1926 at which time Pop Connors bought the store, office and corner cottage. The bakery and several cottages were also sold, although other properties took several years to move. School enrolments dropped off as many dairy workers and their families moved away.

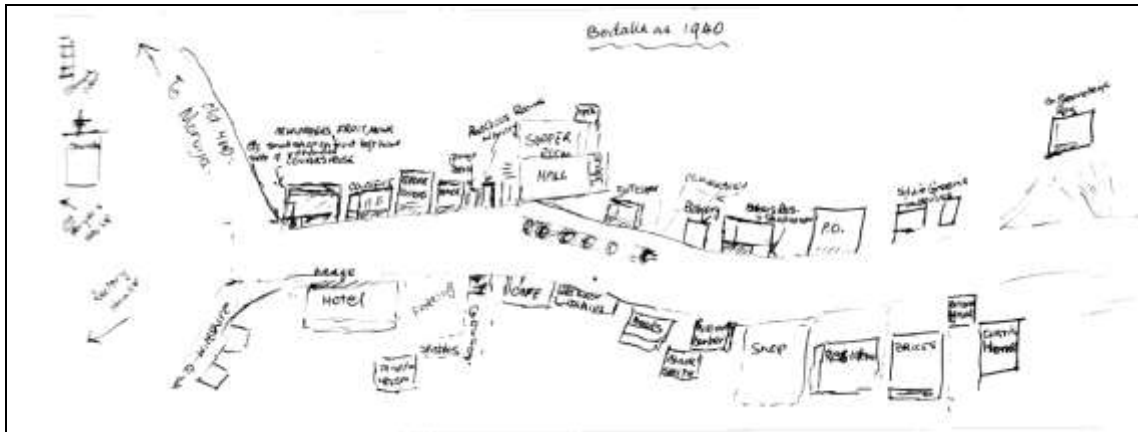
The hotel was sold in 1930 and further village blocks were gradually sold through the 1930s. However this was a period of slow development, with the Great Depression, droughts, poor farm returns and labour shortages, compounded at the end of the decade by further labour shortages when many young men went to the World War II. Only a small number of new dwellings were constructed during this period.



Parish map 1927 still notes the village of Bodalla as Private.

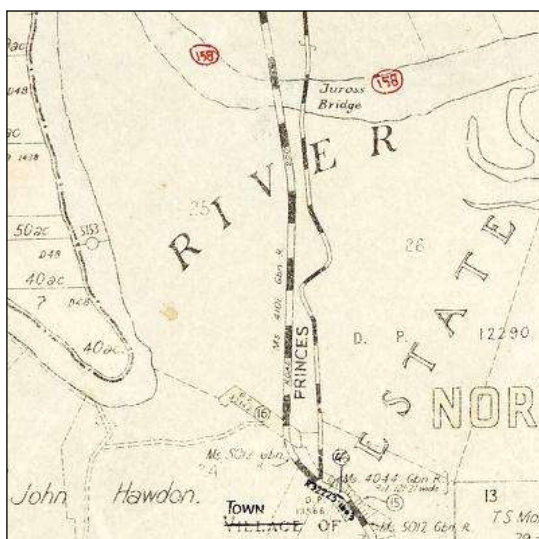


Drawing by Eirene Mort looking north west along the Princes Highway showing the hall, groom's cottage, the stores building and All Saints Church beyond.

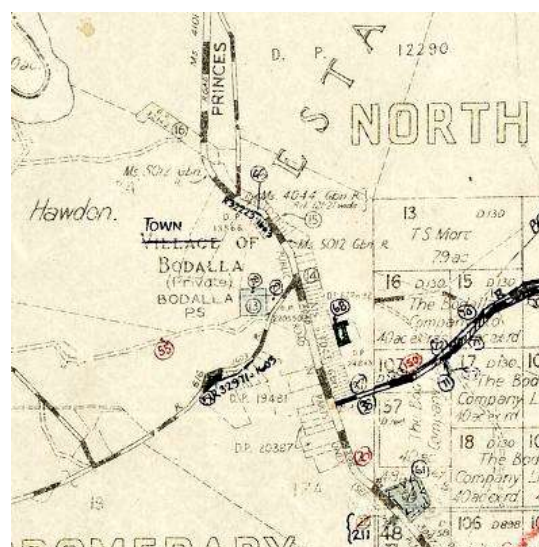


Bodalla in 1940. Remembered drawing by Minnie Collett, reproduced in Pacey. Note that the tree planting in the middle of the street is included.

<p>From the NW corner the shops read :</p> <p>Old Highway to Moruya</p> <p>Newspapers, fruit, milk etc, small shop on front left hand side of verandah, Connors house.</p> <p>Co. Office.</p> <p>Store, Connors.</p> <p>House.</p> <p>Garage, petrol</p> <p>Red Cross Rooms, Library.</p> <p>Supper room, Open, Hall, Stage.</p> <p>Butcher.</p> <p>Co. workshop.</p> <p>Bakery.</p> <p>Bakers Res and Shop as now.</p> <p>P.O.</p> <p>Sylvie Greens Houses</p> <p>Co. Secretaries Res</p>	<p>South side from left to right:</p> <p>To Wiltshire</p> <p>Hedge, Hotel</p> <p>Private house</p> <p>Parking</p> <p>Stables</p> <p>Storage, garage</p> <p>Café</p> <p>Old house ??Crips</p> <p>Heads</p> <p>Blacksmith</p> <p>Billiards, Barber</p> <p>Shop</p> <p>Residence</p> <p>Brices</p> <p>Butcher closed</p> <p>Curt's home</p>
<p>West of the highway from north to south:</p> <p>Tennis Court</p> <p>Church</p> <p>Old verger's house</p> <p>Rectory house</p>	



1976 Parish Map - detail north of village



1976 Parish Map showing subdivisions in village

The Tuross River bridge (north of the town) collapsed in 1954. A temporary low-level bridge was hastily constructed adjacent to the collapsed one. The present steel bridge was opened in 1957 some 100 metres or so upstream and the highway realigned to the west of All Saints Church. The historic alignment from the post office down to the bridge fell into disuse but remains visible today. At some stage the gardens west of the hotel fell into disrepair and the WWI memorial was relocated to the new Memorial Hall that was also opened in 1957. The community was unable to pay off the new hall and it was handed to Council in the 1970s.

The Bodalla Estate had been owned mainly by descendants of Thomas Sutcliffe Mort, through the Bodalla Company. The family was bought out and the Company was taken over by Panfida Foods Ltd in 1987. Panfida broke up the Estate and sold it off to the public in 1989. Remaining Company holdings in the village at that time were the new Company Office, six staff homes, five vacant blocks of land, the post office and the Big Cheese complex.

5 POLICY OVERVIEW

5.1 Village character

Bodalla's development (particularly within the study area) is closely associated with Thomas Sutcliffe Mort, the Bodalla Estate and the Bodalla Company. The main street continues to reflect this very important association while still accommodating an amount of private development that occurred during the latter part of the 20th century. The combination of building stock, streetscape and landscape has resulted in a village that has strong aesthetic and historic character, and a very human and comfortable scale. Important attributes of the study area include:

- the built form and historic integrity of many of its buildings;
- the steep roof-pitch and use of large gables in the historic buildings;
- the domestic scale of all the buildings;
- the strong and direct relationship that many of the historic buildings have to the Princes Highway, in particular fronting onto and addressing the highway;
- the sweeping bend of the Princes Highway and the median strip with Magnolia trees;
- the native and exotic landscape plantings within, and as a backdrop to, the town;
- the remarkable views into the surrounding landscape and beyond, especially the views to the west over the former Bodalla Estate.

