

# HORNSBY SHIRE HERITAGE STUDY

## SPECIALIST REPORTS



## LANDSCAPE HISTORICAL ARCHAEOLOGY

FOR HORNSBY SHIRE COUNCIL  
MAY 1993

**PERUMAL  
MURPHY  
WU**



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**HORNSBY SHIRE  
HERITAGE STUDY**

**HISTORICAL ARCHAEOLOGY REPORT**

**VOLUME 4**

Suite 203 Level 2

410 Elizabeth Street

Surry Hills NSW 2010

Telephone: (02) 212 7252

Facsimile: (02) 212 7262

**Directors**

Peru V. Perumal

B.ARCH., DIP.TCP., FRAIA

Vincent Murphy

BTP (HONS), LL.B., MRAPL

Chung-Tong Wu

B.ARCH., MS. PH.D

**Associate**

Andrew Woodward

B.SC (ARCH), B.ARCH.

**Prepared by:** Edward Higginbotham  
Consultant Archaeological Services  
PO Box 97  
Haberfield NSW 2045

**For:** Perumal Murphy Wu Pty Ltd

May 1993

REPORT ON  
HISTORICAL  
ARCHAEOLOGICAL  
SITES,  
HORNSBY HERITAGE STUDY.

E Higginbotham  
Consultant Archaeological Services  
PO Box 97  
HABERFIELD, N.S.W. 2045.  
(02) 797-8209.

with  
Aedeen Cremin and R. Ian Jack.

In association with  
Perumal Murphy Wu Pty Ltd.  
for  
Hornsby Shire Council and the Department of Planning, N.S.W.

January 1993

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## **1. INTRODUCTION.**

This report on the historical archaeology of Hornsby Shire, as part of the Hornsby Heritage Study, was commissioned by Perumal Murphy Wu Pty Ltd for Hornsby Shire Council and the Department of Planning.

### **1.1. Methodology.**

Important archaeological sites were identified by site survey, with the assistance of the thematic history, heritage listings, and notes provided by Hornsby Council. Cultural significance was established for each site in accordance with standard practice.<sup>1</sup> The level and degree of cultural significance was established by means of comparison, making use of extensive experience in the investigation, site survey and recording of a wide range of archaeological sites.

### **1.2. Study area.**

The study area was defined by the present administrative boundaries of Hornsby Shire.

### **1.3. What is historical archaeology ?**

Archaeology is the study of previous patterns of human behaviour. It is one of the only means of understanding the Aboriginal way of life before European contact and settlement. It has helped to outline the human occupation of Australia from its beginnings more than 40,000 years ago. However after the commencement of European settlement, both history and archaeology contribute in varying degree to our understanding of the past. Historical archaeology is the branch of archaeology, which studies the European settlement of Australia from 1788 onwards.

The archaeologist studies the physical remains of the past, including objects, tools, machines, buildings and other structures. An archaeological site may survive underground, or may be a standing building or ruin.

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<sup>1</sup> Department of Planning, 1990. *Instructions for completing the State Heritage Inventory Entry Form for use in State Heritage Inventory Project Pilot Studies. Version 1.0.*

This emphasis on physical evidence means that archaeological excavation and the recording of structures or sites are important components of the archaeologist's work. He or she is specifically trained to accurately describe changes in the soil composition of an archaeological site or to recognise details in the structural elements of standing buildings.

**Settlement or landscape archaeology.** Important topics which are embraced by historical archaeology include settlement patterns and their development through time. This aspect of the study overlaps with historical geographers. Looking at the basic relationship between population and resources, the settlement pattern reflects and is an integral part of human adaptation to the environment.

**Industrial archaeology:** Historical archaeology also embraces Industrial Archaeology, which studies both traditional and industrial technology, or the archaeology of the work place. Technology represents an increasingly sophisticated adaptation and response to the exploitation of the environment and its resources.

In addition, the physical remains of past societies reflect many human needs, not only for food and shelter, but also for security, the smooth running and organisation of society (law, government and administration), for communication, symbolism and spiritual welfare (religion, art, music).

#### **1.4. The contribution of archaeology.**

The benefits of archaeology are many. It provides knowledge about the European settlement of Australia, which is unavailable from historical or other sources. Together history and archaeology can provide a balanced viewpoint. Archaeological sites are a record of our past, and are an integral part of the heritage of Hornsby Shire and of the nation as a whole. The physical survival of these sites, even in part, means that the general public can benefit from them, in the form of public education, quality of living and working environment, encouragement of tourism and other economic factors. Publicity given to archaeological investigations can benefit the sponsors, and the community as a whole. Participation by the community in archaeological investigations can provide new development with a strong sense of identity.

## 2. SURVEY OF HISTORICAL ARCHAEOLOGICAL SITES.

An inventory of 95 sites was established during the survey of historical archaeological sites in the Hornsby Shire Area. The sites are listed below, roughly grouped by administrative areas.

001	Calabash Point. Fretus hotel ruins
002	Arcadia, track from McCallums Ave to Fretus hotel ruins
003	Arcadia, Waddell Ridge group
004	Arcadia Waddell Ridge group, benchmark
005	Arcadia Waddell Ridge group, cistern
006	Arcadia Waddell Ridge group, dwelling remains
007	Arcadia Waddell Ridge group, fenceline
008	Arcadia Waddell Ridge group, footings
009	Arcadia Waddell Ridge group, road terracing
010	Arcadia Waddell Ridge group, field terracing
011	Arcadia Waddell Ridge group, rock inscription
012	Bar Island cemetery
013	Bar Island cemetery, Sandell-Buckman Memorial
014	Bar Island, St John's Anglican church remains
015	Marramarra Creek ballast heap
016	Gentleman's Halt Inn
017	Canoelands, graves, Marramarra Road
018	Berowra Waters, Bennets Bay jetty
019	Berowra Waters, boatshed
020	Berowra Waters, cable ferry terminals
021	Berowra Waters, shop
022	Berowra Waters, toilet block
023	Peats Bight, George Peat's house ruins
024	Peats Bight, early road
025	Brooklyn, 1889 Hawkesbury Rail Bridge, cast-iron plaque
026	Brooklyn, 1889 Hawkesbury Rail Bridge, piers
027	Brooklyn, 1889 Hawkesbury Rail Bridge, southern pylon
028	Brooklyn, 1946 Hawkesbury Rail Bridge
029	Brooklyn, 1946 Hawkesbury Rail Bridge, E construction dock
030	Brooklyn, 1946 Hawkesbury Rail Bridge, W construction dock

Historical archaeological sites. Hornsby Heritage Study.

