

APPENDIX J

Historic Heritage Impact Report



AM Consulting Ref: 1400298L

1 October 2014



Anthony Armstrong
Level 23, 52 Martin Place
Sydney NSW 2000

Dear Anthony

The Northern Beaches Hospital – Heritage Assessment

Australian Museum Consulting (AM Consulting) understands that Thiess Pty Ltd is developing Stage 2 of The Northern Beaches Hospital project and requires a heritage review of the proposed design solution for the site. In 2012, AMBS (now AM Consulting) prepared the *Northern Beaches Health Services, Frenchs Forest: Aboriginal Heritage Impact Assessment* and *Northern Beaches Health Services, Frenchs Forest: Historic Heritage Impact Assessment* for the Stage 1 proposed hospital site in accordance with Schedule 2 of the *Environmental Planning & Assessment Regulation 2000*. As such, Thiess has requested that AM Consulting review their proposed methodology for the proposed Stage 2 development of the hospital with regards to compliance, or otherwise, with the heritage requirements identified in the Aboriginal and Historic Heritage Impact Assessments (HIAs).

The HIAs were prepared in accordance with heritage best practice and the requirements of the *National Parks and Wildlife Act 1974* and *Heritage Act 1977* and, the principles of the *Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (revised 2013). It is noted that the development footprint is relatively unchanged since the initial study undertaken in 2012. As such, the recommendations made in the Stage 1 Aboriginal and Historic HIAs remain valid and relevant for Stage 2.

The Aboriginal HIA noted that there was some potential for Aboriginal cultural heritage to be present in sandstone outcrops; however, these areas are largely outside the project footprint. There is however, some potential that an area of historical archaeological potential will be affected by the project. This is a building complex of uncertain history located on Bantry Bay Road identified during preparation of the Historic HIA (see below Figure 1 and Figure 2). It should be noted that the integrity and significance of the potential historical archaeological resources in the hospital site are unknown and as such, a cautious approach has been recommended in the Historic HIA.

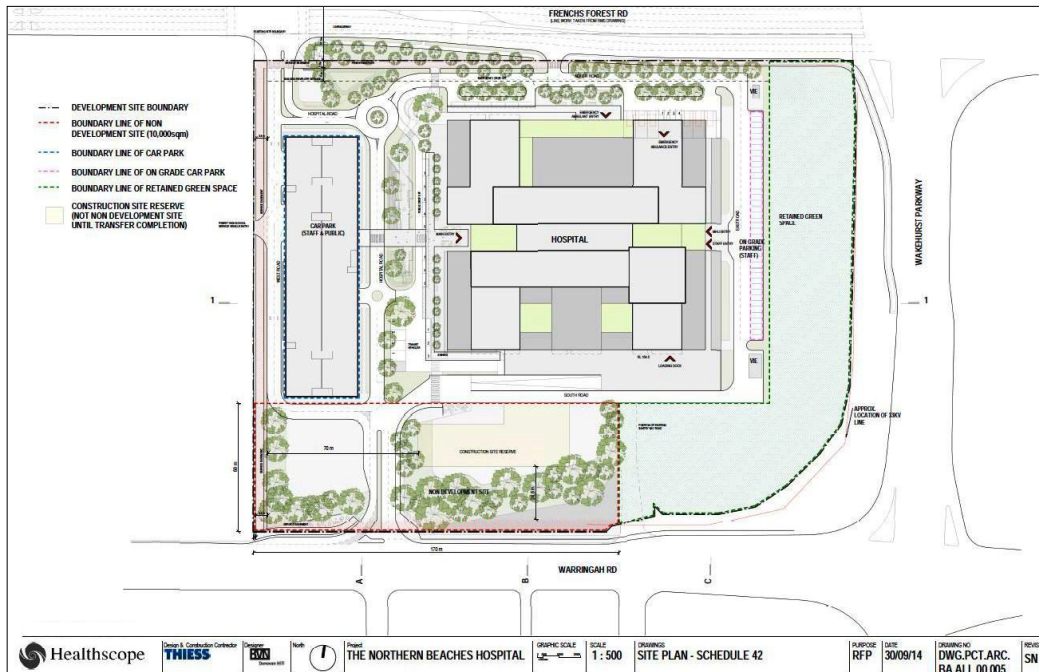


Figure 1 Masterplan (Thiess)

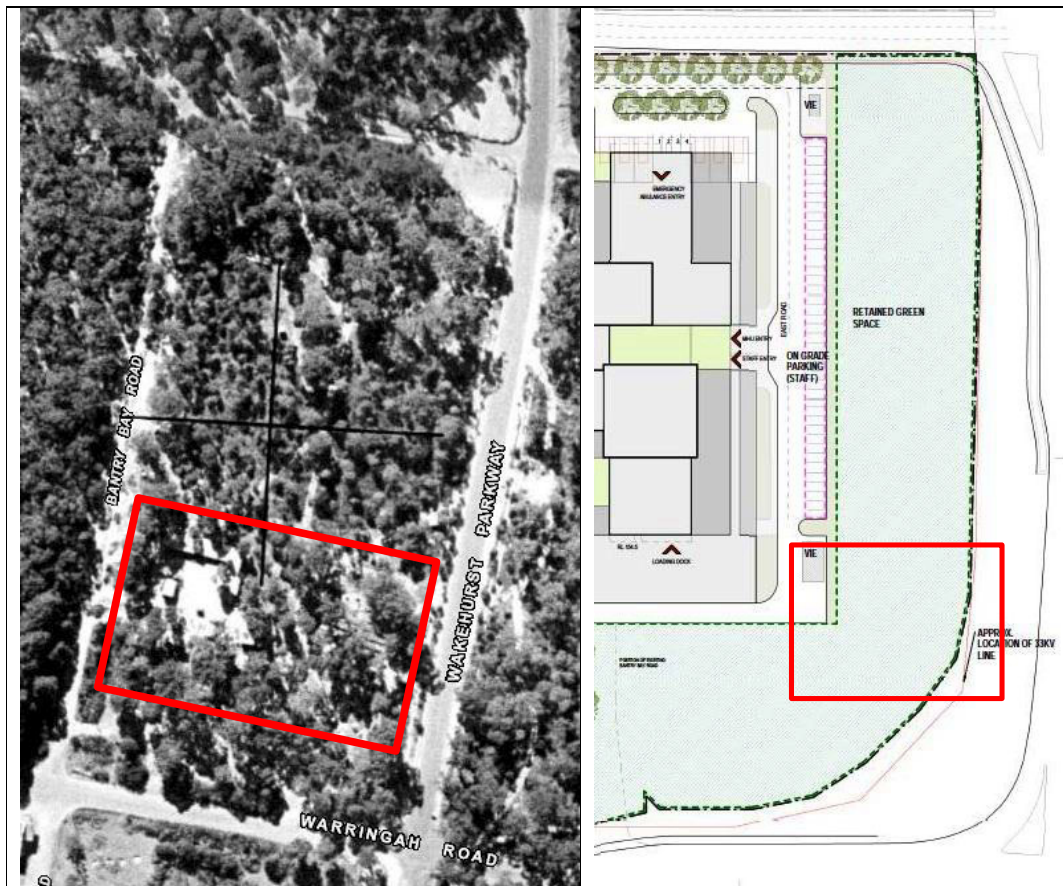


Figure 2 The building complex seen on the 1943 aerial (left), and its approximate location on the Masterplan (detail)

AM Consulting has reviewed the *Stage 1 Concept Design and Site Clearance & Preparatory Works* for the Northern Beaches Hospital prepared by SMEC Australia Pty Ltd, and to which the Historic and Aboriginal HIAs were appended, and affirm that the strategy for managing Historic and Aboriginal heritage outlined in that document is applicable for Stage 2. In addition, the Stage 2 works will be undertaken in accordance with the HIAs prepared in 2012 and will comply with current legislative requirements. It should be noted that, preparation of the Stage 1 Aboriginal HIA included consultation with Aboriginal stakeholders and, as such no additional community consultation is required for Stage 2, subject to any unexpected finds during the construction phase.

Should you require any additional information or if I can be of assistance in any way please contact me on (02) 9320 6007 or email jennie.lindbergh@austmus.gov.au.

Yours sincerely

Jennie Lindbergh
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Australian Museum Consulting *Archaeology & Heritage*



Northern Beaches Health Services, Frenchs Forest: Historic Heritage Impact Assessment

Prepared by Australian Museum Business Services
for SMEC Australia Pty Ltd

Final Report

September 2012

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Executive Summary

Australian Museum Business Services (AMBS) was commissioned by SMEC Australia Pty Ltd (SMEC) to prepare a Historic Heritage Impact Assessment (HIA) for the proposed Northern Beaches Hospital Development, Frenchs Forest. This HIA will form part of the Environmental Impact Statement (EIS) prepared by SMEC for Health Infrastructure NSW in accordance with Schedule 2 of the *Environmental Planning & Assessment Regulation 2000*. The aim of the Northern Beaches Hospital Development is to consolidate a number of medical and ancillary services, currently dispersed over a number of sites, into one facility at Frenchs Forest. A multi-storey hospital building is to be constructed to house over 250 beds, multiple operating theatres and space for associated and ancillary services on the Bantry Bay Road site. Options are under investigation for use of the Aquatic Drive study area as an offset area for the Duffys Forest Endangered Ecological Community to mitigate biodiversity impacts on the hospital site.

The early history of both sites is as a source for the timber-getters supplying the Sydney building market from the mid-nineteenth century. The Aquatic Drive site has remained largely undeveloped, other than as a possible source of timber for the Manly Water Supply, following its resumption in c.1892. Although the Bantry Bay Road site also remained largely undeveloped until after WW II, it is within the vicinity of a brickworks operated by William Hews and orchards established during the late nineteenth and early twentieth century operated by George Alderton and John Holland. Former Holland's Orchard Trees, a likely remnant of John Holland's orchard standing adjacent to the southern boundary of the Forest High School, are listed on the Warringah LEP as a local heritage item. No other potential heritage items have been identified.

It was not until the post-war boom of the mid-twentieth century, that part of the site was subdivided for residential development. There are no indications that the site was developed prior to the 1950s subdivision, other than a complex of buildings seen in the south east corner of the Bantry Bay Road study area on the 1943 aerial. While the buildings appear to be functionally related, documentation is sparse or in poor condition and the purpose or date of construction of the complex could not be determined. Today all that remains of the overlying mid-twentieth century residential dwellings are a number of concrete foundations and remnant gardens. The dearth of records associated with the complex means that it is unknown whether it is associated with any of the historic activities undertaken in the local area during the late-nineteenth and early-twentieth centuries; timber-getting, brick-making or orcharding.

