

## Search Results

20 results found.

<a href="#">CBC Bank (former)</a> Fitzmaurice St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Church and Cathedral Group</a> Church St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Civic Group</a> Fitzmaurice St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Estella Homestead, Outbuildings and Barn</a> Old Narrandera Rd	Wagga Wagga, NSW, Australia	<a href="#">(Indicative Place)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Hambledon Homestead</a> Hume Highway	Tarcutta, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Hampden Bridge</a> Hampden Ave	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">House</a> Cobden La	Malebo via Wagga Wagga, NSW, Australia	<a href="#">(Indicative Place)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Murrumbidgee River Rail Bridge</a>	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Police Station</a> Sturt St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Railway Station</a> Station Pl	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)

<a href="#">St Andrews Manse</a> Church St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">St Andrews Presbyterian Church</a> Church St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">St Johns Anglican Church</a> Church St	Wagga Wagga, NSW, Australia	<a href="#">(Indicative Place)</a> Register of the National Estate (Non-statutory archive)
<a href="#">St Michaels Cathedral</a> Church St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">St Michaels Cathedral</a> Johnston St	Wagga Wagga, NSW, Australia	<a href="#">(Nomination now ineligible for PPAL)</a> National Heritage List
<a href="#">St Michaels Presbytery (The Bishops House)</a> Church St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Tarcutta Hills Woodland Remnant</a>	Tarcutta, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Wagga South Public School</a> Edward St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Wagga Wagga Courthouse</a> Fitzmaurice St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Wagga Wagga Post Office (former)</a> Fitzmaurice St	Wagga Wagga, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)

Report Produced: Mon May 3 12:41:55 2021

# Arajoel Homestead complex

## Item details

**Name of item:**

Arajoel Homestead complex

**Type of item:**

Built

**Group/Collection:**

Farming and Grazing

**Category:**

Pastoralism

**Primary address:**

3915 Sturt Highway, Galore, NSW 2650

**Local govt. area:**

Wagga Wagga

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
3915 Sturt Highway	Galore	Wagga Wagga			Primary Address

## Statement of significance:

Historical significance as a fine example of a large-scale pastoral complex.

**Date significance updated:** 17 Apr 12

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## Description

**Physical description:**

A well presented homestead complex comprising a rendered brick residence, woolshed, bunkhouse, cookhouse, meathouse and washhouse and various ancillary buildings.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Wagga Wagga Local Environmental Plan 2010	167	16 Jul 10		
Heritage study					

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

The information for this entry comes from the following source:

**Name:**

Local Government

**Database number:**

2560120

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## Search Results

13 results found.

<a href="#">Balranald Courthouse</a> River St	Balranald, NSW, Australia	<a href="#">(Removed from Register or IL)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Balranald Courthouse and Post Office Group</a> Market St	Balranald, NSW, Australia	<a href="#">(Removed from Register or IL)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Balranald Post Office</a> Market St	Balranald, NSW, Australia	<a href="#">(Removed from Register or IL)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Euston Courthouse</a> 22-24 Murray St	Euston, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Great Cumbungj Swamp Area</a> Oxley Rd	Balranald, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Indigenous Place</a>	Balranald, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Indigenous Place</a>	Balranald, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Lock and Weir No 15</a>	Robinvale, NSW, Australia	<a href="#">(Indicative Place)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Mungo National Park</a>	Balranald, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Murray Mallee - Mallee Cliffs National Park</a>	Gol Gol, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)

<a href="#">Willandra Lakes Region</a> Mildura Ivanhoe Rd	Balranald, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Willandra Lakes Region</a> Arumpo Mungo National Park Rd	Robinvale, NSW, Australia	( <a href="#">Declared property</a> ) World Heritage List
<a href="#">Willandra Lakes Region</a> Arumpo Mungo National Park Rd	Robinvale, NSW, Australia	( <a href="#">Listed place</a> ) National Heritage List

Report Produced: Mon May 3 12:45:43 2021

## Place Details

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### Dry Lagoon Area, Sturt Hwy, Narrandera, NSW, Australia

<b>Photographs</b>	None
<b>List</b>	Register of the National Estate (Non-statutory archive)
<b>Class</b>	Natural
<b>Legal Status</b>	<a href="#">Indicative Place</a>
<b>Place ID</b>	731
<b>Place File No</b>	1/06/320/0006

#### Nominator's Statement of Significance

A shallow lake filled by floods from the Murrumbidgee River in two out of four years. A worthwhile example of an ephemeral lake within the billabong systems of the riverine plain when inundated it supports a particularly rich avifauna particularly waterfowl which breed profusely throughout the area. Feather tailed gliders (ACROBATS PYGMAEOS) are in the area in the river red gums.

#### Official Values Not Available

#### Description

Shallow lake surrounded by patches of lignum and lined by river red gums, as are many of the channels throughout the area.

#### History Not Available

#### Condition and Integrity

The area in general is arable sheep country, but the regions surrounding the waterways are generally undisturbed.

#### Location

About 5000ha, located 20km west of Narrandera.

#### Bibliography Not Available

Report Produced Mon May 3 12:43:27 2021

## Search Results

17 results found.

<a href="#">Bishops Lodge and Outbuildings</a> Moama St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Goonawarra Nature Reserve</a>	Booligal, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Great Cumbungi Swamp Area</a> Oxley Rd	Balranald, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Hay Courthouse</a> 418 Moppett St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Hay Gaol (former)</a> 355 Church St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Hay Hospital Complex</a> Murray St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Hay Post Office</a> 120 Lachlan St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Hay Post Office</a> 120 Lachlan St	Hay, NSW, Australia	<a href="#">(Listed place)</a> Commonwealth Heritage List
<a href="#">Hay Railway Station</a> Murray St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Indigenous Place</a>	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Indigenous Place</a>	Maude, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)



<a href="#">Indigenous Place</a>	Tchelery Station via Hay, NSW, Australia	<a href="#">(Indicative Place)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Land Board Office</a> 126 Lachlan St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Merrimajeel and Muggabah Creeks Area</a>	Booligal, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Old Hay Sewage Treatment Works</a> Bruncker St	Hay, NSW, Australia	<a href="#">(Indicative Place)</a> Register of the National Estate (Non-statutory archive)
<a href="#">One Tree Hotel (former)</a> Cobb Hwy	via Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Witcombe Memorial Drinking Fountain</a> Lachlan St	Hay, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)

Report Produced: Mon May 3 12:45:07 2021

## Search Results

1 result found.

<a href="#">Indigenous Place</a>	Leeton, NSW, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
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Report Produced: Mon May 3 13:27:09 2021



## Search Results

7 results found.

<a href="#">Carrathool Bridge</a> Wright Lane	Carrathool, NSW, Australia	( <a href="#">Indicative Place</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Courthouse Group (former)</a> Darlington St	Darlington Point, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Indigenous Place</a>	Darlington Point, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Old Warrangesda Mission</a>	Darlington Point, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Tubbo Station Group</a> , Sturt Hwy	Darlington Point, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Tubbo Station Homestead and Outbuildings</a> Sturt Hwy	Darlington Point, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Tubbo Station Woolshed Complex</a> Sturt Hwy	Darlington Point, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)

Report Produced: Mon May 3 12:42:19 2021

## Search Results

11 results found.