5.2 Proposed policy

The proposed policy for development in Bodalla is to reinforce its historic and aesthetic attributes and, where appropriate, to allow for sensitive new development that respects historic character.

- Buildings should be conserved, adapted or restored in a manner consistent with their inherent designed form.
 - Infill buildings on sites where historic buildings have been demolished should reflect key design elements of the historic buildings. The historic photographs show that steeply pitched roofs and prominent gables were key features of early Bodalla buildings.
 - On other sites, new buildings can be of the period in which they are designed, but should nevertheless harmonise with their historic neighbours and the overall Main Street character. Reproduction architecture is not desirable, and is often inappropriate.
 - When the opportunity arises, buildings or items that don't "fit in" with the overall streetscape character should be suitably modified. In most instances landscaping between the road and building can provide an effective screen or filter, while at the same time providing a degree of privacy.
 - Front fencing and landscaping should seek to reinforce streetscape character.
 - Major works, infrastructure, public facilities and interpretation should all seek to enhance Bodalla's special values.
-

6 URBAN DESIGN ISSUES AND RECOMMENDATIONS

The issues below were generally discussed in the community meeting on 4 May 2011 or raised in subsequent submissions. The recommendations have been generated by the study author. Recommendations are italicised.

None of the recommendations in this study are binding on any party in any manner.

6.1 Roads and Traffic

6.1.1 The Highway

The Princes Highway through Bodalla is a main road managed by the RTA. Their area of interest extends between the property boundaries on either side of the road. This therefore includes footpaths and the treed median strip within the highway alignment.

The RTA comprises several sections dealing with differing aspects of works including a Property Section, Land Use Section, Development Section, Traffic Section, Communications Section and a Heritage Section. For some works the RTA will submit a Development Application to Council. For works that may affect the RTA's interests, Council and other authorities will consult with the RTA. For example, a building development adjacent to the highway may be referred to the RTA for their comment on the driveway. Individuals and groups can initiate discussions with RTA.

Insofar as Bodalla is concerned, an RTA staff member advised that:

- There was an approval to widen the carriageway within the study area by up to an additional 5 metres, however this may have been reversed.
- The proposal to construct a bypass to the village has been shelved. The draft bypass had been to the west of the village

This study considers that works to the road, whether they be widening of the carriageway, treatment of gutters and verges, footpaths, parking, protective roadside barriers etc, all have the potential to impact on the significance of the village and the detailed design should address the specific character of Bodalla.

The RTA should consult with the community or Council's heritage adviser when proposing works to that section of the Princes Highway that is within the study area. Retention and careful management of Bodalla's historic and aesthetic village character must predominate when decisions affecting its values are being made. An over-designed or over-engineered approach is not appropriate for Bodalla. Solutions should seek to "evolve from" the place rather than be "imposed upon" the place.

6.1.2 Traffic speed

Residents consider that traffic speeding through the village is a safety problem and would like to see the speed limit reduced to 50 km/h.

Traffic speed through the village should be reduced to 50 km/h.

6.1.3 Other traffic issues

Several community members are aware of specific road safety issues in town associated with speed, signage and road conditions that they consider need to be addressed.

6.1.4 Parking

Some community members noted a shortage of parking at peak times. The challenge for Council and the local community is to identify available parking opportunities and to assist in their utilisation, without compromising the relatively informal village character of much of the streetscape.

Council and the community should work together to identify and design on-site and on-street parking spaces. One area of investigation may be on the public land south of the post office. Design of parking should have due regard to streetscape character by being of an informal appearance, or be suitably screened from the public domain.

6.1.5 Pedestrian safety

There is no defined pedestrian crossing point on the highway and the combination of busy traffic, the inclined grass median strips and slightly ambiguous road and traffic pattern around the slipway can result in confusion, particularly for visitors, people with prams and those with infirmities.

Possible locations for safe crossings could include; between the Dairy Shed and the Hotel; from the Post Office to the southern end of the median strip and across to Jenny Rose Design, and between the Police Station and the RFS shed. These would “bookend” the commercial part of the village and also provide a central crossing area.

Install safe crossing points for pedestrians, possibly through the use of refuges.

6.2 Infrastructure affecting the main street

6.2.1 Need for an infrastructure plan

The community strongly recommended the need for an infrastructure plan that would provide long term strategic guidance for the range of infrastructure works planned or likely along the main street (and possibly beyond). The aim of the plan would be to coordinate works, minimise disruption and unnecessary duplication, and ensure that each infrastructure project was working towards a long term goal that reinforced streetscape and aesthetic character in addition to merely upgrading services. It is envisaged that the infrastructure plan would address:

- Long term design of the highway and side roads that run through Bodalla, including any proposed changes to road widths, parking etc;
- Electricity reticulation, including location of power poles, and the interrelationship between wires and trees and whether services are proposed to be relocated underground;
- Lighting;
- Fibre optic and other telecommunication cables;
- Stormwater – and how modifications to the present stormwater system are to be designed and managed;
- Other.

An infrastructure plan should be developed in consultation with the community and Council’s heritage adviser.

6.2.2 Proposed sewer




At the time of writing this report in 2011, the design for the sewer appears to be finalised and is to be located generally in the footpath area on the south side of the highway, approximately 1100 mm and 1350 mm off the front property boundary. Other sections of the sewer main will be between the highway and All Saints Church, and at the rear (north boundary) of properties on the north side of the main street as far as the “Secretary’s House, at which point it runs along the front property boundary. Installation of the pipe will presumably be disruptive and require rectification of footpaths, driveway crossovers and grassed areas.

Following installation of the sewer line, all existing green and grassed spaces affected during works should be reinstated. Grassed areas should not be concreted. No significant trees to be removed.

6.2.3 Lighting

The community identified a need for improved lighting and suggested that a traditional style was preferred. The present streetlights are a fairly utilitarian design fixed to only some of the power poles. A suitable colour for new light fittings would be galvanised grey or charcoal/black. Avoid heritage red or green.

Lighting in the main street needs to be improved. At a minimum, affix lights to more power poles along the street. Consider using a light fitting that is more in keeping with local historic character.

		
<p>Seaford Series from ArtCraft. Lumier comes in a variety of forms and colours and can be suspended from an arm attached to a pole.</p>	<p>Example of modern lumiere attached to a pole.</p>	<p>Alternaive colour and “witche’s hat” form with decorative work to arm.</p>

6.2.4 Footpaths,

Some footpaths need to be upgraded, especially around the post office and the nearby open drain.

Many of the shops currently have, or could fairly easily achieve satisfactory access into the buildings. In a few instances access could possibly be easier if relatively small changes were made to footpath gradients. Depending on the extent of disruption during installation of sewer, minor adjustments could be made during rectification work.