The potential for archaeological relics to be present in the Bantry Bay Road study area means that these must be managed in accordance with the relics provisions of the Heritage Act. The lack of documentary evidence associated with the complex means that the significance of the potential archaeological resources cannot be assessed. The unknown significance of the potential archaeological resources is such that an application to the Heritage Council should be made for an Exception under Section 139(4) of the Heritage Act, in accordance with Exception Type 1B:

the excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them.

This report should be appended, as supporting documentation, to an Application for an Exception. The conditions of consent are likely to require that works in the area of the complex are archaeologically monitored to ensure that any archaeological relics or features are recorded. In addition, the works program should allow time so that in the event that significant archaeological relics and remains associated with the complex are present, these are excavated and recorded in detail. In this way all information concerning the complex can be gathered, analysed and reported.

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1 Introduction

1.1 Preamble

Australian Museum Business Services (AMBS) has been commissioned by SMEC Australia Pty Ltd (SMEC) to prepare a Historic Heritage Impact Assessment (HIA) for the proposed Northern Beaches Hospital Development, Frenchs Forest. This HIA will form part of the Environmental Impact Statement (EIS) prepared by SMEC for Health Infrastructure NSW in accordance with Schedule 2 of the *Environmental Planning & Assessment Regulation 2000*.

1.2 Study Area

The Northern Beaches Hospital Development site comprises two areas in Frenchs Forest. Lots 11, 12, 13, 14 and 15 DP 792918 are owned by the Department of Health, and on the opposite side of Bantry Bay Road is Lot 1 DP 119383 and Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11 DP 26087, owned by Warringah Council; and is bound by Wakehurst Parkway, Warringah Road and Frenchs Forest Road West. The second area, Lot 12 DP 1112906 is southeast of the Bantry Bay Road area, on Aquatic Drive east of the block on the corner of Madison Way and west of the Cerebral Palsy building; this area is owned by the Department of Health. The study area is within the Warringah Local Government Area (LGA), approximately 13km north of the Sydney CBD (Figure 1.1).

1.3 Methodology

This report is consistent with the principles of the Burra Charter (*The Australia ICOMOS charter for the conservation of places of cultural significance*) and the policies of the relevant government department, the Office of Environment and Heritage (OEH), Department of Premier & Cabinet (comprising the former Heritage Branch, Department of Planning and Department of Environment, Climate Change and Water [DECCW]).

This report has been prepared in accordance with current heritage best practice guidelines as identified in the *NSW Heritage Manual*, published by the Heritage Office and Department of Urban Affairs and Planning (now Heritage Branch, OEH), and associated guideline documents, in particular *Assessing Heritage Significance* (2001) and *Assessing Significance For Historical Archaeological Sites and 'Relics'* (2009).

1.4 Limitations

The Rates Books held by Warringah Council for the study area, and dating prior to the 1960s, are apparently in a poor condition, incomplete and many are missing, perhaps as a result of a fire. As such those Rates Books that were available, were in a poor condition, water damaged and illegible, and some sections were missing.

1.5 Authorship & Acknowledgements

This report has been prepared by AMBS Project Officer Beau Spry. A survey of the study area was undertaken on 10 July 2012 by Beau Spry. AMBS Senior Project Manager Jennie Lindbergh provided technical advice and input, and reviewed the report for quality and consistency.

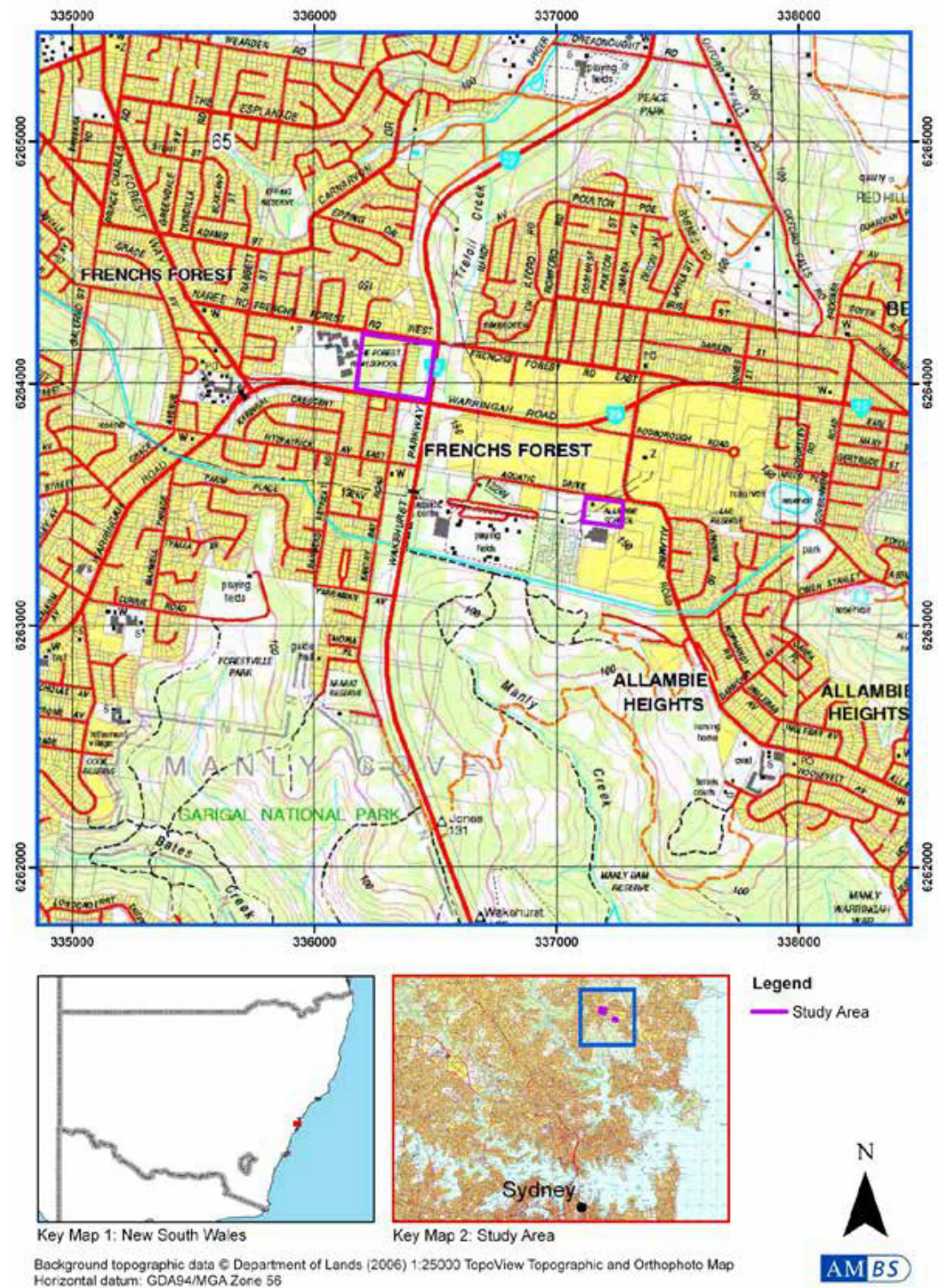


Figure 1.1 Location of the study area.

2 Statutory Context

2.1 Preamble

The conservation and management of heritage items, places, and archaeological sites takes place in accordance with relevant Commonwealth, State or local government legislation. Non-statutory heritage lists and registers, ethical charters, conservation policies, and community attitudes and expectations can also have an impact on the management, use, and development of heritage items. The relevant statutory and non-statutory heritage listings for the study area are summarised below.

2.2 Environment Protection & Biodiversity Conservation Act 1999

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) provides a legal framework for the protection and management of places of national environmental significance. Several heritage lists are addressed by the EPBC Act, including the National Heritage List (NHL) and Commonwealth Heritage List (CHL). The NHL protects places that have outstanding value to the nation. The CHL protects items and places owned or managed by Commonwealth agencies. The Australian Government Department of Sustainability, Environment, Water, Population and Communities (DSEWPC) is responsible for the implementation of national policy, programs and legislation to protect and conserve Australia's environment and heritage and to promote Australian arts and culture. Approval from the Minister is required for controlled actions which will have a significant impact on items and places included on the NHL or CHL.

There are no heritage items listed on the NHL or CHL within the study area or in its vicinity.

2.3 Heritage Act 1977

The NSW *Heritage Act* 1977 (Heritage Act) provides protection for heritage places, buildings, works, relics, moveable objects or precincts that are important to the people of NSW. These include items of Aboriginal and non-Aboriginal heritage significance. Where these items have particular importance to the state of NSW, they are listed on the State Heritage Register (SHR).

Part 4 of the Act refers to items and places listed on the SHR or which are the subject of an Interim Heritage Order (IHO). There are no items or places within the study area, or its vicinity, listed on the SHR.

Sections 139 to 146, Divisions 8 and 9 of Part 6 of the Act refer to the requirement that excavation or disturbance of land that is likely to contain, or is believed may contain, archaeological relics is undertaken in accordance with an excavation permit issued by the Heritage Council (or in accordance with a gazetted exception under Section 139(4) of the Act). An archaeological relic is defined as meaning *any deposit, artefact, object or material evidence that:*

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- (b) is of State or local heritage significance.*

Section 170 of Part 8 'Miscellaneous' requires that government instrumentalities maintain a register of heritage assets: a Heritage and Conservation Register, also known as a Section 170 Register. Section 170A of the Act requires that a government instrumentality must give the NSW Heritage Council not less than 14 days written notice before the government instrumentality:

- (a) removes any item from its register under section 170, or*
- (b) transfers ownership of any item entered in its register, or*
- (c) ceases to occupy or demolishes any place, building or work entered in its register.*

The government instrumentality is responsible for ensuring that the items listed on its s.170 Register are maintained with due diligence in accordance with State Owned Heritage Management Principles.

2.3.1 Roads and Maritime Services Section 170 Register

There are no heritage items listed on the RMS Section 170 Register within the study area or its vicinity.

2.4 Environmental Planning & Assessment Act (1979)

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the main act regulating land use planning and development in NSW. Under Section 111 of the Act, Health Infrastructure NSW as proponent and determining authority for the project:

must examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity.

Clause 228(2)(e) of the *Environmental Planning and Assessment Regulation 2000* states that, for the purposes of Part 5 of the EP&A Act, the factors to be taken into account when consideration is being given to the likely impact of an activity on the environment include:

any effect on a locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific or social significance or other special value for present or future generations.