031	Brooklyn, 1946 Hawkesbury Rail Bridge, central construction dock
032	Brooklyn, 1946 Hawkesbury Rail Bridge, memorial plaques
033	Brooklyn, Long Island 1889 rail tunnels
034	Brooklyn, Railway station
035	Brooklyn, Railway Stationmaster's house
036	Brooklyn, Railway dams
037	Brooklyn, Governor Phillip Memorial
038	Brooklyn, Brown's boatshed
039	Brooklyn, cemetery
040	Brooklyn, Peats Ferry Road Bridge
041	Brooklyn, Old Peats Ferry Road cutting
042	Dangar Island, 1889 Hawkesbury Rail Bridge construction site
043	Dangar Island, Henry Dangar's water tower
044	Dangar Island, Dangar pavilion
045	Dangar Island, house cnr Neotsfield Ave and Grantham Crescent
046	Dangar Island, Gilbert house
047	Dangar Island, Tyneside house
048	Dangar Island, Bradleys Beach
049	Cherrybrook, Pyes Creek road bridge remains
050	Cherrybrook, Wesleyan Chapel and cemetery
051	Cowan, quarry and Max Duffy house remains
052	Cowan, Railway station
053	Cowan, tent school rock carving
054	Dural, 1355 Old Northern Road
055	Dural, Banksia cottage quarry, off Sallaway Road
056	Dural, Sallaway Road culvert
057	Dural, St Jude's Anglican church
058	Dural, Anglican cemetery
059	Galston, Crosslands Rd sandstone embankments and culverts
060	Galston Gorge, sandstone buttressing
061	Galston Gorge, timber road bridge (and waterer troughs, see 95)
062	Galston Rd, stone culvert
063	Galston Public School, horse water trough
064	Hornsby, diatrema
065	Hornsby, Higgins family graves
066	Hornsby, Railway station



067	Hornsby, SRA electricity plant
068	Hornsby, Manor Road suspension bridge remains
069	Hornsby, 'milepost'
070	Hornsby, Woolwash creek historic area
071	Berowra, Railway station
072	Normanhurst, Loreto Convent cemetery
073	Normanhurst, Loreto Convent gates
074	Pennant Hills, New Line of Road embankment
075	Epping, old Beecroft Road causeway
076	Thornleigh, Brickworks pit and wall
077	Thornleigh, Maltings
078	Thornleigh, Lorna Pass track
079	Thornleigh, Lorna Pass rock carving
080	Thornleigh, quarry and zigzag railway track
081	Wisemans Ferry, Old North Road, Maroota
082	Wisemans Ferry, stone drain, Great North Road
083	Wisemans Ferry, stone walling, Great North Road
084	Wisemans Ferry, The Lodge, Singleton Road
085	Wisemans Ferry, cemetery
086	Wisemans Ferry, cemetery, Butler tomb
087	Wisemans Ferry, cemetery, Hibbs tomb
088	Wisemans Ferry, cemetery, Warner tomb
089	Wisemans Ferry, chimney, Singleton Road
090	Wisemans Ferry, Singleton's Mill, Singleton Road
091	Wisemans Ferry, house ruins, Singleton Road
092	Asquith, Railway station
093	Mt Kuring-Gai, Railway station
094	Brooklyn, Oyster leases
095	Galston Road, water troughs (and road bridge, see 61).

These sites form the most important physical evidence of the sequence and history of European settlement in the area. They fall into a number of categories or themes,

which may be named in accordance with the state historical themes identified in the State Heritage Inventory Historical Guidelines:<sup>1</sup>

1. European exploration
2. Pastoral and agricultural expansion.
- 3 Transport networks.
4. The growth and dominance of Sydney
5. Leisure and tourism
6. Industrialisation.
7. Cultural and social life
8. The Life cycle.

### **2.1. European Exploration and Survey (1789-1830s).**

Two sites recall the very first landings along the Hawkesbury of Governor Phillip and his party: Bradley's Beach on Dangar Island and Gentleman's Halt in Canoelands. Although neither site has any remains of the landing their names are evocative and the sites have an intangible importance. More concrete remains of early European exploration are the remains of early roads, particularly at Wiseman's Ferry and Maroota, where remains of the convict-built North Road system have survived for over 170 years, but also at Cherrybrook and Pennant Hills. These sites are important because they reflect the enormous undertaking of charting, surveying and opening-up new routes though densely-wooded land, in very difficult working conditions, using labour-intensive technology.

016	Gentleman's Halt Inn
048	Dangar Island, Bradleys Beach
049	Cherrybrook, Pyes Creek road bridge remains
074	Pennant Hills, New Line of Road embankment
081	Wisemans Ferry, Old North Road, Maroota
082	Wisemans Ferry, stone drain, Great North Road
083	Wisemans Ferry, stone walling, Great North Road

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<sup>1</sup> Department of Planning, 1990. *Instructions for completing the State Heritage Inventory Entry Form for use in State Heritage Inventory Project Pilot Studies. Version 1.0.*



*Stone chimney, Wisemans Ferry*

## **2.2. Pastoral and agricultural expansion (1810s-1880s).**

Physical evidence, relating to the theme of pastoral and agricultural expansion and to the 19th century settlement of the area in general, can be found in several parts of the

shire. At 1355 Old Northern Road, Dural a complex of stone buildings, including a stable block, may be part of one of the early inns which were a waystation for travellers to and from the farmlands of the Hawkesbury river flats and the Hunter Valley

Travellers on the Great North Road crossed the Hawkesbury by Solomon Wiseman's ferry, around which grew up one of the first viable settlements on the Shire's northern boundary (founded 1826) There are several archaeological remains of this early settlement, including the cemetery. Further east along Singleton Road are a fine stone chimney, not dateable but likely to be not later than the 1850s, and the rock-cut foundations of James Singleton's tide mill (1833) which replaced the one operated by both James Singleton and his brother Benjamin from 1818. The grain for the mill came from further upstream and the milled flour was carried by boat to Sydney.



