



Parramatta Road sites – Historical Archaeological Research Design and Excavation Methodology

Project: Westconnex 3A Construction	Date: 02 August 2018
Project site: Parramatta Road West, Ashfield; Parramatta Road East, Haberfield	Author: Jenny Winnett (Excavation Director – Historical Archaeology)
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Background

The Westconnex 3A Construction program is part of the M4-M5 Link project. The overall project consists of tunnels connecting the M4 East at Haberfield (via the Wattle Street interchange) and the New M5 at St Peters (via the St Peters interchange), a new interchange at Rozelle and a link to Victoria Road (the Iron Cove Link). The Rozelle interchange also includes ramps and tunnels for connections to the proposed future Western Harbour Tunnel and Beaches Link project.

The scope of this document is the proposed Parramatta Road East and Parramatta Road West compound sites (hereafter referred to as the Parramatta Road sites), which will be utilised for civil facilities including car parking, site offices, storage of construction materials and workshops. Parramatta Road East would be located east of Parramatta Road at Haberfield, between north of Alt Street and Bland Street. Parramatta Road West compound site would be located west of Parramatta Road, between north of Alt Street and Bland Street at Ashfield. Both sites are currently occupied by several commercial properties that would be demolished to facilitate construction.

This Historical Archaeological Research Design and Excavation Methodology (HARD&EM) for the Parramatta Road compound outlines the archaeological methodology required to mitigate potential construction impacts to non-Aboriginal archaeological remains at the Parramatta Road compound, as required under the Minister's Conditions of Approval (CoA E168; see below for additional approval and legislative context). This document also complies with Revised Environmental Management Measure (REMM) NAH04, included in the Westconnex M4-M5 Link Submissions and Preferred Infrastructure Report (SPIR).

Where works significant differ from those addresses in this document, this HARD&EM should be updated to account for revised impacts, or in response to unexpected finds. This HARD&EM does not include management for other areas of the Westconnex 3A Construction project.

Approval Framework

The M4-M5 Link project has been declared by Ministerial Order to be State significant infrastructure (SSI) and critical SSI under section 115U(4) and 115V of the Environmental Planning and Assessment Act 1979 (NSW) (EP&A Act).

An Environmental Impact Statement (EIS) for the M4-M5 Link project was prepared in 2017 to address the Secretary's Environmental Assessment Requirements (SEARs) issued by the Secretary of the NSW Department of Planning and Environment (DP&E). In accordance with Part 5.1 of the EP&A Act, the EIS presented an assessment of all potential environmental issues identified during the planning and assessment of the project. The EIS, including detailed technical studies, was reviewed by DP&E and its independent technical peer reviewers as well as key NSW Government agencies, to confirm that the EIS addressed the SEARs, prior to it being finalised and placed on public exhibition from 18 August to 16 October 2017.

Condition of Approval (CoA) E168 of the Minister's Conditions of Approval states that prior to works that have a direct material impact on a HAMU, a suitably qualified archaeologist whose experience complies with the Heritage Council of NSW's *Criteria for Assessment of Excavation Directors* (July 2011) (the Excavation Director) must prepare a HARD&EM.

CoA E169 states that the HARD&EM must be submitted to the Heritage Council of NSW (or its delegate) for review and comment prior to finalisation. The HARD&EM must:

- a) Be consistent with the *NSW Heritage Council's Archaeological Assessments Guideline (1996)* or as updated;
- b) Provide for the detailed analysis of any heritage items discovered during the investigations
- c) Include management options for discovered heritage items, whether known or unexpected finds (including options for avoidance, salvage, relocation and display)
- d) For unexpected finds that are determined to be relics, set out the assessment process that will determine an appropriate archaeological response to managing their significance
- e) Include procedures for notifying the Heritage Council of NSW (or its delegate) and Secretary of any relic findings
- f) If the findings of the investigations are significant, provide for the preparation and implementation of a Heritage Interpretation Plan (CoA E167).

CoA E170 states that where excavation works are required in the vicinity of potential archaeological sites, the Excavation Director must be consulted to advise on how the works are to be managed and any archaeological impact minimised. The Excavation Director must be given the authority to advise on the duration and extent of oversight required during excavation. CoA E171 states that works within the vicinity of a find must not recommence until the relevant requirements of the HARD&EM or advice on unexpected finds from the Excavation Director have been met.

