



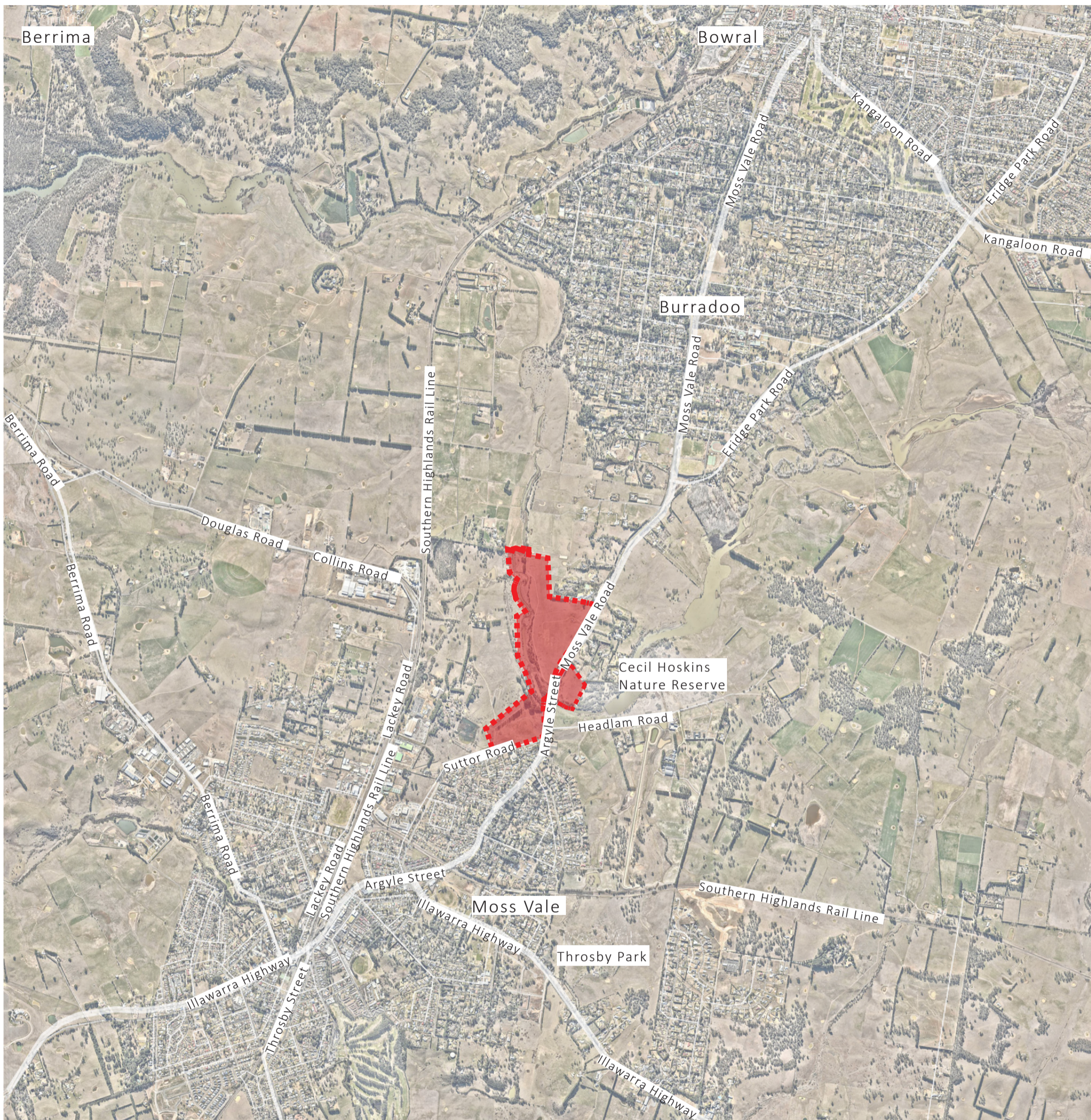
Bong Bong Common - Analysis & Opportunities

Bong Bong Common Masterplan

For Review

7th September 2018

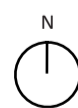
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LEGEND

 Bong Bong Common

Scale 1:30000 @ A3



Pre-colonisation and early exploration

1788



View of Throsby Park, Conrad Martins, 1836. Source: Caroline Simpson Collection: L2005/7 ; Caroline Simpson Library & Research Collection

Australia's first inhabitants occupied the site for fishing, hunting and camping.

