WestConnex M4 East Project: Heritage Interpretation Plan

Prepared by AMBS Ecology & Heritage for CPB Samsung John Holland Joint Venture

Final

March 2019

AMBS Reference: 15208
## Document Information

<table>
<thead>
<tr>
<th><strong>Citation:</strong></th>
<th>AMBS Ecology &amp; Heritage 2019, <em>WestConnex M4 East: Heritage Interpretation Plan</em>. Consultancy report to CPB Samsung John Holland Joint Venture.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AMBS Ref:</strong></td>
<td>15208 HIP V1</td>
</tr>
</tbody>
</table>
| **Versions:** | **Version 1:** First Draft Report issued July 2016  
**Version 2:** Second Draft Report issued September 2016 (client comments)  
**Version 3:** Third Draft Report issued March 2018  
**Version 4:** Fourth Draft Report issued October 2018  
**Version 5:** Final Draft Report issued October 2018  
**Version 6:** Final Report issued January 2019  
**Version 7:** Final Report issued March 2019 |
| **Recipient:** | Ryan Franklin  
Environment and Sustainability Manager  
CPB Samsung John Holland Joint Venture |
Contents

1 Introduction .................................................................................................................. 1
  1.1 Study Area .............................................................................................................. 1
  1.2 Methodology & Author ........................................................................................... 4
  1.3 Consultation .......................................................................................................... 4

2 Interpretation Process .................................................................................................. 6
  2.1 Heritage Interpretation Plan Objectives ................................................................. 6
  2.2 Audience ................................................................................................................. 7
    2.2.1 Powell’s Estate Conservation Area & Longbottom Village .............................. 7
    2.2.2 Haberfield Conservation Area & the Yasmar Estate ...................................... 7
  2.3 Interpretation Media ............................................................................................... 8
    2.3.1 Interpretation Signage ...................................................................................... 8
    2.3.2 Interpretation Integrated with the Landscape ................................................. 9

3 Understanding Concord ............................................................................................... 12
  3.1 The Liberty Plains Farmers ...................................................................................... 13
  3.2 Subdivision & the Main North Line ......................................................................... 13
  3.3 Village of Longbottom ............................................................................................. 14
  3.4 Thornleigh & Creewood .......................................................................................... 14
  3.5 Understanding the Local Historical Archaeology ..................................................... 17
  3.6 Interpreting Concord – Text and Images .................................................................. 18
  3.7 Interpreting Longbottom Stockade – Text and Images ........................................... 23

4 Understanding Haberfield ............................................................................................ 26
  4.1 Yasmar ...................................................................................................................... 29
  4.2 Subdivision & the Garden Suburb .......................................................................... 29
  4.3 Understanding the Local Historical Archaeology ..................................................... 30
  4.4 Interpreting The Ramsays of Haberfield – Text & images ....................................... 33
  4.5 Interpreting the Haberfield Garden Suburb – Text & images ................................... 34

5 Implementation ............................................................................................................. 37
  5.1 Interpretive Landscaping .......................................................................................... 37
    5.1.1 Concord Road Interchange .............................................................................. 38
    5.1.2 Concord Oval Car Park ................................................................................... 41
    5.1.3 Wattle Street Interchange .............................................................................. 44
    5.1.4 Ventilation Facilities and Ancillary Facilities ................................................... 48
  5.2 Overview .................................................................................................................. 50

6 Conclusion .................................................................................................................. 51

Tables
Table 3.1 Key historic events associated with the Powell’s Estate Conservation Area and Longbottom Village ................................................................. 12
Table 4.1 Key historic events associated with the Haberfield Conservation Area ................. 26

Figures
Figure 1.1 The local context of the project (EIS Volume 1A, Figure 1.3). .................................. 2
Figure 1.2 Location of key areas affected by the project (https://maps.six.nsw.gov.au/). ................ 2
Figure 1.3 The Powell’s Estate Conservation Area (DCP AppB 2013:51). .............................. 3
Figure 1.4 The Haberfield Conservation Area, which encompasses the entire suburb (Ashfield LEP maps 0150_COM_HER_001_010_20150708-1 and 0150_COM_HER_003_010_20130902) ......... 3
Figure 2.1 Concord Parish map of the 1830s with the three locations for interpretation (http://images.maps.nsw.gov.au/pixel.htm#). Audience Accessibility ................................. 8
Figure 2.2 Interpretation in Carmichael Park Pyrmont at street level, left, and from above, right. The simple placement of worked and unworked blocks of sandstone refers to the use of Pyrmont sandstone in the construction of many Sydney buildings from the 1850s until the 1880s, including the Sydney GPO (J Lindbergh 2016). .........................................................................................9
Figure 2.3 Interpretation in Knoll Park, Pyrmont, of the CSR sugar mill which occupied the area now known as Jackson’s Landing until the post-WWII period. The text is Two liquids from sugar cane. One clear and sharp filtered through black charcoal, the other viscous, luscious and dark brown once soared in large tanks atop distillery hill (J Lindbergh 2016). .........................................................10
Figure 2.4 Interpretative element at the State Library of Victoria on Swanston Street Melbourne creates a point of interest (J Lindbergh 2016). .................................................................10
Figure 2.5 Interpretation of the Morris Crane at the Fairfield Transport Interchange combines traditional signage with an interpreted industrial landscape (J Lindbergh 2014). .........10
Figure 2.6 Complex stories were simplified for the interpretation along the Inner West Light Rail (J Lindbergh 2014). .........................................................................................................................11
Figure 3.1 Undated map of the Parish of Concord (http://images.maps.nsw.gov.au/pixel.html#14069801.jp2). .................................................................15
Figure 3.2 Plan of the Village of Longbottom 1843, with detail of the Stockade (State Records Map 3383; Source: Parkland Environmental Planners & Philips Marler 2012:109). .........................15
Figure 3.3 Aerial View of Concord Road in 1943 and today with Creewood (above) and Thornleigh (below) (https://maps.six.nsw.gov.au/). Longbottom Stockade ...........................................16
Figure 3.4 Detail of a Telford Road surface exposed during works on the project.................18
Figure 3.5 Concord Road, Concord. The image appears in the ‘Council of the Municipality of Concord Annual Report’ 1918. Roads/Streets, Horse drawn vehicles, Concord (http://imaginlibrary.canadabay.nsw.gov.au/Library/#1519687833044_77) .........19
Figure 3.6 Telford road surfaces exposed during the M4 East project.................................19
Figure 3.7 Auction notice for the Powell’s Estate 1886 subdivision following the opening of the Main North Line (nla, MAP Folder 71, LFSP 1054, http://nla.gov.au/nla.map-lfsp1054) .20
Figure 3.8 Characteristic housing in the Powells Estate Conservation Area......................21
Figure 3.9 The 1882 auction notice for the Thornleigh subdivision includes a layout of the property and image of the house. The sandstone paving and entry gates to the Cheil Church are all that survives to identify the property (SLNSW Subdivision Plans Concord + photo J. Lindbergh) .......22
Figure 3.10 The Concord Oval car park is to the north of the sports field. The location for the interpretive sign is arrowed (https://maps.six.nsw.gov.au/). .................................................................23
Figure 3.11 View east of the southern pylon of the footbridge over Gipps Street and adjacent to the car park, where the interpretive sign is to be attached.........................................................23
Figure 3.12 Overlay of the convict Longbottom Stockade onto an aerial photograph of Concord Oval with the car park outlined in black (Parkland Environmental Planners & Philips Marler 2012:16
Figure 2.4). .........................................................................................................................24
Figure 3.13 A Chain Gang, Convicts going to work in Sydney, James Backhouse 1843 PIC Volume 9 #NK3894-A narrative of a visit to the Australian colonies (Copyright expired. http://catalogue.nla.gov.au/Record/1609421). .........................................................................................25
Figure 3.14 French Canadian revolutionary [Les bonnets bleus de la revolution] -Des patriotes plus grands que nature Anne-Marie Sicotte raconte avec force images une histoire revisitée du Bas-Canada (http://www.ledevoir.com/culture/livres/473660/des-patriotes-plus-grands-que-nature). ............25
Figure 4.1 Annotated surveyor’s sketch plan of the Ramsay Estate. The project footprint is within Portions 10, 11, 14 and 15. Tenandra Street is now Alt Street and Wattle Street is aligned at the boundary between Portions 10 and 11 (slnsw Ashfield subdivision plans Z/SP/A8, c010490732). ..................................................28
Figure 4.2 1879 Auction notice for James Underwood’s Petersham (Ashfield) Park estate. (http://acms.sl.nsw.gov.au/album/albumView.aspx?itemId=1195274&acmsid=0 slnsw c010490066h) ..................................................................................................................31
Figure 4.3 Section 14 of James Underwood’s Estate in 1892 with nine occupied properties along Parramatta Road. The potential heritage items were at 162, 174–176 and 178–182 Parramatta
Road. The property at 166 Parramatta Road is identified as 170, there is no 160 and the properties at 152–158 are not numbered (Sydney Water archive plan PWDS1544–S958).

Figure 4.4 There were two types of brick-lined cistern: the standard beehive form at 154 Parramatta Road, and the unusual mushroom-type at 162-164 Parramatta Road.

Figure 4.5 Two cast concrete gate post finials (left and centre), and cast concrete garden/gate post from the cistern at 166 Parramatta Road.

Figure 4.6 The fire clay base of a garden urn with the J & M Craig makers mark from the cistern at 166 Parramatta Road (https://www.scottishbrickhistory.co.uk/j-m-craig-kilmarnock-history/).

Figure 4.7 The surveyor’s sketch plan shows the portions given to each of the children; Mary Louisa, Sarah Elisabeth, Isabella Helen, David, Louisa, Margaret, James, Edward Pierson, John Simeon and Percy Robert (slnsw Ashfield subdivision plans Z/SP/A8, c010490732).

Figure 4.8 The first page of Stanton’s publicity booklet for the Haberfield Estate (National Library of Australia nla_map-lfsp1014-s3-v).

Figure 4.9 Invitation to the Northcote Estate auction (c010490739h).

Figure 4.10 1909 Auction Notice for Section 11 of the Northcote Estate, (nla_map-lfsp158-v). 1909 Auction Notice for the Dobroyd Point Estate (nla_map-lfsp1013-v).

Figure 4.11 The 1865 subdivision plan for Section 10 of the Dobroyd Estate, bounded by Parramatta Road and Ramsay Street, and Wattle Street and Tenandra Street (now Alt). The southern entry to the park, where an interpretation sign will stand, is arrowed. The Cheil Church, to the left, is also arrowed (UDLP 2018:328).

Figure 4.12 Detail of the Concord Road Interchange layout. An interpretation sign would be located adjacent to the southern entrance to the park (arrowed). The pavement outlined in red will be used to interpret Concord Road, of which only the upper section follows the original alignment (UDLP 2018:354, Figure B-19).

Figure 4.13 Artists impression of the Concord interchange viewed from the west. The southern entrance to the park, where an interpretation sign will stand, is arrowed. The Cheil Church, to the left, is also arrowed (UDLP 2016:328).