Historical Context

The following summary of historical development of the portion of the study area encompassing the Parramatta Road compound has been extracted from Appendix U (Technical working paper: Non-Aboriginal heritage) of the EIS (hereafter referred to as the Technical working paper).¹

Land on the northern side of Parramatta Road between Dobroyd Parade and O'Connor Street, Haberfield, was originally part of the 480-acre Dobroyd Estate granted to Nicholas Bayley in 1803. Land opposite this on the southern side of Parramatta Road from Page Avenue to Ashfield Park was originally part of the 280 acre Hermitage Farm, granted to Augustus Alt.

¹ GML Heritage Pty Ltd WestConnex – M4-M5 Link Technical working paper: Non-Aboriginal Heritage, August 2017

Dobroyd Estate

A grant of 480 acres to Ensign Nicholas Bayley in 1803 comprised all land north of Parramatta Road from the shores of Iron Cove to Long Cove. The property was known as Sunning Hill Farm. There is no evidence that Bayley farmed or built a dwelling there during his tenure. The boundaries of this land form the present day suburb of Haberfield.

Simeon Lord, emancipist and successful Sydney businessman, purchased Sunning Hill in 1805 and renamed it 'Dobroyd'. His daughter Sarah Anne married Dr David Ramsay in 1825, and the couple were given the Dobroyd Estate as a component of Sarah's dowry.

The Ramsay's built a timber cottage and garden on the property in 1826, named Dobroyd House. It was outside the study area on the western side of Dalhousie Street near Parramatta Road. During this phase of development, the property was used for grazing and agricultural activities, with associated outbuildings situated closer to the Dobroyd residence and farm complex. An additional house was constructed on the Dobroyd Estate west of Dobroyd House in 1855 following the marriage of Mary Louisa Ramsay (David and Sarah Anne's daughter) to Alexander Learmonth. Mary and Alexander named their house Yasmar.

Subdivision of the Dobroyd Estate

While most of the Dobroyd Estate remained undeveloped until 1901, the land east of Wattle Street between Parramatta Road and Ramsay Street was subdivided in 1885. Owned by Isabella Ramsay, this subdivision included Walker Street (then named The Avenue) and Tenandra Street (now Alt Street). A sale notice from October 1885 had some of the lots shaded indicating they had already been sold however the Sands Directory records only one occupant within this subdivision, on Tenandra (Alt) Street until 1910. Between 1910 and 1915 a few more occupants appeared in Wattle Street, The Avenue (Walker Avenue) and Alt Street plus one occupant along the Parramatta Road frontage, but by 1915 most of this subdivision had been developed including the properties fronting Parramatta Road which were all residential at this time.

From 1901 the other Ramsay siblings began selling their land. Local real estate entrepreneur and early town planning advocate Richard Stanton had a vision for this as yet undeveloped land and initially the Ramsay children sold their land directly to Stanton. Haberfield is the tangible evidence of his vision. The suburb's name arose from Mrs Stanton (nee Nicholls) family's connection with Lord Haberfield, Mayor of Bristol in the early nineteenth century.

Stanton was inspired by an early town planning movement which sought to regulate uses and building types, an example he had seen in England and the USA. From the first subdivision in 1901, Haberfield was marketed as the 'Model Suburb' and, being based upon the City Beautiful Movement, was also known as the 'Garden Suburb'. This model suburb included sewerage, (thereby no longer needing rear lanes) and provided public infrastructure of nature strips, public trees, stone curbs and gutters. Houses were to have cavity brick walls to rid the salt damp. Stanton controlled all aspects from subdivision-providing finance and buyer terms and building materials through to designing the gardens and houses. His first architect was Wormal, while J Spencer Stansfield is credited with designing the bulk of all the Stanton estate houses.

The land from eastern side of Alt Street to eastern side of Bland Street was inherited by Mary Louisa Ramsay. She sold the portion containing the study area to Joseph and Albert Grace who subdivided it in 1905, as the Haberfield No.3 Subdivision. This subdivision was developed between 1910 and 1915.

By the 1930s Haberfield had been completed with house types from the earlier Queen Ann and Arts and Crafts styles, followed by early Inter-war Bungalow style.