The Aboriginal people occupying Wundjigaribay 'Wingecarribee' were part of the Mithung-speaking sub-tribe of Gundungarra. They would journey from Coolnagatta Mountain in Shoalhaven to Denbigh Bunan Grounds in Narellan and would pass through Bong Bong Bayoong-Bayoong – a place of 'plenty of frogs' and a traditional stopping place for Aboriginal groups travelling through the lands. (NIAC, 2008, pg.2)

There was continuous occupation by Aboriginal people at Bong Bong. They were sighted by Major Mitchell in 1828 occupying campgrounds. Small groups of Aboriginal people continued to camp at the river until the 1920s.



Pencil drawing of Throsby Park, 1836, unsigned - attributed to Conrad Martens. (Source: Small Picture File, 'Stations- NSW -Throsby Park, 1836', Mitchell Library)

Macquarie described Bong Bong on his visit to the southern counties as "extremely pretty, gentle hills and dales with an extensive rich valley...having a very park-like appearance, being very thinly wooded" (Gammage, 2011, pg.62).

The Parkland appearance described by Macquarie is what was a result of the land being systematically managed by its Aboriginal inhabitants to ensure access to plentiful food and shelter.

Watercourses were a particular focus for this systematic burning of the land to have them "surrounded with young grass as soon as the rain sets in" (Gammage, 2011, pg.62). Macquarie also commented on this noting:

"As we come nearer the Wingecarribee (sic) River and immediately at that river it becomes really beautiful, being fit for both cultivation and grazing" (Jack, 1993, pg.1)



Throsby Park near Berrima, George Penkivil Slade Source: National Library of Australia nla.pican6452988- http://www.nla.gov.au

Establishment of the settlement

1817 - 1831



Charles Throsby, date unknown. Source: Southern Highlands News article, 07.11.10, Berrima District Historical & Family History Society

Charles Throsby built a hut close to the River in 1817 (1), east of the present Moss Vale Road.

In 1820, Governor Macquarie visited the area and decided to lay out the new settlement at Bong Bong. He passed along the new Argyle Road (2) which was around 10 metres broad and crossed what Macquarie referred to as a 'pebbly ford' (Jack, 1993, pg. 2). This ford later became a bridge and causeway in the 1920's.

A group of paddocks (3) were established with huts on the east side of the Wingecarribee River. There were no separate land grants at this time and are likely to be "enclosures each with a hut for necessary equipment" (Jack, 1993, pg.4).

A small burial ground (4) was also located close by, situated 150 metres from river "north-north east" of crossing. (Jack, 1993, pg.5)