Figure 4.14 Ventilation facility cladding fabrics from left to right: Mini Orb corrugated metal wall cladding, two designs of Aluminium perforated profile cladding, and Bowral ‘Capital red’, ‘blue’ and ‘brown’ new heritage-style bricks (UDLP 2018:158).

Figure 4.15 Artists impression of the Dobroyd Estate and the early history of the Haberfield Conservation Area.
Figure 5.16 Artist’s impression at 12–18 months of operation of the Parramatta Road Ventilation Facility from Walker Avenue. The design aims to reflect housing (UDLP 2018:176, Figure 5-59).

Figure 5.17 Artist’s impression of the Underwood Road Ventilation Facility viewed from Underwood Road adjacent to the Our Lady of the Assumption Church (left) (UDLP 2018:136, Figure 5-23).
1 Introduction

CPB Samsung John Holland John Venture (CSJ) has been engaged to design and construct the WestConnex M4 East project (the project) on behalf of the Proponent, Roads and Maritime Services (RMS) and the Project Company, WCMX4 Co. CSJ has commissioned AMBS Ecology & Heritage (AMBS) to prepare a Heritage Interpretation Plan for the WestConnex M4 East project. The project was approved as a State Significant Infrastructure (SSI) under Section 115ZB of the EP&A Act on 11 February 2016 and this Plan has been prepared in accordance with Minister’s Condition of Approval B32:

The Proponent must prepare a Heritage Interpretation Plan which identifies and interprets the key heritage values and stories of heritage items and heritage conservation areas impacted by the SSI. The Heritage Interpretation Plan must include, but not be limited to:

(a) a discussion of the key interpretive themes, stories and messages proposed to interpret the history and significance of the affected heritage items and sections of heritage conservation areas including, but not limited to, Yasmar Estate, Powell’s Estate Heritage Conservation Area, Thornleigh House gates and driveway, Longbottom Stockade (Concord Oval) and the Haberfield Heritage Conservation Area; and
(b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the SSI.

The Heritage Interpretation Plan must be prepared in consultation with the NSW Heritage Council and submitted to the Secretary.

1.1 Study Area

The project footprint extends from Homebush Bay Drive at Homebush to Parramatta Road and City West Link (Wattle Street), Haberfield and is within the Strathfield, Canada Bay and Inner West (formerly Ashfield) Local Government Areas (LGAs) (Figure 1.2 – Figure 1.4). Within the project footprint are two Conservation Areas; Powell’s Estate to the west in North Strathfield, and Haberfield in the east, as well as additional local and potential heritage items and places, and items listed on Heritage and Conservation Registers. Also included is the site of the convict Longbottom Stockade in Concord.
Figure 1.1 The local context of the project (EIS Volume 1A, Figure 1.3).

Figure 1.2 Location of key areas affected by the project (https://maps.six.nsw.gov.au/).
Figure 1.3 The Powell’s Estate Conservation Area (DCP AppB 2013:51).

Figure 1.4 The Haberfield Conservation Area, which encompasses the entire suburb (Ashfield LEP maps 0150_COM_HER_001_010_20150708-1 and 0150_COM_HER_003_010_20130902).
1.2 Methodology & Author

This heritage interpretation plan has been prepared in accordance with NSW Heritage Council guidelines on *Heritage Interpretation Policy* (2005) and *Interpreting Heritage Places and Items* (2005). It is also consistent with the principles of the *Burra Charter: The Australia ICOMOS charter for the conservation of places of cultural significance* 2013.

This report draws on information contained in previous reports prepared for the WestConnex M4 East project, including but not limited to:


This report has been prepared by Jennie Lindbergh, AMBS Director Historic Heritage, and responds to comments provided by Heritage Council, outlined below.

1.3 Consultation

This report has been prepared in consultation with the Heritage Council of NSW, who provided comment on the first draft in December 2016. Subsequent versions of the report have responded to these and client comments, in particular Heritage Council comments:

- The Plan states that elements salvaged from demolished houses in the Conservation Areas could be re-used as landscape elements, and refers to the reused brick seat proposed as part of the Wattle Street Interchange Urban Design and Landscape Sub-Plan. However, no further discussion of reuse options has been provided. It is unclear what elements have been salvaged and are available for reuse.
- The Plan also proposes one interpretive sign adjacent to the southern entry of a park within the Concord Interchange, and Interpretation signage and seating in the Haberfield Conservation Area ‘eastern park’. The Plan does not provide enough details of the proposed signage, or indicate where the signage and seating will be located in the park.
- The Plan states that archaeological investigations have exposed relics associated with the occupation and development of areas affected by the project, including mid-nineteenth century Telford road surfaces, and later nineteenth century cisterns, which have been recorded in the Historical Archaeological Report for the project. However, there is no discussion of whether these relics can be incorporated into the proposed Interpretation and how the archaeology has/will inform the Interpretation Plan’s development.
- The Interpretation Plan does not sufficiently explore innovative approaches to the places’ interpretation and how they would effectively minimise or offset the impacts of this major project. This requires substantial additional consideration prior to its finalisation.

The following modifications to the Interpretation Plan were adopted:

- Clearly identify the specific interpretive devices proposed and their locations within each precinct. The provision of one interpretive sign at Powell’s Estate Conservation Area is not considered to sufficiently minimise impacts. Other Interpretive techniques must be explored.
- Elements that were salvaged during demolition should be identified and analysed in accordance with the schedule of salvaged elements provided in the Salvage Methodology. The Plan should include an approach to the reuse and interpretation of these elements, and recommend specific interpretive devices.
- Address the accessibility of the parks proposed for interpretation. Areas for interpretation should be publicly accessible.
- The Plan should outline a strategy and timeline for the future detailed design and implementation of Interpretation.
- The Archaeological Management Plans and final reporting must inform the Interpretation Plans development, and the interpretation of the archaeological relics exposed during archaeological investigation are incorporated into the Interpretation Plan.
- Any proposed interpretive landscaping should be discussed with the urban designers preparing the UDLP and Sub-Plans, so that they can be included in the final design. Evidence of this consultation should be included in the Interpretation Plan.

The Final Draft of this Interpretation Plan, dated October 2018, was submitted to the Heritage Division as delegate of the Heritage Council on 29 October 2018 for review and additional comment as required by the Minister’s Condition of Approval B32. On 25 January 2019 a letter dated 24 January 2019, was received from the Heritage Division which concludes:

_The Heritage Division, as delegate of the Heritage Council, has reviewed the Heritage Interpretation Plan (Final Draft). The updated interpretation plan has incorporated previous Heritage Council comments (8 December 2018) and complies with Condition B32 of SSI 6037 WestConnex M4 East._

During a regular meeting with Canada Bay Council, in accordance with the Community Consultation Strategy on 17 January 2019, WestConnex discussed the location of the interpretive signage at the location of the Longbottom Stockade. Council confirmed that a suitable location would be to attach the signage to the overhead footbridge on the corner of Loftus Street (Stockade Road) and Gipps Street.

During the preparation of this Interpretation Plan opportunities for re-use of some of the heritage fabric within the project were explored with members of the Hassell team, including during meetings on 9 and 29 March 2016, and inspections of heritage properties identified for salvage on 30 March 2016. In particular, options discussed were the potential for inclusion of architectural elements of brickwork and sandstone foundations into the landscape designs of the Concord Road and Wattle Street Interchanges.
2 Interpretation Process

Heritage places contribute to an understanding of the character of a community by providing tangible evidence of its history and identity. At times of change, they help to preserve a connection to the past, and can provide a point of reference for interpreting the past to future generations. The WestConnex M4 East project represents a new stage in the history of those areas affected by its construction. Article 15 of the Burra Charter refers to managing Change, which should be guided by the cultural significance of the place and its appropriate interpretation.

Heritage interpretation aims to explain or illustrate the story of a heritage item or place in a way that engages the community in its continuing care and protection, and thus conserve the significance of the place. It is often also a source of enjoyment and learning for local residents and visitors to an area, and itself contributes to the character of the place. Interpretation would further provide mitigation for any loss of heritage significance during redevelopment of the place.

Heritage interpretation can incorporate various ways of experiencing and appreciating a heritage item or place. It commonly encompasses a range of actions, including the retention and maintenance of historic fabric, documenting changes to a place, installation of explanatory signage, landscaping, commemorative naming policies, heritage-themed web-pages, walking trails, tours, and other activities.

2.1 Heritage Interpretation Plan Objectives

In accordance with Condition B32, the objectives identified for this heritage interpretation plan are:

- Identify potential audiences for the interpretation.
- Identify potential media, content, and locations for the interpretation, taking into consideration:
  - the extent to which heritage items or places have been impacted by the project, including loss of heritage significance,
  - opportunities and constraints presented by the available historical resources, such as historic photographs,
  - the needs and character of the local audiences,
  - opportunities and constraints presented by the project footprint.
- Identify and confirm initiatives to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the SSI, in accordance with Condition B32 (b).
- Outline themes and stories which are susceptible to interpretation, and which would help to communicate the tangible and intangible heritage values associated with, in particular, the history and development of
  - Powells Estate Heritage Conservation Area,
  - Thornleigh House gates and driveway,
  - Longbottom Stockade (Concord Oval),
  - Haberfield Heritage Conservation Area,
  - Yasmar,
  - and any other places or stories that may be susceptible to interpretation, as revealed by archaeological investigations within the M4 East project footprint.
- Identify strategies for implementation of the plan, including consultation with key stakeholders, in particular the Heritage Council of NSW, evaluation, and refinement of the proposed themes and content (see Section 1.3 above).
2.2 Audience

Heritage interpretation should be accessible to the widest possible audience, and as such should offer multiples levels of information, which responds to different levels of experience, and education, and different forms of understanding and culture.

The footprint of the M4 East is an extensive predominantly linear section across three Local Government Areas within which three locations have been identified for interpretive media (Figure 2.1).

2.2.1 Powell’s Estate Conservation Area & Longbottom Village

The Powell’s Estate Conservation Area is within the suburb of North Strathfield and Longbottom Village is within the suburb of Concord. Concord Road forms the boundary between the two suburbs, which are primarily residential with a diverse population including Australians, English, Italian, Chinese and Koreans. In 2011, the population was young with the majority of the population under 35-45 years of age with a median age of 31 years (Census Data 2011). The Conservation Area is within an area bounded by Queen and Napier Streets, Concord Road and the M4, an area of 12.2 hectares with a population of 510 (Canada Bay Social Atlas). There are no parks or green areas within the suburb of North Strathfield; however, within the suburb of Concord are a number of parks, including Concord Oval, to the north of which is the location of the convict Longbottom Stockade.