<a href="#">Butherwah Homestead</a> Butherwah Rd	Urana, NSW, Australia	( <a href="#">Indicative Place</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">CBC Bank (former)</a> 142 East St	Narrandera, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">CWA Rest House</a> Yapunyah St	Barellan, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Dry Lagoon Area</a> Sturt Hwy	Narrandera, NSW, Australia	( <a href="#">Indicative Place</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Narrandera Courthouse and Police Station Group</a> Larmer St	Narrandera, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Narrandera Nature Reserve</a>	Narrandera, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Narrandera Post Office</a> 140 East St	Narrandera, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Narrandera Rail Bridge</a>	Narrandera, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Narrandera Showground</a> Victoria Ave	Narrandera, NSW, Australia	( <a href="#">Indicative Place</a> ) Register of the National Estate (Non-statutory archive)
<a href="#">Railway Station and Station Masters Residence</a> Whitton St	Narrandera, NSW, Australia	( <a href="#">Registered</a> ) Register of the National Estate (Non-statutory archive)

[St Johns Uniting Church and Hall](#) Cadell St

Narrandera, NSW,  
Australia

([Indicative Place](#))  
Register of the  
National Estate  
(Non-statutory  
archive)

**Report Produced: Mon May 3 12:42:46 2021**



## Place Details

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### Narrandera Rail Bridge, Narrandera, NSW, Australia

#### Photographs



<b>List</b>	Register of the National Estate (Non-statutory archive)
<b>Class</b>	Historic
<b>Legal Status</b>	<a href="#">Registered</a> (15/05/1990)
<b>Place ID</b>	16076
<b>Place File No</b>	1/06/320/0008

#### Statement of Significance

The bridge is a significant technical accomplishment. Placed in service in 1885, it has two lattice truss spans, each of 48.5m. It is ninth in a series of twelve related bridges, all with 48.5m lattice trusses, built between 1871 and 1887. The bridge at Narrandera is one of the later bridges of the group. It is also one of the smallest of the twelve, with two spans and a single track. As the group is highly significant there are reasons for recording all members of the group including the bridge at Narrandera. The series was designed by Sir John Fowler (codesigner of the Firth of Forth Bridge) for John Whitton, engineer in chief of the New South Wales railways. It is of considerable age for an Australian metal bridge and would be in the forty oldest existing metal truss bridges.

#### Official Values Not Available

#### Description

The bridge carries a single 1.44m gauge railway with transomes on metal stringers with metal crossgirders resting on the lower chords. The main trusses are through type lattice trusses, continuous over two 48.5m spans. They are connected together above the track by characteristic arched latticed braces. They are supported on twin cast iron cylinder piers. The superstructure was fabricated by Westwood, Baillie; Halliday and Owen were the principal contractors. It was placed in service in May 1885.

#### History Not Available

#### Condition and Integrity

The bridge is in use and is believed to be in good condition and in its original state.

#### Location

Narrandera-Jerilderie Railway over Murrumbidgee River at Narrandera.

#### Bibliography

C O'CONNOR, "REGISTER OF AUSTRALIAN HISTORIC BRIDGES" 1983.  
 C O'CONNOR, "SPANNING TWO CENTURIES" UQP 1985.  
 R E BEST AND D J FRASER, "RAILWAY LATTICE GIRDER BRIDGES IN NEW SOUTH WALES" IE AUST CONF ON THE PROTECTION OF THE ENGINEERING HERITAGE, BRISBANE MAY 1982.

Report Produced Mon May 3 12:43:08 2021

## Search Results

2 results found.

<a href="#">Maize Island Lagoon Conservation Park</a> Holder Settlement Rd	Waikerie, SA, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)
<a href="#">Margaret Dowling Park</a>	Renmark, SA, Australia	<a href="#">(Registered)</a> Register of the National Estate (Non-statutory archive)

Report Produced: Mon May 3 12:03:21 2021

## Place Details

[Send Feedback](#)

### Tubbo Station Group, Sturt Hwy, Darlington Point, NSW, Australia

#### Photographs



<b>List</b>	Register of the National Estate (Non-statutory archive)
<b>Class</b>	Historic
<b>Legal Status</b>	<a href="#">Registered</a> (14/05/1991)
<b>Place ID</b>	14328
<b>Place File No</b>	1/06/333/0003

#### Statement of Significance

A rare survival of nearly all the buildings associated with one of the largest nineteenth century holdings in New South Wales. As such the group of homestead, outbuildings, woolshed and shearers' quarters is important for the way it demonstrates life on a large working turn of the century sheep station. (Criterion 2.2)

The homestead and woolshed buildings are valued for their fine proportions and design. (Criterion 5.1)

The buildings of the group are important for the way they demonstrate technical achievements of the time. (Criterion 5.2)

#### Official Values Not Available

#### Description

John Peter emigrated from Glasgow in 1832 with 50 pounds in his pocket and no immediate prospects. In 1837 he married Mrs Mary Bourke of Gumby Gumby near Wagga and by the 1860s the Peters' income was estimated at 40,000 pounds a year and their holdings 740,000 acres. Peters acquired Banandra run originally taken up in 1838 added Uroly and the back blocks of Yanco to comprise the Tubbo pastoral holding in 1865 230,000 acres. Today the station group consists of a homestead and associated outbuildings, a woolshed and shearers quarters. Graveyard.

#### History Not Available

#### Condition and Integrity

Condition fair, integrity altered and extended sympathetically.

#### Location

Off Sturt Highway, 10km south-east of Darlington Point, comprising homestead and jackeroos quarters, office, store, meat house, laundry, generator house, smithy, wagon house and stables, all located near the homestead, and woolshed and associated buildings 1km south-east of the homestead.

#### Bibliography

FREEMAN PETER "THE WOOLSHED" A RIVERINA AUTHOLOGY.  
TOWN AND COUNTRY JOURNAL NOVEMBER. 2 1872.  
JUNIOR GROUP BOOK NO. 336 APRIL 1977.

Report Produced Mon May 3 12:44:15 2021



## Place Details

[Send Feedback](#)

### Tubbo Station Homestead and Outbuildings, Sturt Hwy, Darlington Point, NSW, Australia

#### Photographs



<b>List</b>	Register of the National Estate (Non-statutory archive)
<b>Class</b>	Historic
<b>Legal Status</b>	<a href="#">Registered</a> (14/05/1991)
<b>Place ID</b>	14330
<b>Place File No</b>	1/06/333/0003

#### Statement of Significance

Generously proportioned homesteads of 1896 and 1906, which are valued for their architectural and spatial qualities, especially the refined joinery externally and internally and the fine pressed metal dado and ceiling of the entrance hall. (Criterion 5.1)

They are important for the way they, together with the outbuildings, demonstrate technical achievements of the time. (Criterion 5.2)

#### Official Values Not Available

#### Description

The complex stands on the Murrumbidgee, centred around a large verandahed homestead built in two stages. The first stage built in 1896 is now the jackeroos' quarters and is joined by a covered walk way to the main homestead which was built in 1905-06. The building is of weatherboard of very generous proportions surrounded by a wide verandah on all sides with decorative iron brackets and roof finials, and pressed metal frieze panels. Inside the rooms are large with high ceilings, The entrance hall is notable for fine pressed metal and dado and ceiling. The homestead is set in a well maintained garden and associated buildings include the station store, meat house, cool room, stables, smithy, tanks, windmill and generator house, and wagon house, etc.

#### History Not Available

#### Condition and Integrity

The homestead buildings are generally in good condition. Some of the outbuildings are in a run down condition.

#### Location

Off Sturt Highway, 10km south-east of Darlington Point, comprising homestead, jackeroos quarters, office, store, meat house, laundry, generator house, wagon house, stables and smithy.

#### Bibliography Not Available

Report Produced Mon May 3 12:44:32 2021

## Place Details

[Send Feedback](#)

### Tubbo Station Woolshed Complex, Sturt Hwy, Darlington Point, NSW, Australia

#### Photographs



<b>List</b>	Register of the National Estate (Non-statutory archive)
<b>Class</b>	Historic
<b>Legal Status</b>	<a href="#">Registered</a> (14/05/1991)
<b>Place ID</b>	14329
<b>Place File No</b>	1/06/333/0003

#### Statement of Significance

A woolshed which is important for its associations with the wool industry in the Riverina. (Criterion 1.4)

The woolshed is also important for the way it demonstrates shearing processes from the 1870s to the early twentieth century. (Criterion 2.2)

It is a well designed and constructed example of a mid Victorian Riverina woolshed, which demonstrates a high degree of technical achievement for the time. (Criterion 5.2)

It is valued for its fine proportions and as a key element of the landscape. (Criterion 5.1)

#### Official Values Not Available

#### Description

The woolshed was commenced in mid 1870s reputedly designed and supervised by a Melbourne architect to a T-type plan arrangement with king post timber trusses supporting the roof. William McFadzean the Riverina master woolshed builder who added to the original building in 1906, pronounced Tubbo the best constructed woolshed in the land. In 1891, the shed was converted to power with fifty one stands. The shed is surrounded by iron shearers quarters, shower blocks, cooking and dining room. The woolshed, marshal steam engine provided hot water. A large tank and windmill stand over the old well.