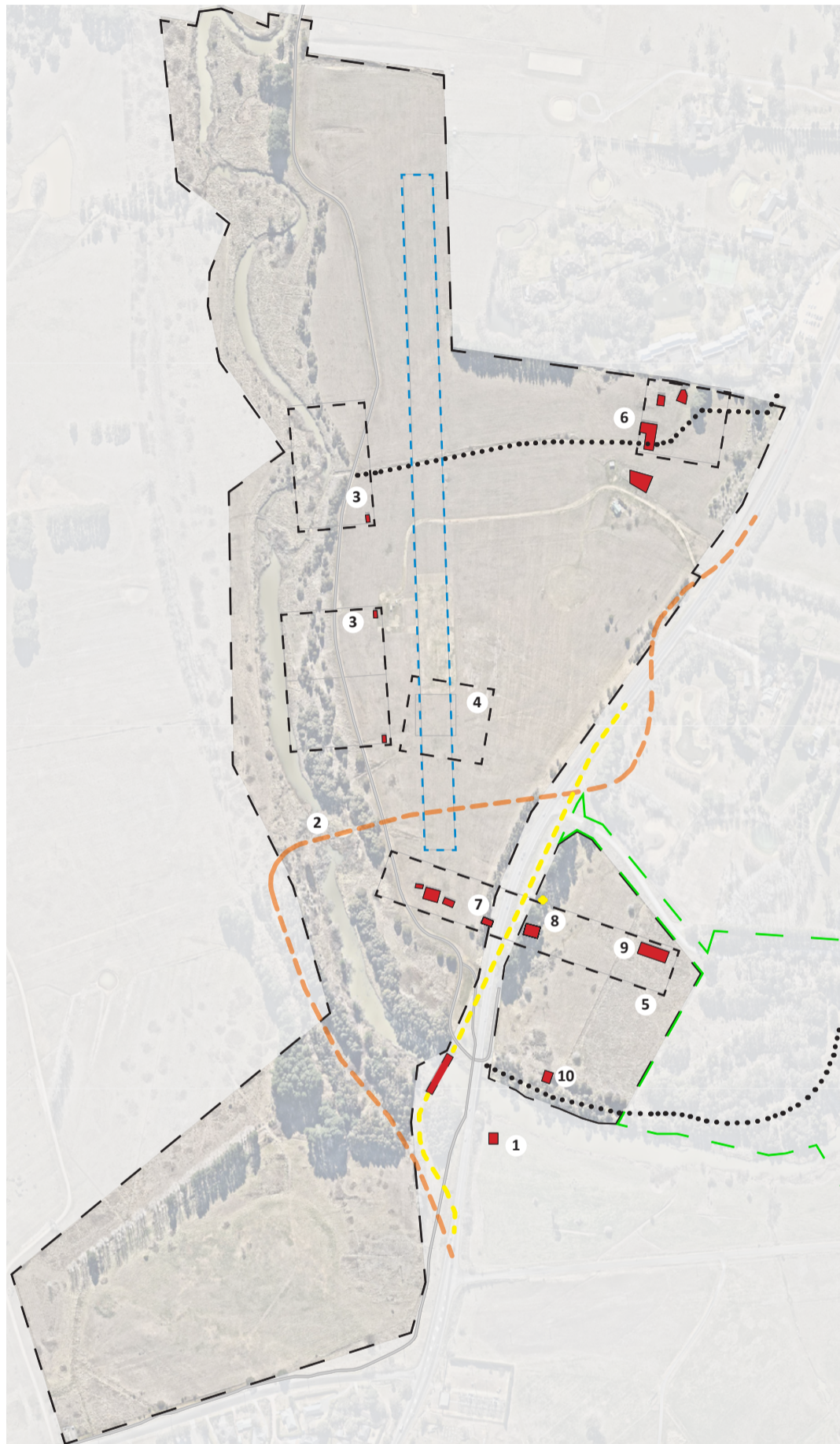
The site was reserved by the Government in 1821, the new township planned on a 30 acres (5) fronting onto the Wingecarribee River, situated south of Old Argyle Road. Government buildings, the majority to enforce law and order, were erected between 1822 and 1832.

William Bowman built the Argyle Inn (6) on his five acre lot in 1826. A Gaol was also built, originally with bark and upgraded to shingles in 1829.

A School House (7) opened for settlers children in 1827. The 11 students were from neighbouring properties not within the town.

Barracks were erected for Soldiers (originally housed in huts) in 1829 (8). Commissariat store (9) was also built between 1829 and 1831, this included accommodation for a subaltern in charge of the troops.

A blacksmiths shop (10) was opened in Throsby's original hut and a postal facility also established.



LEGEND

- | | |
|---|--------------------------------|
| Paths | Boundaries |
| — Existing Shared Paths | — Bong Bong Common |
| •••• Existing Pedestrian Paths | — Cecil Hoskins Nature Reserve |
| — Old Argyle Road | — Historical Precincts |
| — Moss Vale Rd/Argyle St | — Airstrip |
| Alignment 1876-1975 | |
| Structures | |
| ■ Historical Structures (approx location) | |
| ● Current location of Obelisk | |

Scale 1:7500 @ A3



Decline of the township

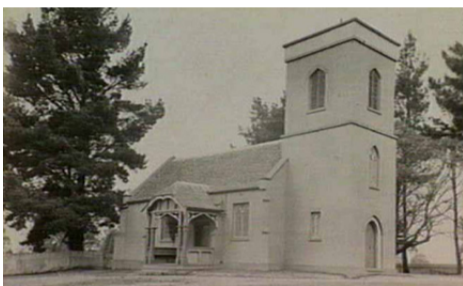
1831 - 1843

1831 was the beginning of the decline for the township of Bong Bong with the construction of a new road between Mittagong and the new township of Berrima. Bong Bong's post office and magistrates function moves to Berima in 1837.

William Bowman is given 640 acre land grant in 1832 as compensation for the bypassing of Bong Bong. He gives up his inn the same year. In 1840 Bowman returned to use the inn as his homestead.

In 1834 Throsby Park House is built by Charles Throsby Jnr.