2.2.2 Haberfield Conservation Area & the Yasmar Estate

The Haberfield Conservation Area is predominantly made up of residential properties, occupied by a diverse population, the largest group being of Italian heritage, followed by Australian and English residents (Census Data 2011). The Conservation Area covers an area 238.18 hectares with a population of 6618. Within this area, the project footprint is in the western part of the Conservation Area, a 45.6-hectare area, with a population of 1284. Within the near vicinity of the project footprint are three parks; Wadim Bill Jegorow Reserve to the west, Algie Park to the east and Reg Coady Reserve to the north-east between Wattle Street and Dobroyd Stormwater Channel.
2.3 Audience Accessibility

Some general principles addressing audience accessibility are:

- Interpretive signage, if used, could include a range of information at different heights to enable viewing by adults, children, and people who use wheelchairs.

- Headings and/or short overview paragraphs introducing each panel in plain language so that it is accessible to people who may have difficulty reading English.

- Images, simple line drawings or silhouettes could be included in interpretive signage to assist children and people with reading difficulties to comprehend the information being presented.

- Children are more likely to respond to elements which encourage active engagement with the local environment. For example, information included on the lower section of a signage panel could be framed as questions regarding the local environment. Urban design and public art could be directed to encourage physical interaction with interpretive material.

- Tactile experiences are also essential to people with visual impairment.

- The use of historical images, quotes or first-person descriptions, and public art can be used to present alternative cultural perspectives or ways of viewing and appreciating stories of the past.

2.3.1 Interpretation Media

The choice of interpretation media would be constrained by considerations of safety and security, and should be hardy and easily repairable. The following describes the options for interpretive media, which are explored in detail later in the report.

Interpretative signage can take a variety of forms, ranging from a single image transferred onto a vertical surface, to a standalone sign with a combination of text, images, maps or other graphics.
• Interpretation signs endeavour to capture particular aspects that have interest to the local and wider public. Interpretative signs should include a maximum of four stories per sign, to ensure engagement with the themes selected.

• Design of the signs would respond to the layout, landscape and recreational character of the site selected for interpretation. Suitable fabrics are stone, timber, marine grade stainless steel and/or bronze and enamelled metal.

• Appropriate acknowledgment of the source of images can invite further investigation of the rich collection of historic photographs held by the local resources.

The images used in this report are primarily sourced from the State Library of NSW and the National Library of Australia. Copyright permissions for use of the images has been arranged by the sign manufacturer.

2.3.2 Interpretation Integrated with the Landscape

The content and locations for interpretive media should reflect the place they seek to explain. The choice of interpretive media influences how important themes and stories can be communicated to, and experienced by the community. A variety of media can be used to appeal to different audiences, including children and non-English speakers, and to encourage people to explore and appreciate the history and cultural significance of a local area. A variety of media can also be used to create various layers of messages and meanings, presenting different cultural perspectives or levels of complexity.

Interpretative signage may be designed to be experiential, to give a sense of a place or a story rather than an explicit retelling of the site’s history. The approach for this form of interpretation would be to integrate landscape design with appropriate words and/or images to convey a story or theme. Integrating objects and text within a landscape can convey a story in a simple but meaningful way, as demonstrated below (Figure 2.2 – Figure 2.6).

Figure 2.2 Interpretation in Carmichael Park Pyrmont at street level, left, and from above, right. The simple placement of worked and unworked blocks of sandstone refers to the use of Pyrmont sandstone in the construction of many Sydney buildings from the 1850s until the 1880s, including the Sydney GPO (J Lindbergh 2016).
Figure 2.3 Interpretation in Knoll Park, Pyrmont, of the CSR sugar mill which occupied the area now known as Jackson’s Landing until the post-WWII period. The text is *Two liquids from sugar cane. One clear and sharp filtered through black charcoal, the other viscous, luscious and dark brown once soared in large tanks atop distillery hill* (J Lindbergh 2016).

Figure 2.4 Interpretative element at the State Library of Victoria on Swanston Street Melbourne creates a point of interest (J Lindbergh 2016).

Figure 2.5 Interpretation of the Morris Crane at the Fairfield Transport Interchange combines traditional signage with an interpreted industrial landscape (J Lindbergh 2014).
Figure 2.6 Complex stories were simplified for the interpretation along the Inner West Light Rail (J Lindbergh 2014).
3 Understanding Concord

The following provides a historic background to the interpretation content and includes summary outlines of the key events and historic themes relevant to the areas identified for interpretation.

Table 3.1 Key historic events associated with the Powell’s Estate Conservation Area and Longbottom Village

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1788</td>
<td>First Fleet arrives in Sydney</td>
</tr>
<tr>
<td>1793</td>
<td>Major Grose grants land between Haslem’s and Powell’s Creeks to Liberty Plains farmers: Edward Powell (80 acres), Thomas Webb (80 acres), Frederick Meredith and J Webb (60 acres each), and Thomas Rose (120 acres)</td>
</tr>
<tr>
<td>1793</td>
<td>Concord Road aligned</td>
</tr>
<tr>
<td>1793</td>
<td>Longbottom Stockade built on 379 hectares</td>
</tr>
<tr>
<td>1803</td>
<td>Thomas Rowley granted 260 acres of land Burwood east of Powell’s Creek</td>
</tr>
<tr>
<td>1808</td>
<td>Edward Powell opens the Halfway House (now the site of the Horse &amp; Jockey Hotel).</td>
</tr>
<tr>
<td>1813</td>
<td>Edward Powell purchases 39 acres of Rowley’s land between Powell’s Creek and Concord Road</td>
</tr>
<tr>
<td>1814</td>
<td>Edward Powell dies, his wife and son, Edward, inherit his now 500 acres and leased it to cattle dealers</td>
</tr>
<tr>
<td>1814</td>
<td>D’Arcy Wentworth exchanges land to west of Longbottom Stockade, increasing Longbottom Farm to 700 hectares</td>
</tr>
<tr>
<td>1823</td>
<td>Governor Macquarie improvements to Longbottom Stockade</td>
</tr>
<tr>
<td>1828</td>
<td>Edward Powell (son) sells his land to the west of Powell’s Creek to his son-in-law, James Underwood.</td>
</tr>
<tr>
<td>1840</td>
<td>Longbottom Stockade in disrepair and devoid of convicts</td>
</tr>
<tr>
<td>1842</td>
<td>Canadians granted ticket-of-leave by Governor Gipps</td>
</tr>
<tr>
<td>1843</td>
<td>Longbottom Village laid out to the east of Concord Road</td>
</tr>
<tr>
<td>1858</td>
<td>Longbottom Village subdivision</td>
</tr>
<tr>
<td>E 1870s</td>
<td>Charles Thorne purchases 20 acres in Longbottom Village and builds Thornleigh</td>
</tr>
<tr>
<td>1877</td>
<td>Charles and Sarah Parnell purchase Thornleigh and improve the land over the next 5 years</td>
</tr>
<tr>
<td>1880</td>
<td>Edward Powell unsuccessfully subdivides the land to the east of Powell’s Creek</td>
</tr>
<tr>
<td>1880</td>
<td>Police leave Longbottom Stockade</td>
</tr>
<tr>
<td>1882</td>
<td>2 acres of Powell’s land east of Powell’s Creek is resumed to construct the Main North Line</td>
</tr>
<tr>
<td>1883</td>
<td>11 August – Municipality of Concord proclaimed</td>
</tr>
<tr>
<td>1885</td>
<td>Powell sells remaining 37 acres to Excelsior Land Investment and Building Company and Bank Limited. Land subdivided and Princess Avenue and Carrington, Sydney, Park and Young Streets marked out</td>
</tr>
<tr>
<td>1886</td>
<td>17 September – Strathfield to Hornsby section of the Main North Line opens</td>
</tr>
<tr>
<td>1888</td>
<td>First houses in Powell’s Estate subdivision constructed and occupied 14 Carrington Street, 29 &amp; 35 Sydney Street 68 &amp; 76 Concord Road</td>
</tr>
<tr>
<td>1890s</td>
<td>Water reticulated to Concord and Homebush</td>
</tr>
<tr>
<td>1891</td>
<td>Strathfield Triangle section of Powell’s Creek canalized, in part</td>
</tr>
<tr>
<td>1896</td>
<td>More than half of the Powell’s Estate subdivision lots sold/occupied</td>
</tr>
<tr>
<td>1903</td>
<td>Concord and Homebush sewered</td>
</tr>
<tr>
<td>1904</td>
<td>Pearce’s Flour Mill west of the Great North Line opens</td>
</tr>
<tr>
<td>1906</td>
<td>Arnott’s Biscuits factory built also west of the Great North Line</td>
</tr>
<tr>
<td>1907</td>
<td>State Abattoir in Homebush</td>
</tr>
<tr>
<td>1911</td>
<td>State Brickworks in Homebush</td>
</tr>
</tbody>
</table>
WestConnex M4 East: Heritage Interpretation Plan

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1914</td>
<td>Railway overbridge with Arnott’s logo constructed over Parramatta Road cutting</td>
</tr>
<tr>
<td>1920s</td>
<td>Powell’s Estate subdivision lots all sold/occupied</td>
</tr>
<tr>
<td>1920</td>
<td>Arnott’s Biscuits factory expands with another building on opposite side of George Street, connected by overhead walkway</td>
</tr>
<tr>
<td>1982</td>
<td>M4 Motorway opens; Concord Road realigned near Parramatta Road and several buildings in the vicinity demolished</td>
</tr>
<tr>
<td>1985</td>
<td>M4 to Parramatta Road opens with Sydney Street as east-bound off-ramp and houses in the vicinity demolished</td>
</tr>
<tr>
<td>1997</td>
<td>Arnott’s Biscuits factory in North Strathfield closes</td>
</tr>
</tbody>
</table>

3.1 The Liberty Plains Farmers

Concord Road is one of the earliest roads in the area, appearing on a Parish Map of Concord at least as early as the c.1830s, apparently already formed. It seems likely that the road was created, perhaps as little more than a track, when it formed the boundary between and provided access to grant portions made by Major Francis Grose. In 1793, Grose granted land between Haslam’s and Powell’s Creeks to a group of free settlers known as the Liberty Plains farmers: Edward Powell, Thomas Rose, Thomas Webb and Frederick Meredith. (Powell and Thomas Webb received 80 acres each, Meredith 60 acres and Rose and his family, 120 acres.) Although the aim was that the experienced farmers would provide food for the colony, the land was not productive.

Powell’s land was so unproductive that he soon moved to the Hawkesbury River, where he became a Constable. In October 1799, Powell was found guilty of being involved in the murder of two Aboriginals and in 1802, he was given a conditional pardon and returned to the Homebush area. In 1807, he acquired the adjoining 80 acres formerly held by Thomas Webb and 39 acres on the east side of Powell’s Creek, part of Thomas Rowley’s large Burwood estate. Thomas Rowley had also been granted farmland along the south side of Parramatta Road in 1793.