#### History Not Available

#### Condition and Integrity

Condition good, integrity intact.

#### Location

Off Sturt Highway, 11km south-east of Darlington Point, comprising woolshed, shearers quarters, shower blocks, cooking and dining room, windmill, tank and well.

#### Bibliography

FREEMAN P. "THE WOOLSHED" A RIVERINA ANTHOLOGY.

Report Produced Mon May 3 12:44:45 2021

# Bullenbong Creek Bridge

## Item details

**Name of item:**

Bullenbong Creek Bridge

**Other name/s:**

RTA Bridge No. 5508, Bullenbung Creek Bridge

**Type of item:**

Built

**Group/Collection:**

Transport - Land

**Category:**

Road Bridge

**Location:**

Lat: -35.019999999999996 Long: 146.92749999999998

**Primary address:**

Sturt Highway, 43.7 km west of Wagga, NSW 2650

**Local govt. area:**

Wagga Wagga

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Sturt Highway	43.7 km west of Wagga	Wagga Wagga			Primary Address

## Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Roads Maritime and Bus Services - Transport for NSW	State Government	

## Statement of significance:

The Bullenbong Creek Bridge has historic, aesthetic, research and representative significance in the Wagga Wagga - Narrandera area. The present Sturt Highway developed as a track along the bank of the Murrumbidgee River linking cattle runs in the 1840s. The form of the Bullenbong Creek Bridge demonstrates changes to the character of the route following its proclamation as the Sturt Highway in 1933. The bridge is constructed on a high level, with long slender piers and with raised approaches, and built on a skew, providing flood resistance and a smooth road alignment. In both these features it is likely to have constituted a significant improvement on the former crossing. The bridge has landmark qualities as a high level structure close to the junction of two important local tributaries of the Murrumbidgee River. The bridge has the potential to provide information to engineers in studying the behaviour of concrete beam bridges over time, it is constructed on a sharp skew, and reflects the difficulties of large skew spans over time. Bullenbong Creek Bridge is capable of demonstrating the major structural and aesthetic characteristics of concrete beam bridges constructed in the period 1925-1948, particularly those constructed on a skew. The bridge is also capable of representing the subset of bridges from this era widened in the latter decades of the twentieth century using the older system of form work and on site pouring.

**Date significance updated:** 18 Aug 05

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## Description

### Designer/Maker:

DMR - individuals unknown

### Physical description:

Crossing what appears to be a permanent and reasonably substantial watercourse, this bridge is in almost flat country, with its approaches raised slightly for flood clearance. The structure has three simply supported spans, with the deck formed from three reinforced concrete beams integral with the deck, all having a 40 degree skew. The bridge has been widened on the southern side by the addition of another beam. Piers are quite tall, being rectangular and rising from ground beam which are presumably pile caps. The columns have a headstock. Widening has required a fourth column, and also a size increase to the adjacent original column. Whilst the formwork of the original bridge was in timber, with its patterns visible, the widening used formply which by the 1970s had replaced the timber system. At deck level, both sides are the same, with a wide kerb supporting a three rail steel railing.

### Physical condition and/or

### Archaeological potential:

Original condition assessment: 'Generally good, although the skew movements have produced local spalling at the abutments' (Last updated: 28/10/2004.)

2007-08 condition update: 'Fair.' (Last updated: 17/4/09.)

**Date condition updated:** 17 Apr 09

### Modifications and dates:

The widening noted above was completed in 1973, including changes to kerbs and railings.

### Current use:

Road bridge

### Former use:

Road bridge

## History

### Historical notes:

Bullenbong Creek Bridge crosses Bullenbong Creek near the junction of Old Man Creek, both tributaries of the Murrumbidgee River, on the Sturt Highway near Collingullie, approximately 44 kilometres west of Wagga Wagga. Originally the area was the territory of the Wiradjuri Aboriginal people, in whose language Wagga Wagga means 'place of crows'. Explorer, Charles Sturt travelled the whole course of the Murrumbidgee from its junction with the Tumut in 1829-1830. He noted that just west of Wagga Wagga's present site the flats bordering the river were extensive and rich, and being mixed with sand were well suited to agriculture. Pastoralism, horse and cattle breeding, wheat and fruit growing and viticulture have been the major activities of the region. The buoyant economic conditions and the desire for better grazing lands in the 1820s and 1830s stimulated settlement of the area and by 1849 several villages, including Wagga Wagga had been established. Collingullie was originally

known as Mundowry and was proclaimed a village in 1899. (Swan, 1970, pp. xxi-xxiii, 3, 18-19, 23; Morris, 1999. p. 17)

When Surveyor-General Major Thomas Mitchell passed through the area in 1836 he found that 'a tolerable cart road' existed from one station to the other, so great was the migration of settlers along the river. Alexander Davidson and his family, Scottish immigrants, settled on the Bullenbong Creek in 1843 where they ran horses and cattle. It is reported that the Sturt Highway west of Wagga Wagga was first marked out when prospective settlers who were directed towards Bullenbong Creek by a stockman on the 'Wagga Wagga' run dragged a log behind the bullock dray to mark a track by which they could return. Early roads were merely bullock tracks and cattle routes and initially, steamers provided the main form of transport for stock and goods along the Murrumbidgee. It is likely that tracks developed along both the north and south banks of the Murrumbidgee. The track along the northern bank departed from the Great South Road at Gundagai and followed the north bank of the Murrumbidgee through Wagga Wagga, Narrandera, Hay and Balranald and the north bank of the Murray River on its way to the South Australian border. An 1858 Post Office Department map shows the postal route departing from the Great South Road on the southern side of the Murrumbidgee, at Tarcutta, and following the south bank of the Murrumbidgee River from Tarcutta to Wagga Wagga, where it crossed the river and proceeded along its northern bank to Balranald. A map of main roads proclaimed under the Local Government Act of 1923 appears to show the main route following the south bank of the river from Wagga Wagga to Narrandera and possibly to Hay where it crosses to the north bank. (Swan, 1970, p. 23; Morris, 1999, pp. 17, 32; Sherry Morris, *Then and Now: 75 Years 1928-2003*, RTA, Wagga Wagga, 2003, p. 2, DMR, 1976, pp. 37, 112)

Following the appointment of the Main Roads Board (MRB) in 1925, a new system of road classification was introduced whereby Main Roads were classified as State Highways, Trunk Roads or Ordinary Main Roads. The Board assumed full responsibility for all State Highways in the County of Cumberland and in the country and for all Ordinary Main Roads in the County of Cumberland. In 1929 the road from Wagga Wagga to Hay was proclaimed as a Trunk Road and in 1930 this length was named the Sturt Trunk Road in commemoration of Sturt's expedition down the Murrumbidgee River. In 1933 the road from Sydney to Adelaide through Wagga Wagga was proclaimed the Sturt Highway. The new highway comprised what had previously been a section of the Monaro Highway (now the Snowy Mountains Highway) from Lower Tarcutta to Wagga Wagga; the road along the south bank of the Murrumbidgee River from Wagga Wagga to Hay and that portion of the Mid Western Highway from Hay to the South Australian border. (Morris, 2003, pp. 6-7, 12)

Bullenbong Creek Bridge, a three-span skewed reinforced concrete beam structure, was built in 1942. During World War Two, bridge construction and road maintenance slowed due to shortages of materials and the priority given to defence works, so that only essential maintenance and construction work was carried out. The construction of Bullenbong Creek Bridge in 1942 probably indicates that it had been planned for some time and that its construction was urgent, most likely it replaced a very dilapidated timber bridge which was not considered able to last through the war (DMR, 1976, pp. 174, 187, 220; RTA File: 14/468.1117).

Based on RTA bridge database records, reinforced concrete beam or girder bridges were the most common form of concrete bridge construction to 1948, with more than 160 extant.

Within the general group of beam bridges, the main longitudinal members have had various configurations ranging from a simple set of rectangular beams cast integrally with the deck, through beams with curved soffits, to flat soffit decks where the edge beams also form the bridge parapet or sidewall. These bridges on the State's main roads and highways, constructed to replace high-maintenance and aged timber bridges or open crossings, embodied new standards of width, load capacity and alignment which were intended to adapt the State's road network to the increasing volume and speed of motor traffic.