Judicial and gaol buildings are unused by 1843 and in a state of disrepair. The entire 30 acre township site was sold to Charles Throsby Jnr. He built the Christ Church Bong Bong in 1845 (11).



Christ Church otherwise known as Bong Bong Church in 1925, built 1845 (Source: State Library of Victoria, A.C. Dreier postcard collection, Call No. PCV PCA 43- <http://sinpic.slv.vic.gov.au>)

Post township

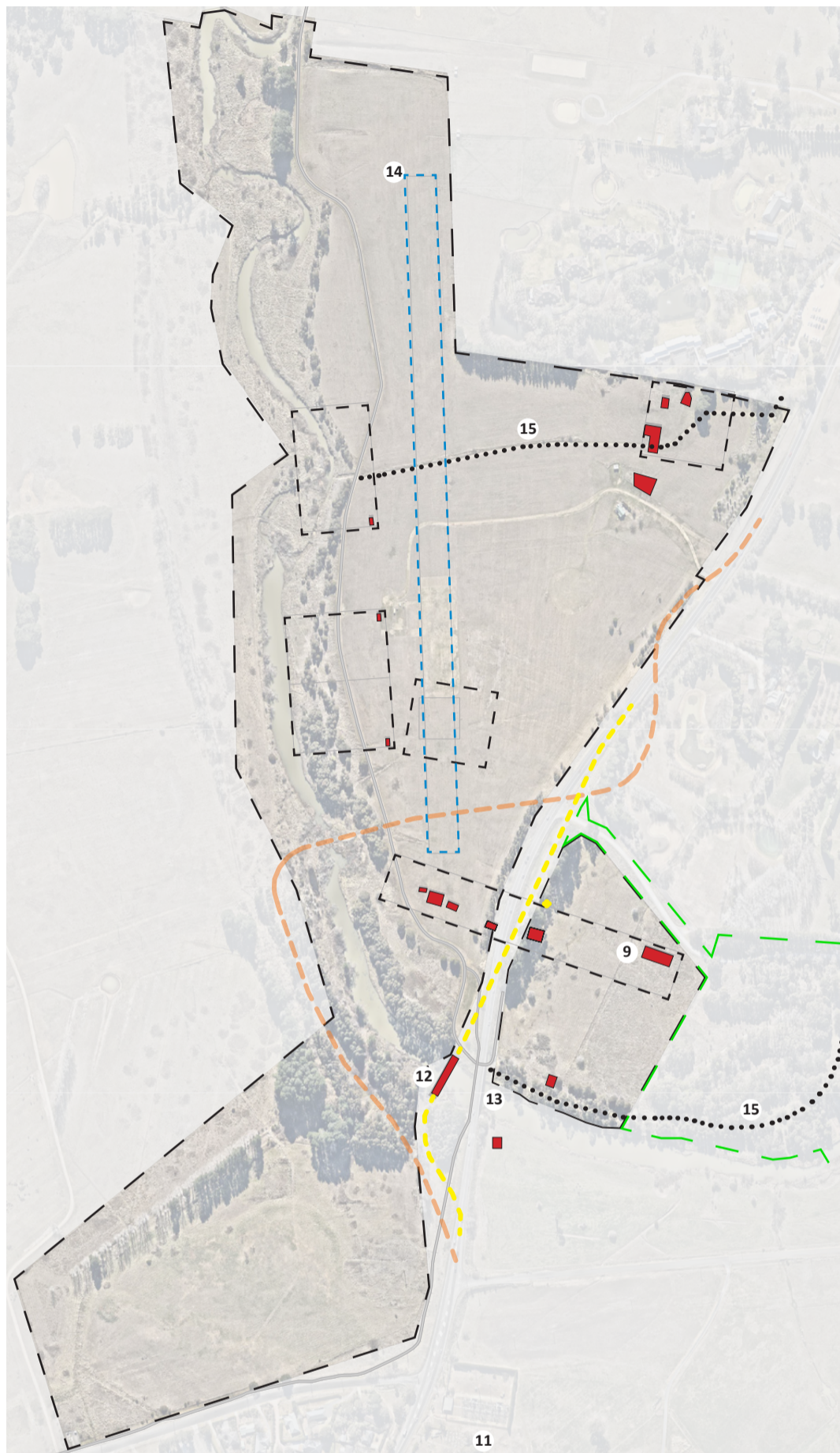
1845 onwards

In 1860, the Commissariat store (9) was occupied by Davey who was able to prosper with the new railway, which opened on the west side on the river 1878, and revitalisation of Old Argyle Road.