Powell gradually acquired more land in Liberty Plains and in 1808, he established an inn called the Halfway House on the Parramatta Road. By the time of his death in 1814, Powell had acquired 500 acres, which was, with the inn, subsequently rented out by his son, also Edward. In 1823, Edward sold the land to the west of Powell’s Creek to his son-in-law, James Underwood. The inn was re-opened as the Horse and Jockey, which remains a local landmark (Pollon 1996:124-125; Jones 2004b). Edward Powell’s land between Powell’s Creek and Concord Road had been leased to cattle dealers with the only indication of structures being a small cottage on the corner of Parramatta Road and Concord Road.

3.2 Subdivision & the Main North Line

In 1880, Edward Powell subdivided the land on the eastern side of Powell’s Creek; however in 1882, two-acres of this land was resumed by the Commissioner for Railways for the construction of the Main North Line (Figure 3.1). In 1885, Powell sold the remaining 37 acres to the Excelsior Land Investment and Building Company and Bank Limited, which subdivided the land marking out Princess Avenue and Carrington, Sydney, Park and Young Streets.

The Main North Line opened on 17 September 1886, and had a significant impact on settlement patterns along the route from Sydney to Newcastle. The auction sale of the Powell’s Estate subdivision (now North Strathfield) in October 1886 followed the opening of the first section of railway by less than one month. The subdivision straddled the new line, although the nearest stations were still Homebush and Strathfield. By 1896, over half of the allotments had been developed and by 1910-20, almost all lots had sold. Much of the residential development relied on proximity to places of employment as much as access to public transport. The railway also encouraged industrial development, which dominated the land between Powell’s Creek and the
Main North Line to the north of Parramatta Road. In 1891, a freight loop, linking the Main North and Southern and Western Suburban lines, between Homebush as Strathfield Stations was opened. The Strathfield Triangle was formed by the intersection of the three lines, and was bisected by Powell’s Creek, which was bridged by the freight loop railway viaduct. The double arched bridge was built of brick and sandstone on concrete footings, over the canalised creek.

In 1906, the Arnott’s Biscuits factory was built adjacent to Pearce’s Flour Mill, which had begun operation in 1904. Proximity to these industries and to the Homebush sale yards and State Abattoir encouraged workers to settle near to the local industries. The increase in the local population during the first two decades of the twentieth century led to the eventual construction of a new station at North Strathfield, which opened in 1918 (Coupe 1983:139-140, 196; Jones 2006a). The provision of key infrastructure improved the local area and encouraged increased settlement of the area. Water was reticulated to the Homebush/Concord area in the early 1890s with the construction of the Potts Hill to Crown Street main, and in 1903, the Western Main Outfall Sewer and connecting low-level sewage pumping stations at Homebush and Concord were constructed to dispose of waste.

The Powell’s Estate Conservation Area represents one of the earliest suburban subdivisions in the North Strathfield area with a regular layout of similar sized lots, dominated by turn-of-the-century Federation and inter-war California Bungalows. Mature plantings characterise the area with tree-lined streets and densely vegetated gardens.

3.3 Village of Longbottom

The east side of Concord Road had been a part of Thomas Rowley’s 1803 Burwood grant, which had been sparsely settled from the 1830s. In 1843, the Villages of Longbottom and Concord were laid out to the north and south of Alexandra Street. Although a formal plan for the Village of Longbottom was proposed in 1843, it was not until 1858, that the 700 acres of the Longbottom Government Farm was subdivided into 53 portions, of between six and 11 acre lots, and sold (Figure 3.2). However, the village remained largely undeveloped and it seems that a number of small holdings were held by a single owner. It was not until the early twentieth century that the village became more densely occupied by Federation and California Bungalows set in landscaped gardens on tree-lined streets.

3.4 Thornleigh & Creewood

In the area on the east side of Concord Road, to the north of Alexandra Street, houses with outbuildings and stables, orchards and small market gardens, were built on a small number of lots. A 20-acre property, to the south of Willoree Street (now Patterson), was purchased by Charles Thorne, gentleman. Thorne constructed his house Thornleigh, in the early 1870s; however, it is possible that an earlier building, dating to 1858, may have been standing on the site. In 1877, the property was purchased by Charles and Sarah Parnell who, within the next five years had a stable, a large orchard and several outbuildings. A subdivision of land along present-day Patterson and Gipps Streets, adjacent to the property, was proposed in 1882; however, no lots were sold. The following year, the entire property was sold to William Monie, a railway contractor, who leased Thornleigh to Edward Row (or Lowe), before taking up residence in 1895. In 1913, the entire property was sold to James Bennett who subdivided the property into 83 residential allotments. Analysis of historic plans and aerial photographs of the church site indicate that Thornleigh House remained on site until at least WWII. Today the War memorial youth centre building occupies the site of the house. The property continues to be identified by the original flagged entry with gate posts which form the entry to the Sydney Cheil Church, the Uniting Church in Australia.

William McDonald purchased seven-acres to the north of Patterson Street on Concord Road, on which he built Creewood House by 1884. The land to the rear of the property was subdivided in
1900, and the remainder subdivided in 1917. Although the house is not mentioned in the Sands Directory after 1920, it is standing on the 1943 aerial and may have remained standing until the construction of the two blocks of flats at 107 Concord Road perhaps in the 1960s (Figure 3.3).

Figure 3.1 Undated map of the Parish of Concord (http://images.maps.nsw.gov.au/pixel.htm#14069801.jp2).

Figure 3.2 Plan of the Village of Longbottom 1843, with detail of the Stockade (State Records Map 3383; Source: Parkland Environmental Planners & Philips Marler 2012:109).
To the north of Concord Oval, beneath a car park sealed with asphalt, are the remains of the Longbottom Stockade. Longbottom Stockade was established on 379 hectares of Crown Land, as a barracks for convict road gangs working on Parramatta Road. The land was halfway between Sydney and Parramatta and near a good supply of fresh water and was initially constructed of logs, described by David Collins in July 1793 as:

nine huts for labouring convicts were built and sixty acres of ground cleared of timber; twenty of which were sown with Indian corn (Coupe 1983:44).

As it neared Hen and Chicken Bay, the land became increasingly marshy, hence the name Longbottom derived from the old English term ‘bottom’ to describe low-lying, swamp. The swampy land has now been reclaimed, but at the time was heavily timbered with red gum, blackbutt, stringy bark and mahogany, a source of much-needed building material, the felling of which the convicts were responsible. The convicts were also responsible for caring for an extensive kitchen garden for their food, as well as three fenced and cleared 20-hectare paddocks, for grazing the government’s working oxen.

The land to the west of the stockade had been granted to the explorer, Lt William Lawson, and was later purchased by D’Arcy Wentworth. In 1814, Wentworth returned this land to the government in exchange for 486 hectares of grazing land at Bringelly. Wentworth’s land was combined with the Stockade land to form a government farm, known as Longbottom Farm, but which was unsuited to agriculture. In 1819, Commissioner Bigge described the farm as:

Longbottom on the Parramatta Road, and ten miles from Sydney...comprises nearly 700 acres of land...It contains some valuable timber, which is cut and sawn on the spot, and conveyed to Sydney in boats by the Parramatta River, on the southern shore of which part of the farm...is situated. Charcoal for forges and foundaries [sic] is likewise prepared here, and as the land is gradually cleared of wood, the cultivation is extended under the direction of the overseer (Blaxell 2007).
Under Governor Macquarie (1810–1821) the stockade was improved with the addition of an ornamental lodge and gateway entrance from Parramatta Road, four weatherboard buildings, comprising a house for the superintendent, two overseers’ cottages, and barracks for 40 convicts. The number of convicts fell during the 1820s, from 110 in 1820, to 38 in 1825, until in 1828 there were only five, though the numbers would increase when convicts working on Parramatta Road were temporarily housed in the barracks. A small detachment of mounted police was stationed at the stockade to capture escaped prisoners and bushrangers in the locality, using the place for training horses and agistment. However, most of Longbottom Farm was unused and derelict when part of the land was sold in 1838 and the area reduced to 280 hectares.

By 1840, the government was looking to sell or lease Longbottom Farm, but ended up using it to hold French Canadian exiles who had been involved in a rebellion against the British in 1837–8, and transported to Australia. The exiles behaviour was described as exemplary and by 1842, Governor Gipps granted them tickets of leave. At this time, they built a new barracks for themselves at Longbottom. The stockade continued to be used as a station by a small number of mounted police. By the 1880s, the police station moved to a new lock-up on Parramatta Road, opposite Concord Road and the stockade was no longer required as a lock-up.

In 1886, five years after the mounted police had moved on, 64 acres of government land including the Stockade was dedicated for recreation and named St Luke’s Park, which included Concord Oval and Cintra Park. In 1916, handsome entry gates, the Zoeller Memorial Gates, were erected as a formal entrance to the Park at the corner of Parramatta Road and Loftus Street. In 1987, the gates were relocated to the stand on Loftus Street at the intersection with Burton Street. The gates were dedicated to Daniel Zoeller, who was Mayor of Concord Municipality from 1890 until 1893. Zoeller’s daughter, Ada, apparently fulfilled the duties of Lady Mayoress, and Ada Street was named after her. Zoeller was a builder, responsible for much of the early buildings in the district, including the Zoeller home, Pine Cottage, on Ada Street.

The Municipality of Concord was proclaimed on 11 August, 1883, and Daniel Zoeller was among the first Aldermen. Another of the first Aldermen, was Henry Goddard, whose Victorian Georgian sandstone house still stands at the corner of Forster and Ada Street.

### 3.5 Understanding the Local Historical Archaeology

The demolition of houses and buildings within the project footprint did not expose relics with an ability to provide an insight into the people and living conditions within the local area. However, excavations at the rear of three houses within Powell’s Estate at 68-72 Concord Road exposed a remnant brick-lined cistern associated with each house. The cisterns survived to a maximum of a few courses only and contained no artefacts that could provide an insight into daily life of the area.

Perhaps the most interesting archaeological discovering in the Concord area has been surviving Telford road surfaces, a type that appears in Australia from the 1860s. The Telford roads comprise tightly packed sandstone blocks set into a firm clay base, with a layer of clay sealing the surface. They were particularly suited to heavily trafficked roads. In 1890, asphalt was introduced as an alternate and improved road surface. In 1923, the Commonwealth passed the Main Roads Development Act aimed at providing some funding to the states for road building; and in 1926, the Commonwealth and States signed the Federal Aid Roads Agreement, which regularised the process. Thus by 1930, reinforced concrete often with an asphalt surface had become the standard for all roads, replacing the earlier and more expensive Telford and Macadam roads. However, trenching along the road reserves in Concord and Homebush for services revealed that the policy was not implemented widely. The evidence indicates that secondary suburban roads retained the Telford road surfaces as their foundation (Figure 3.4). No evidence of Telford roads was exposed on the primary Parramatta and Concord Roads.
3.6 Interpreting Concord – Text and Images

Commonwealth and NSW State Government authorities have developed a series of historical themes, which provide a framework for researching and interpreting information about significant heritage places in Australia. The following table outlines the historical themes associated with Powell’s Estate Conservation Area, Longbottom Village and Longbottom Stockade.