6.2.5 Southern end of town

Although outside the study area, a recommendation arising from the community meeting was that the southern end of town needs a node or anchor – which for example could be a commercial development, community development and/or a car park.

Opportunities for a “node” or “anchor” in the southern part of town be considered.

6.3 Services and facilities

6.3.1 Toilets

The only public toilets in Bodalla are those at the Hall. The community is very keen to have these retained and upgraded because they serve the central area of the town and are the only toilets available during Hall functions. There is an opportunity for additional toilets to be located at the RFS shed, to be open to the public on a permanent or daytime basis.

Retain public toilets at the Hall.

6.3.2 A ‘common’ or park

Historically, the public meeting space was approximately where the hotel carpark and adjacent lane is now.

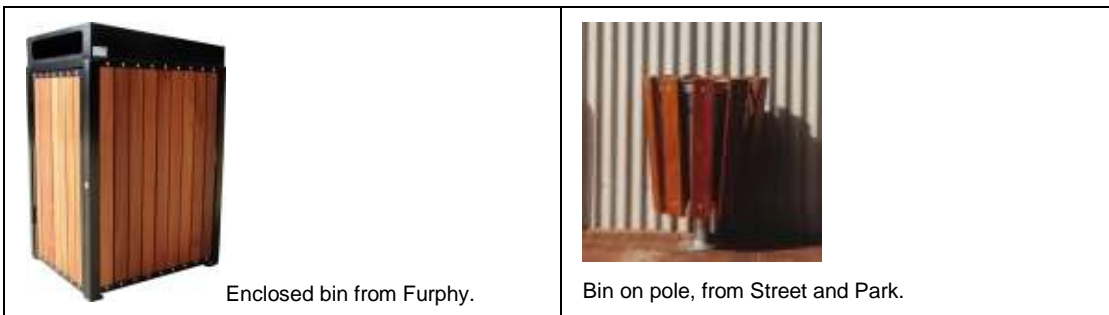
These days however, it is the open space adjacent to the RFS building that is used for some outdoor functions and for Driver Reviver activity. There is the opportunity to further develop this area so that it can be used for market days, community gatherings etc.

Further develop the open space around the RFS building for increased public use. This may include accessible toilets for daytime use, an attractive shade structure similar to a traditional gazebo, some defined edges, tables and chairs, landscaping and a path system.

6.3.3 Garbage tins

At present there seem to be a pair of wheelie bins outside the petrol station, one outside the Community Hall and one outside the post office. These are fairly unattractive.




Public garbage bins should be set within attractive enclosures.



6.3.4 Seats

There is minimal public seating in Bodalla. It was considered by some that some footpaths were too narrow for public seats and that possibly seats could be integrated with front fences. The provision of public seats by individuals and businesses suggests a committed community and is encouraged. Suitable locations for public seats include: near the Dairy Shed; in front of the hairdresser or adjacent to the community hall, outside the post office, near St Edmunds Church, outside the restaurant, west of the hotel looking over the former Bodalla Estate. A seat and table should be installed near the RFS shed.

Identify locations for public seats and support/encourage increased public seating.

			
<p>Seat in Bodalla</p>	<p>Botanic style by Artcraft</p>	<p>Atherton by Artcraft</p>	<p>Traditional by W M Olds and Son</p>
			
<p>Modern seat and table. Rugby Style from Street and Park furniture</p>		<p>"Council" seat from Furphy</p>	

6.4 Promoting Bodalla

6.4.1 Signage

Excessive signage inevitably detracts from streetscapes and encourages other businesses to compete in terms of size, volume and impact.

Signs should be consistent with Eurobodalla Shire Council Signage Guidelines and seek to fit sympathetically within the architecture of the building.

Signs should not be overly bright, and should complement the historic streetscape character within the study area.

6.4.2 Interpretation

Tourism is increasing in Bodalla, however the history of the town is not well presented. A town-walk brochure has been prepared but needs further work. There is no fixed interpretation panel. The community indicated that interpretation should be improved, but that there should not be too much, and that signage should not be too commercial or 'touristy'. Generally, interpretation panels should not be fixed to buildings, although the Hall could be an exception. For discussion purposes, the following can be considered:

- 1 a free standing sign on the corner of the northern carpark and the highway showing historic views across to the hotel;
- 2 a fixed panel at the Hall describing the history of Bodalla in some detail, including a description of the walking trail through to St Edmunds;
- 3 a free standing sign near the Post Office showing the historic (1890) view back down the road, and including Eirene Mort's drawing;
- 4 a free standing sign opposite the Groom's Cottage showing its historic appearance and noting it as one of the oldest buildings in the Main Street.

Prepare and implement an interpretation program that explains the town's history and significance to the public. Interpretation should address the whole village, not just the study area.

6.4.3 Northern entrance

Historically the northern entrance to the town was very attractive with a well managed landscaped area where the hotel carpark and lane is now. It is presently in poor appearance and needs "cleaning up" and "visual strengthening".

Development of the hotel carpark needs to be done in a manner that enhances the streetscape, especially when driving into Bodalla from the north. This could be achieved with careful landscaping and judicious use of edge planting and screening.

The lane immediately west of the hotel carpark is in the foreground of a superb vista west over the former Bodalla Estate. Landscaping to the verges and edges should be low where the important views are to be framed. This laneway should not become a defacto carpark.

The Hotel carpark and adjacent lane need to be carefully designed and landscaped to ensure they complement and strengthen the northern entry to Bodalla.



The area to the west of the hotel was once attractively landscaped.

6.4.4 Entry signage

At present there is no 'gateway' or roadside signage announcing Bodalla to travellers. Suggested locations at the north and south end of Bodalla are shown on the map below. Proposed text could be simple, such as:

Bodalla Village
Established by Thomas Sutcliffe Mort
circa



Indicative north and south entry sign locations



Simple and effective entry signage at Braidwood.

Entry signage should be installed at the north and south ends of Bodalla.

6.5 Managing appearances

6.5.1 Village character

Bodalla's history is evident in its buildings and in the shape and structure of the highway.

The manner in which the main road follows the ridge, the presence of the slip-lane and the row of magnolia trees defining the embankment between the "main" part of the highway and the slip-lane to the side are intrinsic components of Bodalla's streetscape.

The buildings have diversity in their age, form, setback from the highway and proximity to their neighbour. The scale and richness of the buildings combine with the streetscape to create a very strong sense of "village", in spite of the fact that a major highway runs through its centre. Bodalla's highly attractive historic village character is reinforced by the stunning stands of spotted gums, and exceptional views of the adjacent rural lands.

The design of new development should draw inspiration from some of the excellent historic examples used historically, or still evident in the town, and may be modern interpretations of these forms.

6.5.2 Colours

Generally the colours should be appropriate to the age and period of the building to which they are applied. In Bodalla, many of the buildings apparently remained unpainted for many years. The whole village was then painted all the same colour when the new hotel was completed. There is now diversity in the style and age of buildings in Bodalla and hence no one colour scheme will be appropriate to the whole town. Colours for the body and trim should complement the building and harmonise with the streetscape.

Colours should not be used as a form of advertising nor as an attempt to attract passing traffic, as this not only detracts from the overall streetscape but encourages other businesses to paint their buildings in even brighter colours. Such schemes tend to lower the overall quality of the building and streetscape. If carefully chosen, colours can be strong, solid and bold, without being garish.