*Wisemans Ferry, Foundations of James Singleton's tide mill (1833).*

The long period of use of the site, plus the technical interest of the remaining footings make Singleton's mill a prime monument of the industrial archaeology of New South Wales.

A comparable set of remains is further downstream, at Peats Bight, from where George Peat ran a large pastoral grant on either side of the Hawkesbury. His private ferry to Mooney Mooney was taken over by the government who built a better alternative to the old Great North road in the 1850s. There are remains of Peat's own house, of his private road and of sections of the road named after him, all in Muogamarra National Park.

Small farmers were heavily dependent on river transport to get their produce to market. The Hawkesbury has got many small stone wharves, difficult to date, but reflecting the importance of boats and boatbuilding in the everyday life of the Shire. An unusual and evocative site is the ballast island, made up of discarded stone rubble ballast dumped in the river close to Bar Island.

The inventory includes the Brooklyn oyster leases as an instance of a local industry which is now over a century old and is very characteristic of Sydney's coastal region.

Within the southern part of the Shire there was a great deal of small-scale agricultural exploitation, ranging from timber-getting to the growth of an important orcharding industry. These phases have not left strong archaeological traces, as the farms and orchards have been continuously remodelled or reworked. In the bushlands areas of Arcadia, however, some field walls and stone foundations have survived to indicate the existence of an impermanent settlement, perhaps associated with timber-getting and 1840s graves on Marramarra Road, Canoelands, also relate to an early rural phase in that area.

These sites are important because they provide tangible evidence of some of the ways in which food was obtained by the growing colony of Sydney and also explain the pattern of settlement and transport between Sydney and the northern part of New South Wales.

003	Arcadia Waddell Ridge group
015	Canoelands, ballast heap
016	Canoelands, inn, Gentleman's Halt
017	Canoelands, graves, Marramarra Rd

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018	Berowra Waters, Bennets Bay jetty
023	Berowra Waters, Peats Bight, George peat's house ruins
024	Berowra Waters, Peats Bight, early road
054	Dural, 1355 Old Northern Road
084	Wisemans Ferry, The Lodge, Singleton Road
085	Wisemans Ferry, cemetery
086	Wisemans Ferry, cemetery, Butler tomb
087	Wisemans Ferry, cemetery, Hibbs tomb
088	Wisemans Ferry, cemetery, Warner tomb
089	Wisemans Ferry, chimney, Singleton Road
090	Wisemans Ferry, Singleton's Mill, Singleton Road
094	Brooklyn, Oyster leases



*Brooklyn, Rock-cut construction dock (West) and concrete lifting towers for 1946  
Hawkesbury Rail Bridge*

### 2.3. The Transport Network.

The number and importance of archaeological remains connected with transport reflects the key role which transport, particularly the railroad, has exerted upon the growth of Hornsby Shire. The railway enabled the development of suburbs but also encouraged a consciousness of the great natural beauty of the shire and thus, paradoxically, created a favourable climate for the retention of many areas of wilderness.

The most important archaeological site is that of the rock-cut construction docks for the 1946 Hawkesbury River Rail Bridge on the north shore of Long Island, Brooklyn. The entire area, which includes the remains of the earlier 1889 bridge, is of enormous importance for the archaeology of one of New South Wales' major engineering achievements.

A more mundane but equally interesting record of the development of railway architecture is given by the series of railways stations in the shire from its first station at Hornsby (1886) through to the latest one at Asquith (1915). In addition to railway stations there are ancillary technical services, such as the railway dams at Brooklyn which supplied water for the steam trains, the electricity plant at Hornsby and the quarry at Thornleigh which supplied 'white metal' for the railways.

025	Brooklyn, 1889 Hawkesbury Rail Bridge, cast-iron plaque
026	Brooklyn, 1889 Hawkesbury Rail Bridge, piers
027	Brooklyn, 1889 Hawkesbury Rail Bridge, southern pylon
028	Brooklyn, 1946 Hawkesbury Rail Bridge
029	Brooklyn, 1946 Hawkesbury Rail Bridge, E construction dock
030	Brooklyn, 1946 Hawkesbury Rail Bridge, W construction dock
031	Brooklyn, 1946 Hawkesbury Rail Bridge, central construction dock
032	Brooklyn, 1946 Hawkesbury Rail Bridge, memorial plaques
033	Brooklyn, Long Island 1889 rail tunnels
034	Brooklyn, Railway station
035	Brooklyn, Railway stationmaster's house
036	Brooklyn, Railway dams
042	Dangar Island, 1889 Hawkesbury Rail Bridge construction site
052	Cowan, Railway station
066	Hornsby, Railway station

067	Hornsby, SRA electricity plant
071	Berowra, Railway station
080	Thornleigh, quarry and zigzag railway track
092	Asquith, Railway station
093	Mt Kuring-Gai, Railway station

#### **2.4. The Growth and Dominance of Sydney**

The opening up of the suburbs by wealthy businessmen has created an impressive architectural legacy in the southern part of the Shire. Little of this is archaeological in nature, as the grand houses have continued in use for a variety of purposes, but there is an interesting site on private land, namely the suspension bridge, built by Marcus Clark to connect Mount Wilga, his house on Manor Road, with the Hornsby town centre.