<table>
<thead>
<tr>
<th>National Themes</th>
<th>State Themes</th>
<th>Local Themes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peopling Australia</td>
<td>Convicts</td>
<td>Longbottom Stockade</td>
</tr>
<tr>
<td>Developing local, regional and national</td>
<td>Transport</td>
<td>Opening up the land to development – constructing roads and railways – Concord Road &amp; the Main North Line</td>
</tr>
<tr>
<td>economies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building settlements, towns and cities</td>
<td>Towns, suburbs and villages</td>
<td>Powell’s Estate subdivision and Thornleigh</td>
</tr>
</tbody>
</table>

Concord Road is one of Sydney’s earliest roads. It provided access to the north from Parramatta Road and formed the eastern boundary of the land granted to Liberty Plains Farmers by Major Francis Grose in 1793 (see Figure 2.1 above and Figure 3.5).

From the 1860s roads made of tightly packed sandstone blocks set into a firm clay base, with a layer of clay to seal the surface began to be made. These Telford roads were particularly suited to heavily trafficked roads. In 1890, asphalt was introduced as an alternate and improved road surface and in the 1920s the Commonwealth passed legislation aimed at standardising road construction was passed. By 1930, reinforced concrete with an asphalt surface was the standard for all roads, replacing the earlier and more expensive Telford and Macadam roads. During works for the M4 East project, Telford road surfaces were exposed along secondary suburban roads (Figure 3.6).
The alignment of Concord Road could be interpreted using the salvaged bricks interspersed with sandstone paving to indicate the alignment of the road and early construction technique.

![Figure 3.5 Concord Road, Concord. The image appears in the 'Council of the Municipality of Concord Annual Report' 1918. Roads/Streets, Horse drawn vehicles, Concord](http://imagelibrary.canadabay.nsw.gov.au/Library/#1519687833044_77)

**Powell’s Estate Conservation Area**

Edward Powell was one of the Liberty Plains Farmers, who increased his land holdings and toward the end of the nineteenth century the land was developed including what is now known as the Powell’s Estate Conservation Area. The Conservation Area was characterised by a regular layout of similar sized lots with late nineteenth- and early-twentieth century housing set in densely vegetated gardens along tree-lined streets. In September 1886, the Main North Line was opened along the western boundary of the Conservation Area encouraging increased urbanisation (Figure 3.7 and Figure 3.8). Industries such as Arnott’s Biscuits factory were established along the west side of the railway line early in the twentieth century, which in turn encouraged urbanisation near to centres of employment.

![Figure 3.6 Telford road surfaces exposed during the M4 East project.](image)
Figure 3.7 Auction notice for the Powell’s Estate 1886 subdivision following the opening of the Main North Line (nla, MAP Folder 71, LFSP 1054, http://nla.gov.au/nla.map-lfsp1054)
Figure 3.8 Characteristic housing in the Powells Estate Conservation Area

**Thornleigh**

On the east side of Concord Road, opposite the Powell’s Estate Conservation Area was the Thornleigh estate, with a handsome residence surrounded by gardens, outbuildings and orchard built in the early 1870s by Charles Thorne. In 1915 the Sydney Cheil Church, the Uniting Church in Australia, was established on the site in a Romanesque-style church (Figure 3.9). The house remained on site until at least WWII and its location today is identified by the formal flagged entry and gates to the church.
Figure 3.9 The 1882 auction notice for the Thornleigh subdivision includes a layout of the property and image of the house. The sandstone paving and entry gates to the Cheil Church are all that survives to identify the property (SLNSW Subdivision Plans Concord + photo J. Lindbergh)
3.7 Interpreting Longbottom Stockade – Text and Images

The project will not encroach into or modify Concord Oval Car Park; however, work undertaken for services along Loftus and Gipps Streets has generated interest in the convict Longbottom Stockade, the remains of which are beneath the car park to the north of the sports field (Figure 3.10). Interpretation of the convict stockade would be a sign located near to one of the car park entries. As noted above, Canada Bay Council has identified that attaching the signage to the southern pylon to the overhead footbridge as shown in Figure 3.10 and Figure 3.11.

![Figure 3.10 The Concord Oval car park is to the north of the sports field. The location for the interpretive sign is arrowed (https://maps.six.nsw.gov.au/).](image1)

![Figure 3.11 View east of the southern pylon of the footbridge over Gipps Street and adjacent to the car park, where the interpretive sign is to be attached.](image2)
The Longbottom Stockade was established on 375 acres as a barracks for the convict road gang working on Parramatta Road at Concord (Figure 3.12 and Figure 3.13). The stockade included barracks for the convicts and their guards, grazing land for cattle, orchards and kitchen gardens so that the convicts were self-sufficient. Initially the stockade had nine huts for the convicts with sixty acres of cleared ground land for crops such as Indian corn and the timber was shipped to Sydney for building. Governor Macquarie made improvements to the stockade with the addition of land, an ornamental gateway and lodge on Parramatta Road, four weatherboard buildings, comprising a house for the superintendent, two overseers’ cottages, and barracks for 40 convicts, at which time it was also described as:

*Longbottom on the Parramatta Road, and ten miles from Sydney...comprises nearly 700 acres of land...It contains some valuable timber, which is cut and sawn on the spot, and conveyed to Sydney in boats by the Parramatta River, on the southern shore of which part of the farm...is situated. Charcoal for forges and foundaries [sic] is likewise prepared here, and as the land is gradually cleared of wood, the cultivation is extended under the direction of the overseer.*

The plan of Longbottom Stockade made in 1843, shows Governor Macquarie’s improvements, but dates to a period when the site was occupied by French-Canadian exiles, who had rebelled against the British in 1837–8, and were transported to Australia (Figure 3.14). The exiles were granted tickets-of-leave by Governor Gipps in 1842, by which time they had built a new barracks for themselves. Some exiles chose to remain at the stockade and have given their name to Canada Bay.

![Figure 3.12 Overlay of the convict Longbottom Stockade onto an aerial photograph of Concord Oval with the car park outlined in black (Parkland Environmental Planners & Philips Marler 2012:16 Figure 2.4)](image-url)
Figure 3.13 A Chain Gang, Convicts going to work in Sydney, James Backhouse 1843 PIC Volume 9 #NK3894-

Figure 3.14 French Canadian revolutionary [Les bonnets bleus de la revolution] - Des patriotes plus grands que nature Anne-Marie Sicotte raconte avec force images une histoire revisitee du Bas-Canada (http://www.ledevoir.com/culture/livres/473660/des-patriotes-plus-grands-que-nature).
## 4 Understanding Haberfield

### Table 4.1 Key historic events associated with the Haberfield Conservation Area

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1803</td>
<td>Governor King grants 480 acres to Ensign Nicholas Bayley, known as Sunning Hill Farm</td>
</tr>
<tr>
<td>1805</td>
<td>Simeon Lord purchases Bayley’s land renames it Dobroyd</td>
</tr>
<tr>
<td>1825</td>
<td>Simeon Lord gives Dobroyd to his daughter Sarah Anne on her marriage to Dr David Ramsay</td>
</tr>
<tr>
<td>1826</td>
<td>Dobroyd House built by the Ramsays on the western side of Dalhousie Street near Parramatta Road</td>
</tr>
<tr>
<td>1830s</td>
<td>Dobroyde Gardens Nursery established beside Iron Cove Creek</td>
</tr>
<tr>
<td>1840</td>
<td>Ramsay wins the Horticultural Society Silver Medallion for his ‘pine-apple’, and establishes the Dobroyd Nursery on Long Cove Creek</td>
</tr>
<tr>
<td>1855</td>
<td>Ramsay, Dalhousie, Waratah and Boomerang Streets formed</td>
</tr>
<tr>
<td>1856-8</td>
<td>Yasmar built, west of Dobroyd House, by Louisa Ramsay and her husband Alexander Learmonth on Parramatta Road</td>
</tr>
<tr>
<td>1860</td>
<td>Dobroyd Estate divided into large farm blocks for the Ramsay children, following the death of David Ramsay, with four acres donated for building a church, family vault and manse</td>
</tr>
<tr>
<td>1867</td>
<td>Edward Pierson Ramsay establishes the New Dobroyde Plant &amp; Seed Nursery, on the site of the Dobroyde Gardens &amp; Nursery</td>
</tr>
<tr>
<td>1882</td>
<td>First Dobroyde estate release along St David’s Road to St David’s Church</td>
</tr>
<tr>
<td>1885 &amp; 1886</td>
<td>Three small portions of the Dobroyde Estate are sold by Ramsay children heirs for residential subdivision</td>
</tr>
<tr>
<td>1885</td>
<td>Two areas of the Dobroyd Estate subdivided: land east of Dalhousie Street between St David’s Church and Parramatta Road; land east of Wattle Street between Parramatta Road and Ramsay Street (portion 10 of the Dobroyd Estate, inherited by Isabella Ramsay), which also marked out what are now Walker Avenue and Alt Street (formerly The Avenue and Tenandra Streets)</td>
</tr>
<tr>
<td>1901</td>
<td>Richard Stanton purchases the north-eastern portion of Dobroyd Estate for the Haberfield garden suburb subdivision; further portions to east and around Yasmar are bought for subsequent extensions to Stanton’s Haberfield Estates; the Haymarket Co. imitates the garden suburb philosophy in the Dobroyd Point area and portions on western edge</td>
</tr>
<tr>
<td></td>
<td>Remainder of Dobroyd Estate being sold; many of the Ramsay siblings sold directly to Richard Stanton, who planned out the model suburb of Haberfield on the land</td>
</tr>
<tr>
<td>1903</td>
<td>Second Haberfield estate subdivision release</td>
</tr>
<tr>
<td></td>
<td>Dobroyde House demolished</td>
</tr>
<tr>
<td>1904</td>
<td>Bank of NSW purchases Portion 12 (inherited by Edward Pierson Ramsay) and 14 (inherited by Margaret Ramsay)</td>
</tr>
<tr>
<td>1905</td>
<td>Haymarket Permanent Land Building and Investment Company Ltd purchase Bank of NSW land subdivided into DP4701 east to Alt Street; Wattle Street extended from Ramsay Street to what is now Martin Street 50 acres (Portion 11) of Dobroyd Estate (inherited by John Ramsay) subdivided as the Northcote Estate (DP4612)</td>
</tr>
<tr>
<td>1907</td>
<td>Robert Hopping purchased two acres between what is now Dobroyd Parade, Martin Street and Ramsay Street and built “Glen Retreat”</td>
</tr>
<tr>
<td>1915</td>
<td>William Lambert purchased six acres between what is now Martin, Waratah and Alt Streets and Dobroyd Parade</td>
</tr>
<tr>
<td></td>
<td>Most of Northcote Estate developed, apart from Parramatta Road properties</td>
</tr>
<tr>
<td>1915-1920</td>
<td>Most of residential subdivision of DP4701 occurred</td>
</tr>
<tr>
<td>1916</td>
<td>Samuel Love purchased northern portion of Lambert’s land</td>
</tr>
<tr>
<td></td>
<td>Alexander Bruce purchased southern portion of Lambert’s land</td>
</tr>
<tr>
<td>1919</td>
<td>Vera Shirley purchased northern corner of Samuel Love’s land and subdivided it into five residential lots (DP10383)</td>
</tr>
<tr>
<td>1922</td>
<td>Land on western side of Wattle Street re-subdivided</td>
</tr>
<tr>
<td>Late 1920s</td>
<td>Parramatta Road section of Northcote Estate fully developed</td>
</tr>
</tbody>
</table>
In 1803, Governor King granted 480 acres, known as Sunning Hill Farm and now the entire area of modern Haberfield, to Ensign Nicholas Bayly of the NSW Corps. The land was on the north side of the Parramatta Road between the Iron Cove and Long Cove Creeks; on the south side of the road were the substantial Underwood Estates held by brothers, Joseph and James. In 1805, Bayly sold the land for £850 to emancipated convict Simeon Lord, then the largest landholder in the Colony. Lord named the estate Dobroyde, after a property in England and gave the land to his daughter Sarah when she married Surgeon David Ramsay.