An example of inappropriate paint patterning on a historic building

Building colours should generally be based on an understanding of the colour scheme of the building at the time of its construction, as this usually delivers a colour scheme that sits comfortably on the building over time and through change of use.

6.5.3 Front fences

Front fencing is an important part of any significant streetscape and should be of a style that complements both the street and the dwelling. Various styles are evident in historic photos. Modern steel-mesh fencing (galvanised ARC weldmesh) in most (but not all) circumstances does little to improve the appearance of the streetscape or the dwelling. However it can provide an ideal framework for hedges and climbing plants and can be effectively “planted out” rather than replaced.

Fencing should complement both the building and the streetscape.



Hotel circa 1910 with sawn rail fence along north side, and pickets to west side



1926 showing hedge integrated with sawn rail fence

6.5.4 Trees

The soil and climate in Bodalla is obviously highly conducive to growing both native and introduced species of trees, and the diversity of trees is considered to be fundamental to Bodalla's Main Street character. Important trees include, but are not limited to:

- The row of magnolia trees on the main street median strip was planted by Bodalla Agricultural Bureau in the early 1930s. Some of the magnolia trees that were dead or diseased were replaced with similar species by the local nurseryman c. 1990;
- The plane trees (where?) were also planted by Bodalla Agricultural Bureau in the early 1930s;
- Camellia and tulip trees to the street frontage of No 83, (Head's Cottage former) which, anecdotally are said to be as old as the cottage;
- Trees including the Bunya Pine south of the Hotel;
- Trees associated with All Saints church;
- Trees lining the pre 1956 Princes Highway entry into Bodalla;
- Individual and collected stands of spotted gum trees especially in the south part of the study area
- Distinctive trees that create a backdrop to the buildings.

Trees should not be removed other than in exceptional circumstances.

6.5.5 Development Control Plan

A Development Control Plan was prepared by Eurobodalla Shire Council specifically to cover the historic main street area of Bodalla.

The Bodalla DCP should be considered when making changes or undertaking new development in the town.

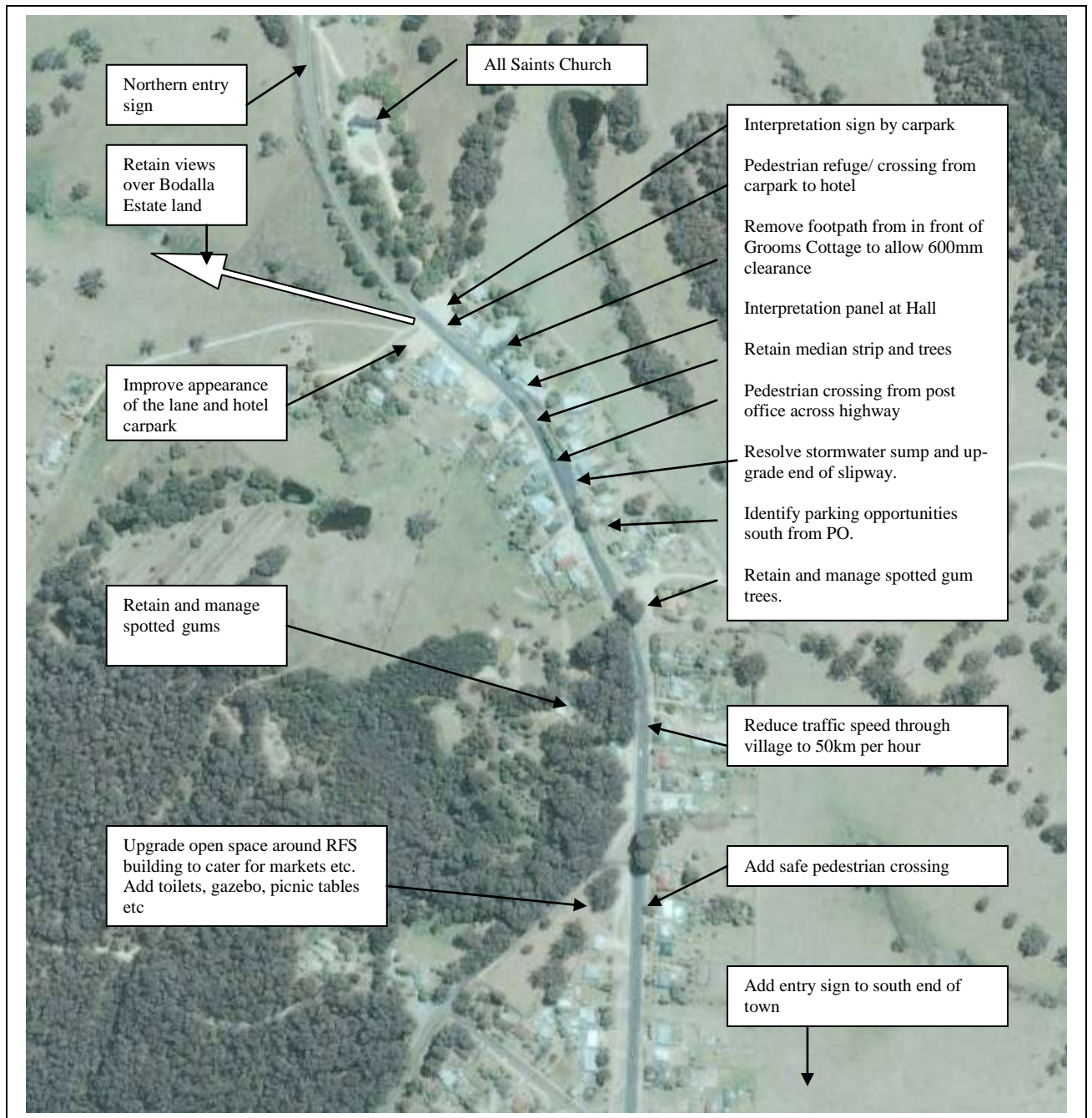
6.5.6 Heritage listing

In view of Bodalla's heritage significance, a number of buildings have been listed in ESC's Heritage Schedule for their historic or other associations.

Heritage listing is recognition of a place's value and does not prevent alteration or adaptation, or even in some circumstances demolition. However it does require Council to consider the impact on heritage values arising from development to a place, or in certain instances, adjacent to a place.

Owners who are considering altering a heritage property or adding additional development to such a place should consider the clauses in ESC's Local Environment Plan. Council may also be able to provide free heritage advice and from time to time may make funds available to assist with the conservation of listed properties.

Owners of heritage properties, or places within a conservation area are encouraged to utilise Eurobodalla Shire Council's free heritage advisory service, and to take advantage of any heritage grants that may be on offer.



Summary of major recommendations to "Main Street". Google image with annotations.

7.0 INVENTORY

The following is an inventory of buildings and items within the study area. The east side of the street is presented first arranged from north to south, followed by the south also presented north to south.

Most places in the inventory have an entry against the following headings:

Current photo

Historic photo

Brief history

Significance

Comment

7.1 Princes Highway - east side

Anglican Church

48 Princes Hwy



The Church was erected in memory of Thomas Sutcliffe Mort and his first wife Theresa Shepheard Mort. It was built in two stages.