Bullenbong Creek Bridge is likely to have constituted a substantial improvement in amenity when constructed. It provides a fairly high level crossing which would be reasonably flood resistant. The construction of the bridge on a skew reflects the changing relationship of roads and bridges in this period, where more advanced and flexible bridge technologies could cross streams on a curve, skew or incline, or combination of all three, allowing roads to follow a smooth alignment where previously lines of road were forced to bend to meet the straightest opportunity for a waterway crossing. (DMR, 1976, pp. 169-70)

Following World War Two, factors such as the increasing use of the Sturt Highway by semi-trailers and other heavy vehicles for long distance haulage; the establishment of the Snowy Mountains Hydro Electric Authority, Closer Settlement, particularly Soldier Settlement and the growth of the Murrumbidgee Irrigation Area led to the need for greater development of roads. As Wagga Wagga grew after the 1970s, towns such as nearby Collingullie, which had declined in the 1950s and 1960s, became important commuter centres. Major upgrading of the Sturt Highway was carried out during the 1970s, including new bridges and deviations. The Bullenbong Creek Bridge was widened in 1973. An inspection report in March 1974 noted problems with cracking in new construction joints in the decking and abutments, allowing water to run through. Bad scouring was also evident at the abutments following flooding. Apart from this, the bridge has remained in good condition, requiring only routine maintenance. (Morris, 2003, pp. 25, 37; Morris, 1999, p. 218; RTA File: 14/468.1117)

## Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Agriculture-Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture	(none)-
3. Economy-Developing local, regional and national economies	Environment - cultural landscape-Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	(none)-
3. Economy-Developing local, regional and national economies	Pastoralism-Activities associated with the breeding, raising, processing and distribution of livestock for human use	(none)-
3. Economy-Developing local, regional and national economies	Technology-Activities and processes associated with the knowledge or use of mechanical arts and applied sciences	(none)-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none)-

## Assessment of significance

### SHR Criteria a)

[Historical significance]

The Bullenbong Creek Bridge is likely to have some local historic significance as an infrastructural improvement to the Wagga Wagga to Narranderra road. The bridge is constructed on a high level, with long slender piers and with raised approaches, both features presumably for flood clearance of the lower reaches of this tributary to the



Murrumbidgee River. The bridge is also built on a skew, reflecting the developments in bridge building technologies of the 1920s and 1930s. Both these features are likely to have constituted a significant improvement on the former crossing, giving increased flood resistance and a smoother alignment. The construction of the bridge early in Australia's involvement in WWII when labour and resources were concentrated on defence works or essential improvements suggests that the construction of this bridge was considered important enough within the local area to be prioritised.

### SHR Criteria c)

[Aesthetic significance]

The bridge has landmark qualities as a high level structure with long slender piers close to the junction of two important local tributaries of the Murrumbidgee River. The widening of the bridge was carried out in kind - using the older system of form work and on site pouring, but is readily distinguishable where it abuts the original upstream pier and through the different patina left by ply formwork on the widening as distinct from timber formwork on the original structure. The widening is thus sympathetic and does not compromise interpretation of the structure.

### SHR Criteria e)

[Research potential]

The bridge has the potential to provide information to engineers in studying the behaviour of concrete beam bridges over time. The bridge is constructed on a sharp skew, and reflects the difficulties of large skew spans over time as evidenced by ongoing localised damage. Nevertheless it remains in reasonably good condition.

### SHR Criteria g)

[Representativeness]

Bullenbong Creek Bridge is capable of demonstrating the major structural and aesthetic characteristics of concrete beam bridges constructed in the period 1925-1948, particularly those constructed on a skew, its design embodying the new standards set by the MRB and DMR to bring the State's roads into the motor age. The bridge is also capable of representing the subset of bridges from this era widened in the latter decades of the twentieth century using the older system of form work and on site pouring (rather than the addition of abutting precast, prestressed component, which is more common). Locally, this group includes the Yarragundry Bridge over Sandy Creek, a concrete slab bridge widened in 1972.

### Integrity/Intactness:

Moderate

### Assessment criteria:

Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register			18 Aug 05		

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Heritage Study of Pre-1948 Concrete Beam	2005		Burns and Roe Worley and Heritage		

Bridges (Sthn, Sth West, Sydney)		Assessment And History (HAAH)	Y e s
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## References, internet links & images

Type	Author	Year	Title	Internet Links
Written	Department of Main Roads	1976	The Roadmakers. A History of Main Roads in New South Wales	
Written	Morris, Sherry	2003	Then and Now: 75 Years, 1928 - 2003	
Written	Morris, Sherry	1999	Wagga Wagga. A History	
Written	Roads and Traffic Authority		RTA File 14/468.1117	
Written	Swan, Keith	1970	History of Wagga Wagga	

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# Burial Ground

## Item details

**Name of item:**

Burial Ground

**Type of item:**

Archaeological-Terrestrial

**Group/Collection:**

Aboriginal

**Category:**

Burial

**Primary address:**

Sturt Highway, East Of, Lake Benanee, NSW 2737

**Local govt. area:**

Balranald

**Property description**

Lot/Volume Code	Lot/Volume Number	Section Number	Plan/Folio Code	Plan/Folio Number
LOT	1		DP	92444

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Sturt Highway, East Of	Lake Benanee	Balranald			Primary Address

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Balranald Local Environmental Plan 2010	17	09 Jul 10		
Heritage study					

## References, internet links & images

None

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# Cottage and Pise Building

## Item details

**Name of item:**

Cottage and Pise Building

**Type of item:**

Built

**Group/Collection:**

Farming and Grazing

**Category:**

Homestead Complex

**Primary address:**

1810 Sturt Highway, Yarragundry, NSW 2650

**Local govt. area:**

Wagga Wagga

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
1810 Sturt Highway	Yarragundry	Wagga Wagga			Primary Address

## Statement of significance:

Historical and aesthetic significance as an intact example of early cottage and outbuilding complex. Local significance.

**Date significance updated:** 18 Sep 12

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## Description

**Physical description:**

A rendered brick or rendered pise cottage with a steeply pitched corrugated iron roof and an encircling bullnose verandah. To the rear there is a pise and timber outbuilding with a corrugated iron gable roof.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Wagga Wagga Local Environmental Plan 2010	1301	16 Jul 10		
Heritage study					

## Study details

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Title	Year	Number	Author	Inspected by	Guidelines used
Wagga Wagga City Council Rural Heritage Study	2000		Peter Freeman Conservation Architects and Planners		No

## References, internet links & images

None

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# Poisoned Waterholes Creek Bridge

## Item details

**Name of item:**

Poisoned Waterholes Creek Bridge

**Other name/s:**

RTA Bridge No. 5514; Poison Water Holes Creek Bridge

**Type of item:**

Built

**Group/Collection:**

Transport - Land

**Category:**

Road Bridge

**Location:**

Lat: -34.81027777777778 Long: 146.58055555555555

**Primary address:**

Sturt Highway, 8.4 km east of Narrandera, NSW 2700

**Local govt. area:**

Narrandera

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Sturt Highway	8.4 km east of Narrandera	Narrandera			Primary Address

## Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Roads Maritime and Bus Services - Transport for NSW	State Government	

## Statement of significance:

Poisoned Waterholes Creek Bridge has historical and representative significance, having the capacity to demonstrate the State historical themes of Transport and Pastoralism within the Narranderra area. The present Sturt Highway developed from a track along the bank of the Murrumbidgee River linking cattle runs in the 1840s, and a historically important stock route. The form of the Poisoned Waterholes Creek Bridge, along with the remnants of the older timber bridge on the site, demonstrates continuity in the route of the road but changes in its character, following its proclamation as the Sturt Highway in 1933. Located on an historically important stock route, the bridge continues to be used for sheep and cattle crossing the creek during flood times and the design of its current handrailings and approaches reflect this use. Poisoned Waterholes Creek Bridge is capable of demonstrating the major structural and aesthetic characteristics of concrete beam bridges constructed in the period 1925-1948, as well as being unusual in south western NSW in being constructed in two halves joined with shear keys.