Hermitage Farm

Baron August Alt, first surveyor general of the new colony, was granted 100 acres at Ashfield on the western side of Iron Cove Creek. He named this land Hermitage Farm and built for himself a house with orchard where Croydon Station now lies. Robert Campbell jnr purchased Alts 280 acres in 1813 and named this property Ashfield Park.

The Ashfield Park Estate was then sold to Joseph Underwood in 1817 and in 1818 he added to his land holdings Alt's original 100-acre Hermitage Farm. When Joseph died in 1833 his widow Elizabeth took over the management of the Ashfield Park Estate, including the completion of a large family home.

Subdivision of the Ashfield Park Estate

Elizabeth began to subdivide her land in 1838 forming the beginnings of the Village of Ashfield. The study area formed part of Block 5. The remaining lands were kept by Elizabeth until her death in 1858, when they were also subdivided. In 1859 these heavily timbered 500 acres of Ashfield Park Estate, extending from Parramatta Road to Liverpool Road, were subdivided and sold. The blocks of land in this subdivision were large' one to five acres, attracting wealthier clientele and with the arrival of the railway in 1855 with a station at Ashfield, this area prospered. Mansions for some wealthy merchants and professional men were constructed and the dense with the iron bark forest began to disappear. These well to do residents also bought up extra land in this area waiting for further subdivision in the next building boom.

In 1876 the entire site was purchased by Thomas Walker for the establishment of the Ashfield Infants Home. The Home's aim was for the shelter and care of foundling and orphaned children. This home remains on the site and the complex has, over the years, been enlarged with the construction of additional structures.

No significant development was undertaken on the northern portion of the block fronting Parramatta Road. Plans from the 1890s indicate a small creek ran through the middle of the site, with a dam in the centre of the block, and bridges at Frederick Street and Alt Street. Two gates provided entry to the property from Parramatta Road.

In 1920 the eastern portion of the site was sold and then subdivided for residential development. The blocks within the current study area are marked as unoccupied at this time. Development within this subdivision was completed by 1930 (Figure 4-5). The remaining land fronting Parramatta Road was sold in 1935 to Peak Freans (Australia) Ltd Biscuit Manufacturers for the construction of their biscuit factory.

On the south-eastern side of Alt Street lay the Underwood Nursery (Camellia Grove) originally established by Joseph Underwood with John Treseder as the nursery man. In 1882 land surrounding the nursery along Parramatta Road and Bland Street was offered for sale. The portion within the study area is marked as forming part of the orchard. By 1890 a Sydney Water plan shows that no development had occurred on the Parramatta Road lots but four houses (outside the study area) are shown fronting Bland Street.

The Parramatta Road frontage was developed in the early 1920s and was an early commercial strip. Businesses along this strip in 1924 included two grocers, a hairdresser, a motor garage (one of the

earliest of many that would occupy parts of Parramatta Road), a timber yard, an electrician and a draper.

Post-1980s development along Parramatta Road

With the increasing ownership of cars in Sydney and the spreading suburbs, dealerships and garages began to spread along Parramatta Road. Much of the land along Parramatta Road at Haberfield was redeveloped from the 1980s as industrial sites including several car dealerships which remain the main business in this area. Within the study area, most residential buildings have been demolished and replaced with open car parking, or dealership showrooms. On the west side of Parramatta Road, this has included deep excavation into the slope of the site to the southwest. A row of early twentieth century buildings remain on the corner of Parramatta Road and Bland Street.

Archaeological Context

In order to facilitate the management of archaeological remains, the Technical working paper divided portions of the M4-M5 Link project footprint into Historical Archaeological Management Units (HAMU's). An assessment of archaeological survival within each HAMU was then undertaken. Based on this assessment the potential for archaeological remains to survive within each HAMU was designated as either nil, low, moderate or high. A preliminary heritage significance assessment for each HAMU was also completed. Each HAMU was ascribed either local or state heritage value in relation to the potential archaeological resources.

The Parramatta Road compound is located within HAMU 1. The assessment of archaeological potential and significance undertaken for the Technical working paper has been summarised in Table 1.