Stage One took two and a half years to build, and opened in Easter 1883. The architect was Edmund T Blacket, architect of the cathedrals of St Andrew's, Sydney and St Saviour's, Goulburn and the main buildings at Sydney University and T S Mort's home 'Greenoakes' at Darling Point. Though the original design was his, it is unlikely that Blacket ever saw the site of All Saints (chosen by Thomas Mort) for he was not only very busy, but also ill at that time. It was his son, Cyril, who carried it through its first stage (ie Chancel, Vestry, Organ Recess and the first two bays of the Nave). The builder was Joseph Ziegler of Moruya under Blacket's supervision. The granite was quarried on the Estate. The entrance door with its intricate hand wrought iron hinges and straps, and the stone font within, were designed by E T Blacket himself. The foundation stone was laid by Thomas Mort's widow, Marianne (second wife) on 18 March 1880.

Stage Two of its construction began in 1899 and was finished in 1901, still lacking Edmund's intended spire. Cyril had redesigned the tower. The stained glass windows, the Chancel tiles, the unusual reredos of marble mosaic, as well as the pipe organ, were brought from England. On the Chancel arch are supposedly Thomas Mort's last words: "Thine eyes shall see the King in his beauty", but it is considered unlikely that they were. The only person who ever stated that was the distantly related Eirene Mort, a descendant of Thomas' brother Henry. Beyond it, the stained glass windows of the Transfiguration light up the Sanctuary. This east window was the gift of the people of Bodalla and district in memory of Thomas and Theresa Mort.

Significance

Highly significant in the context of Bodalla and the region. Its landscaped setting including historic plantings, driveway, fencing and mature trees are also a key part of its significance.

Comment

The building is well managed and should continue to be so. Mature trees should be replaced with same species as they become senescent. Any new development should only occur to the north of the building, at a respectful distance away and of a modest scale. The form of any new development should be traditional and understated and could borrow the forms used extensively by Thomas Mort on other buildings in Bodalla and the Estate, namely steeply pitched roofs and bold gables.

Former Princes Highway alignment



The Princes Highway alignment to the east of the church did not exist prior to the village being established at its current location. It was certainly a key component of its initial set out. The highway was relocated west of the All Saints Church in 1957 when the new bridge over the Tuross was built.

Significance

Important to an understanding of Bodalla's development.

Comment

The former easement to be maintained as a tree-lined pathway, possibly as part of a local walking trail.

Interpretative signage to be erected explaining that it is the former Princes Highway alignment and also explaining the reason for the road's realignment.

The Dairy Shed

56 Pacific Highway



View from west 2011.



View from church grounds in 1880s

Recent history

Constructed 2009. The timber framed covered eating area at the rear was erected over a former block of brick motel units; the Dairy Shed was erected after the front of the motel and café/newsagent were demolished.

The whole complex with parking area is located on the lots once occupied by the original post office, Bodalla Company offices and Bodalla Estate Store.

Significance

The present structure is not historically significant but is in keeping with the streetscape and Bodalla's history.

Comment

The building utilised the building forms, especially the gables, apparent in many of Bodalla's early buildings

Groom's Cottage
56 Princes Highway



Early 1885, courtesy of David Postill and Laurelle Pacey.

Brief history

The building appears in some of the earliest photographs of Bodalla and probably dates from about 1878. The baker lived there in the mid 1880s, and it was the groom's cottage in the 1890s. The cottage was sold in 1926 to Roy Byrnes who established a service station there. In the 1940s the place was owned by Dickson. (Bodalla town-walk brochure).

The cottage is being restored in mid 2011.

Significance

Important historically and as part of the streetscape. It is one of the oldest buildings in Bodalla and highly significant for its associations with TS Mort and the Bodalla Estate.

Comment

The roof mounted signage detracts from the place's character and no longer appears to be relevant to any commercial activity conducted on site. The Civic Guide sign also detracts from the place, is out of date, and should be relocated to the new carpark near the entry to All Saints Church, where it would seem to be more appropriate or removed altogether.

The junction between the footpath and verandah should be inspected to ensure that the path is not having an adverse impact. It would be appropriate to cut the footpath back from the house and treat the junction more sympathetically.

Colour

Colour scrapes should be undertaken to identify original colours if possible. Walls may have been a light tan colour (note in the historic photo walls are not as white as the light shirt or baby clothes, suggesting walls were not full white). Window sashes and glazing bars appear darker and may have been red ochre or dark sienna or umber. The top 300 mm of posts is also the darker trim colour. Fence palings appear to be unpainted.

Garage (former)

58 Princes Highway



Brief history

Probably built in the 1930s and operated as a garage. Petrol pump was between garage and cottage.

Significance

Associated with Bodalla's role in the 20th century as a service centre to the local community and passing traffic. Contributes to town character.

Comment

Maintain its current general appearance. The building could be sympathetically adapted, but should not lose the sense of its former use as a garage.

Bodalla Community Hall
60 Princes Highway



Brief history

Built in 1957 to replace the previous hall that dated from late 1870s-early 1880s

Significance

Social significance to the community.

Comment

When next the hall needs painting, alternative colour schemes could be considered.

War Memorial



2011



War Memorial in front of the Bodalla hotel in 1923 with old hands on the Bodalla Estate – William Vagg, Pat Lennard and Jack Whelan. Lennard has his hand on the machine gun which was once mounted on top of the rock. (*Sydney Mail*, 14 March 1923 p.17) copied from Pacey.

Brief history

The memorial was previously located in the garden at the Bodalla Arms Hotel and was moved to this site presumably at about the time the hall was built (c1957).

Significance

The memorial commemorates those who died in the First World War, although the two Mort names mentioned are the sons of Thomas and Marianne Mort who lived in England and served with the British forces. They were Estate shareholders.

Comment

The present setting or landscape treatment seems a bit underwhelming, with basic concrete surfaces and signage to the toilets. A revised landscape plan could create more of a sense of commemorative space as was the case with the memorial's earlier presentation outside the hotel in 1923 as shown in the photo above. This could be done in tandem with an upgrade to the hall entrance area.

Hair Salon



Brief history

Formerly the butcher's, and noted on Minnie Collett's plan from 1940.

Significance

The building is an example of a functional shop from the mid 20th century.

Comment

The building provides opportunities for differing colour schemes. The front area is ideal for "pot plant" landscaping, which would enhance the streetscape.

Susanna's Emporium

62 Princes Highway



Brief history

This is the original butcher's shop as described in Minnie Collet's diagram; the shop to the left is a later addition.

The age, history and development of this building is not clear. The brick section at the south (or east) end appears to be an addition.

Hodgkin's drawing of 1896 notes several buildings east of the hall including a Workshop, Smithy and Blacksmith. Minnie Collet does not identify any building clearly on this site, but suggests the Co. Workshop might have been set slightly back.

Significance

The core of the building may be historically significant as one of the early Bodalla buildings. Either way, the form of the building sits well in the streetscape and makes a useful contribution to Bodalla's historic character.

Comment

The building form suggests something from circa 1900 however the colour scheme is not entirely appropriate to that period.