068	Hornsby, Manor Road suspension bridge remains
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#### **2.5. Leisure, Tourism and Environmental Awareness**

Leisure has been a very important factor in the development of Hornsby Shire's unique character. As soon as the railways opened up the northern part of the shire there was a tremendous interest in seeing the bushclad shores of the Hawkesbury, first by train excursions to Brooklyn or Berowra, later through more organised forms of bushwalking. Because the metropolis is so close the growth of tourism has been quite different from that of the Blue Mountains, where guesthouses proliferated in the first half of the twentieth century: the Fretus guest house at Arcadia was magnificently sited but a commercial disaster. Its ruins, however, have a great deal of archaeological potential.

The 20th century has seen an explosion of interest in the waterways, with numerous small marinas along the principal waterways. There has also been a very substantial growth of leisure housing, following the example of Henry Carey Dangar, who acquired Dangar Island in 1863. Institutions have taken advantage of the area's varied topography to establish a variety of youth camps on the Hawkesbury and its inlets. Most of these camps are reached by boat or by long bush roads, which are also used for informal bushwalking





*Arcadia, Fretus hotel ruins*

The Shire is fortunate in having been able to preserve substantial parts of its wilderness through the opening of National Parks and sanctuaries at Ku-ring-gai, Muogamarra and Marramarra, as well as smaller reserves at Hornsby (Elouera, now part of Berowra Valley Bushland Park) and Pennant Hills (Blackwood and Observatory Parks). Many of these open spaces had Depression-period beautification programmes, now marked by flights of stone steps and tracks cut through the bush.

001	Arcadia Fretus hotel ruins
002	Arcadia, track from McCallums Ave to Fretus hotel ruins

019	Berowra Waters, boatshed
020	Berowra Waters, cable ferry terminals
021	Berowra Waters, shop
022	Berowra Waters, toilet block
038	Brooklyn, Brown's boatshed
043	Dangar Island, Henry Dangar's water tower
044	Dangar Island, Dangar pavilion
045	Dangar Island, house cnr Neotsfield Ave and Grantham Crescent
046	Dangar Island, Gilbert house
047	Dangar Island, Tyneside house
059	Galston, Crosslands Rd sandstone embankments and culverts
064	Hornsby, diatrema
078	Thornleigh, Lorna Pass track
079	Thornleigh, Lorna Pass rock carving
091	Wisemans Ferry, house ruins, Singleton Road

## 2.6. Industrialisation

Although Hornsby has had in its time some important industries there is now little industrial activity, as the residential and leisure aspects of the shire predominate. Bullock' pottery is now buried under Baldwin Park, Asquith, and Fowler's pottery has been covered by Asquith Bowling Club and Storey Park Thornleigh Brickworks survives only as an open space. The nearby Thornleigh Maltings are still in use but have been entirely remodelled. Though the quarries at Cowan and Hornsby continue to supply respectively landscape rock and roadmetal, the former railway quarry at Thornleigh has been adapted for use as a community area. An unusual industry, whose site has survived is the Woolwash which operated at the start of the 20th century within Hornsby town. Its rock-cut channels constitute a very interesting archaeological site, which warrants further investigation.

051	Cowan, quarry and Max Duffy house remains
070	Hornsby, Woolwash creek historic area
076	Thornleigh, Brickworks pit and wall
077	Thornleigh, Maltings
080	Thornleigh, quarry and zigzag railway track