Two types of EPIs can be made: Local Environmental Plans (LEPs) covering local government areas; and State Environment Planning Policies (SEPPs), covering areas of State or regional environmental planning significance. LEPs commonly identify, and have provisions for, the protection of local heritage items and heritage conservation areas. The study area is located in the Warringah LGA.

2.4.1 Warringah LEP 2011

Clause 5.10 of the Warringah LEP 2011 has been prepared in accordance with the NSW Government's Standard Instrument—Principal Local Environmental Plan, and is consistent with current heritage best practice guidelines, providing for the protection of heritage buildings, places, works and trees, heritage conservation areas, and archaeological relics.

Schedule 5 of the LEP lists the following heritage item in the vicinity of the study area (approximately 80m to the west of Bantry Bay Road study area):

Ref	Name	Primary Address	Significance
I62	Former Holland's Orchard Trees*	Lot 2, DP 234702, (adjacent) Warringah Road	Local

*NB the surviving trees are described in the inventory for the orchard as *two apple trees*, whereas Champion refers to *the pear tree that still stands near the footpath outside the Forest High School* (2005:1). This report conforms with the listing identification of apple trees.

2.4.2 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure 2007) provides specific provisions and development controls for essential infrastructure projects. Division 10 of the SEPP specifically addresses the development of Health services facilities.

However, Clause 14 'Consultation with councils – development with impacts on local heritage' requires that a public authority should consult with Council where the development:

- (1) (a) is likely to have an impact that is not minor or inconsequential on a local heritage item (other than a local heritage item that is also a State heritage item) or a heritage conservation area.

2.5 Non-Statutory Registers

2.5.1 Register of the National Estate

The Register of the National Estate (RNE) was originally established under Section 22 of the *Australian Heritage Commission Act 1975* (AHC Act). Since the establishment of the NHL and CHL, there is now a considerable level of overlap between the RNE and heritage lists at the national, state and territory, and local government levels. From February 2012, all references to the RNE have been removed from the EPBC Act and the AHC Act. The RNE is now being maintained on a non-statutory basis as a publicly available archive.

There are no heritage items listed on the RNE within the study area or its vicinity.

2.5.2 National Trust of Australia (NSW)

The National Trust of Australia is a private, not-for-profit organisation committed to conserving Australia's heritage. Listing with the National Trust of Australia does not have statutory authority; however, it does have a role in raising public awareness of heritage issues.

There are no heritage items listed on the National Trust Register within the study area or its vicinity.

3 Historic Context

3.1 Early Exploration

Exploration of Frenchs Forest and the surrounding area began soon after European settlement at Sydney Cove in 1788. Governor Arthur Phillip is said to have journeyed through the area documenting the landscape, flora and fauna with surgeon John White describing the Frenchs Forest area on the 15th April 1788 as *...an immense wood, the trees of which were very high and large, with little under or brushwood. The ground was not very good, although it produced a luxuriant coat of a kind of sour grass growing in tufts or brushes which, at some distance, has the appearance of a meadow land...* (White 1770:122) Early maps illustrate the increase in settlement on the coastal fringes at, for example, Manly and Narabeen, while the surrounding woodlands seemingly remained undeveloped (see Figure 3.1 and Figure 3.2). However, interest in the surrounding woodlands grew rapidly.

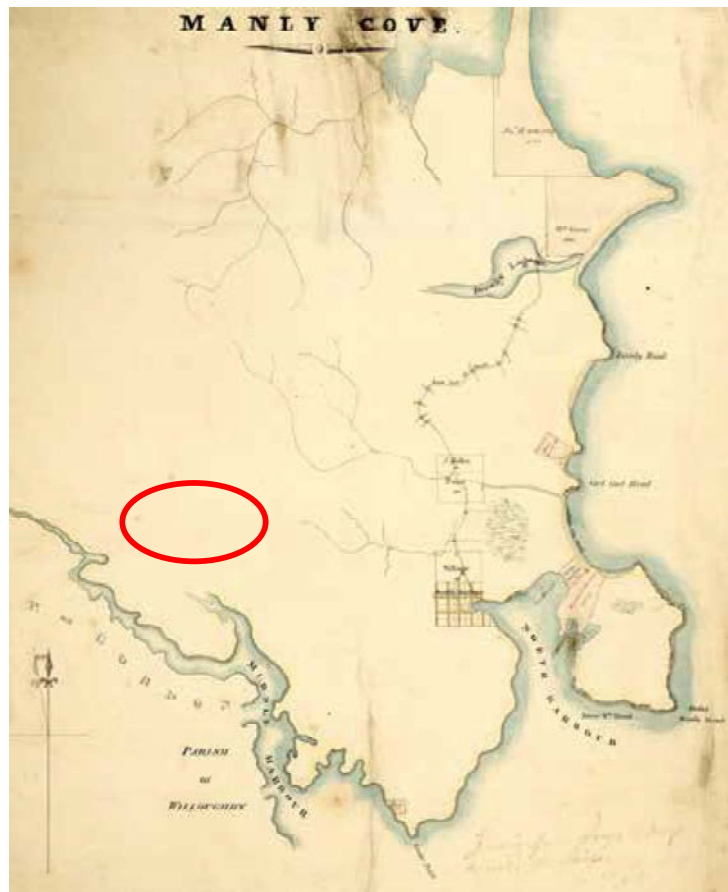


Figure 3.1 Early pre-1831 Manly Cove Parish map showing the limited development in the area of Frenchs Forest (red) and the surrounding coastal suburbs. (Source: NSW Department of Lands, Parish Map Preservation Project, Ref: 140661010).



Figure 3.2 c.1831 Manly Cove Parish map showing the increased development on the coastal fringe and the beginnings of settlement in the Bantry Bay area. Note that the area of Frenchs Forest is still shown as being undeveloped (red). (Source: NSW Department of Lands, Parish Map Preservation Project, Ref: 14077701).

3.2 Early Settlers

One of the earliest landowners in what would become Frenchs Forest was Simon Henry Pearce, a Crown's Land Bailiff who lived in Randwick (Champion 1988:11). Simon and his brother James acquired almost 200 acres that became known as Pearce's 200 Acres, later Rodborough, and finally Frenchs Forest (Figure 3.3). James William Bligh, a Member of the Legislative Council for the County of Bathurst and the first Mayor of North Willoughby (Champion 1988:11), purchased 20 acres adjoining the west of Pearce's 200 acre plot (Figure 3.3). Bligh is notable for also holding a number of land grants throughout the Sydney area; six grants in all totalling almost 197 acres (Champion 1988:11). It does not appear that either Pearce or Bligh ever lived on their land at Frenchs Forest and it is likely in Bligh's case, that the land was held for speculation.

3.2.1 James French

Many of the earliest settlers to the area came to establish industries. One of the first, and the one from whom the area derives its name, was James Harris French. Born in 1817 in Devon, England, he was originally a farm hand and sailed for Australia in 1840 aboard the *Alfred*, celebrating his 23rd birthday en route (Champion 1988:13). Arriving in Sydney in January 1841, immigration records indicate

that he was a Protestant and could read and could write (Champion 1988:13). French's father, also James French, was of Huguenot descent and had been a Baptist Deacon at Loughwood Meeting House in Devon for over 60 years (Champion 1988:13). It is possible that French's family wanted him to become a lay preacher in Australia (Champion 1988:13). Shortly after arriving in Australia, French married Mary Tiffen, daughter of William Blue who ran the Sydney to Blues Point ferry service. Mary had a son from a previous marriage and together the family are listed in the *1851 Guide to Sydney* as having a farm near Blues Point, North Sydney (Champion 1988:13).

In 1851, French was sworn in as a Special Constable and Ranger of Crown Lands under Simon Henry Pearce, the Crown Lands Bailiff (Champion 1988:13). It seems that by this time the French family were residing in Willoughby where French owned some 100 acres as parcels of land and had built a house named Paradise in the area (Champion 1988:14).

In 1856, French acquired 41 acres adjacent to Pearce's 200 acres at Rodborough (Figure 3.3), described as being:

...of a good light soil timbered with stringy bark and gum. There is but scanty herbage, the ground being covered with scrub; there is a good supply of water in the creeks. The rock is sandstone with ironstone boulders occasionally appearing on the surface (Champion 1988:14).

French's original 41 acres appears to have been in an area bounded by modern Fitzpatrick Avenue, Bantry Bay Road, Yarraman Avenue and portions of Rangers Retreat Road. French also acquired a second 41 acres to the east; however, this appears to have been resumed by the Manly Water Supply by c.1892 (Figure 3.3). It is evident that French immediately began improvements to the land with the aim of subdividing the lots for sale, and in June 1860 placed a To Let advertisement in the SMH for:

...an improved FARM, at Manly Cove from 40 acres upwards, for such a period as may be agreed on. The improvements are a six-roomed cottage, a three stall stable, a large stockyard, a store, fowlhouse and piggery; about seven acres enclosed, and two acres in cultivation.

For further particulars apply to JAMES H. FRENCH, Paradise Farm, North Shore. (SMH 1860:7)

Another advertisement was placed in 1877, for farms of eight to ten acres having frontages to Bantry Bay Road and Rodborough Road, and for thirty blocks of one acre each with frontages to Bantry Bay Road and Rangers Retreat Road. These blocks were described as being favourably situated lands only two miles along good roads from Bantry Bay, and four miles along good roads from the pier at Manly Beach (SMH 1877:14).