It would be interesting to untangle the history and evolution of this structure and use that knowledge in the town's interpretation.

House behind hedge
64 Princes Highway



Brief history

The Bodalla Estate's blacksmith shop was located on this site and to the rear of the old butcher's shop as well as the carpenter's building. The blacksmith's shop was a ruin in the 1940s.

The house was probably built circa 1960 or 1970.

Significance

The existing building has no obvious heritage value.

Comment

The place is set well back from the street and behind a dense hedge. As a consequence its modern appearance does not detract from Bodalla's historic character to a significant degree.

Bodalla Bakery
66 Princes Highway



Bakery on right



Detail of 1926 photo showing the bakery.

Brief history

The present bakery was possibly built at the same time as what is referred to as the groom's cottage, pre 1885 and possibly mid to late 1870s. The original wood fired oven is still being used and is of considerable heritage significance.

The photo of the bakery (attached) was taken in early 1885 when William Postill was the baker (man on right). He was provided with the cottage (known in the 1890s as the groom's cottage) as part of his 'salary package'.

Significance

The bakery is one of the oldest surviving buildings in Bodalla and possibly dates from the mid to late 1870s. It is a very important component within Bodalla's streetscape, and has become a major player in Bodalla's economic revival.

The original wood fired oven is still being used and is of considerable heritage significance.

Comment

The baking building is very appropriately presented. The space between the bakery and its shop has a delightful and informal character typical of rural country towns. It is important to minimise excessive hardening or formalising of such spaces.

Bodalla Bakery retail outlet and cafe
66 Princes Highway



Brief history

The building appears to date from the mid 20th century, with the shop possibly a later addition.

Significance

Not historically significant, however the building makes a valuable contribution to the town's character particularly in association with the historic bakery.

Comment

The place is a good example of how a mid 20th century building can be adapted to fit in well and reinforce the 19th and early 20th century streetscape character.

Bodalla Post Office and Gallery Bodalla 66A Princes Highway



Brief history

In 1898 the site of the present post office was surveyed and the building built in 1899 with a residence attached for the postmaster.

In 1907 the status of the post office was lowered to semi-official ranking, it being then an official building. Miss K Jackson from Greta was appointed to take over from her father on 9 May 1908. Her sister Ivy took over from 1 January 1910. Miss Ivy Jackson later resigned and was succeeded by Mrs A C Vandenberg who was at Batemans Bay previously as semi-official post mistress. She took charge on 7 May 1914 and remained until 7 January 1951 when the post office was accorded official status.

The centenary of a post office in Bodalla was celebrated on 1 January 1957. The first post office was down on the river flat at Widget; the second was purpose built by Thomas Mort opposite the Bodalla Arms when the village was moved up from the flat. It was on the site of what is now the Dairy Shed's car park and new cheese making facility.

The building was lovingly restored by its then owner artist John Hackwell in 2000 and the residence section converted into an art gallery while continuing to lease the post office itself to Australia Post licensees.

The post office building continues to be privately owned. Gallery Bodalla is located in the former residence.

Significance

High levels of historic, aesthetic and streetscape significance.

Comment

The building is well presented, well restored and has a high degree of integrity.

Red brick dwelling
68 Princes Highway



Brief history

Probably dating from the 1970s.

Significance

The building has no obvious heritage significance

Comment

Because the building does not add to the historic precinct's overall character, the strategy should be the same as that adopted at the modern house north of the bakery, namely dense hedging be planted immediately inside the mesh fence. This will grow into the fence, generally hiding its modern character and if allowed to grow to about 1.8 m high would provide a good vegetation filter to the red brick dwelling. Hedges were used traditionally in the town. A couple of strategically located medium height trees and shrubs in the front and north side yard would greatly improve the overall landscape setting.

Inter-War Cottage

70 Princes Highway



Brief history

The building looks like an Inter-War cottage, probably from about 1920 or so.

Significance

The building has some historic significance associated with its having been built in the early part of the 20th century, possibly following the Bodalla Estate's land sales of the early 1920s. The enclosure and modifications to the front verandah tend to obscure the building's more attractive features.

Comment

This building could be restored in a way that greatly improves its appearance and character, and there is ample opportunity to further extend the building to the rear. The front fence is not to the period of the dwelling and could be used as a vegetation climbing frame. Hedges were used traditionally in the town [only around the hotel I think]. Other options include replacement of fence with something more appropriate, including simple pickets, post and rail, woven wire etc.

Dwelling with horizontal cladding

72 Princes Highway



Brief history

The dwelling probably dates from the late 20th century.

Significance

The place has no obvious heritage significance. Its visual impact in the street is relatively low.

Comment

The dwelling is set well back from the road and enjoys some medium-sized vegetation in the front. The overall appearance could be further improved by upgrading the front fence or using it as a climbing frame for plants. Hedges were used traditionally in the town. Timber panelling or climbing plants to screen the rubbish bins would be useful.

Grey painted dwelling with picket fence

74 Princes Highway



Brief history

The building appears to date from the mid 20th century.

Significance

The building has not been identified as a heritage item.

Comment

The picket front fence and landscaped garden complement the streetscape. A medium-sized tree in the front yard would work well with the building's scale.

Dwelling with bull nosed verandah

78 Princes Highway



Brief history

The building probably dates from the mid 20th century. The bullnosed verandah was probably added in the latter part of the 20th century.

Significance

The building has not been identified as a heritage item.

Comment

The front fence and garden complements the streetscape.

Dwelling with red roof
80 Princes Highway



Brief history

Noted in Minnie Collett's remembered town plan of 1940 to have been the Co. Secretary's Residence. From its appearance it dates from the latter part of the 19th century.

Significance

Historically significant for having been built or used as the residence for the Bodalla Company's Secretary.

Aesthetically the building has a very fine proportion and presentation. The building's integrity and use of materials, combined with its elevated position, results in it making a valuable contribution to Bodalla's historic character and streetscape.

Comment

In its current form and appearance the building makes a very good contribution to Bodalla's streetscape.

Allotment with green shed

832A Princes Highway



2011. Photo by PG

Brief history

It has not been established if there was previous development on this land.

Significance

The site has not been identified as a heritage item.

Comment

Recently planted vegetation will soon hide the modern shed from the streetscape.

Dwelling

82 Princes Highway



History

Probably built circa 1950–60

Significance

The site has not been identified as a heritage item.

Comment

Extensive vegetation has been planted directly in front of the dwelling and as a consequence it has little impact on the streetscape.

Dwelling, of former doctor
84-86 Princes Highway



Brief history

The house was built in circa 1870s and was the Bodalla Estate's doctor's house. It is listed as such on an 1885 company plan of the village and was still the doctor's house in 1896. It became the manager's house soon after the then Manager Douglas Hutchison married, presumably because Mrs Hutchison preferred to live in town. By that stage the Estate no longer had a doctor. The building continues to be used as a residence. The manager's house from the mid 1880s was at Borang, just to the south of Bodalla. Other staff lived at Borang until it burned down in late 1926/early 1927.

Significance

Entered in the local heritage schedule, the building has both aesthetic and historic value. The structure has very high integrity. The landscape and garden may also have heritage values.

