

# Nelligen Main Street Study



**Nelligen.** from the eastern bank of the Clyde River.

Prepared for Eurobodalla Shire Council

June 2011

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## Executive Summary

In the context of this study, Nelligen's "main street" comprises both Wharf Street and Braidwood Street. Surviving historic buildings remain important elements in both of the streets and underpin the village's historic character.

Overall the village's historic buildings are in good condition and, in the main, only require ongoing care and maintenance.

Work to the historic buildings, including alterations, additions, fences and painting, should all be done in a manner that does not compromise the place's heritage character or streetscape contribution.

Nelligen's history, and particularly its use as a major regional port, is not well conveyed to the visiting public. This is a pity, as it has the potential to improve visitor experience, increase the number of visitors and increase the length of time that they stay in the village. This in turn provides commercial opportunities.

Visitors are welcome to Nelligen, but the community point out that current facilities are inadequate to deal with peak loads, particularly during the Christmas and Easter breaks.

The community have an active interest in the functioning and appearance of the village and approximately twenty issues were raised that are explored in more detail in **Section 7** of this document. Key issues include:

- The foreshore area. It should have a landscape masterplan that draws on its history to inform its design, layout, planting, interpretation, furniture, edging, playground location etc.
  - Public toilets, which need to be upgraded, but should remain in the current location.
  - Parking, and in particular car and trailer parking, during peak visitor periods. The preferred location is near the tennis courts. Trailer parking should **not** extend south along Wharf Street.
  - Street furniture, public fencing and the like, which should draw on historic models evident in the photographic collection, rather than use generic elements such as round treated logs.
  - Improved visitor and pedestrian access up Braidwood Street, with the addition of steps above the War Memorial.
  - Installation of a recreational walking path south of the boat ramps.
  - Interpretation signage, which needs to be upgraded.
  - Highway and gateway signage.
  - Trees in public spaces, which are considered to be a very important component of Nelligen's character. Branches have fallen in recent windstorms and pruning and more careful management is now necessary.
  - There is likely to be infill development in the coming years and the Nelligen Design Guidelines and Nelligen Development Control Plan provide useful guidance for new buildings. Any new buildings, whether commercial or residential, should add to the streetscape character in a positive way and not dominate or 'crowd out' nearby historic structures.
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## **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**

The purpose of this study is to provide specific and general advice on heritage and urban design issues for Wharf and Braidwood Streets to enable private property owners and Council 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 could take advantage of the greater number of visitors and their longer visiting time. The logic being that a more vibrant community and local economy should result in a greater ability 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 the relatively small scale of Nelligen and its "main street" area. It also recognises that the community has been requested to be involved in several Council initiated planning forums lately, including the Local Environment Plan review, preparation of a DCP and contribution to a review of Council's Heritage Schedule.

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

- review Nelligen's history, including its photographic record,
- inspect each building from the street
- identify each building's significant attributes and suggest pragmatic ways in which its significance could be conserved and /or enhanced, and
- look at ways in which Nelligen's streetscape and foreshore area could be enhanced and interpreted for both local and the visiting public.
- a preliminary draft report was prepared and distributed in the community
- a public meeting was held at Nelligen on the 5 May 2011 to discuss and expand on the ideas raised in the preliminary study.
- further comment was invited, (four sets of comments were received)
- issues raised in the meeting and in subsequent submissions were addressed and incorporated into the final report.

### **1.4 Authorship**

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

### **1.5 Acknowledgements**

I would like to acknowledge Betty Heycox for generously allowing me to photograph her extensive collection of historic photographs, and for guiding me around the town. Twenty or so community members attended the meeting on 5 May 2011 and made very valuable

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contributions to the discussion. Their input is very gratefully acknowledged. A few members of the community who attended the meeting, and some who were unable to attend, have made written submissions or contacted me directly to offer additional valuable comments. Their contribution has been genuinely appreciated.

## 2.0 STUDY AREA

The main street study applies to both sides of Braidwood and Wharf streets as shown in the plan and correlates closely with the historic precinct in the Nelligen Development Control Plan.



Plan of Nelligen

## 3.0 OTHER PLANNING DOCUMENTS

Development in Nelligen 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 Braidwood and Wharf streets.

## 4.0 HISTORY

In 1821 Lieutenant Robert Johnston chartered parts of Bateman Bay and the Clyde River noting some "good forest land" in the vicinity of present day Nelligen. In 1827 Major Mitchell sent surveyors Thomas Florance and Robert Hoddle to explore and map the south coast and hinterland. On the 2nd December 1829 Hoddle laid out 640 acres of "good forest land at *Nellican* Creek" for absentee land owner Francis Moylan. In 1843 Baker's Australian Atlas noted a primitive bridle path linking Broulee with *Nellikeng* Creek. Early pioneer settlers were attracted by the good timber and boat access, and the river channels as far as Shallow Crossing became well known amongst the ship's masters.

The need for a road from the southern tablelands was identified early, and in 1835 the Colonial Secretary received a petition for "a road from Braidwood to Bateman Bay whereby the Braidwood district settlers might ship their wool and receive supplies". A further petition from the Braidwood citizens in 1852 sought a road between Braidwood and the "head of navigation on the Clyde River". As a consequence, a workmen's camp was established at the junction of *Nellikeng* Creek and the Clyde River and work on the road commenced. James McCauley piloted the first steam ship to Nelligen in 1853. The establishment of the town, complete with approved plan, was formally announced by the Colonial Secretary's Office in December 1854 and in 1856 the Clyde Mountain Road was opened.

Timber felling was now undertaken on a grand scale, and with the introduction of regular steamship services the population of Nelligen and surrounding district expanded rapidly. The steamers brought in supplies for Braidwood and neighbouring goldfields, and loaded return cargoes of wool, gold, timber and produce for markets in Sydney and elsewhere.

By the end of 1858, Nelligen was described as *"a stirring little township of bark huts, serviced by the two large stores of S Richardson (of Braidwood) and Wilson and Bush from which 18 or 20 teams left daily to convey goods, brought twice weekly by steamers from Sydney, for Braidwood and its goldfields. A public house has been opened (Richardson's) and a retail store for Pott and Alexander. Other places are under construction"*.

A post office was established in a section of Richardson's Inn on 1 November 1858. In 1859 Richardson constructed the Commercial Hotel, Nelligen's first brick building (none of it remains today). A four-roomed watch house was completed on 31 July 1860. A report in the Sydney Morning Herald of 5 October 1860 noted one large warehouse, belonging to the Illawarra Steam Navigation Company, 4 public houses, 2 stores, 2 blacksmiths shops, one baker. Land sales were held on 5 November 1860.

By 1866 Manning had erected a shed adjacent to the wharf, the Steampacket Hotel had been erected, there was a coach office, a carrying office and the ISN Co's stores and offices. The town had a population of about 150 people and there was a Post Office, Police Station and National School.

Richardson's Hotel on the corner of Braidwood and Reid Streets opened in 1867. The national school closed and in 1869 construction of a new school house and residence was completed. The school remained in use until 1970 however both the school teacher's residence and the school building were replaced in 1923.

Prior to 1871, the main road south from Nowra went via Currowan, Nelligen and Runnyford. However, with the establishment of a ferry service across the Clyde River at Bateman's Bay, the route via Nelligen lost its importance. A ferry service across the Clyde at Nelligen was commenced by a Mr Templeman in 1878, allowing a much shorter route to Bateman's Bay than via Runnyford.

A timber mill and wattlebark crusher were built for H Manning at Nelligen in 1871. He supplied George Webber's wheelwright shop with blue gum and iron bark timber

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Nelligen's first church was the Roman Catholic Church, constructed of timber and opened 24 November 1872. The C of E church, St Nicholas' was built in 1875 on the allotment to the west of St Josephs, but was destroyed by bushfires in 1939.

By the later part of the 1870s the goldfields had begun to wane and Nelligen's trade and growth dropped to the extent that some businesses closed. Commerce centred around sawmilling, oystering and wattlebark processing, with six timber mills operating along the Clyde. A telegraph office was opened in 1878.

In 1882 the license for the Steampacket Hotel was renewed and Mr Francis Guy was active in Commerce. In 1884 local sawmills started cutting railway sleepers and Nelligen enjoyed renewed prosperity as a busy timber port.

A new courthouse was completed in 1893 just west of the Watch House. It was later converted to St Nicholas C of E church after the previous C of E church burnt down in the 1939 bushfires. There was a small gold rush locally in 1894. In 1895 Mr Hannaford was the host at the Steampacket Hotel and Mr Shoebridge had a store in the town adjacent to which he opened a large dining room for the Queen's Birthday celebrations and Nelligen Aquatic carnival. The new RC church (St Josephs) was opened in May 1896, and still stands in 2010.

Floods had occurred regularly with a devastating flood in February 1860 when the Clyde ran 3 metres above the high tide mark. A heavy flood in 1898 threatened low lying buildings and their stock including ISN Co's store, Shellharbour Co's store, Steampacket Hotel and Shoebridge's general store.

In February 1900 Mr Michael White had purchased the old Steampacket Hotel which he subsequently demolished and had erected on the same site a new structure with its floor four feet higher than its predecessor to avoid inundation during flood times.

Nelligen's first official post office was erected on the Government reserve and officially opened on 26 May 1900. In March 1903 the Nelligen Mechanic's Institute was opened.

The Clyde River Dairy Farmers Co-operative built a cheese factory on Wharf Road in 1905 opposite the punt landing site. It was a gable roofed building with the gable facing river. Telegraph lines were installed in 1911. By 1915 Nelligen's principal local production was noted as timber, butter, cheese, maize, pigs, poultry, wattlebark and gold. A new police residence was constructed in 1920, and the war memorial unveiled in 1921. The new (replacement) school residence and classroom were opened in 1923.

On 25 June 1925 the two storey timber Steampacket Hotel burnt to the ground - having stood for 25 years. It was owned at the time by Mr and Mrs Neate, who moved the business to the now abandoned cheese factory nearby following the fire. The building was extended circa 1930 and operated on this site as the Steampacket Hotel until the mid 1960s. Major floods occurred in 1925 and 1934. About 1930 a small general store was built on the corner of Wharf and Braidwood streets where the two-storey Steampacket Hotel had stood. It was known as Benny's Store for many years, but also burnt to the ground in 2010. A replacement structure is being erected on the site in 2010-11

A devastating fire in 1939 burnt many buildings on the south side of Braidwood Street including ten houses, a café, the old Church of England and the Presbyterian Church. The Presbyterian Church was on the hillside west of the Old Cheese Factory and in 1974, new land development associated with Currowan Road revealed the graves that had been on the site of the former Presbyterian Church. The C of E Church was just to the west of the RC Church, but is a vacant block now with a late 20th century house to one side.