*Thornleigh quarry, zigzag railway track*

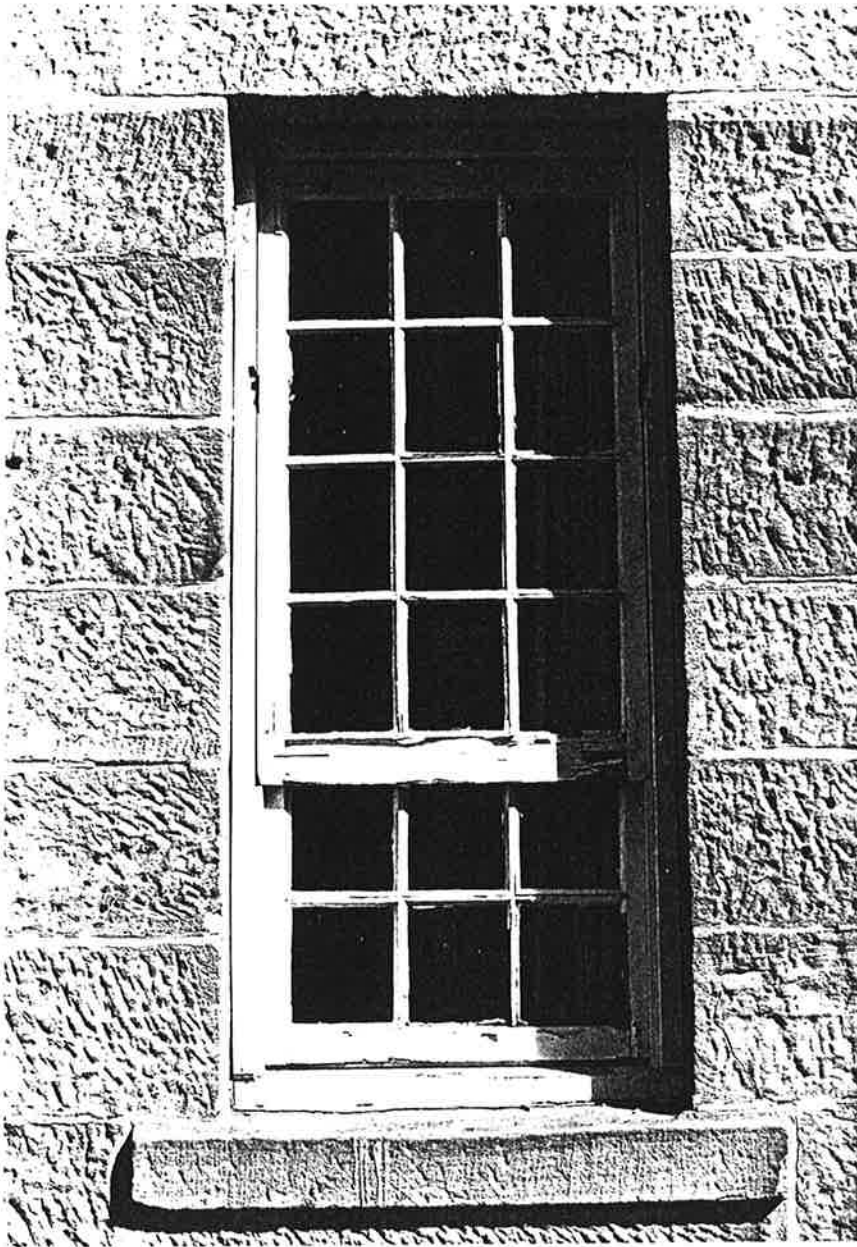
## **2.7. Cultural and Social Life.**

The wealth of Hornsby Shire, its reputation for a healthy environment and its closeness to Sydney enabled many distinguished cultural institutions to flourish. There is a particularly notable collection of fine educational and religious buildings, most of which are still in use. The church at Bar Island, however, is now primarily an archaeological site and the archaeological inventory includes it and two church buildings of particular historic significance: the 1845 Wesleyan Chapel at Cherrybrook (now the hall of Cherrybrook Uniting Church) and the 1846 Anglican church of St Jude, Dural, designed by Edmund Blackett. Both of these churches are on land donated by early settlers and are a vivid reminder of the establishment of community life in the Shire. The inventory includes the inscribed gates of the Loreto convent at Normanhurst, as a reminder of the importance of religious orders in the establishment of the educational system of New South Wales



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014	Canoelands, Bar Island, St John's Anglican church remains
050	Cherrybrook, Uniting Church hall
057	Dural, St Jude's Anglican church
073	Normanhurst, Loreto Convent gates

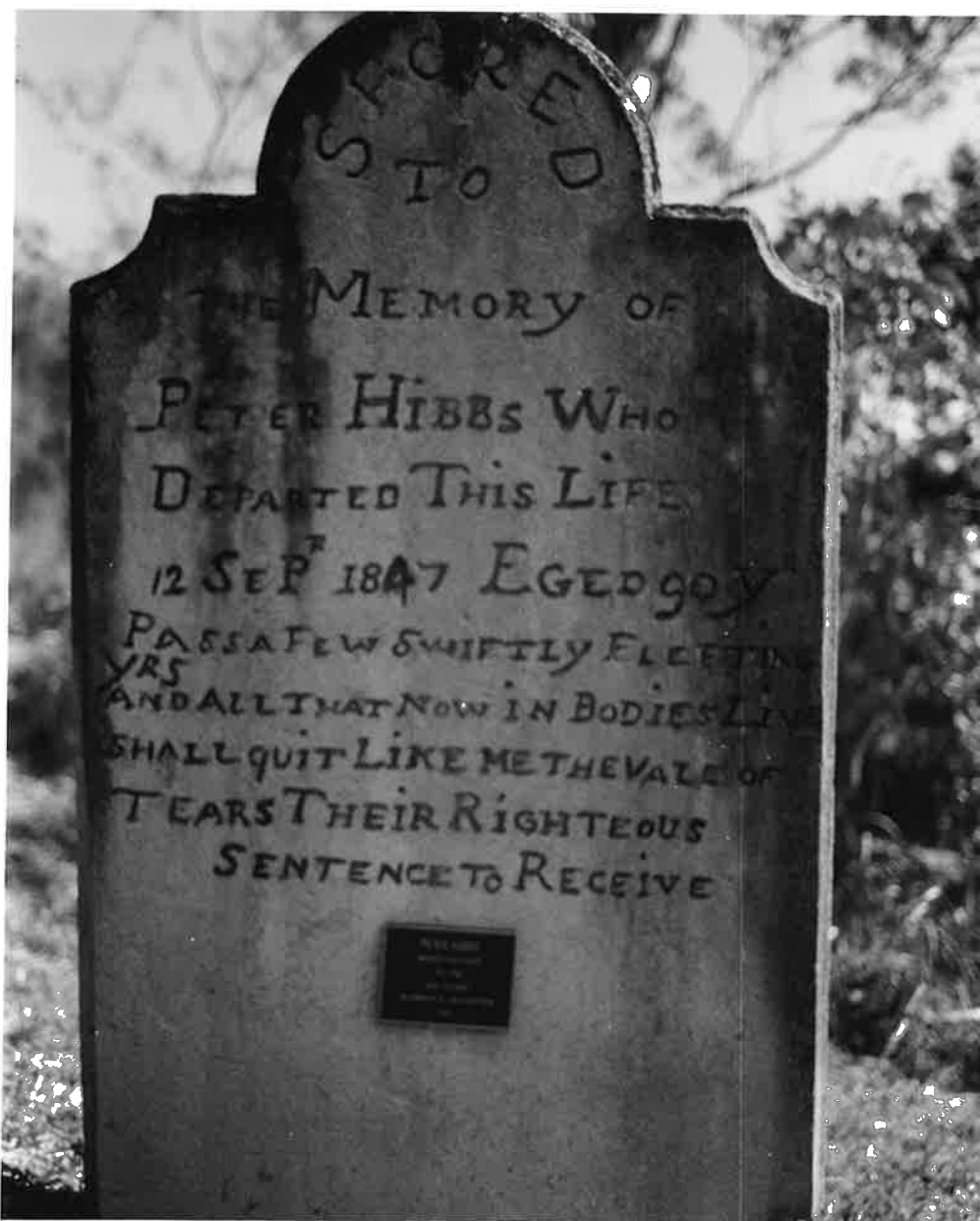


*Cherrybrook, Wesleyan Chapel (1845), window detail*

## 2.8. The Life Cycle

The historical theme of the life cycle includes cemeteries which are one of the Shire's most important archaeological resources, providing as they do a wealth of information about the Shire's former residents, both great and obscure. The visual components, landscaping, layout and sculptural styles, are important reflections of the religious, social and aesthetic beliefs of the passing generations.