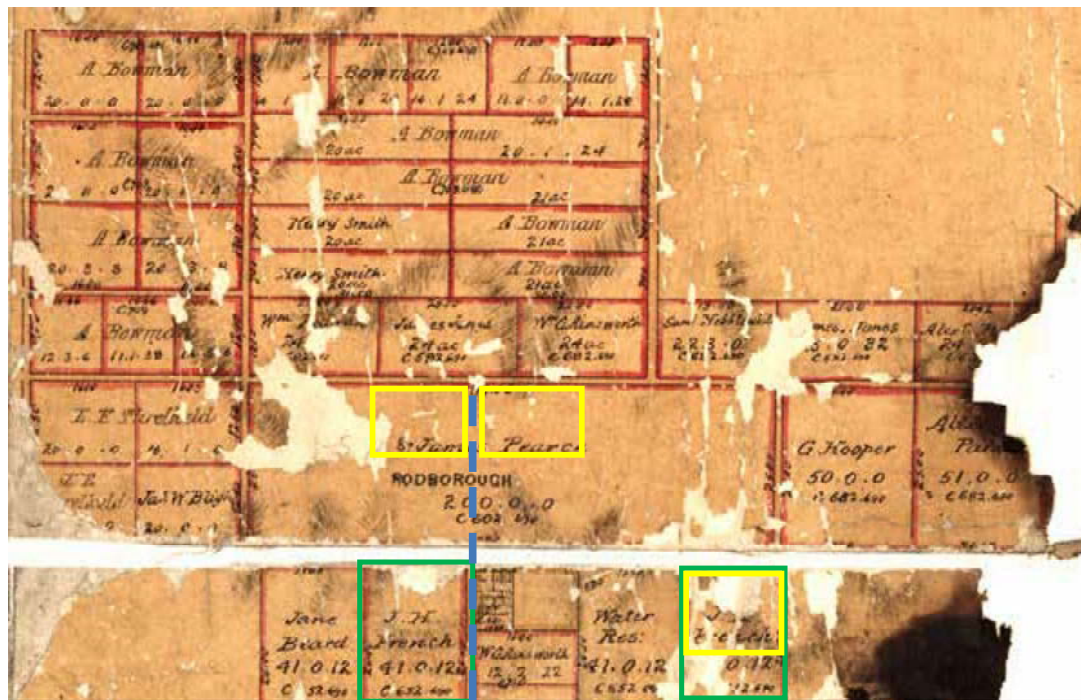


Figure 3.3 c1881 Manly Cove Parish map showing Frenchs Forest. The study areas are highlighted in yellow; the approximate location of Bantry Bay Road is indicated by the dashed blue line. James French's two 41 plots acres are indicated in green. (Source: NSW Department of Lands, Parish Map Preservation Project, Ref: 14077601).

At this time the area of Frenchs Forest was still largely uninhabited and seemingly characterised by uncleared dense woodland; a c.1900 map indicates the extent of the wooded area, and clearly shows the lots as being heavily forested (Figure 3.4). James French built a two-storey house with stone foundations and home-made bricks within the dense forest in an area that would now be near the corner of Primrose Avenue and Hilmer Street (Champion 1988:14).

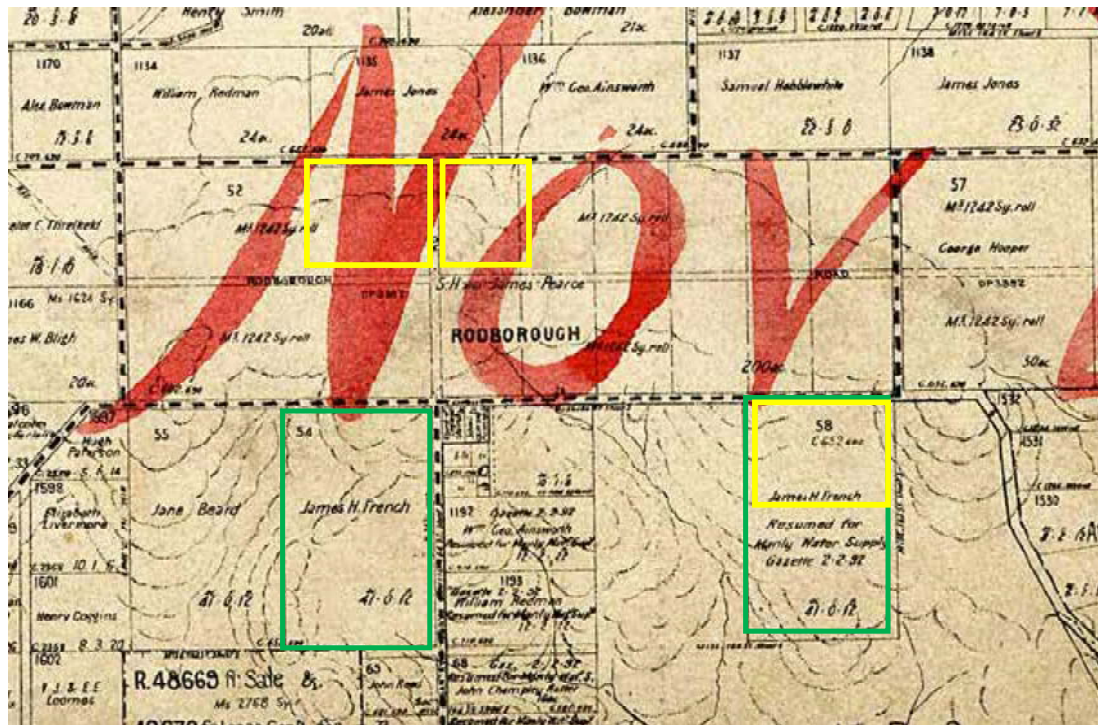


Figure 3.4 c1900 Manly Cove Parish map showing Frenchs Forest. The study areas are highlighted in yellow. James French's two 41 acre lots are indicated in green, although by this time his second lot has been resumed for Manly Water Supply. (Source: NSW Department of Lands, Parish Map Preservation Project, Ref: 14091501).

However it appears that French only used this house infrequently or on weekends, as his main residence was still in Willoughby (Champion 1988:14-15). It was in this house in Willoughby that James William Bligh, an early land holder in Frenchs Forest, was elected Mayor of North Willoughby in 1865, and French was initially elected as an alderman but was forced to withdraw due to the low number of votes that he garnered (Champion 1988:15). French appears to have been active in local politics and was re-elected to North Willoughby council in 1868 and 1871, but was unsuccessful in all his attempts to become Mayor (Champion 1988:14-15). James French died at his residence Paradise in Willoughby in 1893 aged 76 years, from catarrhal influenza and pneumonia.

3.2.2 William Hews

Other early settlers to the area were William and Hannah Hews, and their three children Fanny, Arthur and Ruth (Figure 3.5). Hews would go on to establish a brick-making facility in Frenchs Forest and the Hews family would become important local citizens. William was born in Brighton, England in 1844 and travelled to Australia with his parents in 1852. After his arrival, William was evidently involved in a number of ventures including wool testing, farming, droving, construction work, and gold-digging, before establishing a brickworks at Petersham and later settling his family in Frenchs Forest (Figure 3.6) (Champion 1988:19).



Figure 3.5 William Hews c1900 (Champion 1988:18).

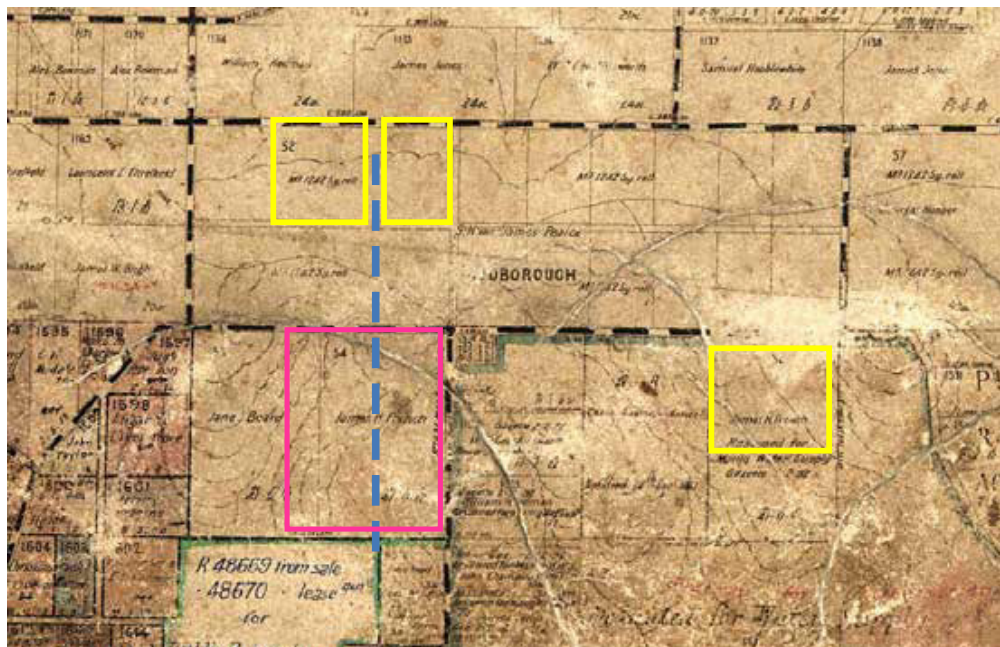


Figure 3.6 c.1911 Manly Cove Parish map showing Frenchs Forest. Note that by this time the present day streets of Hilmer and Primrose have not yet been laid out. The study areas are highlighted in yellow; the approximate location of the Hews allotment is highlighted in pink. (Source: NSW Department of Lands, Parish Map Preservation Project, Ref: 14042401).

William Hews purchased 10 acres of land from James French for £200 in 1885, and later acquired a further 20 acres, with the aim of establishing a brickworks (Champion 1988:19). Unlike James French, the Hews family lived on their lots at Frenchs Forest and established their first timber house in an area that is on the corner of Warringah Road and Bantry Bay Road, now opposite a row of shops, still standing (Champion 1988:19). Hews also built a number of other timber houses and a large communal slab-and-bark hut on his lots to accommodate the employees of his brickworks, which at times numbered up to forty (Champion 1988:19).

The Hews family lived in their timber house until about 1900 when they built their first brick home on the existing stone foundations of French's original house at the corner of modern Primrose Avenue and Hilmer Street (Figure 3.7; Champion 1988:14, 19). The house was a modest single storey building with large verandas set in expansive landscaped grounds and well-tended gardens, a tennis court and even a cricket oval with pitch and pavilion (Figure 3.8, Figure 3.9; Champion 1988:19-21). The house was apparently a centre of social activity for the district with records indicating frequent public cricket matches, where on occasions up to 100 people gathered; and Church of England services occasionally being held on the property. (Champion 1988:21).