Table 1: Summary of archaeological potential and significance in HAMU 1

HAMU 1	Haberfield/Ashfield
Listed archaeological items	There are no heritage register listings for potential historical archaeological resources within Haberfield/Ashfield HAMU 1.
Archaeological potential	<p>There is moderate or high potential for archaeological evidence to be present associated with the following: ·</p> <ul style="list-style-type: none"> • Late 19th to early 20th century building footings · • Early 20th century services beneath road surfaces and footpaths. <p>There is low potential for archaeological evidence to be present associated with the following: ·</p> <ul style="list-style-type: none"> • Early to mid-19th century property boundaries and garden/agricultural remains
Significance assessment	<p>Preliminary assessment against the NSW Heritage Criteria for Assessing Significance for Historical Archaeological Sites and 'Relics' (2009).</p> <p>Archaeological research potential: ·</p>

HAMU 1

Haberfield/Ashfield

- Archaeological remains relating to the residential occupation of the study area are unlikely to provide information that is not available from other sites and sources due to the limited potential for artefact bearing deposits
- Remains associated with the early 20th century early land clearance and farming of the site would have limited research value for their ability to supplement our knowledge of land uses prior to residential subdivision.

Association with individuals, events, or groups of historical importance: -

- No historical associations have been identified at this stage.

Aesthetic or technical significance: -

- The archaeological remains would not demonstrate aesthetic or technical significance.

Ability to demonstrate the past through archaeological remains: -

- Archaeological remains have limited ability to demonstrate aspects of the past, including daily life of residents, or early settlement and farming practices.

Significance level

Nil – does not meet the threshold for significance.