**Date significance updated:** 18 Aug 05

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## Description

### Designer/Maker:

DMR - individuals unknown

### Physical description:

This five span reinforced concrete beam bridge is on slightly elevated approaches to give flood clearance. (Situated in flat country close to the Murrumbidgee, the creek is dry most of the time but does flood). The original bridge had four driven reinforced concrete piles per pier, connected by a headstock. This has been widened by addition of an extra pile on each side and extension of the headstock. The original deck has simply supported spans and has a longitudinal joint on the centreline, presumably to allow staged construction. Each side has two longitudinal beams with an intermediate cross beam. The widening has been formed by the addition of two prestressed concrete planks on each side. Topping this is a wide kerb with three rail steel railing (referred to on the design file as being "cattle safe"). Abutments are of the wall type with 90 degree returns, which have also been widened to cater for increased deck width.

Evidence of the previous bridge is visible in the form of cut-off timber piles at a number of the original pier locations.

### Physical condition and/or

### Archaeological potential:

Original condition assessment: 'The piers display localised spalling damage in a number of locations, typically in the central third of the bridge width.' (Last updated: 9/06/2004.)

2007-08 condition update: 'Fair.' (Last updated: 17/4/09.)

**Date condition updated:** 17 Apr 09

### Modifications and dates:

Widening was installed in 1973 as described above. Demolished old kerbing may be seen in the creekbed.

### Current use:

Road bridge

### Former use:

Road bridge

## History

### Historical notes:

Poisoned Waterholes Creek flows into Sandy Creek, a tributary of the Murrumbidgee River. The Poisoned Waterholes Creek Bridge crosses the creek on the Sturt Highway, approximately 8 kilometres east of Narrandera. The area was the territory of the Wiradjuri Aboriginal peoples, with the Narrungdera clan occupying the area around Narrandera. Explorer, Charles Sturt travelled the whole course of the Murrumbidgee from its junction with the Tumut in 1829-1830, and on 10 December 1929 he camped at a spot on the river just south-east of present day Narrandera. He recorded that the country was well suited for agriculture or grazing. The buoyant economic conditions and the desire for better grazing

lands in the 1820s and 1830s stimulated settlement of the area and by 1833 the entire Narrandera frontage of the Murrumbidgee had been occupied. Pastoralism, horse and cattle breeding, wheat and fruit growing and viticulture have been the major activities of the region. (Gammage, 1986, pp. 17, 25, 30; Swan, 1970, p. 2)

The encroachment of Europeans onto Wiradjuri land brought conflict and between 1839 and 1841 a series of incidents along 100 kilometres of the Murrumbidgee centring on Narrandera became known as the "Wiradjuri wars". Aborigines took cattle and speared stockmen in retaliation for atrocities committed by settlers and loss of traditional fishing grounds and significant sites. Many of the Wiradjuri peoples were killed at Hulong in 1840 and at Murdering Island in 1841. Whilst it has been speculated that Poisoned Waterholes Creek's name stems from the poisoning of Aborigines by settlers, it seems that the majority of the Narrungdera were broken by the Murdering Island massacre. According to Gammage, a more likely explanation for the name is that it was associated with the poisoning of dingos, which became troublesome around the creek in the 1880s, forced into the area by closer settlement. (Regional Histories, 1996, p. 132; Gammage, 1986, p. 238)

The town of Narrandera began as a river crossing, as did most towns on the Murrumbidgee. A rare breach in the steep hills, floodplains and lagoons elsewhere along the river made Narrandera the only feasible crossing place for miles in either direction. When gold was discovered in Victoria, a crossing was essential as stock traffic, which had previously followed the rivers west-east to Sydney, suddenly turned to the south. A natural stock route ran south via Mirrool Creek to the river at Narrandera, then down the Yanko and lower creeks into Victoria. When the record floods of 1852 filled these creeks for the first time in years, Narrandera's future as a crossing place was assured. (Gammage, 1986, p. 122)

It is reported that the Sturt Highway west of Wagga Wagga was first marked out when prospective settlers, who were directed towards Bullenbong Creek by a stockman on the "Wagga Wagga" run, dragged a log behind the bullock dray to mark a track by which they could return. Early roads were merely bullock tracks and cattle routes and initially, steamers provided the main form of transport for stock and goods along the Murrumbidgee. Tracks developed along both the north and south banks of the Murrumbidgee. The track along the northern bank departed from the Great South Road at Gundagai and followed the north bank of the Murrumbidgee through Wagga Wagga, Narrandera, Hay and Balranald and the north bank of the Murray River on its way to the South Australian border. An 1858 Post Office Department map shows the postal route departing from the Great South Road on the southern side of the Murrumbidgee, at Tarcutta, following the south bank of the Murrumbidgee River from Tarcutta to Wagga Wagga, and then crossing the river and proceeding along its northern bank and the northern bank of the Murray for the rest of the way. A map of main roads proclaimed under the Local Government Act of 1923 appears to show the main route following the south bank of the river from Wagga Wagga to Narranderra and possibly to Hay where it crosses to the north bank. Today the Sturt Highway follows the southern bank of the river from Tarcutta through Wagga and Narranderra to Balranald. (Swan, 1970, p. 23; Morris, 1999, pp. 17, 32; Morris, 2003, p. 2, DMR, 1976, pp. 37, 112)

Following the appointment of the Main Roads Board in 1925, a new system of road classification was introduced whereby Main Roads were classified as State Highways, Trunk Roads or Ordinary Main Roads. The Board assumed full responsibility for all State Highways in

the County of Cumberland and in the country and for all Ordinary Main Roads in the County of Cumberland. The remaining classified roads continued to be the responsibility of the appropriate local government authority, which received financial assistance from the Board. In 1929 the road from Wagga Wagga to Hay was proclaimed as a Trunk Road and in 1930 this length was named the Sturt Trunk Road in commemoration of Sturt's expedition down the Murrumbidgee River. In 1933 the road from Sydney to Adelaide through Wagga Wagga was proclaimed the Sturt Highway. The new highway comprised what had previously been a section of the Monaro Highway from Lower Tarcutta to Wagga Wagga; the road along the south bank of the Murrumbidgee River from Wagga Wagga to Hay; and that portion of the Mid Western Highway from Hay to the South Australian border. (Morris, 2003, pp. 6-7, 12)

The bridge over Poisoned Waterholes Creek was built in 1941 and replaced a timber bridge built in 1908. Some time after its construction, it became evident that the 1908 bridge was too low and of insufficient waterway as water was coming down in increased volume due to excessive scouring of a shallow channel cut from the Old Man Creek to Sandy Creek. The bridge was raised twelve inches and lengthened by the addition of two spans of 25 feet in 1920. By 1937 the timber bridge required extensive repairs and, as it was almost at the end of its useful life, it was recommended that it be replaced by a reinforced concrete structure. (RTA File: 14/321.147)

Between 1925 and 1940 the Main Roads Board, later the DMR, constructed more than 1,000 bridges across the State by. During this period the Department adapted existing standards of bridge design to meet the requirements of improved motor vehicle performance: they were generally wider than previously with an improved load capacity. The principal types of bridges constructed during the period were: reinforced concrete beam; concrete slab; steel truss on concrete piers; and timber beam bridges. Concrete was favoured in many instances because it was perceived to be a low maintenance material (DMR, 1976, pp. 55, 88-89, 169, 170).

Based on RTA bridge database records, reinforced concrete beam or girder bridges were the most common form of concrete bridge construction to 1948, with more than 160 extant. They have been very popular in NSW, and elsewhere, providing an efficient and often aesthetically pleasing solution to a wide range of crossing types. Within the general group of beam bridges, the main longitudinal members have had various configurations ranging from a simple set of rectangular beams cast integrally with the deck, through beams with curved soffits, to flat soffit decks where the edge beams also form the bridge parapet or sidewall. These bridges on the State's main roads and highways, constructed to replace high-maintenance and aged timber bridges or open crossings, along with other road improvements, ushered in the age of comfortable motor transport and efficient road transport of goods and produce to which we are accustomed today.