Ramsay built an inn, *Speed the Plough* or simply *The Plough*, on Parramatta Road at the intersection with Liverpool Road, a substantial two-storey sandstock building with a shingle roof and with a wide verandah on the street abutted at each end by a single-storeyed wing. In front on either side of the pole bearing its sign stand two horse troughs carved out of huge logs. The inn remained in operation until the turn-of-the-century.

Ramsay also built a timber cottage with a garden, Dobroyd House, on the western side of Dalhousie Street near Parramatta Road, opposite the present Ashfield Park. Although the estate overlooked the river, the river bank was a tangle of vegetation and the house was established close to the high road to Parramatta. The overgrown nature of the estate was such that it was known locally as Ramsay’s Bush. The Ramsay’s established an extensive nursery, the Dobroyde Gardens Nursery, with prize-winning fruit trees, vegetables and flower beds on Long Cove Creek:

*Yesterday, one of the finest and largest Pine Apples ever reared in New South Wales, was exhibited for sale at McDonald’s stand in the fruiterers’ shed; it weighed seven pounds and three quarters, is of the variety called “the Queen Pine,” and was grown at Dobroid, on the Parramatta-road, by Dr. Ramsay* (Sydney Herald 12 February 1842, page 2).

David and Sarah Ramsay had 11 children, of which ten survived: Mary Louisa, Sarah Elisabeth, Isabella Helen, David, Louisa, Margaret, James, Edward Pierson, John Simeon and Percy Robert (Figure 4.1). All the children were born at Dobroyd House, and despite the family’s wealth, the Ramsay’s are described as playing a modest role in society. However, they were responsible for the St David’s church hall and provided for what was to become Haberfield Public School.

The third son, Edward Pierson, was a prominent member of the scientific community, particularly as the first Australian-born Curator at the Australian Museum for twenty years (1874–1894). Edward had inherited the estate and the *large and beautiful garden* in 1867, and on 15 December of the same year Edward opened the Dobroyd New Plant and Seed Nursery, which he managed until his appointment as Curator of the Museum. A Mr JH Maiden described Edward’s nursery in a letter to Robert Etheridge Jr, who succeeded Edward as Curator to the Museum, on the event of Edward’s death:

*I have before me a ‘Revised List of Novelties’ for 1876, cultivated for sale. ...This is ‘a creditable catalogue of 46 pages, with an index and a number of illustrations, most of them local products. Some of the plants were claimed to be offered for the first time in the Colonies. and I have no doubt. the claim was a perfectly just one. ...He had, undoubtedly*
considerable knowledge in regard to the names and propagation of such plants as fell within his purview, and. I look upon him as a gentleman amateur of the old days, belonging to the same category as the Macarthur’s of Camden, who, like himself, imported plants for the love of the thing, and with the desire to recoup themselves wholly or in part by sales to the Public (Etheridge 1917:205)

At the age of 20, Edward became treasurer of the Entomological Society of New South Wales, and at 23, in 1865 he became a Life Member of the Royal Society of New South Wales. During his time, the museum received a number of awards, including at the Melbourne and Sydney International Exhibitions. Unfortunately, toward the end of 1879, the Museum Trustees decided to move the entire Ethnographic Collection to the Exhibition Building, which on the night of 22 September 1882 was destroyed by fire. The fire destroyed the ‘finest (Ethnographical) collection’ leaving only a photograph and a poor copy of the Official Catalogue of 1922 entries:

...with its wonderful variety of Native Weapons, Dresses, Utensils, and Ornaments, and everything that could go to illustrate the Ethnology of Polynesia and Australia stretched along the one side of the eastern transept (Etheridge 1917:209).

Edward determined to replace the collection, which he successfully achieved to the extent that a new hall at the south end of the museum was added. Edward continued to win awards and acclamation for the museum and himself until he retired in 1894.

Figure 4.1 Annotated surveyor’s sketch plan of the Ramsay Estate. The project footprint is within Portions 10, 11, 14 and 15. Tenandra Street is now Alt Street and Wattle Street is aligned at the boundary between Portions 10 and 11 (slnsw Ashfield subdivision plans Z/SP/A8, c010490732).
4.1 Yasmar

In 1850, Mary Louisa, the eldest of the Ramsay children married Alexander Learmonth, who had emigrated from Scotland in 1842. Learmonth was a senior partner in the Stock and Station firm of Learmonth and Dickinson, a Director of the Australian Joint Stock Bank and also of the United Insurance Company. In 1856, Louisa and her husband built a new home, Yasmar, to the west of Dobroyd House on Parramatta Road. The house was designed by John Bibb, who had worked closely with John Verge Sydney’s leading architect who had designed grand colonial houses including Alexander Macleay’s Elizabeth Bay House and Camden Park for William Macarthur. John Bibb succeeded Verge in 1837. Yasmar is a single storey sandstone block house built in the early Victorian style with the hallmarks of good design and restraint with Georgian symmetry and proportions. The verandah is roofed separately with supporting cast-iron posts with flagged flooring and is accessed through French doors. The property now houses the Yasmar Training Facility - Juvenile Justice at 185–187 Parramatta Road.

The house Yasmar, retains much of its original setting and gardens with the sweeping carriage loop leading from Parramatta Road, the entry marked by the original gates and gateposts. In particular, the garden retains a dense collection of mature plantings reflecting the nurseries established by David Ramsay and his son Edward Pearson.

4.2 Subdivision & the Garden Suburb

In 1883, the Dobroyd Estate was divided into large farm portions for the 10 surviving Ramsay children. In 1885, Isabella Ramsay’s land east of Dalhousie Street between St David’s Church and Parramatta Road (Portion 6), and land east of Wattle Street between Parramatta Road and Ramsay Street (Portion 10) of the Dobroyd Estate, were subdivided and offered for sale. The latter subdivision included The Avenue (now Walker Avenue) and Tenandra Street (now Alt Street). However, sales were slow with only one occupant on Tenandra Street. By 1910–1915, there were a few more listings in Wattle Street, The Avenue and Tenandra Street, and one on Parramatta Road. From 1901, more of the Dobroyd Estate portions were being sold, with many of the Ramsay siblings selling directly to local real estate entrepreneur and early town planning advocate Richard Stanton.

Stanton was a co-founder of the Town Planning Institute and the Real Estate Institute and was Mayor of Ashfield on three occasions. Stanton’s wife had a family connection with Lord Haberfield, early nineteenth century Mayor of Bristol, which led to the suburb’s name. Stanton was inspired by the City Beautiful town planning movement, which sought to regulate uses and building types. Having seen examples of this in England and the USA, Stanton marketed Haberfield as the ‘Model Suburb’ or ‘Garden Suburb’, and it boasted sewerage, so no rear lanes were needed, and public infrastructure including nature strips, public trees, stone curbs and gutters. Houses were also to have cavity brick walls to avoid salt damp. Stanton had control over all aspects of the suburb, including subdivision, providing finance, buyer terms, building materials, and designing the gardens and houses. Stanton chose estate architects, Spencer, Stansfield and Wormald as the suburb’s architect, who are responsible for the style of the suburb. Queen Anne, Arts and Crafts styles and early interwar bungalows are the main house types, with Haberfield completed by the 1930s.

The Haberfield Estate was to become Australia’s first successfully planned suburb, with covenants controlling the form, size, position, and cost of houses on each portion. The estate was marketed as a ‘Garden Suburb,’ with the model based upon the international City Beautiful Movement. Although each house was individual, common themes included slate or terra cotta Marseilles tiled roofs, front verandahs featuring ornate timber detailing, leadlight windows and distinctive tiled floors of verandahs and bathrooms. The aesthetic appeal of the suburb was enhanced by the development of tree-lined streets and careful landscaping of private gardens. Overall, it was to be
a genteel, slum-less, lane-less, pub-less estate, in contrast to the so-called working-class slums of inner Sydney, such as Leichhardt on the opposite side of the Long Cove Canal (Coupe 1988:154–163). The suburb continues to retain tree-lined streets, and houses set in landscaped gardens.

Not all of the Ramsay children’s portions of the Dobroyd Estate were sold to Stanton. By 1889, Edward and Margaret had acquired Portions 12 and 14, which had been Louisa’s portion, and in 1904, they sold to The Bank of NSW. In the following year, it was purchased by the Haymarket Permanent Land Building and Investment Company Ltd, and subsequently separately subdivided. The first subdivision was DP4701 in 1905, which extended east to Alt Street, and included an extension of Wattle Street from Ramsay Street to Martin Street; however, development of the subdivision did not occur until 1915–20. In 1907, two acres to the east of DP4701, between Canal, now Dobroyd, Parade, Ramsay Street and Park Street was subdivided and sold. Wattle Street had not yet been extended beyond Martin Street and the land on the western side of the street was re-subdivided in 1922.

Also, in 1905, the 50 acres comprising Portion 11 of the Dobroyd Estate, inherited by John Ramsay, was subdivided as the Northcote Estate (DP4612), with most of the land developed by 1915. From the 1980s, many of the properties along Parramatta Road at Haberfield were redeveloped as industrial sites and car dealerships.

### 4.3 Understanding the Local Historical Archaeology

The late development of Haberfield is such that archaeological excavations within the project footprint did not expose physical evidence of the lives of the local community. In addition, the western part of the Ramsay estate remained undeveloped until the early twentieth century.

James Underwood, shipbuilder, distiller and merchant, arrived in Australia in 1791 as a convict, and by the time of his death in 1844 he left a large and valuable estate comprising land in Homebush, Paddington and Ashfield. However, settlement of James’ will was complicated by his 12 children, three wives and two mistresses until the Underwood Estate Act was passed by Parliament on 23 April 1873. His Ashfield property, the Petersham (Ashfield) Estate, had remained undeveloped except for grazing by various lessees until the Petersham (Ashfield) Estate was put up for auction on 9 June 1879 (Figure 4.2). Twenty acres of the land was acquired by the NSW government to establish Ashfield Park, which was proclaimed in 1885 (Ashfield Park Plan of Management 2007:5).