Figure 3.7 Hews first home located at Hilmer Street and Primrose Avenue, c1900 (Champion 1988:21)

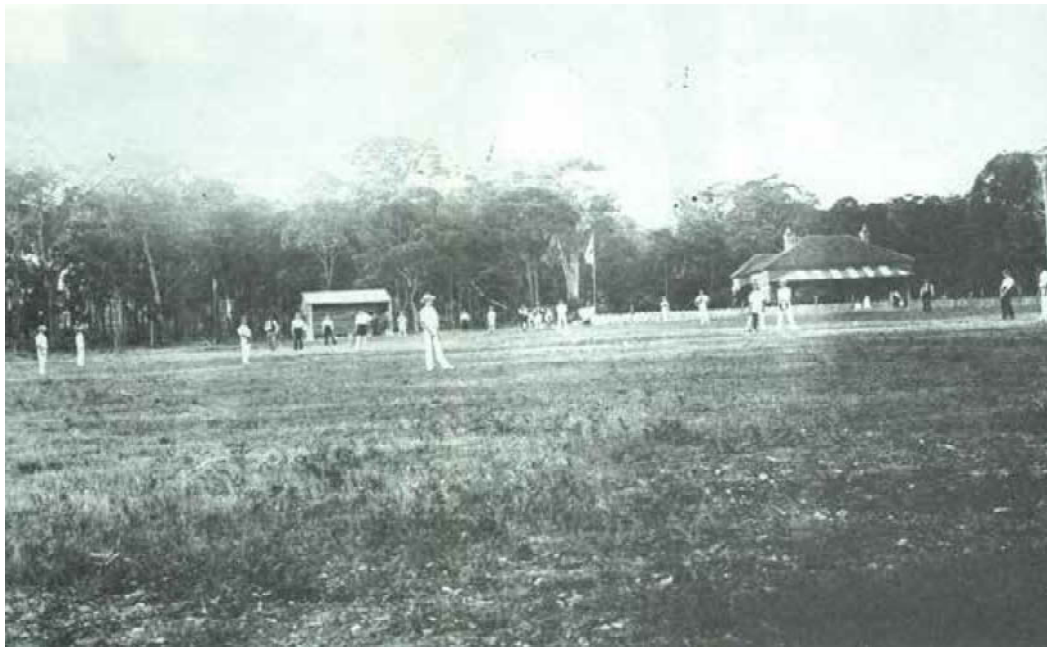


Figure 3.8 Frenchs Forest Cricket Ground on Hews' property c1908 (Champion 1988:24).



Figure 3.9 Frenchs Forest Cricket Club c1908. Rear row from left: Bob Miles, George Driver, Bob Rose, Jack Crause; Middle row: George Driver Jnr., Will Phillips, Arthur Hews, Will Hatcher, Will Montgomery; Front row: Walter Driver, Will Burrage (killed 26 October 1981 in WWI) (Champion 1988:22).

The Hews' grew in Frenchs Forest with William and Hannah having eight children (Champion 1988:19). Williams' son Arthur Hews married Amelia Kraus in 1901, and had five children. They moved into the Hews' first weatherboard house at the corner of Bantry Bay Road where Arthur added a store and post office, and Amelia became Post-Mistress (Champion 1988:22). Arthur's sister Ruth married Jack Kraus, who was an employee of William Hews, who ran one of the first motor-lorry's in the district (Champion 1988:23).

William Hews apparently enjoyed local esteem and was by all accounts a well-liked member of the Frenchs Forest community; he was elected councillor of Warringah Shire Council in 1907 and was President of the Council in 1912 (Champion 1988:22, Council 2006:2). William died in October 1917 aged 73, while his wife Hannah died in February 1928 aged 82; they are both buried in Manly Cemetery (Champion 1988:22).

In June 1897, John Clayton and Thomas Forsyth purchased 152 of the 200 acres granted to Simon Henry and James Pearce in 1854. The sale comprised four lots of various sizes ranging from 29 to 47 acres. An additional two lots of 24 acres each were purchased from Mr George Hooper (LPI CT Vol.3 Fol.1223). Clayton and Forsyth swiftly subdivided the land into twenty-six blocks and began selling them off that same year (Figure 3.10). Records indicate that the orchardist George Alderton was one of the first buyers, purchasing blocks 14-16 in October 1897. The brick maker William Hews bought two 9 acre blocks, lot 2 and lot 26 in May 1899, having already owned lot 1 which was situated between them. George Driver, the foreman at William Hews' brickworks, purchased lots 3 and 4 in August 1899 (LPI CT Vol.3 Fol.1223). Henry Green purchased lots 9, 19, 20, 21 and 22 in May 1899, but soon sold the eight acre lot 9 to Patrick Grant, retaining the 38 acre allotment to the north of Warringah Road. The eastern portion of this allotment, lot 19, comprises the western part of the Bantry Bay Road study area. Green sold his 38 acre allotment to orchardist John Holland of Castle Hill in February 1906. Holland held the land under mortgage, initially from Green and then to the bank, and it appears that the final mortgage was discharged in December 1911.

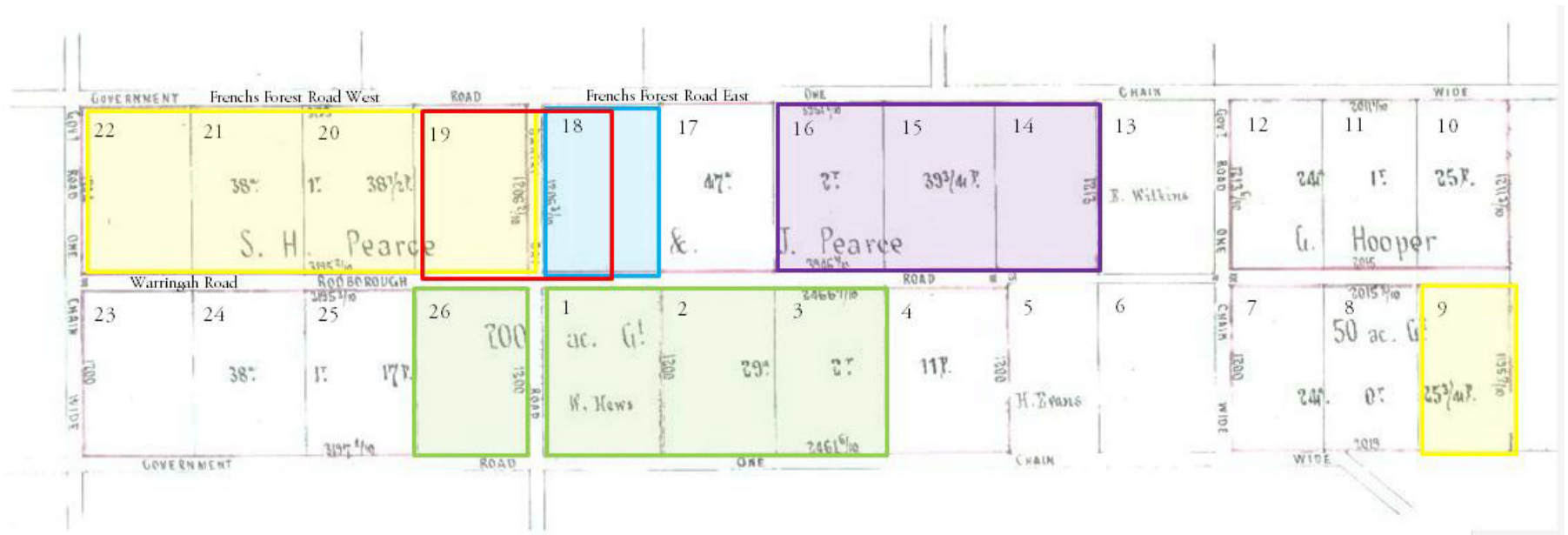


Figure 3.10 The 1897 subdivision plan showing land purchased by John Clayton and Thomas Forsyth; the numbers in the upper left indicate the allotment numbers. The purple area was purchased by George Alderton in October 1897; the yellow by Henry Green in May 1899; the green by William Hews in May 1899 (lots 26 and 2, already in possession of lot 1), and George Driver in August 1899 (lots 3 and 4); the blue by Matilda Halstead in June 1899. The study area is shown in red; modern road names are also indicated (LPI CT Vol.1223 Fol.3).

3.3 Industry

It is possible, that from his initial purchase of 41 acres, James French may have been exploiting the area for its timber as early as 1856. The timber was felled and split by hand, and hauled by bullocks down a track created by French to a wharf at Bantry Bay from whence they were shipped to various parts of the Harbour to be used in construction (Champion 1988; 14). The bullock track later became known as Bantry Bay Road and formed an important link from Frenchs Forest to the Harbour, although it was closed in 1908 after part of the area was resumed by the Government to store explosives (see Figure 3.3 and Figure 3.6 above; Champion 1988; 14, 40). Minutes of the NSW Legislative Council indicate that agitations were being made to formalise the bullock track from as early as November 1858 when the Parliament voted the sum of £100 to the trust of Mr French, Mr Bligh, and Mr Redman to open the road from Rodborough to Middle Harbour (SMH 1858:2).

Eventually French's timber-getting operation included at least two saw-mills, with one possibly located on the site of the present day Skyline Business Park bordered by Wakehurst Parkway, Frenchs Forest Road East, Warringah Road, and Allambie Road (Champion 1988:14).

As mentioned above, William Hews' brickworks was an early industry established in Frenchs Forest (Figure 3.11). Hews purchased ten acres of land from French for £200 and moved to Frenchs Forest with his family in 1885, after having established a brickworks in Petersham (Champion 1988:19). Hews' operation was located within the area of Frenchs Road West, Fitzpatrick Avenue, Hilmer Street, and Wakehurst Parkway, and incorporated an area presently known as Brick Pit Reserve (Figure 3.11). The brickworks employed up to forty people, many of whom had followed Hews from his brickworks at Petersham and included a number of timber-slab buildings erected by Hews to accommodate the men (Champion 1988:19). The site foreman George Driver and his family occupied a slab huts located at the end of present day Primrose Avenue (Champion 1988:19). The bricks were made in moulds and fired in kilns using timber from the nearby bush. They were carted by horse and dray along bush tracks to Manly and Narabeen, or by punt across to Mosman from the Spit (Champion 1988:19).

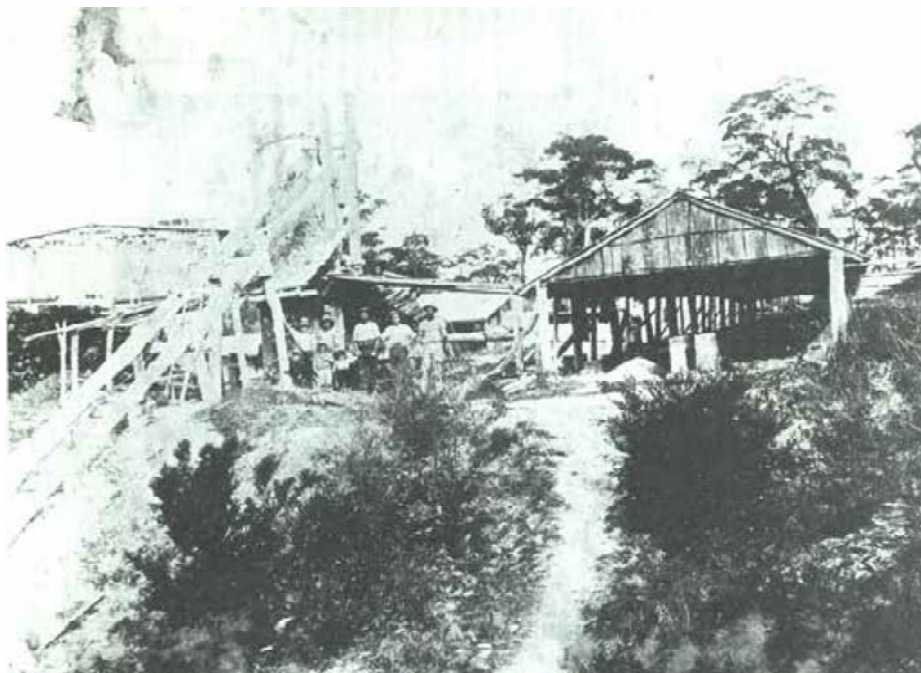


Figure 3.11 Hews Brickworks, c1900. The Brickworks foreman, George Driver Snr., is in the centre of adults (Champion 1988:20).