Following World War II, factors such as the increasing use of the road by semi-trailers and other heavy vehicles for long distance haulage, closer settlement, particularly Soldier Settlement and the growth of the Murrumbidgee Irrigation Area led to the need for greater development of roads. Major upgrading of the Sturt Highway was carried out during the 1970s, including new bridges and deviations. In 1973 the bridge was widened by four feet on each side by the addition of a girder consisting of two standard size precast-prestressed concrete plank units on either side of the existing structure. The concrete hand railing was replaced on both sides by a new steel railing. Before the bridge was widened it was



recommended that cattle protection fencing be erected on the approaches and that the hand railing be designed for stock since an average of 300 mobs of cattle and sheep passed the bridge each year, although about 50 percent of the time the waterway was dry and the mobs did not cross the bridge. (RTA File: 14/321.147)

## Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Environment - cultural landscape-Activities associated with the interactions between humans, human societies and the shaping of their physical surroundings	(none)-
3. Economy-Developing local, regional and national economies	Pastoralism-Activities associated with the breeding, raising, processing and distribution of livestock for human use	(none)-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none)-

## Assessment of significance

### SHR Criteria a)

[Historical significance]

Poisoned Waterholes Creek Bridge has the capacity to demonstrate aspects of the transport history of the locality providing evidence of the overlay of crossings at this site, with evidence of the earlier timber bridge (built 1908) directly below the existing structure. The replacement of the timber bridge with the reinforced concrete structure was part of statewide road improvement programme carried out by the Department of Main Roads, which developed new standards of bridge design throughout the 1930s and 1940s to meet the requirements of the new motoring era. The bridge's width and simple but durable concrete beam form demonstrates aspects of the changes in character to the Sturt Highway following its proclamation in 1933. Subsequent widening of the bridge was related to upgrading of the Sturt Highway in response to the greater volume of freight and other traffic associated with growth of the surrounding region. Located on an historically important stock route, later modifications to the bridge reflect its continued role as such, with fencing and hand railings designed to protect the hundreds of mobs of cattle and sheep that use the bridge during floods.

### SHR Criteria b)

[Associative significance]

The bridge has no associative significance. The name of the creek, 'Poisoned Waterholes,' is possibly associated with the history of conflict between the Wiradjuri Aboriginal people and the European settlers who encroached on their lands or with nineteenth century European settlement patterns and with settlers' efforts to survive and establish a living from pastoralism in a challenging natural environment; in this case, the threat of dingoes that were forced into the area by closer settlement. However, the bridge itself does not demonstrate these historical processes.

### SHR Criteria g)

[Representativeness]

The substructure of the bridge has the capacity to demonstrate the key characteristics of concrete beam bridges constructed in the period 1925-1948. The bridge is unusual in the western half of NSW in having been built in two longitudinal sections, and joined using small shear keys.

### Integrity/Intactness:

Moderate

### Assessment criteria:

Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register			18 Aug 05		

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Heritage Study of Pre-1948 Concrete Beam Bridges (Sthn, Sth West, Sydney)	2005		Burns and Roe Worley and Heritage Assessment And History (HAAH)		Y e s

## References, internet links & images

Type	Author	Year	Title	Internet Links
Written			RTA File: 14/321.147, General, 1934-1987	
Written			RTA File: 14/321.147, General, 1970-1989	
Written			RTA File: 14/321.147 Part 2, General, 1999	
Written	Department of Main Roads	1976	The Roadmakers - A History of Main Roads in New South Wales	
Written	Gammage, B	1986	Narrandera Shire	
Written	Heritage Office, New South Wales	1996	Regional Histories of New South Wales	
Written	Morris, S	2003	Then and Now: 75 Years 1928-2003	
Written	Morris, S	1999	Wagga Wagga A History	
Written	Swan, K A	1970	History of Wagga Wagga	

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# Pomingalarna

## Item details

**Name of item:**

Pomingalarna

**Type of item:**

Built

**Group/Collection:**

Residential buildings (private)

**Category:**

Homestead building

**Primary address:**

932 Sturt Highway, Yarragundry, NSW 2650

**Local govt. area:**

Wagga Wagga

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
932 Sturt Highway	Yarragundry	Wagga Wagga			Primary Address

## Statement of significance:

Historical and aesthetic significance as a fine example of a substantial Federation era station residence.

**Date significance updated:** 18 Sep 12

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## Description

**Physical description:**

A substantial Federation era white painted brick residence with a corrugated iron gable roof. The main entrance faces north and features a gabled entrance portico with paired tapered columns resting on a face brick dwarf wall which extends around the encircling verandah. The verandah features decorative timber fretwork brackets. Chimneys are well detailed. Detailed brick pillars support entrance gates and there are mature plantings throughout the untended garden and a stone outbuilding similar to those at nearby Moorong.

## History

**Historical notes:**

The first wheat crop in the district was grown on clear sandhill near Pomingalarna in 1846. It was sown by A. Marshall and B. Bennett with an old wooden plough, single furrow, drawn by four bullocks. The property was owned by the Wagga retail merchant David Copland from

c1870s until the mid 20th century. Copland is believed to have built the existing house. Fire destroyed the earlier homestead in 1979.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Wagga Wagga Local Environmental Plan 2010	1299	16 Jul 10		
Heritage study					

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Wagga Wagga City Council Rural Heritage Study	2000		Peter Freeman Conservation Architects and Planners		No

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

The information for this entry comes from the following source:

**Name:**

Local Government

**Database number:**

2560210

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# Sandigo Hall

## Item details

**Name of item:**

Sandigo Hall

**Type of item:**

Built

**Group/Collection:**

Community Facilities

**Category:**

Hall Concert

**Primary address:**

7499 Sturt Highway, Sandigo, NSW 2700

**Local govt. area:**

Narrandera

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
7499 Sturt Highway	Sandigo	Narrandera			Primary Address

## Statement of significance:

The Sandigo Hall was constructed in 1921 and has served as the meeting place for the local farming community. This single storey building is clad in weatherboard has gabled ends with corrugated iron roof and a skillion extension to the west side. The site and the building has social significance for the residents of Sandigo and district.

**Date significance updated:** 17 Apr 20

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## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Narrandera Local Environmental Plan 2013	1095	28 Jun 13		

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.



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## Data source

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# The Homestead

## Item details

**Name of item:**

The Homestead

**Other name/s:**

Kerarbury Station

**Type of item:**

Built

**Group/Collection:**

Residential buildings (private)

**Category:**

Homestead building

**Primary address:**

Sturt Highway, Darlington Point, NSW 2706

**Local govt. area:**

Murrumbidgee

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Sturt Highway	Darlington Point	Murrumbidgee			Primary Address

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Schedule 1		30 Dec 94	177	1041
Local Environmental Plan	Murrumbidgee Local Environmental Plan 2013	13	23 Aug 13		

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

The information for this entry comes from the following source:

**Name:**

Local Government

**Database number:**

2100003

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# Timber Bridge

## Item details

**Name of item:**

Timber Bridge

**Type of item:**

Built

**Group/Collection:**

Transport - Land

**Category:**

Road Bridge

**Primary address:**

Via 2356 Sturt Highway (Beavers Island Creek), Collingullie, NSW 2650

**Local govt. area:**

Wagga Wagga

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Via 2356 Sturt Highway (Beavers Island Creek)	Collingullie	Wagga Wagga			Primary Address

## Statement of significance:

This bridge illustrates a once typical solution to the problems of settling river flat and floodplain areas, using mainly bush and sawn timbers. Local significance.