The police station closed permanently in 1940, the SCSN Co ceased trading in 1952. In 1954 some 7,500 vehicles were ferried across the Clyde at Nelligen. In 1955/56 the old courthouse was transferred to the Church of England. Electricity was connected to the town in 1961/2. By 1963 approximately 30,000 vehicles crossed the Clyde, however the limited ferry size led to extensive queues during holiday times.

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The construction of the new bridge, which opened in December 1964 required modification to the road layout and demolition of two buildings adjacent to the post office to enable an 'at grade' road between the highway and Braidwood Street. The store on the western side of the post office and the weatherboard house (believed to belong to the Ireland's), was demolished. Through-traffic no longer passed along Wharf Road, and in 1967 the Steampacket Hotel relocated to a new site on the highway to the west of the town. The school was permanently closed in 1969/70 and the post office closed in March 1982, later to re-open as a Bed and Breakfast establishment

A general store was opened between the Old Post Office B&B and the Mechanic's Institute Hall circa 2000. A café and take away food store also operated on the corner of Braidwood and Wharf Road (on the site of the first Steampacket Hotel) until it burnt to the ground in 2010.

## 5 PHOTOGRAPHIC HISTORY

Many of these photographs were copied from the Betty Heycox collection and have been arranged sequentially to assist an understanding of Nelligen's development.



Believed to be the Ark Hotel, formally the first hotel built at Nelligen in the 1850s and still in existence until about 1950. It was located at about 14 Braidwood Street opposite the Teacher's residence.



Believed to have been Alfred Allan Shoebridge with his son at his store. The location of this photo is not clear, as one inscription suggests it was taken on the corner of Braidwood Street and Maisies Lane in 1896. However it is noted that Shoebridge's Store was flooded in 1898 along the Steampacket and ISNCo shed. This would suggest it was one of the buildings south of the Steampacket Hotel, and probably the one in the centre of the following photo.



This photo was taken after construction the Mechanic's Institute in 1903, but before construction of the cheese factory in 1905.



The SS Moruya served on the Clyde River from 1906 – 1912. The photo shows the old Cheese factory on the left with the small Presbyterian Church slightly behind it and up the slope. There is a gable roofed shed between the cheese factory and the ISN Co building. Manning’s shed is to the right of the wharf.



Nelligen Hotel circa 1910/16 –The first Steam Packet was built as a single-storey building in 1864. It was later renovated to double storey in 1900 so that the floor was above the height of floods. The building was destroyed by fire 1924/26. George Heycox on horse.



Braidwood St in the early 20<sup>th</sup> Century.



Taken from the school yard showing a steamer leaving port



An open-sided goods shed was constructed on the wharf, but from other photos does not seem to have survived for long. Note the Ark Hotel half way up Braidwood Street. No trees have been planted in the street at this stage.



The two-storey Steampacket Hotel burnt to the ground on 25 June 1925



A paling fence has been erected around the former Steampacket Hotel site. The Mechanic's Institute Hall next to the post office is shown before the front was extended. The building uphill from the post office was demolished circa 1962 to widen the road that connects Braidwood St to the highway.



The Memorial, possibly at its opening in 1921. The courthouse is directly above, with the hipped roof of the former Watch House just visible to the right. Further right is the former school constructed of vertical timber boards. Note that the trees opposite the courthouse have not been planted.



Nelligen baths 1935-36, downstream from the Steam Packet Hotel and Punt crossing



The bushfires of 1939 burnt out several of the historic buildings on the south side of Braidwood Street



Aerial photo of Nelligen 1942, source NLA



Nelligen from the west. Undated photo but before construction of their bridge in 1963-64. Betty Heycox collection.



The ISN Co stores were painted white and possibly converted to flats. Benny's store on the right served fuel. All traffic over the punt went this way.



Maisies Lane continued north past the post office to this cottage which was demolished circa 1964 to make way for the bridge



Aerial photo of Nelligen at about the time the bridge was opened (1964). The ISN Co building still stands, the punt is still operating, the baths can be seen in the distance and the sheds associated with mill etc can still be seen at the southern end of Maisies Lane.



The Mechanic's Institute hall after 1964, with the "bushranger tree" still alive. The photo on the right shows the Hall and tree under flood

## 6.0 NELLIGEN DESIGN GUIDELINE – 2010

The following design guideline was prepared to accompany the Nelligen Development Control Plan, and has been adopted by Eurobodalla Shire Council as a suitable design guide for the village. It provides a useful guide for alterations, additions and infill buildings in the main street, particularly for those buildings and sites that don't have individual significance.

### Nelligen Design Guideline – 2010

#### Aim

These guidelines seek to reinforce Nelligen's historic character, particularly in Braidwood and Wharf streets, and encourage a built form elsewhere in the village that reflects its coastal rural location. To this extent, the guidelines seek alternatives to the brick and tile type homes that are prevalent in large urban and metropolitan areas.



Brick and tile homes are inconsistent with Nelligen's historic character

#### Nelligen's character

Nelligen's historic area is generally confined to Braidwood and Wharf Street with most surviving historic structure on the north side of Braidwood Street. Many of the early buildings on the south side of the street were destroyed by fire in 1939. The western end of Braidwood and Reid streets comprise large vegetated allotments and the buildings are not dominant elements. The built environment along Runnyford Rd, Currowan Street and Nelligen Place is generally more modern.

Most of the historic buildings in Nelligen are timber framed, clad in weatherboard and roofed in corrugated iron. Roof forms on the 19<sup>th</sup> century buildings are often steeply pitched with gabled ends and narrow eaves. The building, and hence the gabled roof, ran at right angles to the slope of the land, thus reducing the amount of cut and fill and the height of piers.

Federation styled buildings often had small gables in the hip, wider eaves, exposed rafters and the roof extending over the verandah.



The Mechanics Institute displays a number of key characteristics of Nelligen's historic buildings including weatherboard walls, symmetrical façade, steeply pitched corrugated iron roof and vertically proportioned timber windows.



The gabled hip, vertical panelling in the verandah return, shiplap profile weatherboards, exposed rafter ends, protruding chimney back and separate roof to the rear rooms demonstrate how form and detail have been used to enrich the old school building.

The buildings addressed the street and the elevation was often symmetrical. Windows had vertical proportions and the chimney was a strong feature of the design. There was an attention to detail and architectural elements were used to enrich the overall appearance of the building. Like so many rural and coastal places, buildings were extended over time, with extensions often adopting a different form. This tends to reduce the overall building scale



The former court house was adapted as a church but still retains much of its architectural finery.



This adapted federation style cottage shows the use of weatherboards below the windows with cement sheet above. The new verandah is treated as a separate element and so reduces impact on the historic roofline.

### Landscape

The buildings tend to be set back from the road, often behind a timber picket or timber and wire fence that is less than a metre in height. This provides a degree of privacy while allowing the building to contribute to the streetscape. Driveways are varied and are not dominant elements in the street. Similarly, garages are set back, or tucked under the building, or often designed as carports rather than solid structures.



Simple picket fences in combination with vegetation can provide attractive screening and privacy



Vegetation provides an effective screen to this recent cottage. The impact of the driveway has been reduced through the use of cement paving blocks and bands of attractive river stones

### Design guidelines

Nelligen's built character is varied and enriched by a variety of styles. The guidelines encourage the on-going evolution of styles in a manner that harmonises with the existing significant built form. Replication of period style (eg neo Federation) is not encouraged. New buildings that draw on the key elements of the earlier styles and interpret them in a modern, contemporary way should achieve buildings that add to and continue to enrich Nelligen's built form. Such elements may include:

- Steeply pitched gabled roofs, but of a controlled scale and at right angles to the slope of the land
- Shallow pitched and sweeping roofs, possibly with a change of pitch over the verandah
- Timber-framed or light-weight construction
- Weatherboard or fibre-cement board walls
- Sheet walling with battens over the joints
- combinations of weatherboards and battened sheet
- consideration of wall composition, including modulation of wall with possible change of cladding
- Timber windows, or powdercoated aluminium windows with thicker frames
- Front of building addressing the street
- Reduced impact of undercrofts
- Single-storey construction
- Light-weight attractive front fence
- Minimal visual impact of driveway
- Driveway character enriched with detailing
- Landscaping.



This urban example shows how pitched roofs, varied wall materials and articulated forms can be combined in a modern way that expresses many of the design elements of historic buildings. The architectural massing reduces individual roof height and enables the building to step down the slope. Note that in Nelligen, a two-storey building is not appropriate in the historic area, and that all buildings require a landscaped setback.



Painted and or stained weatherboards in combination with painted sheeting can provide modern and attractive forms that harmonise with historic streetscapes and the rich vegetation occurring in and around the village.

## 7 NELLIGEN URBAN DESIGN ISSUES and RECOMMENDATIONS

A number of urban design issues were discussed in the main Street Study Community meeting of 5 May 2011, and raised in subsequent submissions. These are presented below as individual issues and generally include a background, followed by community comments and then a recommendation prepared by the coordinator of this study.



1920 Nelligen band by the "bushranger's tree"



2010. The northern end of the foreshore has become unattractive. There is ample opportunity to use landscaping to screen concrete abutments and generally improve appearance.

### 7.1 Wharf Street-The Foreshore Park

#### Background

Nelligen was a small, late 19<sup>th</sup> to early 20<sup>th</sup> century river port with a character based on its utilitarian and service function. It lacked well-developed streetscapes and recreational areas, however with its change in function the foreshore area has become an increasingly popular stopping point for travellers to the coast, and as a place to visit for local tourists, some of whom come by car and others by tourist ferry from Batemans Bay. It is also used as a recreational boat-launching area, with peak periods at the Christmas/New year and Easter breaks.

Following construction of the bridge in 1964 and subsequent demolition of the ISNCo building, the foreshore has been landscaped in a piecemeal fashion with a number of elements added over the years including deciduous tree plantings, brick barbecues, picnic seats and tables, garbage bins, interpretation plaques and treated-pine bollards.

Works in circa 2007 introduced kerbs and gutters to some of the roadway, refreshed the tarmac and modernised the boat launching and wharf facilities.

Landscaping between the bridge and the recent pontoons lacks overall design cohesion. It also lacks any sense of its historic origins, which is an unfortunate lost opportunity. The placement of the large deciduous trees in the foreshore area has no basis in history and one tree in particular interrupts the vista down Braidwood Street to the water.

There is currently an advanced proposal by the Nelligen Playgroup to build a children's playground at the northern end of the foreshore area. Council have apparently given in-principle approval but precise details such as size, exact location and fencing material have yet to be finalised.