Argyle Road was redirected in 1876 to bypass the original (now the Causeway). A wooden bridge was built to the west of the present bridge (12); the roadway ran to the east of the present Moss Vale Road. By 1916 the wooden bridge replaced by concrete bridge.



Motorcar accident at Bong Bong Bridge, January 1908 (Source: Berrima District Historical & Family History Society)



LEGEND

Paths	Boundaries
Existing Shared Paths	Bong Bong Common
Existing Pedestrian Paths	Cecil Hoskins Nature Reserve
Old Argyle Road	Historical Precincts
Moss Vale Rd/Argyle St	Airstrip
	Structures
	Historical Structures (approx location)
	Current location of Obelisk

Scale 1:7500 @ A3



In 1947, Bong Bong obelisk was erected commemorating the site of the first settlement in the Southern Highlands



Unveiling of a monument in 1947 to commemorate the site of first settlement in the Southern Highlands at Bong Bong. (Source: Bong Bong Common Management Committee 2017, <http://www.bongbongcommon.org.au/photos/>)

The 1916 concrete bridge is replaced in 1975 (13). Throsby Park becomes Cecil Hoskins Nature Reserve after being acquired by the state government. Floods occurred the same year.



Aeroplanes at Bong Bong near Bowral c1920 (Source: Berrima Historical and Family History Society Inc, Cat No. 322, Photo 3)

A commercial airstrip for a light aircraft was established by Eric Von Nida in 1978 (14) and the Aeroplan Club opened in 1989.



Official Opening of the Clubhouse in 1989 (Source: Bong Bong Common Management Committee 2017, <http://www.bongbongcommon.org.au/model-aero-club/>)

In 1986, the property is acquired by Wingecarribee Shire Council.

Construction of the shared path occurred in 2000 and interpretive signs were installed in 2002.



Constructing the Bong Bong track in 2000 (Source: Bong Bong Common Management Committee 2017, <http://www.bongbongcommon.org.au/photos/>)

The Wingecarribee River flooded in 1986, 2007 and 2014.



Flooding of the Wingecarribee River in 2007 (Source: Bong Bong Common Management Committee 2017)

Historical Structures

Locations of historical structures are based on the combined findings of Ian Jack's 1993 report 'Bong Bong Township: A Report to Wingecarribee Shire Council, December 1993';

Casey & Lowe Associates Archaeology & Heritage's 2002 report 'Archaeological Assessment Bong Bong Reserve Moss Vale for Bong Bong Management Committee and Wingecarribee Shire Council';

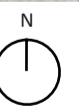
and Micris Management Services' 2012 'Bong Bong Common Precinct - Plan of Management' prepared for Wingecarribee Shire Council.

Their locations here are indicative only and should not be interpreted as a definitive.

- ① 1826 Gaol (Possible location)
- ② Late 1820's Constables Huts (Possible Locations)
- ③ 1827 School (Possible Location)
- ④ 1829 Barracks (Possible Location)
- ⑤ 1829 Subaltern's Quarters & Commissariat Store / 1860's Dovey's Store (Possible Location)
- ⑥ 1817 Charles Throsby's Hut / 1820's Black Smith (Possible Location)
- ⑦ Joseph Wilds Hut (Possible Location)
- ⑧ Burial Grounds (Possible Location)
- ⑨ Cultivation Farms & Huts (Possible Locations)
- ⑩ William Bowman's Argyle Inn (Possible Location)
- ⑪ Argyle Inn Bottle Dump/Landfill (Possible Locations)
- ⑫ Unidentified Historical Element (Possible Location) (Possibly related to the Argyle Inn)
- ⑬ Location of former road bridges (1876-1916 Wooden Bridge) (1916-1875 Concrete Bridge)
- ⑭ Location of early 1820's Causeway
- ⑮ Location of 1978 Airstrip



Scale 1:5000 @ A3



LEGEND

Historical Paths & Structures	Boundaries	Historical Precincts
Old Argyle Road Alignment	Current Bong Bong Common	Historical Precincts
Mossvale Rd/Argyle St Alignment 1876-1975	Current Cecil Hoskins Nature Reserve	Approximate extent of original 1821 Government Land Reservation
Historical structures	Lot Boundaries	Extent of 1978 Airstrip