**Date significance updated:** 29 Mar 12

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## Description

**Physical description:**

A single lane timber bridge across an arm of the Murrumbidgee River [currently dry], constructed of sawn and round limbers with concrete piers. Still in private use.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Wagga Wagga Local Environmental Plan 2010	1307	16 Jul 10		
Heritage study					

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

The information for this entry comes from the following source:

**Name:**

Local Government

**Database number:**

2560097

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# Toganmain Woolshed Precinct (including woolshed and associated buildings)

## Item details

**Name of item:**

Toganmain Woolshed Precinct (including woolshed and associated buildings)

**Primary address:**

Sturt Highway, Darlington Point, NSW 2706

**Local govt. area:**

Murrumbidgee

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Sturt Highway	Darlington Point	Murrumbidgee			Primary Address

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan		14	23 Aug 13		

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

The information for this entry comes from the following source:

**Name:**

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**Database number:**

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# Tubbo Station

## Item details

**Name of item:**

Tubbo Station

**Type of item:**

Built

**Group/Collection:**

Transport - Rail

**Category:**

Railway Platform/ Station

**Primary address:**

Sturt Highway, Darlington Point, NSW 2706

**Local govt. area:**

Murrumbidgee

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Sturt Highway	Darlington Point	Murrumbidgee			Primary Address

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Schedule 1		30 Dec 94	177	1041
Local Environmental Plan	Murrumbidgee Local Environmental Plan 2013	12	23 Aug 13		

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

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**Name:**

Local Government

**Database number:**

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# Yanco Creek Bridge

## Item details

**Name of item:**

Yanco Creek Bridge

**Other name/s:**

RTA Bridge No. 5522, Yanco Creek

**Type of item:**

Built

**Group/Collection:**

Transport - Land

**Category:**

Road Bridge

**Location:**

Lat: -34.70333333333333 Long: 146.40083333333334

**Primary address:**

Sturt Highway (SH 14), Narrandera, NSW 2700

**Parish:**

Narrandera

**County:**

Cooper

**Local govt. area:**

Leeton

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
Sturt Highway (SH 14)	Narrandera	Leeton	Narrandera	Cooper	Primary Address

## Owner/s

Organisation Name	Owner Category	Date Ownership Updated
Roads Maritime and Bus Services - Transport for NSW	State Government	

## Statement of significance:

This bridge is a simple functional structure and a component of the Sturt Highway infrastructure developed from the 1930s by the Department of Main Roads (DMR) as part of the State Highways improvement programme aimed at bringing the State's roads up to a standard suited to motor vehicle traffic, a programme which as a whole was a significant activity in the State's cultural history. The bridge also has historic significance in the context of the history of transport in the area, associated with the agricultural development of the area and the road transport of produce. Aesthetically, the bridge stands well in the landscape and crosses a significant waterway. The structure has an interesting physical history which has not been able to be fully researched here.

This bridge has been assessed as being of Local significance.

**Date significance updated:** 28 Aug 07

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## Description

**Designer/Maker:**

Original structure: DMR; Widening: Harry Cheung, RTA Bridge Branch

**Builder/Maker:**

Unknown

**Construction years:**

1940-1940

**Physical description:**

The bridge crosses Yanco Creek in an area predominately flat with some undulations and scattered timber. The bridge is slightly raised above the general road level to keep it above flood level, and it is on a curve. It is also skewed 30 degrees to suit the creek. The structure consists of seven spans, of 8.13 m, with a total length of 66.2 m including approach slabs.

**Physical condition and/or****Archaeological potential:**

Original condition assessment: 'The bridge is in generally good condition, although there is staining from water seepage through the deck joints. The pilecap of the old western abutment pier, which sits partly in the river, appears to have been underscoured. The 1940 and 1954 decks appear identical, both in geometry and in the use of timber formwork.' (Last updated: 1/08/2003.)

2007-08 condition update: 'Fair.' (Last updated: 17/4/09.)

**Date condition updated:** 17 Apr 09

**Modifications and dates:**

Lengthened in 1954. Widened in 1993.

**Current use:**

Road bridge

**Former use:**

Road bridge

## History

**Historical notes:**

The Murrumbidgee area is Wiradjuri country. This was the dominant language of an area of 60,000 square kilometres, extending south of the Murrumbidgee River and westwards to the west bank of the Lachlan River on the Western plains. The river was a source of shellfish and fish, the area provided seasonal food and there were possums, kangaroos and emus all providing a varied and nutritious diet. (Regional Histories, 1996, p. 132) Conflict between the Wiradjuri and settlers was a strong factor in pastoral development of the area in the first half of the nineteenth century; several stations were abandoned in 1839/40 as a direct result of escalations in conflict. (Regional Histories, 1996, p.134) After a brief goldrush and associated boom in the importance of meat production in the 1840s and 1850s the area around Narrandera and Leeton has focussed on wool, fruit and wheat production. (Regional



Histories, 1996, pp.134-8) Yanco Creek - not to be confused with Yanco or North Yanco Runs, has been a significant presence for settlers in the vicinity of Narrandera in the eastern Riverina. The creek is one of a number of distributory streams from the Murrumbidgee River which have been altered by canals, dams and other water flow projects to supply the irrigation so important in the area's primary production. The waterways in the area were originally shallow and on permeable soils and frequently ran dry. Between 1832 and 1852 the Yanco Creek ran only once, briefly, during an 1844 flood. The first attempt to improve the Yanco Creek was made in 1855 when one hundred men were employed to cut a canal through the sand choking its intake and let in water from the Murrumbidgee. By October the following year they had cut through to the river. There was celebration and it was renamed the Yanco River. However, when the water ran down the creek most of it vanished into the porous streambed. In 1864 and 1865 attempts were again made to open the creek with a deeper cutting, but were also unsuccessful. It was not until 1879, under a Government scheme, that a reasonable flow was achieved. The ultimately successful cutting increased the creek's flow tenfold, but unfortunately the swift water cut deep into the old bed, destroying the valuable swamps which had lined the waterway. The Yanco Creek also served as part of a natural stock route via lower creeks into Victoria. (Gammage, 1986, pp. 55, 87, 122, 222-3)

Through the 1930s the Main Roads System within the Western Division of New South Wales was designed to link main centres of population, to pass through smaller centres, and to provide access to the railways. (DMR, 1976, pp 60-1) Improved roads and bridges facilitated motor transport in general and the road transport of produce. The bridge over Yanco Creek, built in 1940, was one of more than 1,000 bridges built, or under construction, by the DMR between 1925 and 1940, a period in which their engineers were adapting existing standards of bridge design to meet the requirements of improved motor vehicle performance - they were generally wider than previously with an improved load capacity. In many cases bridges began to be constructed on a skew, as the bridge over Yanco Creek is, to fit with improved road alignments. The principal types of bridges constructed in this period were: concrete slab; reinforced concrete beam; steel truss on concrete piers; and timber beam bridges. (DMR, 1976, pp.169, 170, 171) Concrete was favoured in many instances because it was perceived to be a low maintenance material. Based on records available, the extant section of the original bridge built in 1940 covers spans 2, 3 and 4 only. These reinforced concrete spans consist of three beam slabs. The piers at the ends of this section were apparently the original abutments which would have been of the spill-through type. The two piers between are of lighter design, with square columns. In 1954 the bridge was lengthened by the addition of one span to the eastern end and two to the western end, using a similar deck design. The new piers are similar to the original river piers, and the abutments are wall type, all founded on piles. The records indicate that additional piles were added beneath the old western abutment. In 1990 discussions were had as to whether a replacement bridge should be built. The preference was for a new bridge on an improved alignment capable of handling the increased traffic. The likelihood of funding was low and the alternative was to widen the existing structure. The bridge was widened from 6.7 m between kerbs to 9 m between rails on the upstream or northern side in 1993 by the addition of a new column for each pier and using prestressed concrete planks for the deck. At this time the road alignment was slightly modified and the New Jersey kerb with aluminium railing tapers from one end to be inside the bridge width by some 800 mm at the eastern end. (RTA File 14/321.1107)

## Historic themes

Australian theme (abbrev)	New South Wales theme	Local theme
3. Economy-Developing local, regional and national economies	Agriculture-Activities relating to the cultivation and rearing of plant and animal species, usually for commercial purposes, can include aquaculture	(none)-
3. Economy-Developing local, regional and national economies	Transport-Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements	(none)-

## Assessment of significance

### SHR Criteria a)

[Historical significance]

The bridge has significance in the context of the history of transport in the area, as infrastructure connected with the agricultural development of the area and the road transport of produce, and the programmes for the improvement of rural highways and main roads in this period. The physical history of the structure reflects changes of demands on road infrastructure since its construction, and possibly changes in the status of this waterway.

### SHR Criteria c)

[Aesthetic significance]

The bridge has been modified both in length and width. The widening is relatively unsympathetic to the previous design, with headstock details not matching or well aligned. Despite the above, the bridge stands well in the landscape and crosses a significant waterway. From downstream it appears reasonably intact.