Section 14 of the subdivision includes the land along Parramatta Road between Chandos and Orpington Streets. The MBWS&S plan of 1892–1924 clearly shows the layout of housing along Parramatta Road and that although the properties were provided with WCs by this time, water was not reticulated until the construction of the Ashfield Reservoir in 1912-1914 (Figure 4.3).

During work for the project, largely intact brick-lined cisterns were exposed to the rear of the houses along the southern side of Parramatta Road between Chandos and Orpington Streets (Figure 4.4). Some of the cisterns had artefacts providing some information about the occupants of the houses, which have been recorded in detail and the analysis and context of which is included in the report on the Historical Archaeological Investigations for the project (AMBS 2019). Of interest is a small collection of garden elements from the cistern at 166 Parramatta Road (Figure 4.5 and Figure 4.6).

Figure 4.3 Section 14 of James Underwood’s Estate in 1892 with nine occupied properties along Parramatta Road. The potential heritage items were at 162, 174–176 and 178–182 Parramatta Road. The property at 166 Parramatta Road is identified as 170, there is no 160 and the properties at 152–158 are not numbered (Sydney Water archive plan PWDS1544-S958).
There were two types of brick-lined cistern: the standard beehive form at 154 Parramatta Road, and the unusual mushroom-type at 162-164 Parramatta Road.

Two cast concrete gate post finials (left and centre), and cast concrete garden/gate post from the cistern at 166 Parramatta Road.

The fire clay base of a garden urn with the J & M Craig makers mark from the cistern at 166 Parramatta Road (https://www.scottishbrickhistory.co.uk/j-m-craig-kilmarnock-history/).
4.4 Interpreting The Ramsays of Haberfield – Text & images

The following table outlines the National, state and local historical themes associated with the Haberfield Conservation Area.

<table>
<thead>
<tr>
<th>National Themes</th>
<th>State Themes</th>
<th>Local Themes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developing local, regional and national economies</td>
<td>Agriculture</td>
<td>The Ramsays and the Dobroyde Garden Nursery</td>
</tr>
<tr>
<td>Building settlements, towns and cities</td>
<td>Land tenure</td>
<td>The Ramsays’ occupation and Yasmar</td>
</tr>
<tr>
<td></td>
<td>Towns, suburbs and villages</td>
<td>Subdivision of the Dobroyd Estate and development the Haberfield Garden Suburb</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Development of James Underwood’s Petersham (Ashfield) Park estate</td>
</tr>
</tbody>
</table>

In 1825 Surgeon David Ramsay married Simeon Lord’s daughter Sarah and was given the land now known as Haberfield. David built Dobroyd House on Parramatta Road for his family of 11 children (Figure 4.7). The family established an extensive nursery with prize-winning fruit trees, vegetables and flower beds along Long Cove Creek, which was inherited by the third son, Edward Pierson Ramsay. Edward established the Dobroyd New Plant and Seed Nursery and was a prominent member of the scientific community before becoming the first Australian-born Curator at the Australian Museum for twenty years (1874–1894). The family tradition of award-winning horticulture may be seen as the beginnings from which the Garden Suburb grew.

In 1856, the eldest of the Ramsay children, Mary Louisa and her husband Alexander Learmonth built a new home, Yasmar, to the west of Dobroyd House on Parramatta Road. The house was designed by John Bibb, who had worked with Sydney’s leading architect John Verge. Yasmar is a single storey Victorian Georgian sandstone house with the hallmarks of good design and restraint. The house still stands within a landscaped garden of dense plantings of mature trees.
4.5 Interpreting the Haberfield Garden Suburb – Text & images

The Haberfield Estate was to become Australia's first successfully planned suburb, marketed as a 'Garden Suburb'. The majority of houses were built within the first decades of the twentieth century in the prevailing Federation and Arts & Crafts architectural styles (Figure 4.8). The designs included individual detailing of ornamental timberwork on verandahs, windows and doors as well as distinctive tiled verandahs and steps. Overall, it was to be a genteel, slum-less, lane-less, pub-less estate, in contrast to the so-called working-class slums of inner Sydney, such as Leichhardt on the opposite side of the Long Cove Canal. The aesthetic appeal was enhanced by the establishment of tree-lined streets and careful landscaping of private gardens, which continue to characterise the suburb.

Inclusion of examples of Auction Sale notices advertising early twentieth century subdivisions would add colour and interest. The following are examples of the variety of Auction Sale notices that are available for Haberfield (Figure 4.9 – Figure 4.11).

---

Dobroyd Canal http://acmssearch.sl.nsw.gov.au/search/itemDetailPaged.cgi?itemID=945859 image a6945048r Box 77 No. 1049
Figure 4.8 The first page of Stanton's publicity booklet for the Haberfield Estate (National Library of Australia nla_map-lfsp1014-s3-v).

Figure 4.9 Invitation to the Northcote Estate auction (c010490739h)
Figure 4.10 1905 Auction Notice for Portion 11 of the Northcote Estate, (nla_map-lfsp158-v). 1909 Auction Notice for the Dobroyd Point Estate (nla_map-lfsp1013-v).

Figure 4.11 The 1865 subdivision plan for Portion 10 of the Dobroyd Estate, bounded by Parramatta Road and Ramsay Street, and Wattle Street and Tenandra Street (now Alt).
5 Implementation

Implementation of the Heritage Interpretation Plan will be undertaken as part of the implementation of the final Urban Design and Landscape Plan (UDLP). Three locations have been identified for interpretive media, which are:

- Concord Road Interchange,
- Concord Oval Car Park, and
- Wattle Street Interchange, Haberfield.

The physical nature of the locations has informed the development of the form of interpretive media to be used. However, landscaping will form an important part of the post-construction remediation of the Concord and Wattle Street Interchanges and as such the interpretive media will be integrated within each landscape design. The design of the ventilation facilities at the Parramatta Road and Underwood Road have been designed to sit within their local environments. In addition, the land adjacent to the Underwood Road Ventilation Facility including Arnotts Reserve will also be landscaped as part of the Powells Creek Legacy Project (see for example, AMBS 2018).

5.1 Interpretive Landscaping

During the demolition of buildings within the project footprint, a policy of salvaging architectural elements included salvage of bricks and sandstone to be re-used as landscape elements within the project. Recycled bricks and sandstone will be used to construct seating within the landscaped area at the Wattle Street Interchange (Figure 5.1 – Figure 5.2). Purpose-made bricks replicating the original house face-bricks will sourced and incorporated with original bricks, particularly in larger structures such as a screen within the Parramatta Road Ventilation Facility (see Section 5.1.4 below). Free-standing signs will be erected adjacent to the seating providing information about the local history and development.

Figure 5.1 Salvaged brick seat wall to be constructed within landscaped areas of the Wattle Street Interchange (UDLP 2018:373, Figure C-5).
5.1.1 Concord Road Interchange

A landscaped area within the eastern ramp of the Concord Interchange, accessible via a cycleway and a pedestrian path, has been identified as the preferred location for interpretation of the Powell’s Estate Conservation Area and its local context (Figure 5.3 and Figure 5.4). Interpretation within the landscaped area would include brick seating, as described above and free-standing signage.

The Powell’s Estate Conservation Area interpretative sign includes information and images associated with the early development of the area; Edward Powell, one of the Liberty Plains farmers and local landowner, the importance of Concord Road and the Main North Line in opening the area up to urbanisation and industry (Figure 5.5). In addition, an interpretation of the alignment of Concord Road in the fabric of the cycleway aligned along the west side of the park. Concord Road defines the eastern edge of Powell’s Estate and was one of the earliest roads in the area. It has been significantly modified since the 1830s, in particular with the construction of the M4 in the 1970s, and again by the WestConnex M4 East project.

The northern section of a shared cycleway/footpath within the footprint of the Interchange follows the original alignment of Concord Road (Figure 5.4). Interpretation of Concord Road will be integrated into the fabric of the cycleway/footpath. The interpretation will be in the form of text or images in the fabric of the concrete, either as simple impressions, inserted coloured concrete or metal (Figure 5.6). Images would be a simple pattern of wheels to represent transportation by horse drawn cart or train to represent road making and construction of the railway. Text should also be a simple sequence of words or sentences such as Concord Road opening up the land to settlement since the early 1800s – Road making and building railways - transporting goods and people to the north (Figure 5.6 and Figure 2.3 above).
Figure 5.3 Artistic impression of the Concord interchange viewed from the west. The southern entry to the park, where an interpretation sign will stand, is arrowed. The Cheil Church, to the left, is also arrowed (UDLP 2016:328).

Figure 5.4 Detail of the Concord Road Interchange layout. An interpretation sign would be located adjacent to the southern entry to the park (arrowed). The pavement outlined in red will be used to interpret Concord Road, of which only the upper section follows the original alignment (UDLP 2018:354, Figure B-19).
Figure 5.5 Interpretation sign for the Powell’s Estate Conservation Area.
Figure 5.6 Examples of the types of pavements with imprinted images and text from the Sydney region include the ships in the pavement on Prince Charles Parade, Kurnell (left), metal text embedded into the concrete of Monument Track, Kurnell (centre) and coloured concrete figure embedded into the Esplanade at Cronulla Beach (right).

5.1.2 Concord Oval Car Park

The Concord Oval Precinct, on Parramatta Road, is bounded by Loftus Street to the west, Gipps Street to the north and the eastern perimeter of the Cintra Park hockey field. In addition to the hockey field is a formal football field with substantial grandstand and club building in the west and an overflow car park to the north. To the north of Gipps Street are the St Lukes Park sporting fields. The project tunnel operational service facilities have been established on the hockey field to the east of the oval and the hockey field relocated, with associated facilities to St Lukes Park (Figure 5.7 and Figure 5.8).

The archaeological remains of the convict Longbottom Stockade are beneath Concord Oval and the overflow car park (see Figure 3.12 above). Although impacts to significant archaeological relics associated with the convict Stockade were avoided by the project, interpretation will be included within the project design. As the location of the stockade is beneath the car park, which will not be altered in any way, the interpretation will comprise a sign providing information about the establishment of the stockade. The convict road gang working on Parramatta Road were housed in the stockade, which also had farmland and grazing cattle so the convicts were self-sufficient. By 1840, the convicts had left the stockade which was re-purposed to accommodate French-Canadian exiles, who had rebelled against the British in 1837–8, and were transported to Australia. This is the origin of the Canadian association with the area (Figure 5.9).
Figure 5.7 Plan of the Concord Oval Precinct with the location of the sign arrowed (UDLP 2018:424, Figure E-2).

Figure 5.8 Artist’s impression of the Cintra tunnel operational service facilities (UDLP 2018:34, Figure 2-15).
Barracks, lock up, refuge

Beneath this car park are the remains of the Longbottom Stockade. Over 65 years the stockade housed convict road gangs, mounted police, bushrangers, escaped convicts and French Canadians rebels.