Comment

The building would be enhanced by painting, which would have the added benefit of extending the life of the fabric. The front fence seems appropriate, and whilst the logic behind a thick hedge is obvious, a slight trim of its height would improve the contribution that the building makes to the historic streetscape with out compromising the occupant's privacy.

Shed behind overgrown fence
88 Princes Highway



Brief history

Earlier development on the site not established.

Significance

The site has not been identified as a heritage item.

Comment

The site is generally hidden behind the fence and screen planting.

There is an opportunity to enhance the signage and entry, for example the sign panel could be set within a border.

Red roofed mid 20th century cottage

90 Princes Highway



Brief history

Appears to have been built mid 20th century (1940s-50s).

Significance

Not noted for listing in heritage schedule.

Comment

This is an attractive house that presents well to the street. Colour scheme is appropriate as is fence and front landscape. Garage set to the rear follows traditional pattern.

Grey roofed dwelling

92 Princes Highway



Brief history

House probably built late 20th century.

Significance

Not noted for inclusion in heritage schedule.

Comment

Fairly typical late 20th century brick veneer cottage with solid brick front fence. The house sits fairly low to the ground and is not readily visible from the road.

The large signage panel in this residential allotment detracts from the appearance of the house.

Honda sales and repairs

94 Princes Highway



Brief history

Probably built in the late 20th century.

Significance

No obvious heritage value.

Comment

The extent of signage and bright advertising colours don't reinforce the concept of an historic streetscape, although are probably necessary to some extent given the location and nature of this business.

Police station

96–100 Princes Highway



Police station garage

Brief history

This immaculately kept building was once the Court House and Police Station at Nerrigundah, built after 1866. It was moved to the present site in 1928 and courts were

conducted there until 31 July 1971, when the Court House ceased to operate due to lack of local cases or hearings. However, it is still used as a police station and residence. Unfortunately the original dock and magistrate's bench were removed during renovations in late 20th century. To the rear of the building is a weatherboard lock-up, now not in use.

Significance

The place has a high degree of historic and aesthetic significance and is on the Eurobodalla Heritage Schedule and makes a very important contribution to the town's historic streetscape.

Comment

The police station presents well although the front fence is modern, basic and does not reinforce the building's historic qualities. Pickets, post-and-rail or woven wire would all be better alternatives. Alternatively the fence could be used as a vegetation climbing frame.

The flat roofed garage (and also toilet block) does not complement the character of the main building. Appearance could be enhanced by the addition of a gabled roof, and/or growing vines on a trellis fixed to the external brickwork.

7.2 Princes Highway – west side

View west from highway

Address: west from Bodalla generally as shown within the dotted line below.



Brief history

The subject area formed an important component of Thomas Mort's Bodalla Estate. It encompasses the site of the original inn, post office and store, as well as the racetrack

Significance

Highly significant for its association with T S Mort and his land management and farming/dairying operations, many of which remain legible in the landscape today. The area has continued under much the same land use practice and has significant cultural landscape values.

The view across the land to the hills beyond is particularly attractive and has very high aesthetic value.

Comment

The area would benefit from a cultural landscape study. In the meantime, the view across the land from the strategic location on the edge of the village opposite the hotel should remain accessible to the public. This could be done as part of the beautification/landscape-upgrade of Bodalla's important northern entry point.

Bodalla Arms Hotel

73-75 Princes Highway



2010



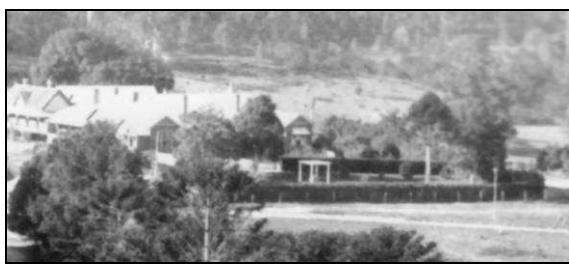
2010



1910, shortly after construction.



1926. Note the accommodation building to the left of the hotel and the use of hedging behind the post and rail fence. The colour scheme on the hotel shows as a mid tone with a lighter trim.



Landscaped area to west of Bodalla Arms in 1926 showing white painted structure over the war memorial. The hedge encloses quite a large area west of the hotel building.



Plinth with sundial 1892.

Brief history

The current Bodalla Arms Hotel was built in 1910 replacing the previous hotel opened in 1877. The architect for the 1910 building was Cyril Blackett and the hotel built by John Noble of Sydney. It contained 27 rooms including separate bathrooms and indoor lavatories with water laid on. It was widely considered to be of a very high standard.

An accommodation building (seen to the left of the hotel in the above photo) built between 1886 and 1891 was pulled down in the 1970s because of work required for its upkeep. On the site now is a concrete-block store room.

To the west of the hotel, a garden led onto a landscaped area enclosed by a hedge. Beside the Bodalla Arms was a war memorial (it is now located beside Bodalla Hall) minus the machine gun placed there after the 1914-18 War: There was also a sundial that was given to the people of Bodalla by George Fairfowl McArthur, a great friend of T S Mort, and first Rector of St Marks, Darling Point, Sydney. It was removed in the 1970s and placed in the grounds of All Saints' Church when the garden was demolished.

Significance

The hotel is an iconic structure strategically located at the northern entry to the town. It has very high landmark and streetscape value. It has high historic value for having been built by the Bodalla Company, and on the site of the former hotel. Although modified, it is a very attractive building and was designed by the significant architect Cyril Blackett. The building has a long social history and is likely to have high social values for the local and visiting community.

From its opening in 1910 until the mid 1920s, it was the only hotel south of Kiama that many of the well-to-do thought fit to stay.

Comment

Historic photos from 1926 show the hotel and surrounding landscape in excellent condition. The building's architecture was intact, there was a protective hedge between the hotel and highway, there was a delightful landscaped area to the west that was also contained by a protective hedge, and included at least two public features – the memorial and the sundial. To the east of the hotel was a very attractive picturesque accommodation building.

Sadly the accommodation building has been demolished and the very attractive western garden has been degraded to a roadway and carpark.

The hotel building itself has undergone sequential modifications that weakened its original architectural character.

Restoration of the building's exterior would greatly enhance its appearance and have a major positive impact on Bodalla's historic streetscape. Reinstatement of at least some of the western garden would not only make an attractive outdoor seating area but would also make more sense of Blackett's design and reduce the visual impact of the current carparking area.

The site of the former accommodation building to the east of the hotel presents an ideal infill opportunity. The cement block structure has no significance. A new design for the site would need to be thought through carefully to ensure that it complemented the streetscape.

Former Stables and Commonwealth Bank
77 Princes Highway



Brief history

Believed to be part of the original "Bodalla Arms Hotel" complex built within the privately-owned town of Bodalla in 1877. Used originally as part of the stables and storage area. During the 1940s the Commercial Bank used the stone premises as an outlet for their banking business, sending a clerk there each Friday to take care of the banking needs of the Bodalla residents. Mr Byrne took the building over when the bank withdrew, using it as a petrol storage depot for his service station opposite instead of the under-ground storage tanks used later. It was also used for commercial purposes and circa 2000 was called 'The Village Choice' for natural body care, stock feeds and cleaning supplies.