### Community comments

- *A mixture of both deciduous and evergreen trees is needed on the foreshore. The current Coral Trees create a lovely show when they are in full bloom on bare branches (although are very unsuitable trees) [they apparently drop branches unpredictably- ed.], and create wonderful shaded areas in summer for families. Suggestions are for the old-fashioned park trees like Liquidambars, Magnolias, Manchurian Pears, Dogwoods, Crepe Myrtles and Tulip Trees.*
- *The maintenance of the foreshore edge is vital and needs immediate attention – the sort of work that was done to the foreshore edge at Batemans Bay needs to be done at Nelligen.*
- *Sinkholes are appearing along the wall on the grass area. If not attended to, the grass area of the foreshore and reserve will be eroded.*
- *A landscape plan needs to be prepared in consultation with the local community to guide any works to the foreshore. This would include the proposed playground equipment for the Play Group.*
- *The significance of the area needs to be presented through a combination of revised landscaping and interpretation including the planting and removal of trees.*
- *If the fencing between the road and the reserve was more in character with the area or the existing fencing was fixed, posts cemented into the ground so they cannot be removed, and the metal caps placed on top, this would improve the appearance of the area. The preferred option would be to replace the fencing with a more appropriate fence in character with the area.*
- *The trees in the park have become particularly dangerous due to limb drop. There is a lot of dead wood in the trees and they appear to be senescent. The trees need to be replaced.*

### Notes from the community meeting:

- *The trees in the park have become particularly dangerous due to limb drop. There is a lot of dead wood in the trees and they appear to be senescent. The trees need to be replaced.*
  - *The park needs a management plan. This could also address the car parking issue.*
  - *Some concerns expressed about the size, character and location of the proposed playground in the park.*
  - *Some of the interpretation is dated.*
  - *Park is well used but could be better, with improved facilities.*
  - *Overall character of park should reflect locale character and possibly Nelligen's history.*
  - *Perimeter bollards work OK, but alternatively could reflect historic styles, eg machined post and rail as per historic photos.*
  - *Seawall at edge of Wharf Street Park is eroding and needs attention.*
  - *Outdoor dining facilities should be provided eg picnic tables and sets for tourists*
  - *These could be covered, possibly of a rustic style in timber.*
  - *They should fit with local character rather than be an imported style.*
  - *They should be located in the river-side park, by the cenotaph and possibly in the upper park.*
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### Recommendation for Foreshore Park

This study recommends that a **landscape master plan** should be prepared to guide works to the foreshore with the goal of providing an attractive, cohesive and interesting area that at the same time explains Nelligen's port and transport history. The landscaping and interpretation should be integrated to show the footprint of the ISN Co building, the arrangement and location of wharves and the story of the punt. The landscaping and interpretation should link through to the hall, cafes and Old Post Office B&B, and provide the visitor with a walking tour up the hill, past the historic buildings to St Josephs Church, and back.



Duntroon Dairy in Canberra showing the footing of a former dwelling outlined in clay pavers in the foreground. This idea could be used in the Nelligen Foreshore Area to indicate the location of former buildings. Photo PG 2011

### 7.2 Wharf Street south

The land south of the boat ramp comprises a mix of vegetation along the water's edge with a relatively flat grassed area behind. Historically the fenced bathing enclosure was along this stretch of the bank and some remnant posts may still be visible.

#### Comment

- *There was a suggestion that the Main Street study area be extended to include land south of the boat ramps.*
- *This area could be part of a recreation strategy, possibly part of walking trail that could be used by locals and visitors alike.*
- *It was mentioned at the meeting (by one of the residents) that the Eurobodalla Shire Council has approached the owners to purchase vacant land at 11-19 Wharf Street to extend trailer and carparking onto these blocks. This we assume would also include the grass areas outside the blocks, adjacent to the Clyde River. We do not want to see this area of Nelligen turn into trailer and car parks.*

### Recommendation

The area south of the boat ramps **not** be extended for additional car and boat trailer parking. Such parking should be located near the tennis courts.

A recreational walkway be established south of the boat ramps.

The former baths should be interpreted.

### 7.3 Public Toilets

The only Public toilets in this part of Nelligen are at the northern end of the foreshore area adjacent to the Hall

### Community Comments

- *The current location is considered to be good.*
- *The condition of toilets is very poor and they are not well maintained.*
- *New toilets could be modern and in a sympathetic style, possibly stainless steel and timber (Look at good local examples eg Tuross by Mackenzie's boatshed)*
- *Toilets should be lockable.*

### Recommendation

New toilets could be modern and in a sympathetic style, possibly stainless steel and timber (Look at good local examples eg Tuross by Mackenzie's boatshed)

### 7.4 Parking

Other than for some defined parking associated with the new boat ramp, parking in Wharf and Braidwood streets is informal. For most of the time this appears to be satisfactory, however at peak periods around Christmas and Easter, there are parking problems primarily associated with boat trailers.

### Community comments

- *The peak times of traffic in Nelligen are over the Christmas and Easter holidays. Boat trailers, which take up considerable space are often parked in Wharf and Braidwood streets and on the grass area below the War Memorial. During this time additional parking is needed and overflow parking could be provided at the tennis court area, with only a short walk back to the boat ramps.*
  - *When meetings were held about the construction of the new boat ramps and the pontoon and trailer parking, residents strongly said they wanted the sandy beach areas to remain and the parking not to include these areas. At the time it was recommended that in peak times the area along-side the tennis court, if cleared of scrub, could be utilized for parking. This should be investigated by Council before any more parking areas are constructed.*
  - *A design plan is desperately needed in regards to parking in Wharf Street. Nobody knows where or how to park along the street. We like the concept of Batemans Bay's Clyde Street with the 45 degree reverse angle parking, although 'nose in' would probably work better for the traffic flow.*
-

- *Parking in Wharf Street can become a problem during busy times - as cars, especially with boat trailers attached, are parking in all sorts of places. Better parking signage is needed.*
- *Clarify the issue of parking behind the memorial. Some people park in front of, and therefore block off, the access driveway.*

#### Recommendation

A parking strategy including parking signage should be developed in close consultation with the community.

Parking design should not dominate, nor detract from, Nelligen's informal character, eg uses soft edges rather than formed kerbs and gutters.

### 7.5 Safer Street signs

#### Community comment

- *There should be a "give way" sign at the intersection of Braidwood and Runnyford streets as it is very dangerous.*

#### Recommendation:

Council to address

### 7.6 Theme or Character

Historically the region was famous for the vast quantity of railway sleepers cut in the adjacent forests and transported from the wharf. Timber mills operated locally as did a wattle bark factory south of Wharf Street. There is the opportunity to use Nelligen's historic character to inform street furniture, signage and park design. For example the landscape material in the foreshore area could draw on the themes of wharf and timber, with areas defined by large sections of timber, and seating also adopting this theme. There seemed to be good community support for this approach.

#### Community comment

- *[Nelligen's character is] Old-fashioned (it is often said when you visit Nelligen you step back 20 years in time, no town water etc), laid-back country lifestyle, clean living, hard working. Themed icons could be the steam ship or the sea eagle (we have had generations of sea eagles living just up the river for as long as anyone can remember). Timber, stone and iron would be lovely natural elements to combine throughout the foreshore area.*

#### Recommendation

For fences, street furniture, signage etc, draw on historic models or icons and use local materials, manufacturers and tradesmen so that, to the extent possible, Nelligen's items are "of the place". This will help to reinforce Nelligen's distinctive character.

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## 7.7 Fencing

Fencing includes domestic front fences as well as fences in public areas such as around the foreshore park. Front domestic fences are varied in character but generally appropriate to the style of building on the allotment. A few “temporary” construction fences would seem to have been in place for a long time and tend to detract from Nelligen’s overall streetscape character.

Picket and paling fencing was used historically in the town, as was sawn and painted post and rail fencing shown below on the corner of Braidwood and Wharf streets, and between Wharf St and the ISN Co building.



Sawn and painted post and rail fencing has been used across the verge, possibly to confine horse and bullocks to the central road area. The rails by the foreshore area are wider than those higher up Braidwood Street.



Note the generous posts defining the ends of the sawn post and rail fence behind the memorial

#### Community Comments

- *We are particularly keen on the post and rail hardwood fencing. It would be nice to incorporate thicker, feature poles on the ends and on corners such as in the memorial photograph [above]. It has been identified that our new playground should be fenced for safety, and we would need to look at something which could tie in with this kind of fencing.*

At the public meeting it was noted that house front fences are not considered by the community to be an issue.

#### Recommendation

Public fences should be built from timber and modelled on historic examples.



Sawn timber fence Throsby Park Homestead with top rail at 45 degrees. Photo PG 2009

### 7.8 Verge

The verge on the north side of lower Braidwood Street (in front of the Memorial, B&B and Café) is particularly wide with little, if any, landscaping. The café provides seating on the verge space and is an important meeting space for the community, and a pleasant space for the visitor to sit.

#### Community comment

- *No concerns expressed about width or character of verge.*
- *Community seem happy with the wide verge outside the Cafe and B&B*

#### Recommendation

No change to the verge is recommended.

### 7.9 Trees in Braidwood Street median strip

Tree planting in the median strip in Braidwood Street started with about 5 exotic pines planted in front of the school circa 1940, with the remaining trees planted subsequently. This is a delightful feature that should be managed over time. The lack of kerbing and guttering is appropriate as the soft edges convey a sense of the historic country-town streetscape.

#### Community comment

- *The line of pine trees outside 11 Braidwood street (the old school house) are showing their age and are a safety hazard, particularly during and after high winds and heavy rain and need to be removed and replaced sometime soon.*
- *The trees in median strip need a maintenance plan or management plan. Limbs blew onto the road during the last windstorm.*

#### Recommendation

The treed median strip should be retained as a distinctive feature of village. However trees need to be managed to remove dead wood and dangerous limbs. Any trees to be removed should be replaced with suitable species. A sequential replacement strategy is preferred to full removal.

### 7.10 Former School Playground, 9 Braidwood Street

Historically this was the site of the local school and school playground. The school buildings were removed some time ago, however the footings and a few features at ground level still remain as evidence of the site's former use.

#### Community comment

- *This is a passive area used by locals and visitors for walking their dogs, sitting or just enjoying the view. Sometime in the past the Council had plans to put in a carpark on this site, however a carpark would totally destroy the historic value of the site. The area should remain a passive area/reserve for the residents and visitors to Nelligen. However some tidying up of the area would be good.*
-

- *Has outstanding views especially up the river,*
- *May need some fencing at far side for safety.*
- *Is used by the locals.*
- *Could be a very attractive destination for visitors.*

#### Recommendation

The area is valued by the community and should be retained as a public space. Minor enhancements such as seating may be appropriate.

Former building footings and the landscape form (ground levels) should be retained.

#### 7.11 Visitor activities -Walking tour

Visitors travel to Nelligen primarily by their own car, or by tourist ferry. There is minimal direction on how they can explore the village to understand its historic or natural attributes. A walking trail could make the visitor experience richer, and extend the length of stay to provide further commercial opportunities for the town.

The collection of buildings on the north side of the road is both historically and aesthetically significant and this is partly recognised by the interpretation signs already in place. There is opportunity to enhance the walk from the foreshore area to the top of the hill and back, which would appeal to some of the visitors arriving by boat. A few seats for resting could be installed at suitable locations. Interpretation of individual buildings could be enhanced.