By the early twentieth century large areas of land had been cleared of trees and other industries began to become established. In 1900, Henry Green, a builder from North Sydney, established an orchard on 18 acres of his 41 acre lot at Frenchs Forest, planting loquats, persimmons, lemons and other fruit trees (Champion 1988:33, Champion 2005:1). Green's orchard was located on the present site of the Forest High School. In 1906, the orchard passed to Green's son-in-law John Holland, an orchardist and market-gardener (Figure 3.12). The orchard employed at least three people, one of whom, John Rafferty and his family, lived in a slab-hut in the Bantry Bay Road corner of the property (Champion 1988:33).



Figure 3.12 1943 aerial photograph of Frenchs Forest. The two study areas are highlighted in yellow, and John Holland's orchard is clearly identifiable immediately west of the Bantry Bay Road study area (AUSIMAGE © Sinclair Knight Merz 2007 from RTA photography).

The Alderton family also operated an orchard on their property Boomerang, now the Forest Business Park to the east of the study area. George Alderton was born in Sussex, England in 1835 and came to Australia with his family when he was four (Figure 3.13; Champion 1988:28). He met his future wife, Ellen Warren, at a bush picnic for young people at Frenchs Forest and they had fourteen children (Champion 1988:28). Alderton was a lime merchant, and spent much of his working life at Lavender Bay, where he would ship shells from Brisbane Waters. He was also the Superintendent of the Methodist Church Sunday School in Walker Street, North Sydney (Champion 1988:28-30). When their property at Lavender Bay was resumed by the Government in 1893 to construct the North Shore railway, the Aldertons eventually settled into Frenchs Forest in the late 1890s, constructing a large house with adjoining orchard, on the site of the present day Skyline Business Park. By 1900, with the help of his son Henry, George was producing peaches, nectarines, oranges and other fruits which were sold in King Street, Sydney (Champion 1988:29).



Figure 3.13 George and Ellen Alderton (Champion 1988:28).

The property comprised the residence, a two-storey stable, carriage store and food store, as well as two large square tanks imported from England to store water (Figure 3.14; Champion 1988:29). As well as the orchard, the Aldertons also kept a number of cows, pigs and over 100 fowl, as well as horses (Champion 1988:29). George and Ellen Alderton would at times conduct Sunday school either in their home or in a log church, which they had built on their grounds, and occasionally a Minister would come from Manly to conduct services (Champion 1988:30).

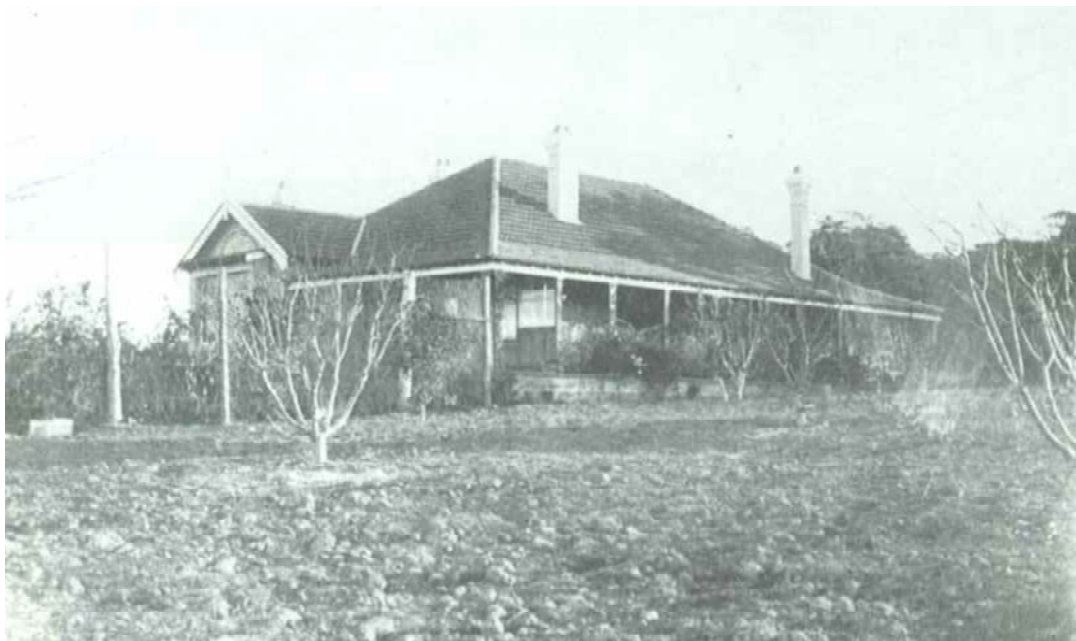


Figure 3.14 The Aldertons home Boomerang c1890 (Champion & Champion, 1988, p. 29).

3.4 Urban Development

Throughout the nineteenth century, Frenchs Forest remained predominantly rural with little development until after WWI (Pollon 1988:106).

The Forestville area, located to the west of Frenchs Forest, was reserved as a soldier settlement following WWI. Plans were laid at the onset of war with the Lands Department releasing 200 acres of Crown Lands in the western part of Frenchs Forest, to be divided into 5 acre blocks for the purposes of soldier settlement (Champion 1988:49).

Much of the clearing and construction work was done by volunteers, with the scheme being spearheaded by Dr Richard Arthur, the M.L.A for Mosman, and Mr George Fitzpatrick (Figure 3.15 and Figure 3.16). The Sydney Morning Herald of January 1916 reports that:

...upwards of 150 voluntary workers foregathered on the ground armed with mattocks and axes to make a start clearing the surveyed areas...[the volunteers]... represented every grade of social status, from politicians to wharf-lumpers, schoolteachers to boy scouts, business magnates to clerks, professional men to artisans; and all entered upon their voluntary manual labour – passing strange to most of them – with the energy that meant achievement...(SMH 1916:5).



Figure 3.15 Photograph illustrating volunteers clearing the Soldier's Settlement c1916 (Champion & Champion, 1988, p. 49).



Figure 3.16 A typical Soldier Settlement cottage (Champion 1988:51).

Many local volunteer groups were formed to either raise money and equipment, or to provide skills and labour, including the Manly Voluntary Workers Association formed in April 1916, and the Press Voluntary Workers or PressGang (Champion 1988:50).

The soldier settlement was not as successful, and many eligible returning soldiers either declined the offer or eventually abandoned their plots. The isolation of the settlement, and distance to walk to hail a boat at Middle Harbour to come across from the opposite shore worked against the success of the enterprise. In addition, there was no water or electricity, and the land was generally unsuitable for farming (Champion 1988:53).

The scattered nature of the community in the Frenchs Forest area was such that community facilities were established near the corner of Forest Way and Warringah Road, where the present day Frenchs Forest Public School and Forest Way Shopping Centre are located (Champion 1988:55). Churches, schools and shops to service the area were established after WWI (Pollon 1988:106). Electoral rolls from 1925 indicate that there were less than 500 people living in Frenchs Forest, in a largely rural environment, which did however also include brick-makers, carters, labourers, carpenters, and gem-cutters (Champion 1988:55).

For much of the early twentieth century, the economic base was predominantly rural with allotments characterised by dairy, poultry and pig farming, as well as market-gardening and fruit growing (Champion 1988:55). It was not until after WWII, that the rural environment began to give way to increased suburban development (Pollon 1988:106)

3.5 Transport – Development of Roads

Having previously been a largely rural area characterised as a pleasant place to visit on weekends, improved transport links and the increased urban sprawl in Sydney following WWII, saw a precipitous increase in the population of Frenchs Forest and the surrounding area.

The first Spit Bridge and the original Roseville Bridge were both opened in 1924; the Spit Bridge replacing the original punt service that had run since the late-nineteenth century (Champion 1988:55). The Roseville Bridge was a low-level two-lane bridge connecting Babbage Road to what is today Healey Way, located downstream of the current bridge. The surrounding suburbs grew rapidly in the years following the opening of the two bridges and eventually both crossings had to be expanded; the Spit Bridge was expanded in 1958, while the Roseville Bridge crossing was replaced by the current bridge which was opened in 1966. Other infrastructure such as the Wakehurst Parkway (Figure 3.17) which was opened in March 1946 (Champion 1988:59) also facilitated transport link to the area.

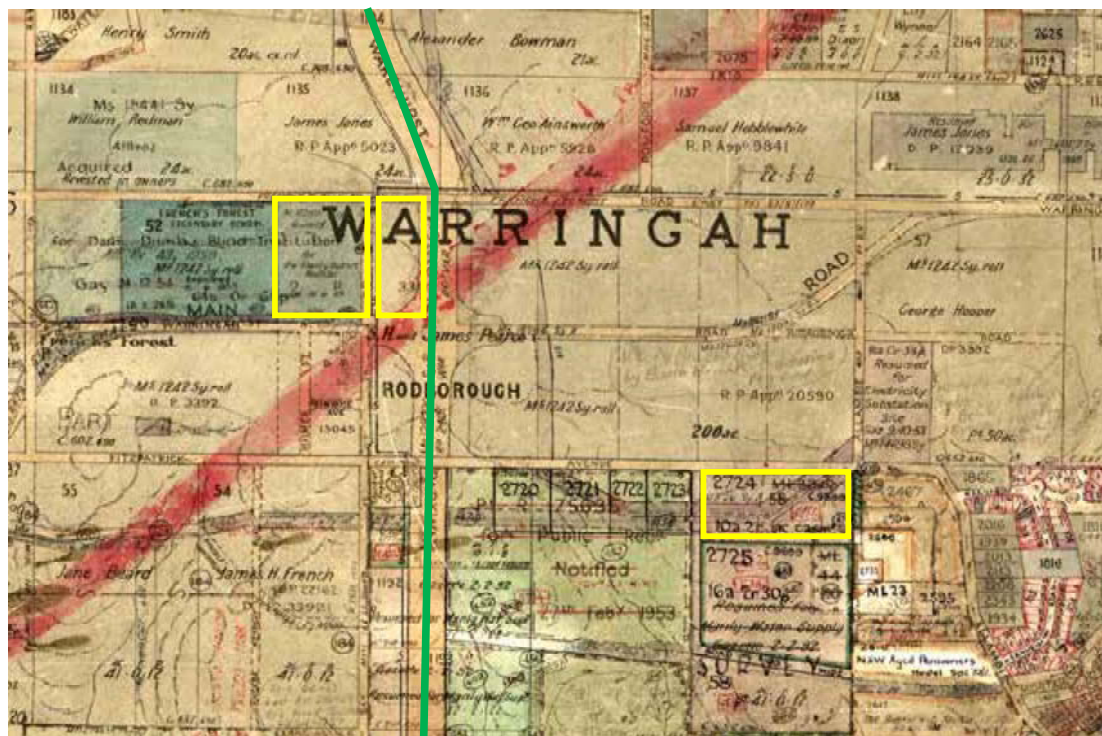


Figure 3.17 c1953 Manly Cove Parish Map. Wakehurst Parkway is illustrated in green; the study areas are illustrated in yellow. Note that the Bantry Bay Road study area has been earmarked for the Manly District Hospital by this time (Source: NSW Department of Lands, Parish Map Preservation Project, Ref: 14041701).