Significance

The stone building with the stables behind are some of the oldest surviving structures in the town and closely associated with Mort and the Bodalla Company. Excellent form and presentation to the street, and in spite of some minor modifications, the fundamental integrity of the building remains high. The stables building has great potential to make a strong and meaningful contribution to streetscape.

Comment

Prior to further restoration work, a detailed analysis of the store and stable's fabric should be conducted and ideally the building would be restored close to its historic condition. As a simple structure it provides ample opportunities for adaptive re-use as evidenced by the fact that over the years it has been used as a stables, bank, shop and for storage. The building's colour scheme, signage and curtilage should all be addressed as part of its conservation and adaptation.

Malibu Mex

79-81 Princes Highway

**Brief history**

The parapet and window details suggest a building from the Inter-War period, probably late 1920s as it does not appear in a 1926 photo of the town. Minnie Collett notes the building as a café in 1940. At a much later stage (circa 1990?) the building and adjacent garden area to the west were converted to a restaurant. The front of the building has been faced in free form stone that extends from the stables on the west, across the former café façade and around the restaurant garden.

Significance

The original café façade and windows are significant components of the historic early 20th century development. While the stonework has its own individual aesthetic and functional values, particularly where it encloses the garden, it is not historically appropriate in so far as the shopfront is concerned.

Comment

Heritage based urban design seeks to allow the integrity of each significant building style to remain more or less in its 'as built' state (allowing for upgrades and adaptation) and so in the case of the café it would be preferable for it to have remained as a traditional Inter-War shopfront, with the stonework commencing to the side. This may be difficult to achieve now, but restoration of the shop façade should remain an option in the event that remodelling is considered.

Head's cottage

83 Princes Highway



Detail from Eirene Mort's drawing

Brief history

The building doesn't appear in early historic photos, but is probably the cottage on the left in Eirene Mort's woodcut. Its construction type would suggest a date of up to about 1910.

The cottage was originally built for workers on the Estate. David Head bought Lot 30 from the Bodalla Company, but it is unclear when. He lived there until his death in 1947/48. His family continued to live there until 1999 when they built a new house behind. It is still owned by his descendants. The cottage has a shingle roof underneath the iron roof.

Head operated a blacksmith and wheelwright business at Bodalla from 1919 behind the cottage. His blacksmith shop bridged Lot 30 and 31 behind the Billiard Room (now occupied by Jenny Rose Designs) and Head's Cottage. Its concrete slab is still visible. Following Head's death, the blacksmith's shop was rented by Vin Dickson 1940-1947/48.

Significance

The building has very high integrity and the use of splayed weatherboards strongly reinforces that typology and its use in Bodalla. It has excellent scale and form and a rich historic patina.

The cottage contributes to the streetscape of the original Bodalla village, and is a component of the Bodalla village character area.

The cottage and blacksmithing works is socially important as an integral part of the Bodalla village fabric and functions.

The place has historical associations with long term Bodalla resident David Head, Vin Dickson, Frank Rankin

There is a very rare significant variety of Magnolia on the street frontage (tulip looking var. Nigra – very dark) that was planted by David Head's wife; she had brought it out from England. (Source Sharon Constable who is David Head's great granddaughter and still owns the house). The story of the magnolia was written up in *Women's Weekly* because of its rarity. The family successfully fought with the RTA and ESC to keep the tree when the Highway was widened.

Comment

Maintenance and upgrading should be done in a manner that is sensitive to the building's aesthetic and historic patina.

Jenny Rose Design
85 Princes Highway



2011



2009

Brief history

This was formerly a billiard room and bar, and then the Bodalla Company offices. David Head ran the billiard room in this original building. It was open every night and served beer and wine when the Bodalla Arms closed each evening. Head also had a single fuel bowser outside the billiard room in the 1940s, the first one in Bodalla. The Head family sold the block with the billiard room to the Rankins.

The Bodalla Company relocated its office along with its two large safes from across the road to here. The Company must have repurchased this lot for that purpose. The safes are still there. It remained as the Bodalla Company's office until it was sold in 1989.

Date of construction of the façade not established but probably late 20th century.

Significance

Façade not significant.

Comment

This is a simple façade with cantilevered awning and has considerable potential for modernist expression. There may be opportunities to remodel the front elevation, and in particular the windows, to improve the presentation of both the goods for sale and the building itself.

Pottery Shop

85 Princes Highway



Brief history

Both the shop and residence appear to be on the same title, with the residence probably constructed in the Inter-War period (1915–45), and the shop maybe in the 1950s.

Significance

The combination of the residence's peaked corrugated roof behind the vegetation and picket fence makes a good contribution to the streetscape.

The shop is suitably scaled (as if two shops) and has a satisfying presentation to the street in terms of awnings, glazing, rebated central entry (on the left), simple parapets, and muted period colour scheme.

Comment

Both the residence and shop work well in regards to the streetscape in their present form and colour. Painting of the picket fence would be further enhancement.

Dwelling

89 Princes Highway



Brief history

House probably dates from the mid 20th century (circa 1940s).

Significance

House is not readily visible, but glimpses suggest it would complement the streetscape.

Comment

Currently hidden behind tall vegetation and a high lattice fence which presumably provide privacy from the busy highway.

Inter-War Bungalow

91 Princes Highway



Brief history

Presumably built circa 1920s.

Significance

The house and its presentation is a very good example of the style and period.

Comment

There was a range of traditional trim colours used in the Inter-War period. A useful guide can be found in "The Californian Bungalow in Australia" by Graeme Butler (Lothian). Further opportunities include painting pickets in the front fence and construction of a garage to period style.

Mobil petrol station

93 Princes Highway



Brief history

The main building looks to date from about 1940.

Significance

The petrol station provides a vital function to the local community and travelling public, with the provision of fuel, mechanical repairs and small grocery items.

Comment

Obviously a utilitarian site, but there are opportunities to improve appearance, which may have a possible financial benefit in so far as the store is concerned.

Mid 20th century cottage

95 Princes Highway



Brief history

Probably built circa 1940-50.

Significance

Good example of its type. Front fence is a useful model for other cottages in the town.

Comment

Repainting similar to existing colours.

Cottage

97 Princes Highway



Brief history

Probably built circa 1960.

Significance

No obvious significance.

Comment

There are opportunities with the trim colour.

Uniting Church, Bodalla
103 Princes Highway



2011



Brief history

Built and financed by the community and consecrated on 10 December 1966.

Significance

Social value to the community members.

Comment

Continue to maintain in good condition.

Median strip tree planting



Looking north



View south

History

The row of magnolia trees on the median strip was planted by Bodalla Agricultural Bureau in the early 1930s. Some of the magnolia trees that were dead or diseased were replaced with similar species by the local nurseryman c. 1990. The lower road is the site of the first section of the horse-drawn tramway that went from Bodalla to Wagonga Inlet 1884-1888. It transported cheese and bacon to be shipped to market in Sydney.

Significance

The trees are especially attractive specimens that add an enormous aesthetic character to the village and provide a very useful visual and to some extent safety barrier between the upper and lower road easements. They have the added advantage of separating through traffic from local or shopping traffic.

Comment

The trees should be nurtured to enable them to achieve their full potential as they are a significant component of Bodalla's distinctive character. Soft edges to the verge should be retained.