#### Community Comments

- *A walkway up the hill past the historic buildings to St Nicholas Anglican Church or even to the old Catholic Church would provide visitors with a walking tour. Alternatively, visitors (particularly from the ferry) could be encouraged to walk up lower Braidwood Street to the old Catholic Church and then down past the historical buildings, into the reserve and continue down the hill which provides views of Wharf Street and the Clyde River. In other words a "loop". Signage would indicate the loop.*
- *The boat can only stay for a short while due to Bateman's Bay Bridge opening times, hence there is probably not sufficient time for an extended walking exploration of Nelligen. Most boat visitors walk around the park and look at the signs etc.*
- *There used to be a minibus tour that would meet the boat, operated by one of the locals. It would call in at the C of E church (former courthouse) where tea would be provided.*
- *The trash and treasure at the Hall is popular with boat visitors as it provides a local activity. Some go as far as the memorial, but the road is too steep beyond that.*
- *Some car-based visitors picnic by the memorial.*
- *A walk south along the river would enhance tourist opportunities.*

#### Recommendation

Establish a walking trail loop that commences at the ferry wharf and goes up to the Catholic Church and back. The loop could be shortened depending on ferry turn-around time.

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Establish a second walking trail that goes south from the ferry wharf, along the river's edge, past the former swimming enclosure and on, to take in the wetlands and other points of interest.

The trails should be developed in close consultation with the community and tourist operators

#### 7.12 Proposed steps from War Memorial to Schoolyard park

The gradient between the War Memorial and the Schoolyard park (and historic buildings beyond) is extremely steep and a disincentive to walk further up the hill. The gradient also makes the descent difficult and unsafe for some.

##### Community Comment

- *There is a very steep climb up to the small park from the memorial, which discourages visits by walking.*
- *A set of steps could be provided from the memorial up the steep slope.*
- *This could also assist a local tourist walking-trail.*

##### Recommendation

Construct a set of steps from the War Memorial up to the schoolyard playground. The steps, handrail and any associated works should be consistent with local character. Eg steps could be in local stone by local stone masons, and handrail in locally sawn durable timbers.



Timber handrail at Mosman Foreshore walking trail. Photo PG 2010

#### 7.13 Garbage Bins

At the community meeting there was considerable discussion on the lack of garbage bins, especially given the large number of visitors who frequent the village, and in particular the foreshore area.

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### Community comment

- *The appearance of the area [particularly the foreshore park] would be more attractive if the garbage bins were enclosed, for example the bins in Milton and Moruya main streets.*
- *Anything with an emphasis on timber.*

### Recommendation

Review the supply of bins and collection of rubbish in Nelligen's foreshore area.

Bins should be housed in attractive timber enclosures that fit with the local character and theme.



Timber and steel garbage tin enclosure Batemans Bay. Photo PG 2011

### 7.14 Seating

There is limited public seating currently provided.

### Community Comment

- *I have attached some examples which we feel would fit in with the village. One is a more heritage design:  
[http://www.furphyfoundry.com.au/products.html?page=shop.product\\_details&flypage=flypage.tpl&product\\_id=111&category\\_id=1](http://www.furphyfoundry.com.au/products.html?page=shop.product_details&flypage=flypage.tpl&product_id=111&category_id=1)*
- *The other is cleaner and modern, with the emphasis on timber, which we are leaning towards:  
<http://www.streetandpark.com.au/category/product-ranges/rugby>*
- *I think something like the 'Rugby' range would look fantastic with the square sawn post and rail fencing.*
- *In Clyde Street Batemans Bay there are some fabulous sleeper style seats embedded in granite rock, we love those.*

### Recommendation

Public seating would be desirable in the foreshore park, possibly outside the community hall, by the War Memorial, at the top of the proposed stairs in Braidwood Street and in the Schoolyard Park. Public seating should be consistent with the local theme and character.

In some areas seats need be no more than “baulks” of timber, or timber “sleepers” suitably arranged.



Slab seating at Bateman's Bay. Photo by PG 2011.



Log seating outside Adelaide Zoo. Photo PG 2010

### 7.15 Signage

Signage will need to comply with Eurobodalla Shire Signage Guidelines and should be integrated with the building's architectural features. Signage should not be excessively dominant in the streetscape.

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Signage integrated with verandah fascia



Signage panel fixed to corner balustrade



Promotional advertising signage should not be used on freestanding structures in the streetscape as it detracts from the overall historic and aesthetic character of the town.

#### Community comment

- *The present signs about the historical sites, and signage in general, needs to be more aesthetic as well as giving information. Signs also need to be correct. The*

*signage pointing up Braidwood Street indicates that there are galleries there, but none exist and the sign should be replaced. There should be a sign indicating the location of the Anglican Church (St Nicholas) so visitors know where it is. Perhaps Nelligen needs a signage management plan.*

- *Signs with a "timber look" would be good Eg*

[http://www.customwoodsigns.com/Gallery\\_PRO-1.htm](http://www.customwoodsigns.com/Gallery_PRO-1.htm)

#### Gateway Signage

- *Suggested locations for advising of the approach to Nelligen Village were West of the Caravan Park (for traffic from Canberra) and at Sunlit Waters for traffic from Batemans Bay.*
- *Nelligen could be introduced as "Nelligen Village Circa 1858"*
- *Council describes Nelligen as 'Batemans Bay Rural Hinterland' which we quite like. The sound of '-rural hinterland' paints an attractive picture.*
- *It was suggested that the speed limit past Nelligen (from eastern side of bridge to western side of caravan park) be reduced to 80 kms. There have been accidents on the eastern side of bridge.*

#### Entry and Approaches

- *There should be a roadside sign directing visitors into Nelligen from the highway (near western end of bridge). This may need to be relocated when the new bridge is completed.*

#### Recommendation

Locate gateway signs on side of highway at Sunlit Waters and west of caravan park.

Locate village entry sign at west end of bridge.

Signs on building to comply with ESC signage guidelines and be in a style suited to the character of the building.

Interpretation signs to be upgraded.

#### 7.16 Weeds

One submission noted that weeds were a problem in some areas.

#### Community comment

- *The removal of weeds around the public areas of Nelligen and particularly around the sandy beaches beyond the pontoon would enhance the general appearance and access to these areas.*

#### Recommendation

Introduce a weed control program for Nelligen, especially for the area downstream from the pontoons.

There may be an opportunity for a local landcare group to take on some of these tasks

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### 7.17 Drinking water for the public

There is no free drinking water available in Nelligen, only the purchase of bottled water.

#### Community comment

- Nelligen relies on tank water and so visitors should bring their water with them. *Water should definitely not be provided for "boaties" to flush out their boat's engines.*
- *A public water supply should be made available, especially for campers etc. Often they will ask the local community for water.*
- *Bore water may be acceptable as often it is only for washing, not drinking.*

#### Recommendation

Consider making bore water available if such a course of action is environmentally sound and sustainable.

Erect signage advising visitors of the lack of town water in the village.

Encourage at least one commercial business in larger Nelligen to stock bulk water (eg in 10 litre containers). This may best be at the camping area or hotel.

### 7.18 School Bus Shelter

#### Submission comment

- *This shelter needs to be replaced with one which compliments Wharf Street and which the children will use and respect.*

### 7.19 Colour schemes

Colour schemes generally seem suitable for the various styles of buildings.

#### Community Comment

- *Personally, we prefer muted colours like below:*  
[http://www.haymespaint.com.au/haymes/haymesheritage/heritage\\_book.htm](http://www.haymespaint.com.au/haymes/haymesheritage/heritage_book.htm)
- *Not sure how this would tie in with the heritage theme. Perhaps the burnt red colours could work if the charcoals don't.*

#### Recommendation

Colour schemes for historic buildings should be based on the initial colour scheme, or on a colour scheme appropriate to the period of the building. Photographic evidence of Nelligen, although in black and white, suggests that the main body of many buildings was white or off-white with a darker trim to windows and doors. In other instances, weatherboards may have been left natural, or painted with pigmented oil using red oxide or ochre. Colour scrapes can also assist in determining earlier colour schemes.

Specific advice for individual buildings has been noted on the Inventory sheet later in this study, where such advice is relevant.

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## 8.0 INVENTORY

The following is an inventory of buildings and items within the study area. The inventory is arranged by ascending street number as follows:

The Foreshore area

Wharf Street west side

Braidwood Street north side

Braidwood Street south side

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

Current photo

Historic photo

Brief history

Significance

Comment

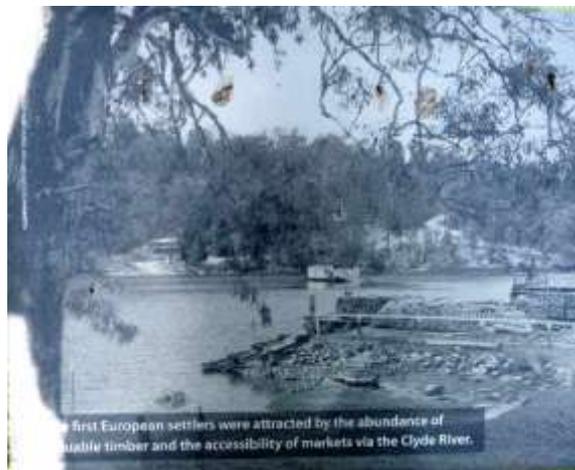
## 8.1 Wharf Street - East side

### 8.1.1 Waterfront Reserve

Location Between Wharf Street and the Clyde River



Foreshore edge 2010



Historic foreshore as shown on signage panel



The photo shows a large shed at the base of Braidwood Street that does not appear in many other photos, suggesting it may not have stood for long.

#### Place history

The foreshore was the very reason for Nelligen's existence, having been used as a port from the 1850s through to 1952. There were several wharves, with up to three steamers per week bringing in goods and shipping out produce.

#### Description

The buildings have been removed, the foreshore edge re-modelled, the surfaces renovated and trees and various other items including garbage bins, picnic tables, bollards and trees located without an apparent overall theme or cohesive design layout. Other than for a small set of interpretation panels, there is no real sense of the rationale for Nelligen's existence. Visitors arriving on the tourist ferry appear to wander aimlessly, not understanding the town's significance, and not being guided past its attractive buildings and streetscape.

Condition

The condition of the foreshore is good however its integrity has been completely lost.

Heritage significance

The foreshore area is of immense historic significance, however, because of its altered form, the significance needs to be presented through a combination of revised landscaping and interpretation.

Other values

The “Bushranger tree” has great interpretative potential. Even though there has been some suggestion it may not be the actual tree that the bushrangers were tied up to, nevertheless it occupies the same location and is appropriate from an interpretation point of view. The actual age could be determined from a tree-ring count, and may be a worthwhile exercise at some stage.