① Southern Highlands Model Aero Club



② Main Vehicle Entry, Moss Vale Rd



③ Centenary of Federation Planting



④ Obelisk



⑤ Main Pedestrian Entry, Moss Vale Rd



⑥ South-east Paddock



⑦ Trail to Cecil Hoskins Nature Reserve



⑧ Bong Bong Bridge



⑨ SCEGGS Park



⑩ Shared Path



⑪ Causeway - Western section



⑫ Causeway - Eastern section



⑬ Mown Track to Briars Inn



⑬ Model Air Field



⑭ Vehicle Access Path to Air Field



LEGEND

Entries

- ▲ Main Vehicle Entry
- ▲ Minor Vehicle Entry
- Main Pedestrian Entry
- Minor Pedestrian Entry

Paths

- Existing Shared Paths
- Existing Pedestrian Paths

Contours

- 10m Intervals

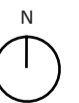
Boundaries

- Bong Bong Common
- Cecil Hoskins Nature Reserve
- Aero Club Flight Zone

Structures

- Proposed Suttor Road Bypass
- 33kv High Voltage Power Lines
- Underground Gas Pipeline

Scale 1:5000 @ A3



- ① **Pedestrian Entry**
- Car park entry off Moss Vale Road
 - Unauthorised mown pedestrian entry for Saturday fun run.
 - Informal access through fences for walking.

Opportunities

- Pedestrian paths from the south and the west to better connect the Common from Moss Vale.
- Separating pedestrian arrival from car arrivals generally.

- ② **Vehicle Access**
- Northern entry on Moss Vale Road (locked gate). Limited access for general use.
 - Restricted to Aero Club users.
 - No formal car parking.
 - Car park entry at southern end of Moss Vale Road.
 - Unsafe turning.
 - Car park not formalised.
 - Pedestrian access not clear .

Opportunities

- Moss Vale Road (north) entry for main arrival.
- Formalise car parking.
- Control access to vehicles entering the Common.
- Consider new car park adjacent to the proposed roundabout.
- Access via link road connecting Suttor Road to proposed Moss Vale bypass.

- ③ **Buildings and Structures**
- Aero Club building – only historic built building on the Common.
 - Aero Club shelter close to launch pad.
 - Lack of Shade across the Common.
 - Amenities only at Cecil Hoskins Reserve.

Opportunities

- Aero Club building- potential for visitor arrival experience.
- Hub for orientation, tour, and exhibitions.
- Consider new amenities close to Aero Club building
- Consideration of shade across the Common common.

- ④ **Access to River**
- Causeway has limited accessibility and interpretation

Opportunities

- Explore alignment of Old Argyle Road
- Pedestrian access to the causeway via pedestrian bridge.
- Potential for connections to southern roundabout and Moss Vale township.

- ⑤ **Interpretation and Archaeology**
- Existing pathways do not align with the potential for interpretive journeys through the site.
 - Location and scale of archaeological remains are hard to locate.