The inventory includes two unusual private cemeteries: the Higgins and other settler family graves at Hornsby Old Man's Valley, and the institutional cemetery of the Loreto Convent, Normanhurst.



*Wiseman's Ferry cemetery, tomb of First-Fleeter Peter Hibbs (1840s)*



*Wiseman's Ferry cemetery, Butler tomb (1830s)*

017	Graves, Marramarra Road
012	Bar Island cemetery
013	Bar Island cemetery, Sandell-Buckman Memorial
039	Brooklyn, cemetery
050	Cherrybrook, Wesleyan Chapel and cemetery
058	Dural, Anglican cemetery
065	Hornsby, Higgins family graves
072	Normanhurst, Loreto Convent cemetery
086	Wisemans Ferry, cemetery, Butler tomb
087	Wisemans Ferry, cemetery, Hibbs tomb
088	Wisemans Ferry, cemetery, Warner tomb
089	Wisemans Ferry, chimney, Singleton Road

### 3. CULTURAL SIGNIFICANCE.

#### 3.1. Cultural significance.

The importance of the archaeological sites identified by this study will be assessed in general terms according to their cultural significance. The criteria for assessment have been standardised by the Department of Planning in their guidelines for the State Heritage Inventory.<sup>1</sup> They are summarised below:

#### **Nature of significance.**

**Historic.** Importance in the density or diversity of cultural features illustrating the human occupation and evolution of the landscape (Historical Geography), or importance in relation to a figure, event, phase or activity of historic influence (historical association).

**Aesthetic.** Importance in demonstrating a high degree of creative or technical achievement for the time.

**Social.** Importance as places highly valued by the community for reasons of social, cultural, religious, spiritual, aesthetic or educational associations.

**Scientific.** Importance for the potential to yield information contributing to the wider understanding of the history of human occupation.

**Other.** Importance for some other special cultural value.

#### **Degree of significance.**

**Rare.** Uncommon or exceptional.

**Representative.** Typical or characteristic.

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<sup>1</sup> Department of Planning, 1990. *Instructions for completing the State Heritage Inventory Entry Form for use in State Heritage Inventory Project Pilot Studies. Version 1.0.*

**Associative.** Links and connections to other places. Part of a group.

**Level of significance.**

The terms Local, Regional, or State refer to the appropriate management context. The management context is determined by comparing similar items or places in the locality, region or state. The locality means the Local Government Area, the Region means the region identified in the State Historical Guidelines, and the State refers to New South Wales as a whole.

**3.2. Scientific importance and archaeological potential.**

This study on historical archaeological sites will not describe all aspects of cultural significance, but will concentrate on the scientific potential or archaeological potential of each site. The term 'archaeological potential' may be defined as the extent to which a site may contribute knowledge, not available from other sources, to current themes in historical archaeology and related disciplines.<sup>2</sup>

In the assessment of archaeological potential, several factors or criteria have to be taken into account. Questions include:

1. Does the site contribute knowledge not available from other sources?

In this respect, the preservation of the site, the availability of comparative sites, and the extent of historical documentation should be considered.

2. Does this knowledge contribute meaningfully to current research themes in historical archaeology and related disciplines? The level of this contribution may be assessed on the same basis as other aspects of cultural significance, for example, locality, region or state.

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<sup>2</sup> This definition is based upon the following references; A. Bickford, & S. Sullivan, 'Assessing the research significance of historic sites', in S. Sullivan, & S. Bowdler, *Site survey and significance assessment in Australian archaeology*, Dept. of Prehistory, Research School of Pacific Studies, ANU, Canberra, 1984, pp. 19-26.; S. Sullivan, & S. Bowdler, *Site survey and significance assessment in Australian archaeology*, Dept. of Prehistory, Research School of Pacific Studies, ANU, Canberra, 1984, passim.



It is clear that the determination of archaeological potential is closely related and, in fact, dependent upon the development of current research themes in historical archaeology. Research themes will be discussed in this study, thereby giving the historical archaeologist a framework or starting point from which future research and site assessment may proceed.

### **3.3. Social importance and educational or public significance.**

It is also necessary to clarify the significance of a site in terms of its ability to 'demonstrate a way of life, taste, custom, process or function of particular interest.'<sup>3</sup> This factor was given greater emphasis by J. S. Kerr in the assessment of cultural significance in the second edition of his book, entitled *The Conservation Plan*.<sup>4</sup> This may be described as its educational or 'public significance', and may be recognised as social importance under the current guidelines.<sup>5</sup>

The cultural landscape, the patchwork of human development, possesses this social significance, because of its educational value. The evidence provided by the physical evidence complements historical documentation, but is often the only means whereby the ordinary member of the public may appreciate his or her surroundings.

Where an artifact, an archaeological feature or site only survives underground, it takes archaeological excavation to reveal its social or educational importance, as well as recover its archaeological potential. Providing the relics or sites are conserved in some way, then the social significance of the archaeological remains is recognised.

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<sup>3</sup> J. S. Kerr, *The Conservation Plan. A guide to the preparation of conservation plans for places of European cultural significance*, first edition, National Trust of Australia (N.S.W. Branch), Sydney, 1982, p. 4.

<sup>4</sup> J. S. Kerr, *The Conservation Plan. A guide to the preparation of conservation plans for places of European cultural significance*, second edition, National Trust of Australia (N.S.W. Branch), Sydney, 1985.

<sup>5</sup> M. Pearson, 'Assessing the significance of historical archaeological resources', in S. Sullivan, & S. Bowdler, *Site survey and significance assessment in Australian archaeology*, Dept. of Prehistory, Research School of Pacific Studies, ANU, Canberra, 1984, p. 32.