Several deciduous trees were planted just after the bridge was constructed and have grown into attractive specimens. The trees are 50 or so years old, however their placement is not ideal from an interpretation point of view as they tend to block the view of the river from Braidwood Street, and obscure the location of the ISN Co building. Removing the trees is obviously inappropriate and so any interpretation scheme would need to work around their presence.

Comment

As a recreational area adjacent to the river, the foreshore has immense potential that is not being fully utilised at present. For a more detailed comment on the foreshore, see 6.3.1 above.

## 8.2 Wharf Street - West side

### Corner Shop. Formerly Benny's Store

Location 1 Wharf Road (Cnr of Wharf Road and Braidwood Street)



December 2010



The store prior to burning down. Photo by author dated 18 November 2009



Benny's on left of photo between 1930 and 1964

#### Place history

About 1930 a small general store was built on the corner of Wharf and Braidwood streets where the two-storey Steampacket Hotel had stood. It was known as Benny's Store for many years, but burnt to the ground in 2010. A replacement structure is being erected on the site in 2010-11

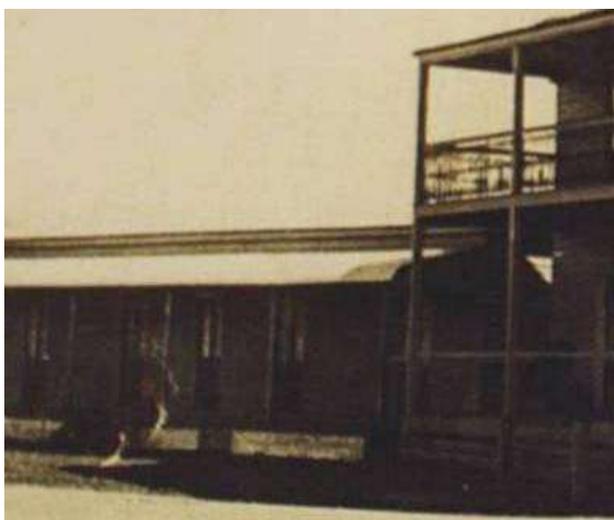
It seems that the 2010-11 building will be the fourth on this particular site. The first building was believed to have been the first Steampacket Hotel, a single storey building (constructed before 1866) whose floor was below the flood level. It was demolished and rebuilt in 1900 with a two-storey building that features in many historic photographs. It in turn burnt down in 1925 and was replaced by the first Benny's Store circa 1930, itself to burn down in 2010 and be replaced with present structure.

## Vacant allotment

Location 3 Wharf Rd – south of the shop



Vacant allotment 2010. Photo PG



Former building on this site just to the south of the two storey steam packet hotel

### Place history

The building on the left of the photo once occupied the vacant land in front of the garages adjacent to Benny's Store. Its date of demolition or loss has not been established, but it may have burnt down at the same time as the Steampacket Hotel in 1925. It is not evident in the 1939 photo.

### Description

Currently vacant land at the front, with a triple weatherboard garage with skillion roof.

### Heritage significance

Low. The garages do not appear in the 1942 aerial photo

### Comment

The area is subject to flooding. Development opportunities may be limited, however, if structures are approved, they should draw on historic models and aim to reinforce Wharf Street's historic character. This could be interpreted as "rural" style weatherboard buildings with steeply pitched corrugated iron roofs with traditional gables and or hips, sometimes in combination with skillions.

## Old Steampacket Hotel

Location 5-7 Wharf Rd



Steampacket Hotel 2010. Photo PG



Original cheese factory.



The Steampacket Hotel late 1920s -30s (source Gibney)

### Place history

Steampacket Hotel No 3 (the current building) was originally a cheese factory that had been built in 1905 and converted to the present structure in 1925 following the destruction by fire of Steampacket Hotel No 2. It closed in 1966 after road traffic was diverted north of the village following the opening of the bridge. The historic photo shows the building elevated above street level, which suggests that Wharf Street has been built up over time, presumably to discourage flooding.

---

Description

A weatherboard building with corrugated iron roof.

Condition

The building appears to be in generally good condition and has a high degree of historic integrity.

Heritage significance

The Old Steampacket Hotel is considered to be highly significant and is now the only "original" building in Wharf Street dating from the early 20<sup>th</sup> century. The building has significant associations to the port's operation, and to the punt as a means of crossing the Clyde River up until 1964.

Other value

This is a very attractive building with high aesthetic values. It is also likely to have strong social value not only for members of the local community, but for the many visitors to the area. Its size, prominent relationship to the street, and distinctive character make the Steampacket a landmark building.

Comment

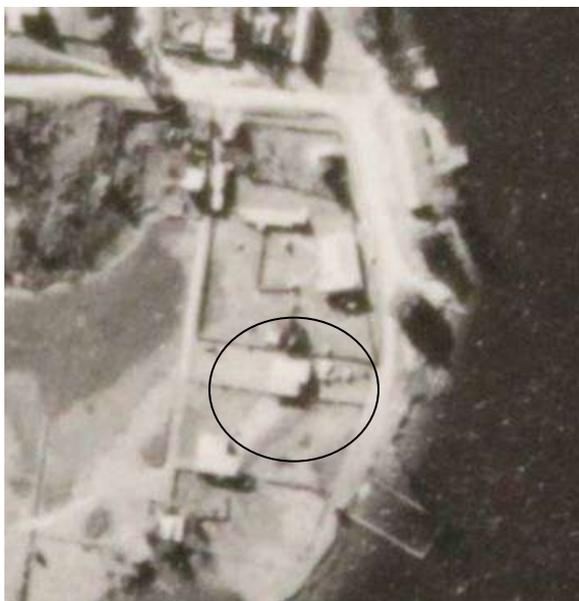
The 1920's -30s photo shows a darker wall colour with a lighter trim, and that there was no verandah enclosure at the northern end. Work to this building may benefit from a more detailed analysis of fabric prior to alterations, additions or painting.

**Residence**

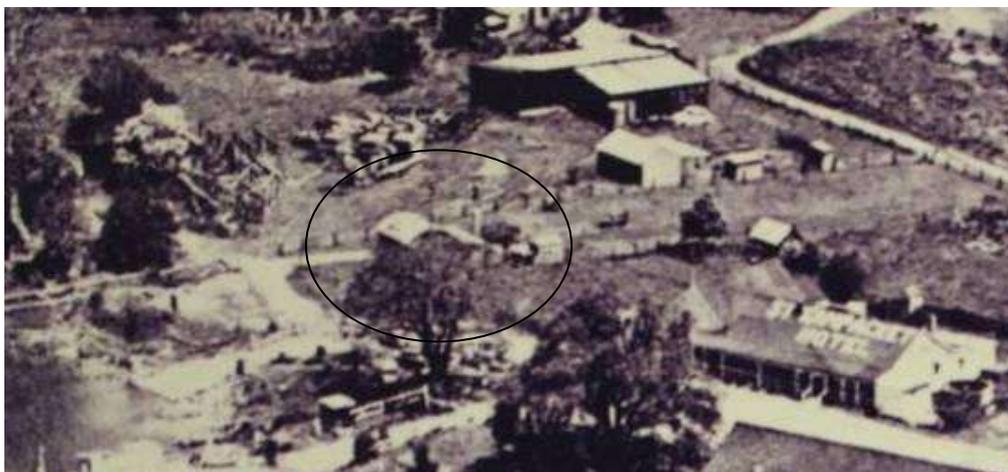
Location                      9 Wharf Rd



2010 photo by PG



1942 aerial photo with a previously existing building on the site circled



1964 aerial photo showing round roofed house partly obscured by a large tree

Place history

Details of the former round roofed building have not been established. The current building appears to date from circa 1970-80.

Description

A two-storey red-brick house with hipped and gabled tiled roof. The building is set back from the road.

Condition

Good

Heritage significance

Low

Comment

The dwelling is not a heritage building and does not particularly reinforce the historic character of Wharf Street.

## Vacant Land

Location 11-19 Wharf St



11 Wharf Rd



13 – 15 Wharf Rd



The historic photo shows a small gabled-roofed shed on the nearer boundary. The main shed appears to be two large skillion structures butting at their ridge, with a dwelling beyond

Place history

This is the site of one of Nelligen's many timber mills and wattlebark factories. The timber industry initially supplied local construction and Nelligen's lime burners, expanding by the 1860's to the production of railway sleepers, milled timber, billets and the processing of wattle bark. By 1880 there were seven timber mills operating in the Nelligen area. This mill closed in 1950.

Description

Vacant land, cleared and covered in mown grass in 2010. It is not known if any subsurface relics remain.

Condition

N/a

Heritage significance

Low

Comment

The land is in the flood zone. Any structure approved for this area should be assessed for its visual impact on Wharf Street's character. Refer to Nelligen Design Guidelines for suggestions on architectural style and form.

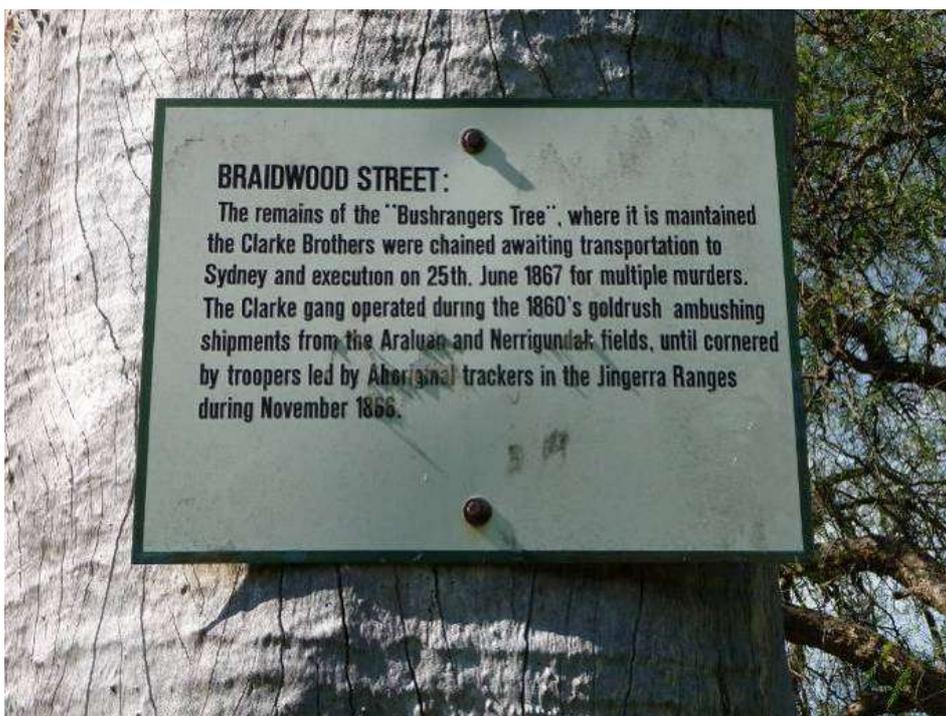
## 8.3 Braidwood Street - North side

### Bushranger tree

1 Braidwood Street, Waterfront Reserve between the Mechanic's Institute and the Clyde River.



2010



Interpretation sign on tree

### Historic photos

See the discussion re the "Foreshore" at 6.3.1 above.