### SHR Criteria f)

[Rarity]

The bridge possibly has rarity value at a local level. As only a handful of beam bridges are included in this study its rarity value cannot be assessed at this stage.

### Integrity/Intactness:

Major modifications - but enough integrity to be expressive.

### Assessment criteria:

Items are assessed against the  [State Heritage Register \(SHR\) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Heritage Act - s.170 NSW State agency heritage register					

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Pre-1948 RTA Controlled Concrete Slab and Concrete Arch Bridges in NSW	2004		Burns and Roe Worley and Heritage Assessment And History (HAAH)		Yes

## References, internet links & images

Type	Author	Year	Title	Internet Links
Written	Department of Main Roads (DMR)	1976	The Roadmakers	

Written	Gammage, Bill	1986	Narrandera Shire	
Written	Heritage Office and Department of Urban Affairs and Planning	1996	Regional Histories of New South Wales	
Written	Roads and Traffic Authority (RTA)		Reconstructed bridge west of Narrandera 14/321.1104	

Note: internet links may be to web pages, documents or images.



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## Data source

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**Name:**

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**Database number:**

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# Yarragundry School (former)

## Item details

**Name of item:**

Yarragundry School (former)

**Type of item:**

Built

**Group/Collection:**

Education

**Category:**

School - State (public)

**Primary address:**

1431 Sturt Highway, Yarragundry, NSW 2650

**Local govt. area:**

Wagga Wagga

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
1431 Sturt Highway	Yarragundry	Wagga Wagga			Primary Address

## Statement of significance:

Historical and social significance to the local community. Local significance.

**Date significance updated:** 18 Sep 12

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## Description

**Physical description:**

A brick former school, now in private ownership. A number of modifications have been undertaken.

## History

**Historical notes:**

This was formerly the Yarragundry School.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Wagga Wagga Local Environmental Plan 2010	1300	16 Jul 10		
Heritage study					

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Wagga Wagga City Council Rural Heritage Study	2000		Peter Freeman Conservation Architects and Planners		N o

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

The information for this entry comes from the following source:

**Name:**

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**Database number:**

2560211

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# Yarragundry Woolshed

## Item details

**Name of item:**

Yarragundry Woolshed

**Type of item:**

Built

**Group/Collection:**

Farming and Grazing

**Category:**

Woolshed/Shearing Shed

**Primary address:**

1988 Sturt Highway, Collingullie, NSW 2650

**Local govt. area:**

Wagga Wagga

**All addresses**

Street Address	Suburb/town	LGA	Parish	County	Type
1988 Sturt Highway	Collingullie	Wagga Wagga			Primary Address

## Statement of significance:

Yarragundry Woolshed is a functional yet aesthetically pleasing woolshed. The Yarragundry property is of historical significance to the local community.

**Date significance updated:** 29 Mar 12

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## Description

**Physical description:**

A timber and iron woolshed comprising a number of gable roofed sections, with open skillion additions to the north elevation.

## History

**Historical notes:**

Ronald McCrae purchased Yarragundry from the Scott family in 1906. The property was overrun with rabbits and unsuitable for cropping so a Shorthorn herd was established. Ronald McCrae was a pioneer of Corriedale sheep in Australia and established a Corriedale flock at Yarragundry in 1909, mating Lincoln and merino first x ewes. This practice continued until a family partnership was dissolved in 1950.

## Listings

Heritage Listing	Listing Title	Listing Number	Gazette Date	Gazette Number	Gazette Page
Local Environmental Plan	Wagga Wagga Local Environmental Plan 2010	139	16 Jul 10		
Heritage study					

## Study details

Title	Year	Number	Author	Inspected by	Guidelines used
Wagga Wagga City Council Rural Heritage Study	2000		Peter Freeman Conservation Architects and Planners		N o

## References, internet links & images

None

Note: internet links may be to web pages, documents or images.

## Data source

The information for this entry comes from the following source:

**Name:**

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# Search for NSW heritage

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## Statutory listed items

Information and items listed in the State Heritage Inventory come from a number of sources. This means that there may be several entries for the same heritage item in the database. For clarity, the search results have been divided into three sections.

- **Section 1** - contains Aboriginal Places declared by the **Minister for the Environment** under the National Parks and Wildlife Act. This information is provided by Heritage NSW.
- **Section 2** - contains heritage items listed by the **Heritage Council of NSW** under the Heritage Act. This includes listing on the State Heritage Register, an Interim Heritage Order or protected under section 136 of the Heritage Act. This information is provided by Heritage NSW.
- **Section 3** - contains items listed by **local councils** on Local Environmental Plans under the Environmental Planning and Assessment Act and **State government agencies** under s.170 of the Heritage Act. This information is provided by local councils and State government agencies.

## Section 1. Aboriginal Places listed under the National Parks and Wildlife Act.

Your search did not return any matching results.

## Section 2. Items listed under the Heritage Act.

Your search did not return any matching results.

## Section 3. Items listed by Local Government and State Agencies.

Your search returned 22 records.

Item name	Address	Suburb	LGA	Information source
<a href="#">Arajoel Homestead complex</a>	3915 Sturt Highway	Galore	Wagga Wagga	LGOV
<a href="#">Borambola Park Outbuildings</a>	950 Sturt Highway	Borambola	Wagga Wagga	LGOV
<a href="#">Borambola Woolshed</a>	1708 Sturt Highway	Borambola	Wagga Wagga	LGOV
<a href="#">Borambola, dwelling</a>	Sturt Highway	Borambola	Wagga Wagga	LGOV
<a href="#">Bullenbong Creek Bridge</a>	Sturt Highway	43.7 km west of Wagga	Wagga Wagga	SGOV



<a href="#">Burial Ground</a>	Sturt Highway, East Of	Lake Benanee	Balranald	LGOV
<a href="#">Cottage and Pise Building</a>	1810 Sturt Highway	Yarragundry	Wagga Wagga	LGOV
<a href="#">George Chaffey Bridge over Murray River, Mildura</a>	Sturt Highway	Mildura	Wentworth	SGOV
<a href="#">Old Glandore Homestead and Outbuildings</a>	3186 Sturt Highway	Alfredtown	Wagga Wagga	LGOV
<a href="#">Old Mildura Bridge</a>	Sturt Highway	Buronga	Wentworth	LGOV
<a href="#">Poisoned Waterholes Creek Bridge</a>	Sturt Highway	8.4 km east of Narrandera	Narrandera	SGOV
<a href="#">Pomingalarna</a>	932 Sturt Highway	Yarragundry	Wagga Wagga	LGOV
<a href="#">Sandigo Hall</a>	7499 Sturt Highway	Sandigo	Narrandera	LGOV
<a href="#">Tennis Courts and Clubhouse</a>	1446 Sturt Highway	Borambola	Wagga Wagga	LGOV
<a href="#">The Homestead</a>	Sturt Highway	Darlington Point	Murrumbidgee	LGOV
<a href="#">The Shanty</a>	3018 Sturt Highway	Alfredtown	Wagga Wagga	LGOV
<a href="#">Timber Bridge</a>	Via 2356 Sturt Highway (Beavers Island Creek)	Collingullie	Wagga Wagga	LGOV
<a href="#">Toganmain Woolshed Precinct (including woolshed and associated buildings)</a>	Sturt Highway	Darlington Point	Murrumbidgee	LGOV
<a href="#">Tubbo Station</a>	Sturt Highway	Darlington Point	Murrumbidgee	LGOV
<a href="#">Yanco Creek Bridge</a>	Sturt Highway (SH 14)	Narrandera	Leeton	SGOV
<a href="#">Yarragundry School (former)</a>	1431 Sturt Highway	Yarragundry	Wagga Wagga	LGOV
<a href="#">Yarragundry Woolshed</a>	1988 Sturt Highway	Collingullie	Wagga Wagga	LGOV

There was a total of 22 records matching your search criteria.

### Key:

LGA = Local Government Area

GAZ= NSW Government Gazette (statutory listings prior to 1997), HGA = Heritage Grant Application, HS = Heritage Study, LGOV = Local Government, SGOV = State Government Agency.

**Note:** While Heritage NSW seeks to keep the Inventory up to date, it is reliant on State agencies and local councils to provide their data. Always check with the relevant State agency or local council for the most up-to-date information.