### **3.4. The significance of the cultural landscape.**

Human settlement imposes on the urban landscape a distinctive pattern or patchwork of houses and other buildings, streets and roads, parks and reserves, communications and industry. This physical evidence enables an understanding of the landscape in terms of land use, sequence and nature of settlement and occupation. It complements the information that is available from historical research.

Thus all items in the inventory of sites possess **historical importance** as defined under current guidelines, although each will contribute in varying degree. The minimum degree of historical importance will be representative or associative, and the minimum level will be local. This means that at least an item will be important to the locality in terms of being representative of the nature of settlement, or part of a larger group of similar items in the locality (associative). In many cases items may demonstrate a former use of continuity of use, thereby becoming important items in the historic landscape.

In as much as each item on the inventory contributes to an understanding of the human occupation and evolution of the landscape, so too will it possess an educational role for the wider community. This is defined as **social significance** under current guidelines. Social significance may also extend to other values held by the community and placed upon the landscape or items within it, be they social, cultural, religious, spiritual, aesthetic or educational values.

### **3.5. The cultural significance of Hornsby Shire Local Government Area.**

The Local Government Area of Hornsby Shire has a remarkable series of archaeological sites which illustrate its development and particularly enable us to chart the course of its nineteenth century settlement and early industries. There are complex sets of early remains at Wisemans Ferry and Peats Bight, which demonstrate both early settlement and the importance of the Hawkesbury River in the provisioning of Sydney. While important rural industries such as orcharding have left few archaeological remains, the importance of timber-getting and quarrying is represented by interesting quarry remains at Thornleigh and Cowan and small bushland sites at Arcadia and Canoelands. The most spectacular archaeological sites, however, are associated with the historical development of transport networks, both by road and rail. These include

substantial portions of the convict-built Great North Road and New Line Road, from Pennant Hills to Wisemans Ferry, and Peats Ferry Road. The world engineering achievement of the road and rail bridges over the Hawkesbury River has left some outstanding sites around Brooklyn. The Shire also has many railway stations and an important railway complex at Hornsby. The growth of leisure, tourism and environmental awareness is well represented by sites along the Hawkesbury and in the northern part of the Shire, as well as by the many smaller reserves in the southern part. The rich cultural and social life of the Shire can be traced through the numerous churches and schools of the area while small early cemeteries at Cherrybrook, Dural, Hornsby, Bar Island and Wisemans Ferry provide evocative reminders of the pioneer families and individuals, who played a role in the development of the Hornsby Shire area.

## **4. RECOMMENDATIONS.**

### **4.1. General**

The most effective means of achieving the conservation of historical archaeological sites and items lies in increasing the community's awareness of, and interest in such items. The community has a vital role in recognising, appreciating and promoting the heritage it wants to keep and this is particularly important in the context of local area heritage studies. It is most important that the Shire Council and the whole community take the opportunity to conserve the heritage items which have been identified in the current study.

Increased research and preparation of information about the less obvious sites, such as the potential archaeological sites identified in the present study, is an important part of this process. Government and private organisations such as the Heritage Branch of the Department of Planning and the National Trust prepare and distribute information about a wide range of heritage items.

Hornsby Shire is fortunate to possess a number of active local groups and societies, which are involved in continuing research and identification of places, sites and items of heritage significance. This provides the community with a high level of awareness of its own heritage. The work of groups such as the local historical societies and the role of academic institutions in directing increased research into local history should be encouraged.

### **4.2. Explanation of recommendations used in the Inventory.**

Various recommendations have been used in the Inventory of Sites. They are listed as follows:

#### **1. This site should be conserved.**

The listing of a site in the inventory means that it is considered to possess aspects of cultural significance making it worthy of conservation.

#### **2. Moveable relics should be conserved.**

The listing of a site in the inventory means that it is considered to possess aspects of cultural significance making it worthy of conservation. Where moveable relics are also

located on a site, they should also be conserved, even though a specific recommendation may not have been made.

**3. An excavation permit should be obtained prior to disturbance.**

The Heritage Act 1977 defines the term 'relic' as follows:

“relic” means any deposit, object or material evidence -

- (a) which relates to the settlement of the area that comprises New South Wales, not being aboriginal settlement; and
- (b) which is 50 or more years old;<sup>1</sup>

Even if a relic is not protected by an conservation instrument under the Act, then it is still subject to various other provisions of the Act, namely Sections 138 to 146A. These sections cover applications for excavation permits, and the reporting of the discovery of relics, which are not otherwise protected by a conservation instrument.<sup>2</sup>

**4. A conservation plan should be prepared prior to disturbance.**

The preparation of a conservation plan is regarded as the most appropriate course of action to determine the actual conservation of a site, and its appropriate reuse, ongoing maintenance or management.<sup>3</sup>

**5. This site should be recorded prior to disturbance.**

Recording of the site, to the standards required by the ICOMOS Burra Charter, is recommended as an appropriate conservation measure.<sup>4</sup>

**6. This site should be placed on a S.170 Register.**

Under Section 170 of the Heritage Act, government instrumentalities should establish a Heritage and Conservation Register.<sup>5</sup>

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<sup>1</sup> *Heritage Act*, 1977, no.136, as amended in 1987, s. 4(1).

<sup>2</sup> *Heritage Act*, 1977, no.136, as amended in 1987, s. 138-146A.

<sup>3</sup> James Semple Kerr, 1985, *The Conservation Plan*, National Trust of Australia (NSW Branch), second edition.

<sup>4</sup> Australia ICOMOS, 1981, 'The Australia ICOMOS Charter for the conservation of places of cultural significance (The Burra Charter)', in James Semple Kerr, 1985, *The Conservation Plan*, National Trust of Australia (NSW Branch), second edition, appendix 1.

<sup>5</sup> *Heritage Act*, 1977, no.136, as amended in 1987, s. 170.

**7. Public funding should be made available for conservation.**

The availability of funding under the Heritage Assistant Program is advertised annually. Further information may be obtained from the Department of Planning.