### Place history

It is maintained that the Clark brothers were chained to the tree while awaiting transportation to Sydney for trial for multiple murders. They were subsequently executed on 25 June 1867. The tree died about 1990 and had to be pruned for safety reasons.

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Description

A now-dead tree with limbs heavily pruned to the trunk.

Condition

Stable

Heritage significance

High heritage value for its presumed historic associations

Other values

The tree has very high interpretation potential

Comment

There is some debate as to whether this was in fact the tree to which the Clark brothers were tied, or whether the previous tree died and this was one that was planted in its place. Core sampling and ring counting could indicate if the tree is old enough to have been in existence in 1867.

## Toilet block

1 Braidwood Street



2010. Photo by PG

### Place history

This is a relatively recent structure

### Description

Cement block walls bagged and painted “cream”, with a steeply-pitched gabled roof.

### Condition

Good

### Heritage significance

Low

### Comment

The building “fits in” reasonably well by virtue of its steeply pitched roof. There may be an opportunity to enhance its appearance through the use of paint and /or carefully designed planting such as an attractive vine growing on a trellis. Well-managed public toilets can play a valuable role in increasing visitation to an area, which can lead to a break in a journey and a potential commercial opportunity at nearby cafés and stores. The treated pine bollards could be replaced with sawn-hardwood post and rail fencing that is evident in many of the historic photographs, and also visible behind this toilet block adjacent to the highway.

## Mechanic's Institute of Nelligen (The Hall)

1 Braidwood St



The building was extended forward by two piers at some stage. This photo 2010 by PG.



Historic finial and part of decorative barge are missing.2010



1982, The finial is still in place and barge boards appear lighter than wall colour

#### Place history

In April 1901 the Moruya Examiner reported that the community were “agitating for the erection of a Mechanic’s Institute and a public bath house”. Community funds were successfully raised.

The Nelligen Hall (formerly the Mechanics' Institute) was built on land adjacent to the Post Office in 1903. The building has a raised stage at one end and a Kitchen at the end furthest from the street. The remainder of the space is an open hall. The front section has been used in the past as a library and reading room, lighting being provided by coal oil mantle lamps mounted on the walls. The building sits on gum piers set directly into the ground. The frame is of hardwood with tallow wood flooring; the flooring timbers were milled on the North Coast of NSW and shipped to Sydney before being transported to Nelligen by Steampacket. The outer walls are of 4 inch pitsawn boards and the roof is galvanised iron sheeting. The Hall (as it is now called) has been used in the past for fund raising for charities, travelling movies, bush dances etc. The Buffalo's Lodge and Manchester Unity used the Hall as a meeting place. From June 1961 until December of that year, the Hall was used as an annexe to the Public School. Nowadays the Hall is used for a regular "Free Exchange" library, for craft days, and as a meeting place for the Hall Committee and Nelligen Progress Association as well as general community and social activities. The Hall is managed by a Committee of local residents and three Trustees.

#### Description

A weatherboard building with corrugated iron roof and decorative barge boards

#### Condition

Good

#### Heritage significance

The Mechanic’s Institute Hall has high aesthetic, historic and social value. The interior also has very high integrity and is part of the building’s significance. Generally, the building fabric is an important part of its character and so individual items such as hardwood weatherboards, timber doors and windows, wooden lining boards, pressed metal and the decorative barge-boards are all considered to be significant and should be retained if possible. Any replacement material should closely match the original.

#### Comment

The entry rails are not in character with original building and if replaced should utilise sawn-timber post-and-rail fencing seen in historic photos.

The barge board needs restoration.

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## Cafe

3 Braidwood St



The café blocks the view of the hall when looking down Braidwood Street



The café is a prominent element in the streetscape and fills the space between the post office and the hall.



Earlier gap between hall and PO



Historic photo looking past the post office to the hall prior to construction of the cafe

#### Place history

The Café is understood to have initially been a single-storey cement-block structure set back from the road and constructed in the second half of the 20<sup>th</sup> century. The second story was added and the building extended forward more recently.

#### Description

Cement-block lower storey with open timber structure above as a second level. Steeply pitched gabled roof with awning-striped paint treatment.

#### Condition

Good

#### Heritage significance

Low

#### Other values

The shop plays an important role in the life of the town and provides an active street frontage.

---

## Nelligen Post Office (former)

Location 7 Braidwood St



2010 Photo by PG



Historic photo taken shortly after construction between 1900 and 1903. Source NLA

### Place history

A post office known as Nelligen Point was opened in a section of Richardson's Inn (opposite where the war memorial now stands) on the 1<sup>st</sup> November 1858.

During 1878 a telegraph line was constructed from Milton to Bateman's Bay. It ran through Nelligen and a telegraph office opened at Nelligen on 1 December 1878. In 1892 mail was delivered to Nelligen 3 times per week

The Post Office (officially called Nelligen Point) was originally opened in a local store in 1858. During 1890 a site of 1 rood and 10 perches (approximately 0.17 hectares) was reserved for an official Post Office by the NSW Lands Department but the new building was not completed until 26 May 1900. In 1907 because of declining revenue, the Post Office was reduced to non-official status. In 1957 1360 was spent on the building but in March 1962 the question of disposing of the building was raised. In the same year a portion of the site was sold to the Department of Main Roads for a new highway and toilet and clothes lines were re-positioned. A new entrance gate from Braidwood Street was provided. The Post Office operated as a lease of private premises from late in 1971 until it ceased operations in March 1982. The Eldridges, owners of the building since 1980, set up a gallery in the old Post Office room. In 1983 the owners received the Minister's approval to retain the "Nelligen Post Office" sign.

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Condition

Very good

Heritage significance

High historic and aesthetic value.

Other values

Visible from both the highway and Braidwood Street, the building is a very important indicator of Nelligen's historic value.

Comment

Future work should continue to conserve the building as shown in the historic photographs.

**New Road [post 1964]**

Between the Post Office and the War Memorial



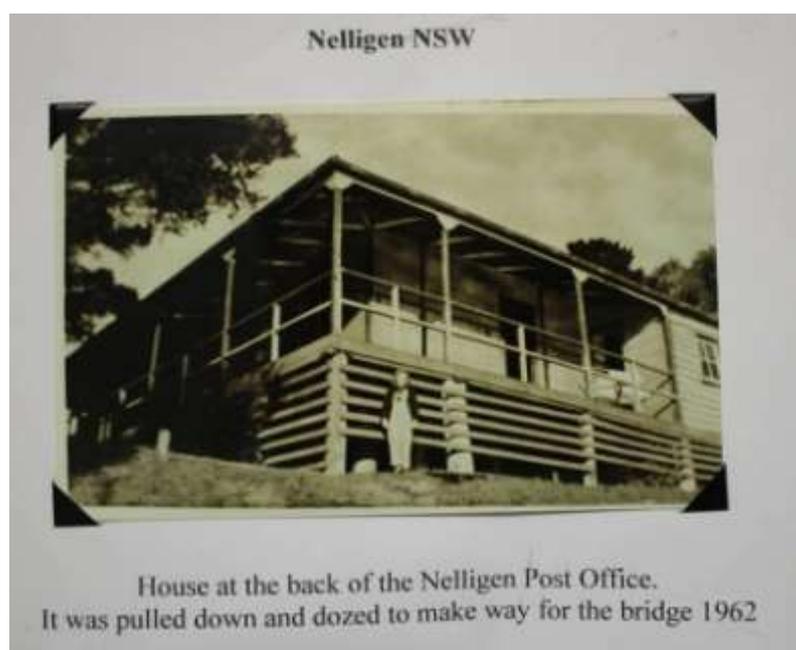
The new road is immediately on the uphill side of the Post Office



Former road, now grassed, just below the War Memorial



Photo taken after Steampacket Hotel had burnt to the ground, showing a building next to the Post Office where the present road is located. See also the photograph of the memorial at next inventory item.



#### Place history

Prior to construction of the bridge in 1962-64, traffic travelled on a higher road easement than the present highway and entered Braidwood Street via Maisey's lane closer to the War Memorial than at present. It would seem that to connect the highway's lower carriageway to Braidwood Street it was necessary to demolish the shop west of the Post Office, and the house behind, so that the link road could be on lower ground.

#### Heritage significance

The new road has some historic significance for its association with the construction of the bridge.

The historic road has high significance, and evidence of its former location should be retained.

#### Comment

The altered roads and lost buildings should be part of the town's interpretation. The footprint of the former road is partly visible in current aerial photos.

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## War Memorial

Braidwood Street



Possibly the commemoration of the memorial, or an early service. Note historic road on right, demolished in 1964

### Place history

Sir Austin Chapman MP unveiled the Nelligen War Memorial in 1921. The monument is approximately 5 metres high and is an excellent example of one of the most commonly used forms at both State and National levels. It consists of a marble figure of a soldier standing on a pedestal of Bowral trachyte supported by a sandstone base of sawn slabs. These later date from the post WW2 period and have been inserted to allow the inclusion of inscriptions commemorating that and subsequent events. The statue of a soldier with head bowed, slouch hat and reversed rifle in both hands, is in the official military stance of remembrance. Facing south, the dedication inscription records its erection by the people of Nelligen and District in honour of the men who enlisted in the AIF for the Great War 1914-19; the dead are recorded alphabetically, with ranks and medals. First War names are incised and gilded on the polished surfaces of the pedestal, later additions having been added to the base on bronze plaques. Instead of a step, the lower part of the square base displays a sloping rendered surface on which a small plaque, with inscription,

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reinforces the earlier dedication. The location adjacent to the main traffic route is appropriate to its function as a district memorial and consistent with prevailing practice. A minor street diverges from Braidwood Street above the memorial. This leads to the first schoolhouse, the former police warehouse and the former court house. The memorial's location which looks out over the river below, is identified by a flag pole.

Condition

Good

Heritage significance

Very high aesthetic, historic and social value.

Comment

Good interpretation opportunity.

## Former school ground

9 Braidwood Street



2010 photo by PG



Historic photo taken from the schoolyard looking towards the river. The pine tree is relatively young (3-5years) compared to the more mature tree in the photo below taken before 1921.



Historic photo, taken prior to construction of the war memorial shows the playground surrounded by a paling fence with 5 semi-mature trees planted along the eastern boundary. A 'desire line' or informal footpath path runs diagonally across the playground, presumably to a gate on the lower Braidwood Road side



The classroom buildings shortly before their demolition

#### History

In January 1865 John Hepple commenced Nelligen's first National School with classes held in a privately-owned three-roomed cottage. It closed on 1867 but following construction of a school house and residence the school re-opened in November 1869 with 17 pupils. The school remained in use until 1970, when falling attendance led to its closure. The former school ground is now a public park.