Opportunities

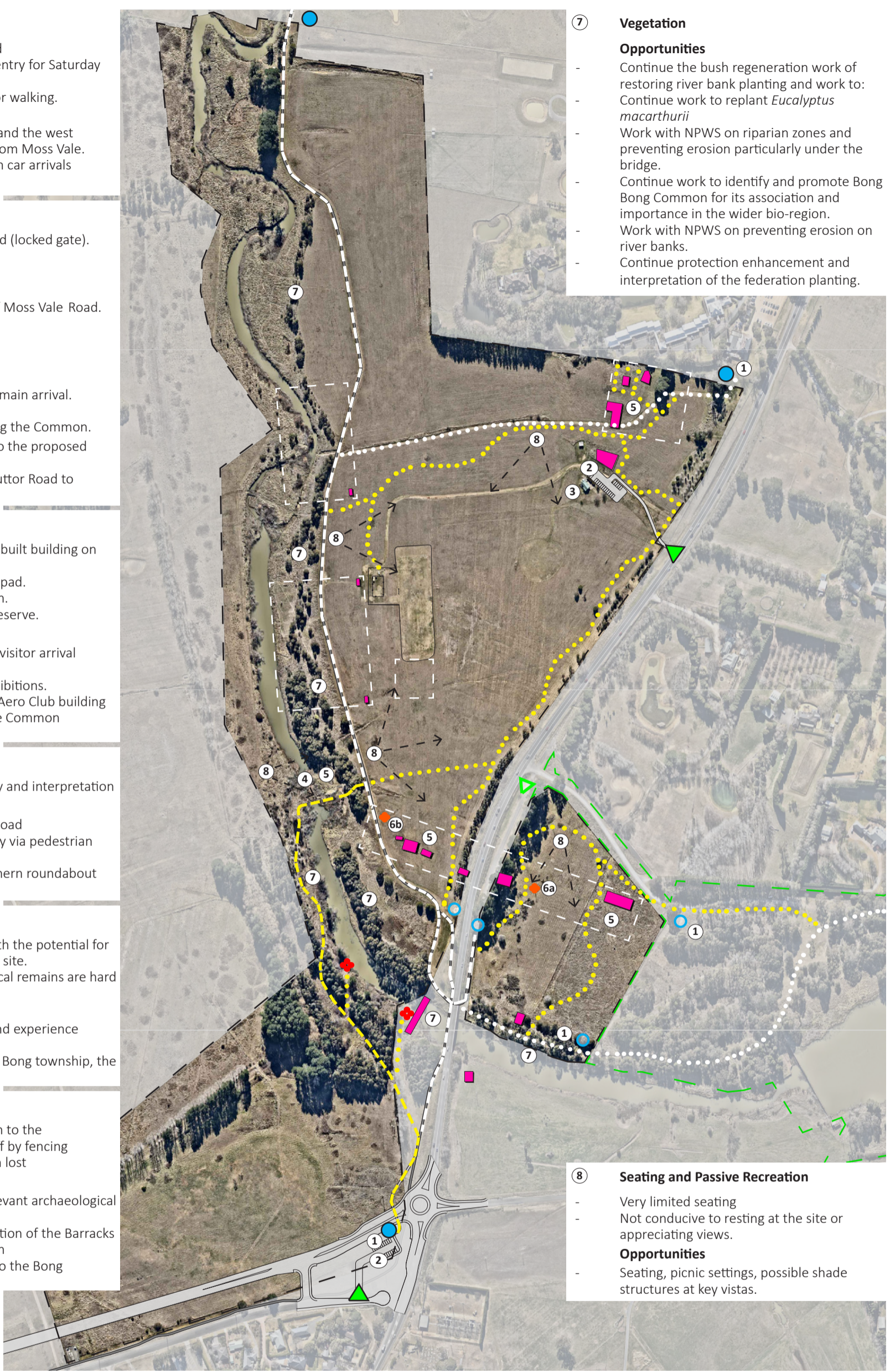
- New paths to interpret the site and experience historic alignments, stories and;
- Exploration of archaeology- Bong Bong township, the Causeway and Bowmans Inn

- ⑥ **Obelisk**
- Existing location not close enough to the archaeological sites and closed off by fencing
 - Associated tree planting has been lost

Opportunities

- Potential to relocate closer to relevant archaeological sites that include:
 - A. Closer to the approximate location of the Barracks adjacent to a new pedestrian path
 - B. Existing shared path adjacent to the Bong Bong township precinct

- ⑦ **Vegetation**
- Opportunities**
- Continue the bush regeneration work of restoring river bank planting and work to:
 - Continue work to replant *Eucalyptus macarthurii*
 - Work with NPWS on riparian zones and preventing erosion particularly under the bridge.
 - Continue work to identify and promote Bong Bong Common for its association and importance in the wider bio-region.
 - Work with NPWS on preventing erosion on river banks.
 - Continue protection enhancement and interpretation of the federation planting.



- ⑧ **Seating and Passive Recreation**
- Very limited seating
 - Not conducive to resting at the site or appreciating views.
- Opportunities**
- Seating, picnic settings, possible shade structures at key vistas.

LEGEND

<p>Entries</p> <ul style="list-style-type: none"> Main Vehicle Entry Minor Vehicle Entry Main Pedestrian Entry Minor Pedestrian Entry 	<p>Paths</p> <ul style="list-style-type: none"> Existing Shared Paths New Shared Paths Existing Pedestrian Paths New Pedestrian Paths 	<p>Boundaries</p> <ul style="list-style-type: none"> Bong Bong Common Cecil Hoskins Nature Reserve Historical Precincts 	<p>Structures</p> <ul style="list-style-type: none"> Historical structures Obelisk Relocation (options) New Fishing Platforms New Carparking Areas Key vistas
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Scale 1:5000 @ A3