In the 1930s, the Royale brothers were operating a bus company with routes from Chatswood to Penshurst and Roseville; a single trip route to Terry Hills was trailed in 1941, and by 1945 the trips had trebled (Champion 1988:59). By the 1950s the problems with overcrowding on buses from the Frenchs Forest area to the city had become so pointed that the Government was compelled to put on additional services in 1954, with evening conditions at the Wynyard bus stop described as chaotic (Champion 1988:72). The population increases during the 1950s put pressure on a number of aspect of the Frenchs Forest community. A shortage of established housing in some areas was of concern to the local Progress Association which was eager to prevent the appearance of a shanty-town, as many people were living in temporary buildings such as caravans, garages and makeshift structures (Champion 1988:72). There was also a growth in demand for telephone lines, with most houses being connected to duplex lines; a local telephone exchange was established in Frenchs Forest in the mid-1950s, which connected people to their own telephone line (Champion 1988:73). The overcrowded classes at the Frenchs Forest Public School was the motivation for the opening of Forest High School in 1961(Champion 1988:73). The 1960s also saw much of Frenchs Forest sewered (Champion 1988:73). Larger shopping facilities were also opened in the 1960s, such as the Forestville Shopping Centre and the Arndale Shopping Centre (Champion 1988:73).

3.6 Bantry Bay Road Study Area

The Bantry Bay Road study area comprises Lots 11, 12, 13, 14 and 15 DP 792918; Lot 1 DP 119383; and Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11 DP 26087, which generally relate to the subdivision plan (Figure 3.18).

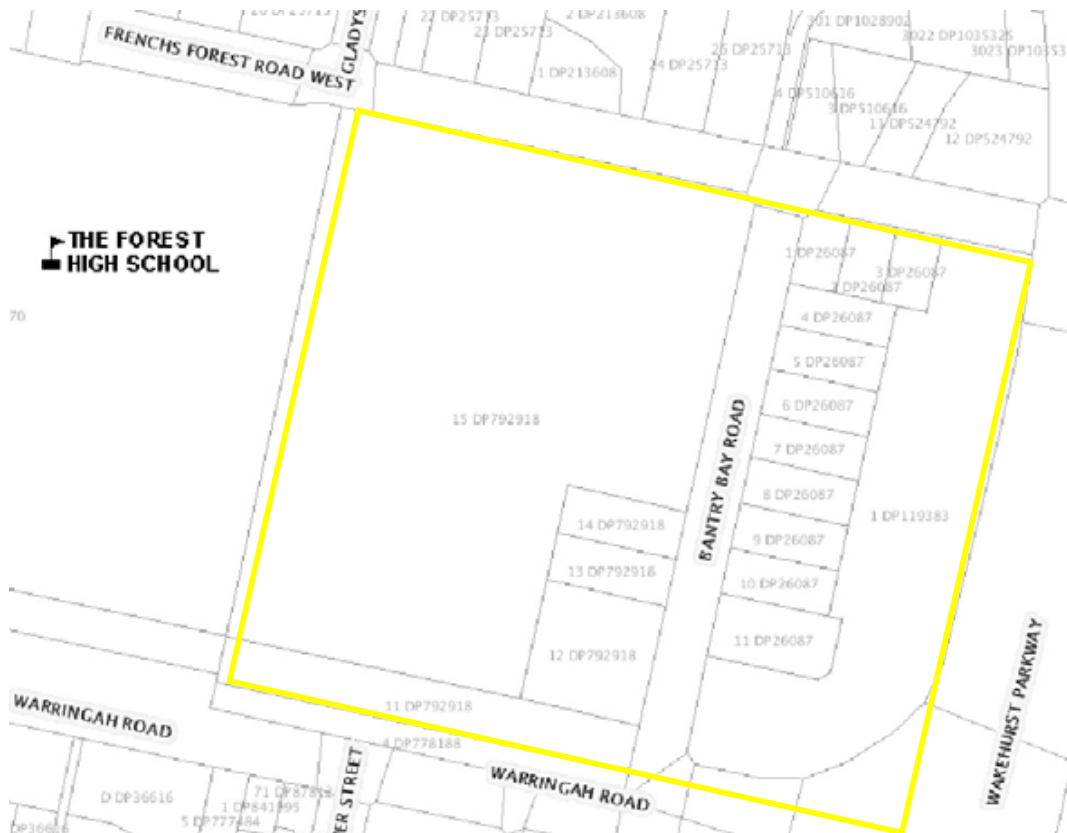


Figure 3.18 Cadastral map of showing the Lots comprising the Bantry Bay Road study area (AUSIMAGE © Sinclair Knight Merz Pty Ltd 2008).

There are no indications in the documentary sources that the study area has been substantially developed during the past; there is however, evidence that the surrounding area was developed primarily for commercial operations from the mid-nineteenth century.

There are indications that the Bantry Bay Road study area was initially used for speculative purposes, with ownership changing hands a number of times during a short period before eventually being developed by John Clayton and Thomas Forsyth from c.1897. There are no indications that the study area was developed before being acquired by Clayton and Forsyth. The evidence suggests that French attempted to develop the surrounding area as farms; however, sales were slow and so he also resorted to timber-getting. It is evident that French established a sawmill in the area of what is now the Skyline Business Park, to the east of the study area and it is possible that James French used the 200 acres, associated with Pearce and then Clayton and Forsyth, for his timber-getting activities.

In 1885, James French sold part of his land to William Hews who established a brickworks to the south of the study area, in the area of what is now Brick Pit Reserve at the intersection of Primrose Avenue and Bantry Bay Road. The evidence indicates that the brickworks comprised a number of timber-slab buildings located to the south of the study area. There is no indication that these operations extended to the north side of Warringah Road into the study area.

Clayton and Forsyth subsequently subdivided their land into twenty-six blocks and began selling them off in 1897 (LPI CT Vol.1223 Fol.3). Many of those who purchased blocks came to establish notable industries on their sites, including George Alderton, Henry Green and John Holland who each established orchards and market gardens, as well as William Hews, who operated the nearby brickworks, and his foreman George Driver.

At the time of the 1897 subdivision, the Bantry Bay Road study area comprised Block 18 to the east and Block 19 to the west of the road (LPI CT Vol.1223 Fol.3). Block 19 was part of Henry Green's orchard, which he subsequently sold to his son-in-law John Holland in February 1906. Holland held the land under mortgage, initially to Green and then to a bank. It appears that the final mortgage was discharged in December 1911. Part of the site was resumed by the Dept Main Roads in March 1935, presumably to for widening of Warringah Road. Elements of Holland's orchard are evident in the 1943 aerial photograph; however, it is not known whether it extended beyond the boundaries indicated in the photograph (Figure 3.19). Holland sold his orchard allotment to John and Marjorie McKay in July 1950, whence part of the site was subsequently acquired to establish the Forest High School in 1961, with the remainder by the Department of Health.

Block 18 was purchased by Matilda May Halstead in June 1899 (LPI CT Vol.1285 Fol.170). This allotment subsequently changed hands a number of times before being subdivided in 1955 by Neil Hawkins (Table 3.1). Hawkins began selling blocks shortly after purchase; Lot 10 was the first sale on 14 October 1955 (LPI CT Vol.1285 Fol.170). Sales of the other lots continued through 1955 and 1956. Hawkins retained ownership of the residual between the lots and Wakehurst Parkway, whence it was eventually transferred to the ownership of the Shire of Warringah in Feb 1960. Council's intentions for the land are not known; however, the land is reserved for a hospital on the 1953 subdivision plan (see above Figure 3.17).

Table 3.1 History of the part of the study area to the east of Bantry Bay Road. (LPI CT Vol.1223 Fol.3)

Vendor	Purchaser	Purchase Date
Clayton & Forsyth	Matilda May Halstead	June 1899
Matilda May Halstead	Nicholas Lutwyche, gentleman of Mosman.	16 Sept 1904
Nicholas Lutwyche	Dies January 1921; property acquired by his son John Nicholas Lutwyche by APP TRNS.	October 1921
John Nicholas Lutwyche	Nicholas Anticevich, fishmonger Sydney.	2 February 1923
Nicholas Anticevich	Presumably dies prior to February 1942; property acquired by his son Balda Nicholas Anticevich by APP TRNS.	February 1942
Balda Nicholas Anticevich	Commissioner of Main Roads resumes part of site.	27th January 1949
Balda Nicholas Anticevich	Neil Hawkins	February 1955
Neil Hawkins	Subdivided	First sale: 14 October 1955

There are no indications that the study area was developed prior to the 1950s subdivision, apart from a group of buildings, or complex, near the south-east corner seen on the 1943 aerial photograph (Figure 3.19). The buildings appear to be functionally related; however, documentation relating to the study area is sparse and the purpose or date of construction of the complex could not be determined. The Unimproved Capital Value of Lot 18 increases in the early 1920s but precipitously decreases in 1924, before it begins to again increase (Table 3.2). It is possible that the decline in value coincides with the expiry of a caveat in 1923 which was placed over the property in 1921, at the time of the change of ownership from John Nicholas Lutwyche to Nicholas Anticevich.