ARCHAEOLOGICAL SITES

Suburb/Street	Property Description	Item
<b>Arcadia</b>		
No. 58-62 Calabash Road	Lot 233, D.P. 752048	Waddell Ridge Group, benchmark, rock inscription, field terracing, dwelling remains, road terracing, fenceline, cistern, footings.
<b>Bar Island</b>		
Bar Island	Lots 22A, 23A and 24, D.P. 752040	Church ruins, cemetery, and memorial
<b>Beecroft</b>		
Beecroft Road		North Road culvert - Ludovic Blackwood Sanctuary
<b>Berowra Waters</b>		
Berowra Waters Road/Bay Road		Vehicular cable ferry
Berowra Waters Road	Lot 466, D.P. 727082	Boat shed
Berowra Waters Road		Teahouse
Berowra Waters Road		Toilet block
<b>Brooklyn</b>		
Dangar Road	Lot 1, D.P.734446	Hawkesbury River Railway Station
Dangar Road	Lot 415, D.P.752026	Governor Phillip Memorial
No. 10-16 James Road	Lots H, J, K, K, D.P. 19744	Brown's boatshed
Kuring-gai Chase National Park	Lot 2, D.P. 545639	Railway dams
Long Island	Lot 1, D.P. 734446	1889 railway bridge piers, pylon, plaque.
Long Island	Lot 1, D.P. 734446	1940's railway bridge
Long Island	Lot 1, D.P.734446	1946 railway bridge construction site
McKell Park	Lot 1, D.P.734446	Railway tunnels
Old Peats Ferry Road		WWII gun emplacements
Pacific Highway	Lots 1-7, D.P. 758166 and 395, D.P. 46975	Road cutting Brooklyn cemetery
Pacific Highway		Peats Ferry road bridge
<b>Calabash Point</b>		
McCallums Avenue fire trail	Lot 1, D.P.521150	Fretus Hotel ruins
McCallums Avenue	Lot 1, D.P. 521150 and Lots 78, 163, 168, 185, 194, D.P. 752048	Fire trail
<b>Cherrybrook</b>		
New Line Road		Uniting Church group
Pyes Creek near Woodlark Place		Bridge, approaches and quarry.

**Cowan**

Pacific Highway  
Pacific Highway  
Pacific Highway

Mining Lease No. 10  
Lots 359, 1247, 262,  
D.P. 752026

Original Quarry  
Railway Station  
House ruins near quarry

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**Dangar Island**

No. 8 Baroona Street  
No. 43X Grantham Crescent  
No. 67 Grantham Crescent  
Neotsfield/Grantham Crescent  
No. 9 Neotsfield Avenue  
No. 9 Yallaroi Parade  
Northern foreshore

Lot 47, D.P. 10902  
Lot 78, D.P. 10902  
Lot 39, D.P. 10902  
Lot 1, D.P. 502013  
Lot 2, D.P.521484

Tyneside house  
Bradleys Beach  
Gilbert house  
House  
Sandstone tower  
Pavilion  
1889 Railway Bridge construction site

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**Dural**

Old Northern Road  
No. 885-887 Old Northern  
Road  
No. 1355 Old Northern Road

Lot 1, D.P. 616947  
Lot 4, D.P. 615000

St Judes  
Cemetery  
House

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**Epping**

Becroft Road

Stone causeway over Devlins Creek

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**Galston**

No. 38-50 Arcadia Road  
  
Crosslands Road  
Galston Road  
Galston Road  
Galston Road  
Galston Road  
No. 403 Galston Road  
Sallaway Road  
Sallaway Road

Lot 1, D.P. 591136

Fagan Park - farm buildings, packing  
shed, brick kiln site and clay pit  
Road works  
Galston Gorge road bridge  
Galston Gorge Sandstone buttressing  
Galston Gorge culvert  
Galston Gorge Water troughs  
Water trough - Galston High School  
Culvert  
Banksia cottage quarry

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**Hornsby**

No. 9-11 Galston Road  
  
Jersey Street  
No. 5 Manor Road  
Quarry Road  
  
Quarry Road  
Station Street

Lot 5, D.p. 2053 &  
Lot 1, D.P. 506599  
Lot 3, D.P. 613919  
Lot 13, D.P. 15427  
Lot 1, D.P. 926103,  
Lots A, B, C, D, E,  
  
Lot 1 & 2,  
D.P.613919

Milepost  
  
SRA electricity plant  
Suspension bridge  
Diatreme Hornsby Quarry  
  
Higgins Family cemetery  
Railway Station  
  
Woolwash Creek

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**Maroota**

Old Northern Road

Road

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**Mt Kuring-gai**

Pacific Highway

Railway station



**Normanhurst**

Pennant Hills Road

Loreto convent gates and cemetery

**Pennant Hills**

Beecroft Road

Observatory site - Observatory Park

**Thornleigh**

Pennant Hills Road

Pennant Hills Park

No. 1 Pioneer Avenue

Near De Saxe Close

The Comenara Parkway

Lot 1, D.P. 633292

Lot 579, D.P. 752053

Lot 1, D.P. 542202

Lot 547 & 1569,  
D.P.752053

Brickworks wall

Lorna Pass

Maltings

Quarry and zigzag railway

1830's road remains

**River settlements**

Bennets Bay

Marramurra Creek

Peats Bight

Peats Bight

Lot 8, D.P. 752026

Jetty

Ballast heap

Peat's house ruins

Road

**Wisemans Ferry**

Gentlemans Halt

Old Northern Road

Singleton Road

Singleton Road

Singleton Road

Singleton Road

Singleton Road

Lot 17, D.P. 752029

Lot 8, D.P. 752029

Lot 50, D.P. 752029

Lot 301, D.P. 629539

Lot 1, D.P. 40000

Gentlemans Halt Inn

Stone wall and drain

Singleton's mill

House ruins

Chimney

The Lodge

Cemetery