#### Description

A vacant grassed area with a perimeter of trees. Some of the footings of previous buildings can be seen amongst the grass

#### Condition

Mown and cared for in 2010

#### Heritage significance

The place has some historic significance as the site of the former school and buildings, and as the playground on the lower slope. The significant elements comprise the flattened ground with former footings. A few of the perimeter trees are possibly significant for their association with the land's earlier use as a school. This may be the case with the older radiata pines trees.

#### Comment

The land has been set aside for recreational purposes, although it may be underutilised in this regard.

**Teacher's Residence**

11 Braidwood Street



Teacher's residence 2010. Photo PG



Former residence and school that occupied the site from 1869 to about 1923.

#### Place history

The existing school building and residence occupies the site of the original school and residence that were erected in 1869. The current building dates from 1923 at which time the area of the school grounds was a small half-acre. In 1939 the school was granted temporary permission to use the adjacent Police Station paddock as a play area. School attendances dropped until 1960 when an influx of people brought about the appointment of an Assistant Teacher in 1961. The increased enrolment necessitated the temporary renting of a hall, but in December 1961 it was decided to transfer the closed Stony Creek school building to the Nelligen site. The new building (extended to 24' x 18') and a new Store Room were opened in June 1962. Nelligen School was closed permanently in 1970 when Batemans Bay took over the Primary School functions and Moruya the High School function. At the time, the school consisted of a teacher's residence and one large and one small school room.

#### Description

A symmetrical timber building of weatherboard walls with timber windows and doors. The galvanised corrugated-iron roof has vented gables in the upper hip, and the roof cladding extends over the verandah with a slight change in pitch. The verandah return is panelled with vertical boards. Part of the historic fence survives between the residence and the former school site in the form of vertical pickets with rounded tops.

#### Condition

Generally good but would benefit from further maintenance

#### Heritage significance

The building has high historic and aesthetic value that is embodied in all of its historic form and fabric.

#### Comment

The building makes a very valuable contribution tot the historic streetscape, which would be further enhanced with sympathetic repair and maintenance.

**Police Station former**

Location 13 Braidwood Street



Street elevation 2010. Photo PG



Historic photo, date not established.

**Place history**

The current building was erected 1920-21 to replace the previous watch house that had been built in 1860. It was in 1860 that Nelligen was recognised as the Head of Navigation on the Clyde when the village was chosen over Currowan for the siting of a watch house and District Constable. The four-roomed watch house was completed on 31 July 1860. Minor breaches of the law were heard at Courts of Petty Sessions held in a room of the watch house in 1861. There was one Senior Constable and one Constable from 1860 – 1867, following which, manning of the watch house was reduced to one man.

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The extant building was erected as a Police Station in 1920/21 to replace the old Watch House demolished earlier that year. The windows were apparently recycled from the earlier building, which explains their 19<sup>th</sup> century form. George McRae was the responsible Government Architect. The Police Station was closed for a time in 1939 and then closed permanently in May 1940 at which time its functions were relocated to Batemans Bay. It is currently a private residence.

Description

A weatherboard home with six pane window sashes and timber door, all symmetrically arranged. The roof is asbestos flat tiles extending over the front verandah. Rafter ends are exposed. There is a timber picket fence to the road frontage.

Condition

Very good

Heritage significance

High historic and aesthetic values

**Nelligen Court House (Former)  
Anglican Church**

15 Braidwood Street



West elevation showing more recent addition.

**Place history**

The first Church of England, St Nicholas', was erected in 1875 and served its community until 1939 when it was destroyed by bushfire.

On 31 July 1860 Nelligen's first Watchhouse was completed adjacent to this site. In 1893 the current "Court House" building was built to the designs of Government Architect Walter Vernon, by local builder John McDonald. The Watchhouse was removed in 1920

when a new Police Station was built adjacent to the Court House. The Court House ceased to function in 1955/56 when it was bought by the Church of England. It is now used for St Nicholas Anglican Church services.

Description

A weatherboard building with hipped corrugated-iron roofs and distinctive detailing. The extension the western side is sympathetic to the building. Fine interiors.

Condition

Very good

Heritage significance

The building is significant for its appearance, styling, detail both externally and internally, for its association with colonial architect Vernon, for its use as a courthouse, and it has social value for its current use as a church and community centre.

Comment

The building has a high degree of interpretative potential and makes a walk to the top of the hill very worthwhile. It has potential to act as a "destination" for visitors to Nelligen arriving by boat, or on other organised tours.

## Residence

17 Braidwood Street



Aerial photo from west showing land on which the present building is constructed

### Place history

A small structure may have stood on this site in the mid 20<sup>th</sup> century, although most was constructed in the late 20<sup>th</sup> century. The work is sympathetic to the character of the town. The initial house on the site was built after 1948 by Joseph John (Jack) Fitzgerald (1922-1995). The earlier building was apparently largely demolished and rebuilt as part of the construction of the present dwelling, ie much of the building material was recycled. After Marjory moved out the place was sold and the new owner extended the house and built a B & B. It was sold on to new owners in about 2010.

### Description

A weatherboard building with corrugated roof.

### Condition

Very good

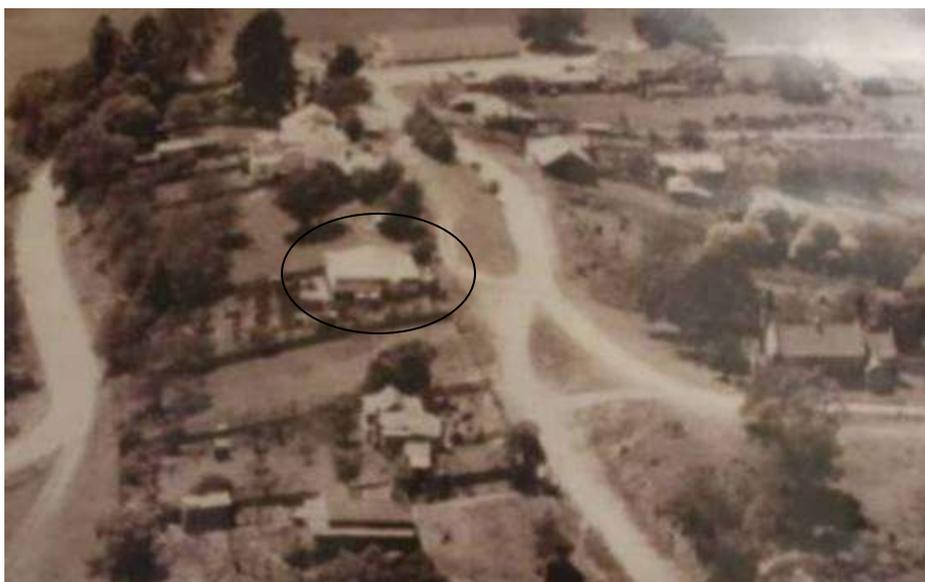
### Heritage significance

The building has some heritage value for its possible inclusion of an earlier weatherboard structure. The restoration and extension is very much in keeping with Nelligen's historic

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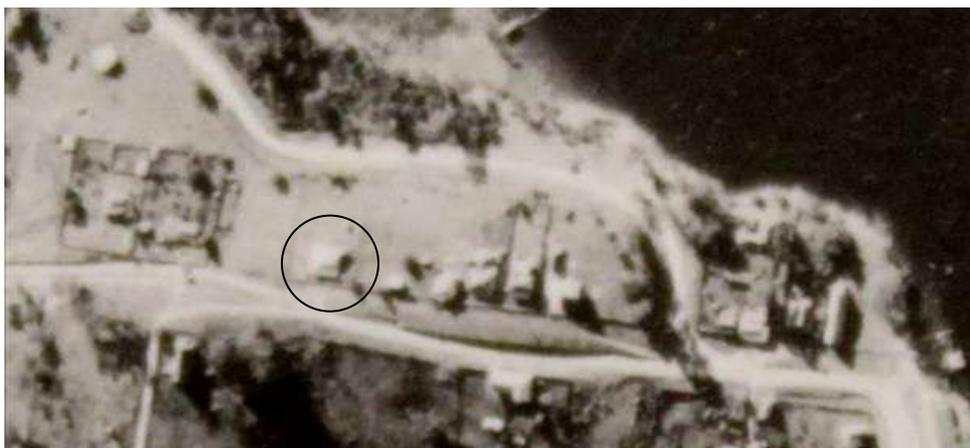
character and the dwelling makes a worthwhile contribution to the historic group of buildings on the north side of Braid wood Street.

**Possibly the former Tieman Residence**  
19 Braidwood Street



Pre 1963 aerial photo from west showing the building well established.

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1942 aerial photo showing the dwelling circled

#### History

The 1942 aerial photo shows that the grounds of the building are not particularly well established, compared with later pre-1963 photo, suggesting the dwelling was probably constructed in the 1930s, or at least before 1942.

#### Description

An Inter-War timber building with corrugated iron roof. The encircling verandah has been enclosed.

#### Condition

Fair

#### Heritage significance

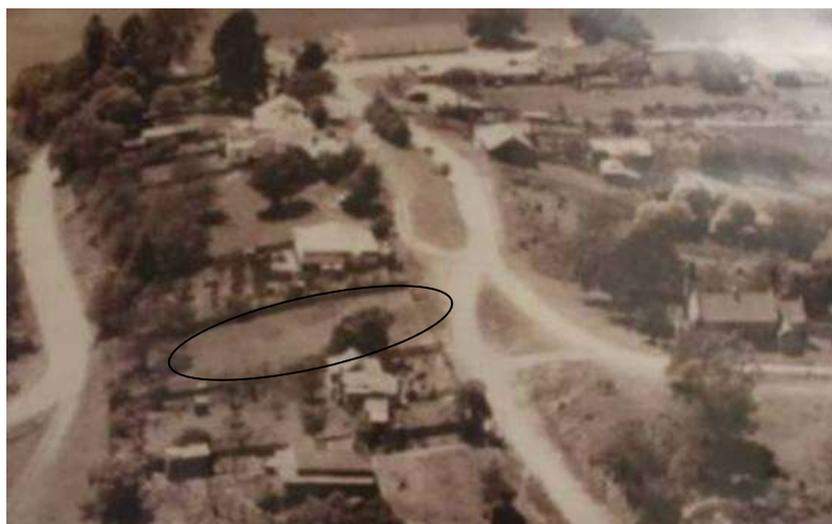
The building is significant for dating to the first half of the 20<sup>th</sup> century when Nelligen was still active as a port and had a well-established timber and bark industry. It has good form and character and makes a valuable contribution to the historic group of buildings on Braidwood Street.

**Vacant land**

1 Braidwood Street



Vacant land opposite church shown circled

**Place history**

It appears that the allotment has never been developed. The 1942 aerial photo shows it almost devoid of vegetation.