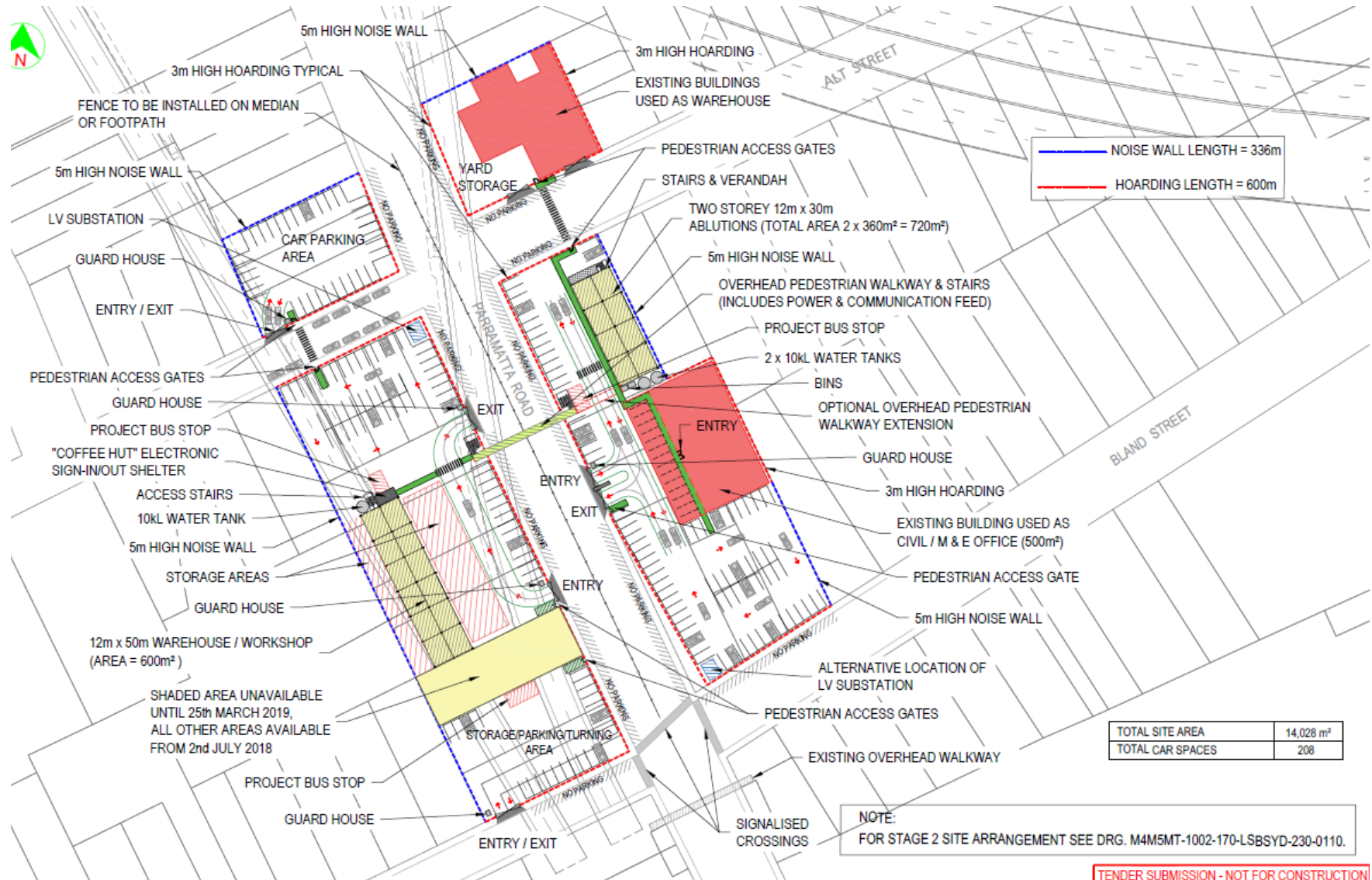
Proposed Works

Following demolition of the commercial properties that currently occupy the site, the site would be utilised for civil facilities including car parking, site offices, storage of construction materials and workshops, as illustrated in Figure 1. Key construction activities to be carried out within the Parramatta Road compound would include:

- Demolition of existing buildings and structures
- Contaminated land assessments
- Vegetation clearance
- Utility works (as required)
- Establishment of temporary infrastructure including noise attenuation measures and temporary fencing
- Establishment of site offices, workshops, access gates, car parking areas and amenities
- Construction of a pedestrian walkway over Parramatta Road.

Should additional activities be required that differ significantly from the proposed works (such as broad scale excavation works), an update to this document would be required.

Figure 1: Plan of proposed works



Archaeological Impact Assessment

HAMU 1 has been assessed as having moderate to high potential to contain an archaeological resource associated with the late 19th and early 20th Century commercial and residential development of Parramatta Road, including building footings, early 20th century services and evidence of former property boundaries and garden soils.

Archaeological remains of this type would not reach the local significance threshold.

The proposed excavation works required for the establishment of the Parramatta Road compound, therefore, are unlikely to impact on significant or substantial archaeological remains.

Archaeological Management

As the Parramatta Road compound is unlikely to contain a significant archaeological resource, it is proposed that management of the potential archaeological resource include the following processes. These are discussed in more detail under the relevant sections.

- Heritage induction
- Unexpected finds procedure

Heritage induction

Archaeological heritage would be included in the general project induction for all personnel. At a minimum, this would include an overview of the projects and employee obligations, archaeological management and the role of the archaeological team.

Unexpected Finds Procedure

Unexpected archaeological finds within the Parramatta Road compound would be managed under the Roads and Maritime Services Unexpected Heritage Finds Procedure (March 2015)

Archaeological Excavation Report

As required by the Unexpected Finds Procedure, should an unexpected heritage find be made during excavation works, the Excavation Director would complete preliminary recording and assessment of the find. This document would also outline appropriate management of the find.

In accordance with CoA E172, a final Archaeological Excavation Report, including artefact analysis and the identification of a final repository of any finds, would be prepared and submitted to the Secretary within 12 months of completing the archaeological investigations. The Archaeological Excavation Report will also be submitted to the Heritage Council of NSW, the local library and the local Historical Society.

Archaeological Team

The archaeological team would comprise:

- Excavation Director – Jenny Winnett (Principal, Artefact Heritage)
- Site Director – Josh Symons (Principal, Artefact Heritage)
- Archaeologists – Adele Zubrzycka (Senior Heritage Consultant, Artefact Heritage), Duncan Jones (Senior Heritage Consultant, Artefact Heritage), HollyMae Steane Price (Heritage Consultant, Artefact Heritage), Jessica Horton (Graduate Heritage Consultant, Artefact Heritage) and other subconsultants as needed.

The Excavation Director meets the requirements of CoE 168 and NAH05.