It was established in 1793 on 375 acres, as a barracks for convict gangs building Parramatta Road. The convicts were self sufficient with cattle, orchards and kitchen gardens.

...nine huts for labouring convicts were built and sixty acres of ground cleared of timber, twenty of which were sown with Indian corn.

David Curlew 1820

In decline

Under Governor Macquarie the stockade was improved with the addition of land and new buildings. At that time it was described as:

Longbottom on the Parramatta Road and ten miles from Sydney, contains some valuable timber which is cut and sawn on the spot, and conveyed to Sydney in boats. Charcoal for forges and kilns and bricks (sic) is likewise prepared here, and as the land is gradually cleared of wood, the cultivation is extended...

By 1840 the farm and stockade were derelict and the government was looking to sell or lease the land.

Home for exiles

The stockade found a new purpose when it was used to house French Canadians who were involved in a rebellion against Britain (1837) and transported to Australia.

The exiles proved to be men of good character and they were granted tickets of leave by Governor Gipps in 1842.

Exile Bay, France Bay and Canada Bay reference this period.

Village of Longbottom

The Village of Longbottom and Concord had been formally planned in 1843. In 1859 Longbottom Government farm was subdivided and sold, however, the area remained undeveloped until the early twentieth century.

Figure 5.9 Interpretation sign for Longbottom Stockade.
5.1.3 **Wattle Street Interchange**

The southern side of the Wattle Street Interchange an area has been designated for landscaping and integrating interpretation and would also include the recycled brick and sandstone seating. The area will be accessible via a pedestrian path along the east side of Wattle Street and two free-standing interpretive signs will be erected adjacent to the seating (Figure 5.10 – Figure 5.12).

One sign will describe the Ramsay family whose Dobroyd Estate was to become the suburb of Haberfield (Figure 5.12). The Ramsay’s established award-winning gardens and nurseries, which is now reflected in the gardens of Yamar on Parramatta Road built by the eldest of the Ramsay children, Mary Louisa and her husband Alexander Learmonth. This early emphasis on gardens and landscape is reflected in the creation of the Haberfield Garden Suburb, recognition of the heritage values of which is identified in the interpretation for the area.

The second sign refers to Haberfield as the Garden Suburb, developed as a ‘model suburb’ and the first Australian Garden Suburb based on the international City Beautiful Movement (Figure 5.13). The WestConnex M4 East project has modified and changed a section of the suburb and the landscaping and interpretation is aimed at providing some mitigation against this change.

![Figure 5.10](UDLP 2018:34)
Figure 5.11 The Wattle Street Interchange. Interpretation signage and seating would be in the Haberfield Gardens (UDLP 2018:322, Figure A-16).
Figure 5.12 Interpretation sign for the Dobroyd Estate and the early history of the Haberfield Conservation Area.
First people
The traditional custodians of this land are the Wangal clan of the Eora Nation. The Wangal are part of the Dharug language group. The Eora nation occupied the Sydney area for at least 10,000 years prior to the arrival of the First Fleet.

Ramsay’s Bush
Haberfield developed in an area known as Dobroyd Estate which was, for the most part, pristine bushland known locally as Ramsay’s Bush.
The Ramsay family were the long-term owners of Dobroyd Estate which they sold to Summer Hill resident Richard Stanton at the turn of the 20th century.

Slum-less, lane-less, pub-less
Richard Stanton is known as the founder of Haberfield. He had an ambitious vision for a housing development in which the urban landscape promoted community, democracy, health and middle class prosperity.
Haberfield was an experiment in Australia’s future.
It was to be a genteel, slum-less, lane-less, pub-less estate, in contrast to the so-called “working class slums” of inner Sydney.
The aesthetic appeal was enhanced by the establishment of tree-lined streets and careful landscaping of private gardens, which continue to characterise the suburb.

Beautiful yet modest
Haberfield Estate was marketed as a “Garden Suburb” and was one of the earliest manifestations of the “garden city” movement worldwide.
The philosophy promoted wide, tree-lined streets with the houses still close enough to sustain a community. Low fences fostered a continuous garden between the properties.
All the houses were individually designed. They would be beautiful yet modest, limited to one story and built in an architectural style that later become known as the Federation Style.

Figure 5.13 Interpretation sign for the development of the Garden Suburb and the Haberfield Conservation Area.
5.1.4 Ventilation Facilities and Ancillary Facilities

The Parramatta Road ventilation facility will be between Wattle Street to the north, Walker Avenue to the south, and Parramatta Road to the west (see Figure 5.11 above). The ventilation inlet/outlet tower is a tall concrete structure and will be clad in a custom profile perforated bright anodized aluminium detailed and modulated to accentuate the verticality of the structure and to reflect external changes such as weather (Figure 5.14).

The facility stands at the intersection of Walker Avenue and Parramatta Road with a landscaped set-back of approximately 5m from Walker Avenue, and approximately 10m from Parramatta Road. Existing and new trees will eventually provide additional screening to the facility. To further reduce the effect of the ventilation tower it will be sited adjacent to Parramatta Road and away from the residential precinct. The perimeter screen walls will integrate sections of brickwork to reflect the style of the local houses interspersed with sections of metal clad panelling at service and egress points. The use of purpose-made bricks to reflect the local colours and patterning of the Federation brickwork is aimed at ameliorating the impact of the facility within the local Haberfield streetscapes (Figure 5.15 and Figure 5.16).

The Underwood Road Ventilation Facility will be similar in design to the Parramatta Road ventilation facility. The cladding of the ventilation tower will be the same as at the tower at Haberfield; however, the brickwork will be limited to the Bowral ‘blue’ (Figure 5.14). The facility will be located between, and set back from Underwood Road and Short Street, adjacent to the M4 Motorway. An additional landscaped set back of 15m–20m will further screen the facility from view. The northern perimeter wall will be of brick so that it will blend with the brickwork of the predominantly California-style bungalows that are characteristic of the area (Figure 5.17).

Figure 5.14 Ventilation facility cladding fabrics from left to right: Mini Orb corrugated metal wall cladding, two designs of Aluminium perforated profile cladding, and Bowral ‘Capital red’, ‘blue’ and ‘brown’ new heritage-style bricks (UDLP 2018:158).
Figure 5.15 Artist’s impression of the Parramatta Road Ventilation Facility seen from Frederick Street. The dominant elements will be located towards Parramatta Road and away from residential areas (UDLP 2018:174, Figure 5-54).

Figure 5.16 Artist’s impression at 12–18 months of operation of the Parramatta Road Ventilation Facility from Walker Avenue. The design aims to reflect housing (UDLP 2018:176, Figure 5-59).

Figure 5.17 Artist’s impression of the Underwood Road Ventilation Facility viewed from Underwood Road adjacent to the Our Lady of the Assumption Church (left) (UDLP 2018:136, Figure 5-23).
5.2 Overview

This report provides the information regarding the relevant themes and media to interpret three key locations within the project footprint, which are tabulated below:

<table>
<thead>
<tr>
<th>Location</th>
<th>Signage</th>
<th>Landscape</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concord Road Interchange (Section 5.1.1)</td>
<td>Powell’s Estate: Settlement (Figure 5.5)</td>
<td>Salvaged brick seating Concord Road – images and/or text in cycleway</td>
</tr>
<tr>
<td>Concord Oval Car Park (Section 5.1.2)</td>
<td>Longbottom Stockade (Figure 5.9)</td>
<td>N/A</td>
</tr>
<tr>
<td>Wattle Street Interchange (Section 5.1.3)</td>
<td>Haberfield Conservation Area: Dobroyd Estate (Figure 5.12) and the Garden Suburb (Figure 5.13)</td>
<td>Salvaged brick and sandstone seating (Figure 5.1 and Figure 5.2)</td>
</tr>
<tr>
<td>Parramatta Road and Underwood Road Ventilation Facilities (Section 5.1.4)</td>
<td></td>
<td>Purpose-made replica heritage brick walls to reflect the local architectural styles of Haberfield and Homebush (Figure 5.15 – Figure 5.17)</td>
</tr>
</tbody>
</table>

However, during construction works for the project, archaeological investigations exposed some relics associated with the history and development of areas affected by the project.

Sections of Telford Road surfaces were exposed beneath modern road surfaces in Homebush, Concord and Ashfield. These comprise a layer of tightly packed sandstone cobblestones set in a bedding of firm clay. Introduced in the mid-nineteenth century, the government encouraged their removal in during the 1930s; however, the discoveries of the surface on secondary roads confirms the popular belief that replacement with concrete and asphalt road surfacing did not always extend beyond the primary road network. Interpretation of a Telford road surface is under consideration for parkland design being undertaken by others as part of a separate project.

Excavations at the Parramatta Road Interchange, eight brick-lined cisterns were exposed and excavated. The greatest quantity of the artefacts recovered from these was a collection of bottles dating from the mid-nineteenth century through to the 1950s and 1960s. Although of interest, particularly an original vegemite jar glass bottles would not be appropriate for inclusion in an open-air display. However, the garden elements also discussed above and retrieved from the cistern at 166 Parramatta Road, will be integrated within the Parramatta Road Interchange (see Figure 4.5 and Figure 4.6 above).

All artefacts recovered during archaeological investigations within the project footprint are included in discussions on their archaeological context within the Historical Archaeological Investigations report for the project (AMBS 2019). All artefacts remain the property of the proponent, Environment Branch, Business Services Directorate, RMS and have been transferred for safe keeping.
6 Conclusion

Heritage places contribute to the understanding and character of a community by providing tangible evidence of its history and identity. At times of change, they help to preserve a connection to the past, and can provide a point of reference for interpreting the past to future generations. The WestConnex M4 East project represents a substantial change to the local and heritage environments of Concord and Haberfield. Article 15 of the Charter refers to managing Change, which should be guided by the cultural significance of the place and its appropriate interpretation. Heritage interpretation does not mitigate or justify the removal or other adverse impacts on significant fabric. However, heritage interpretation provides a means for a community to retain contact with its past.

This heritage interpretation plan has been prepared in response to Minister’s Condition of Approval B32 and will form an integral part of the final project design. This plan includes themes and images that are appropriate for interpretation within the project footprint and in particular responds to the Minister’s requirement for:

(b) identification and confirmation of interpretive initiatives implemented to mitigate impacts to archaeological relics, heritage items and conservation areas affected by the SSI.

The development of the interpretive landscaping and signage has been undertaken in consultation with the urban and landscape design team, and refinement and finalisation of this Heritage Interpretation Plan will be undertaken following consultation with the Heritage Council of NSW.

This Heritage Interpretation Plan will be implemented together with the final UDLP.
Bibliography


*Heritage Interpretation Policy*, Parramatta.


*Websites – General*

Australian Bureau of Statistics, Census Data
National Library of Australia, Trove, Digitised newspapers

National Library of Australia, Trove, Pictures, photos, objects

NSW State Library, Manuscripts, oral history and pictures
http://acms.sl.nsw.gov.au