**Description**

Well vegetated adjacent to the street, with a very large Kurrajong tree on the western boundary, and cleared elsewhere

**Heritage significance**

The land does not appear to have heritage significance other than for the Kurrajong tree, which may in fact be on the adjacent block.

## Charlie and Annie Fitzgerald's home

21 Braidwood Street



Fitzgerald's house seen from the north. The Kurrajong tree is immediately to the left of the house, with the top of the Bunya pine that is in the church grounds just visible in the background. Source Cassandra Jordan



View from Braidwood Street. Photo PG 2010



Interior.



Aerial Photo 1964. Source NLA

#### Place history

The building was constructed in the 1920s by Charlie Fitzgerald and occupied by him and his wife Annie who were married circa 1921. The place was built using recycled timber from another house that was demolished. Laura Rodley (nee Fitzgerald) was born in this house on 9 December 1929 (Cassandra Jordan personal comment). It was occupied by Charlie and Annie, Charlie's 4 young children (he was a widower), and 9 children of Charlie and Annie. Charlie died 3 February 1952. Annie, Shirley, Peter, Max, Brian and Sylvester Fitzgerald continued living in the home. Annie died October 1969 and Sylvester continued living there until he died in November 1999. The house was then sold. Cassandra Jordan, daughter of Laura, notes the following:

*There were a couple of additions ie 1 small bathroom outside kitchen and when my late uncle "Jimmy" (step-brother to my mother) was living alone, an "internal" toilet room was added on the verandah outside the bedrooms in his later years. It was not long after the Batemans Bay History Museum opened. My uncles installed it with help of their cousin. It replaced an old "dunny" room under the large tree on east side of house. My grandmother Annie (nee Heycox) passed away 3 October, 1969. My grandfather Charlie Fitzgerald died in 1952. Jimmy passed away in 1999. There was an "outhouse" outside the kitchen which was the original laundry for the copper. There was another shed behind that for timber and tools. There was an area under the large verandah outside the bedrooms that served as a play area for my mother and siblings. There was a carport at the bottom of the property when the old highway was utilised. Another carport was constructed on Braidwood Street when the new highway was opened. Water was supplied by tanks and hot water heating was achieved by the wood stove in the kitchen. There was a large fireplace in the lounge. I believe there are 3 blocks of land at this address.*

*A significant feature of the property whilst my grandmother was alive, was the magnificent garden she tendered on Braidwood Street. It contained flowers, bushes, vegetables and trees. It had a lovely picket fence across Braidwood Street frontage. The block of land to the east of house was devoid of any trees. It was covered in grass and my cousin's horses grazed there.*

*The house was auctioned in 2000 following the death of Jimmy. I do not know the current owner of the property – it is not a family member.*

#### Description

A weatherboard cottage that was extended over time and has since fallen into disrepair.

Condition poor

Heritage significance

The building has historic significance for its association with Nelligen's earlier settlement, and is of technical interest as a further example of local weatherboard construction and use of traditional six-pane timber-window sashes in Nelligen. The building extends the group of 19<sup>th</sup> and early 20<sup>th</sup> century buildings along Braidwood Street further west, and has some streetscape value as an early weatherboard cottage set within a well vegetated garden. There is a very large Kurrajong tree to the east of the cottage that would appear to be significant for its size.

Comment

Restoration or reconstruction of this building should use a similar form and scale and be constructed of weatherboard to reinstate the cottage's former historic and aesthetic contribution to the streetscape. The eastern end is the most significant and ideally this part would be restored, or if that is not feasible, then reconstructed in a similar or sympathetic form.

## 8.4 Braidwood Street - South side

### Residence

1 Wharf Rd (west of the shop, along Braidwood St)



North elevation



A number of gabled sheds filled the allotment facing Braidwood Street between Wharf Street and Maisie's Lane up to as late as the bushfires of 1939.

### Place history

The two-storey Steampacket Hotel occupied the site of Benny's store until it (the Hotel) burnt down in 1925. Several gable-fronted sheds and stores fronted Braidwood Street between the hotel and Maisie's Lane. Only one small shed on the corner of Maisie's Lane and Braidwood Street is evident in the 1942 aerial photo.

The current dwelling appears to date from the late 20<sup>th</sup> to early 21<sup>st</sup> century

### Condition

Very good

### Heritage significance

This is a modern building with no particular heritage significance.

**Dwelling**

4 Braidwood Street



This building post dates the 1939 fires, with Maisie's Lane on lower side of building



Maisie's lane on left of photo



MD O'Connor of the "Clyde Exchange", Storekeeper. The building is just on the uphill side of Maisie's Lane



1964 aerial photo

Place history

MD O'Connor had his store on this site up to 1939. The present building is understood to have been owned by the Webb family and to have been built shortly after the 1939 fires. The verandah on the eastern side is a later addition. The house was well-established by 1964 and was extensively restored circa 2000.

Description

A timber framed building with corrugated iron roof.

Condition

Good

Heritage significance

The building dates to circa 1940 and compliments Nelligen's historic character. Of interest is the stone wall adjacent to Maisie's lane that may be all that remains from O'Connor's store.

### Unformed dwelling

6 Braidwood St



6 Braidwood Street is an unformed dwelling behind a shade cloth construction fence



6 Braidwood Street is the building partly obscured by the War Memorial in the 1920s

#### Place history

The cottage in the photo above appears in photographs from circa 1900, but may have been built earlier. It is believed to have been burnt in the bushfires of 1939.

#### Description

The dwelling is set back from the road behind an unformed fence of shade cloth.

#### Heritage significance

Low

#### Comment

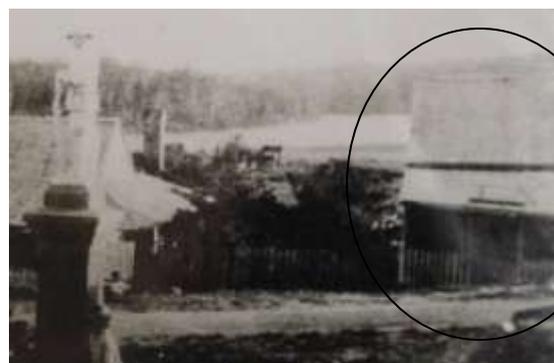
The fence detracts from the streetscape.

**Dwelling**

8 Braidwood St



8 Braidwood St in 2010. Photo PG



Former 8 Braidwood Street shown circled

**Place history**

Believed to have been the site of Richardson's Inn and Goods Store, that was established in the 1850's. The building incorporated the post office from 1858 to 1865.

**Description**

The current building is an owner-built residence with a flat-roofed garage at the front and a two-storey flat-roofed dwelling beyond.

**Condition**

Fair

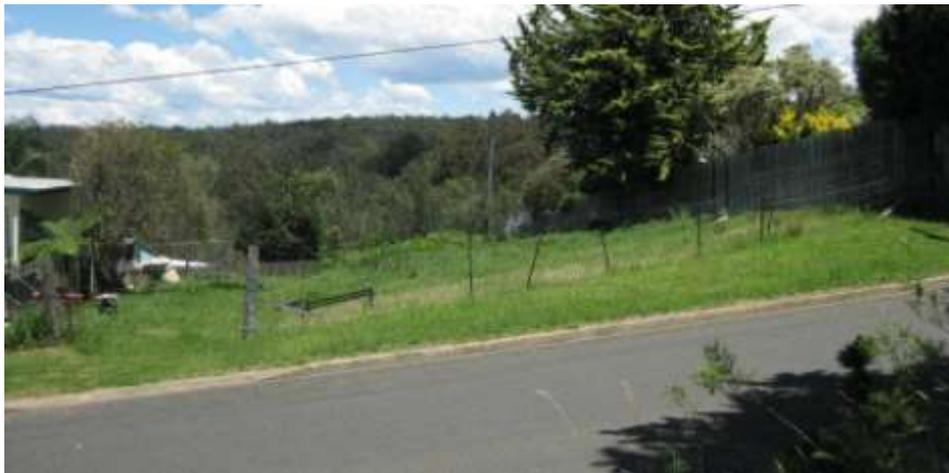
**Heritage significance**

Nil

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**Vacant land**

10 Braidwood St



**Place history**

This site appears never to have been developed

**Description**

Vacant land

**Condition**

Cleared

**Heritage significance**

Nil

**Comment**

New development should comply with the Nelligen Design Guidelines.

**Dwelling**

12 Braidwood St



Place history not known

Description Dwelling is set well back

Condition na

Heritage significance Nil

Comment

The present fence detracts from Nelligen's historic character

**Dwelling**

14 Braidwood Street



Historic photo



Aerial photo from west showing former Ark Hotel circled. Catholic church is in middle foreground

Place history

Believed to have been the approximate location of the Ark Hotel

Description

A modern dwelling

Condition

Good

Heritage significance

Nil

Other values

The site has some significance for having been the location of the former Ark Hotel.

**Dwelling**

16 Braidwood Street



Place history

The present dwelling appears to date from the latter half of the 20th century and on the basis of historic photographs may be the first structure on this site.

Description

Modern dwelling

Condition

Good

Heritage significance

Nil

**Dwelling**

18 Braidwood Street



Place history            A late 20th century dwelling

Description            Red roof

Condition              good

Heritage significance    nil

**Modern dwelling**

20 Braidwood Street



Historic photos

N/A

Place history

Building appears to date from circa 2000

Description

Clad with light-blue corrugated colourbond and roofed with curved darker-blue colourbond. The building is designed and constructed to be fire resistant.

Condition

Good

Heritage significance

Nil

**Catholic Church (former)**

1 Runnyford Road

**Place history**

The Roman Catholic Church was the first to be built in Nelligen. It was opened 24 November 1872 by Right Reverend Vicar General Sheehy with Rev Garvey delivering the sermon to about 200 people. The main effort in having the church built was provided by the Church Secretary and Treasurer Mr T Flood.

The first church was replaced by the current larger brick building, St Joseph's, which opened in May 1896.

**Description**

Cement rendered brick building

**Condition**

Good

**Heritage significance**

Very high historic and aesthetic

**Other values**

The church, and especially its mature trees and garden are significant to the whole of the town. The bunya pine is a landmark tree strategically located close to the top of the hill.

## House

2 Runnyford Road



### Place history

Runnyford Road was aligned to the west of the Catholic Church until the latter part of the 20th century when it was relocated to its present position presumably to enable easier access along the contour to the new residential subdivisions along Runnyford Rd and Currowan Street

### Description

The cottage is on the corner of Currowan and Braidwood Streets and has a steeply pitched roof, gable window and surrounding timber pergola, set within a well-vegetated garden.

### Condition

Very good

### Heritage significance

Low,

### Comment

This is a new building that fits very well within the streetscape. The building has a number of historic references, but is clearly a modern structure. It provides a useful model for infill design within certain contexts.