Table 3.2 Unimproved Capital Values rates for Lot 18 from years 1921 to 1926 (source: Warringah Shire Council Rates, C Riding, Roll 26-32.

Year	1921	1922	1923	1924	1925	1926
UCV	220	220	240	40	150	150

The remainder of the Bantry Bay Road study area appears to be largely undeveloped bushland (see Figure 3.12 above, and Figure 3.19).



Figure 3.19 Detail from the 1943 aerial photograph of the Bantry Bay Road study area (AUSIMAGE © Sinclair Knight Merz 2007 from RTA photography).

3.7 Aquatic Drive Study Area

The Aquatic Drive study area encompasses Lot 12 DP 1112906. There are no indications in the documentary evidence that the site has been developed at any time in the past; early maps show this area to be vacant land acquired for the use of Manly Water by c1892, a trend that appears to continue, as illustrated in the 1943 aerial, to the present day (Figure 3.4 above and Figure 3.21).



Figure 3.20 Cadastral map showing the Lots comprising the Aquatic Drive study area (AUSIMAGE © Sinclair Knight Merz Pty Ltd 2008).



Figure 3.21 1943 aerial photograph of the Aquatic Drive study area (AUSIMAGE © Sinclair Knight Merz 2007 from RTA photography).

4 Physical Analysis and Impact Assessment

The Bantry Bay Road study area comprises two parts, to the east and west of Bantry Bay Road, which contains Duffys Forest Endangered Ecological Community of varying quality across the area. Options are under investigation for use of the Aquatic Drive study area as an offset area to mitigate biodiversity impacts on the hospital site.

4.1 Bantry Bay Road Study Area

The Bantry Bay Road study area is bounded by major roads to the north, south and east; Warringah Road, Wakehurst Parkway and Frenchs Forest Road West. The Forest High School, a local area high school founded in 1961 and catering to 785 students, defines the western boundary. The area is bisected east–west by Bantry Bay Road (Figure 4.1).



Figure 4.1 The Bantry Bay Road study area; location of the main hospital facility, and currently bisected by Bantry Bay Road (AUSIMAGE © Sinclair Knight Merz Pty Ltd 2008)

Fourteen houses set in landscaped gardens, dating to the mid-to late twentieth century, had been aligned along each side of Bantry Bay Road. Odd numbered houses 1–17, were on the east side and even numbers 24 – 28, on the west side of the road. Three houses, numbers 105 – 109 Frenchs Forest Road West had been at the northern part of the area. The house at 28 Bantry Bay Road is extant and is used by the Manly Area Health Services Frenchs Forest Centre (Figure 4.2). The houses are now removed completely, with plans for the remaining building used by the Manly Area Health Services Frenchs Forest to be demolished also. The surrounding area is characterised by established residential subdivisions to the north along Frenchs Forest Road West (Figure 4.3). Along the western boundary is the Forest High School, and the Allambie Grove Business Park is to the east, on the eastern side of Wakehurst Parkway. South of the study area, on the south side of Warringah Road is a mix of retail and residential properties (Figure 4.3). The residential area to the north, along Frenchs Forest Road West, is characterised by mid – late twentieth century brick houses with tiled roofs and fibro cottages set within wooded blocks with well-tended gardens (Figure 4.3, left).



Figure 4.2 Extant house at 28 Bantry Bay Road, Manly Area Health Services Frenchs Forest Centre.
View looking west.



Figure 4.3 View east along Frenchs Forest Road West on the northern side of the Bantry Bay Road study area (left); view south-east along Warringah Road towards retail outlets to the south of the Bantry Bay Road study area (right).

The residential area on the southern side of Warringah Road is dominated by brick, weatherboard or fibro homes (Figure 4.4). The blocks are sparsely wooded but have well maintained gardens. At No. 5 Hilmer Street, on the corner of Primrose Avenue, is William Hews first brick house, built on the site of James Frenchs original timber cottage (Figure 4.5, and see Figure 3.7 above). Although, heavily modified, the form of the original house is still clearly evident.



Figure 4.4 View north-west at intersection of Bantry Bay Road and Primrose Avenue.



Figure 4.5 View north to No. 5 Hilmer Street, William Hews first brick house in the area.

Also located in this area is a partly scrubby and partly cleared public reserve named Brick Pit Reserve. Part of the reserve is a dedicated children's playground, set amongst tended lawns and a sparse scattering of very large well established stringy bark gum trees (Figure 4.6 and Figure 4.7). The location of this reserve corresponds roughly to the area identified as William Hews brick-pits established in the late nineteenth century.



Figure 4.6 Children's playground set with tended lawns of public reserve. Note the name of the reserve as 'Brick Pit Reserve', the location of Williams Hews' late nineteenth-century brickworks, discussed in section 3.3 above.



Figure 4.7 Large well established stringy bark gum trees within 'Brick Pit Reserve'.

The Bantry Bay Road study area comprises two elements; the remains of the fourteen demolished houses and the densely vegetated and uninhabited part to the west of the area. The former house sites are identifiable by the remains of wall footings, driveways, fencing and formal gardens planted with natives and exotics (Figure 4.8– Figure 4.10). The remnant property boundaries were often identified by gardens or trees planted to define a barrier between properties. This is in contrast to the remainder of the Bantry Bay Road study area that has not been built on.

The remainder of the Bantry Bay Road study area that has not been developed is generally located to the west and borders the Forest High School, and is characterised by untended dense natural scrub (Figure 4.11). The western perimeter of the Bantry Bay Road study area shares a boundary fence with the Forest High School, and this boundary is also characterised by untended dense scrub (Figure 4.12). The Forest High School is located on land that was part of the large orchard cultivated by John Holland in the early twentieth century. There are currently two apple trees remaining of the orchard and are located on the verge of southern boundary of the school facing Warringah Road (Figure 4.13). These two apple trees are listed local heritage items.



Figure 4.8 Bantry Bay Road study area; view looking north along Bantry Bay Road.



Figure 4.9 View looking southwest across a typical former house site on Bantry Bay Road. Note the concrete foundations to the left and right of frame, and the formal gardens along the northern fence line to the right of frame.



Figure 4.10 Characteristic Bantry Bay Road sites with foundations, palm trees (above) and callitrus (right) within a generally overgrown landscape.



Figure 4.11 Bantry Bay Road site dense natural scrub.



Figure 4.12 View looking north (left) and south (right) towards boundary of the Bantry Bay Road study area and the Forest High School.



Figure 4.13 Two remnant apple trees associated with John Holland's early twentieth century orchard.

4.2 Aquatic Drive Study Area

The Aquatic Drive study area is vacant land bounded on the north side by Aquatic Drive, to the west and south by the Arranounbai School for Specific Needs, and to the east by the Cerebral Palsy Alliance (Figure 4.14).



Figure 4.14 The Aquatic Drive study area; location of the main hospital facility (AUSIMAGE © Sinclair Knight Merz Pty Ltd 2008)

The Aquatic Drive study area was resumed for the Manly Water Supply perhaps as early as c1892 (Figure 3.6 and Figure 3.17 above; Figure 4.15 – Figure 4.17). High-tension overhead power-lines with a single transmission tower traverse the study area in an east-west direction. The study area is characterised by a cleared area built up as a terrace, surrounded by dense vegetation comprising a mosaic of mostly weeds, with patchy native vegetation. Ground visibility is poor in this area.



Figure 4.15 The Aquatic Drive study area, view south from Aquatic Drive.



Figure 4.16 The Aquatic Drive study area, view south from Aquatic Drive.



Figure 4.17 The Aquatic Drive study area, view east along Aquatic Drive from the entrance to the Arranounbai School for Specific Needs. Note the density of the vegetation.

4.3 Discussion

The background history of each study area indicates that the suburb of Frenchs Forest was not substantially developed until the late nineteenth century; the area was initially the subject of land speculation until a number of industries were established from the mid-1850s. The area remained largely rural into the early- to mid-twentieth century, when it was dominated by large orchards and market gardens. Population growth was slow until after WWII, when the post-war housing boom saw much of the area subdivided for housing and assume its present character. Documentary evidence indicates that much of the area within the vicinity of the Bantry Bay Road study area was dominated by a number of industries.

James French, while residing in nearby Willoughby, was one of the earliest entrepreneurs in Frenchs Forest with his timber-getting operations. Established in 1856, these operations significantly contributed to the development of the local area. While the documentary evidence details that Frenchs' timber-getting operations eventually included a number of sawmills and associated facilities, it would seem that much of his operations were focused to the south of the study area, and the timber-getting activities to the east of the study area.

It was largely through the efforts of James French that Bantry Bay Road was initially opened up to link Frenchs Forest with Bantry Bay, on Middle Harbour, in an effort to facilitate local exports for his

timber-getting business. Initially a dirt track beaten through the bush by French, the track was formalised after 1858/59 when the NSW Legislative Council allocated funds for the tracks formalisation; it would seem that Bantry Bay Road formed a significant early access to the area. Today, Bantry Bay Road bisects the study area from north to south. There are also indications that French attempted to develop his large acreage plots into a number of farms to lease out.

William Hews developed a brickmaking operation to the south of the study area from 1885. The history indicates that the brickworks comprised a number of timber-slab buildings, indicated as being to the south of the present Bantry Bay Road study area. The physical analysis complements this evidence, with the site of Hews' first brick home identified at the corner of Primrose and Hilmer street, and a local public reserve named 'Brickpit Reserve' identified at the corner of Warringah Road and Bantry Bay Road. There is no direct evidence that the brick making operations extended into the study area north of Warringah Road.

From the early twentieth century, much of the surrounding area was occupied by orchards and market gardens. The documentary evidence indicates that an orchard was established immediately adjacent and west of the Bantry Bay Road study area, the location of the Forest High School. There are no indications that this operation extended into the study area. Developed by John Holland from 1906, there are two surviving apple trees listed as having local heritage significance standing on the verge between the south side of the Forest High School and Warringah Road. These are outside the study area, and there was no evidence from the physical analysis of additional evidence of the orchard being located within the study area.

Another nearby orchard was that operated by the Alderton family from the late 1890s. The history indicates that this orchard was located to the east of the study area, on the site of the present Forest Business Park. There are no indications in either the history or the physical analysis that this orchard extended into the present Bantry Bay Road study area.

Part of the study area was occupied prior to the end of WWII; 1943 aerial photographs indicate a small complex of buildings toward the south-east corner of the Bantry Bay Road study area. No evidence has been found to indicate when this complex may have been constructed, or its function. What little information that is available has not yielded sufficient information to identify or to infer a function for the complex. While the land tenure documents detailed in Section 3.6 indicate frequent changes of ownership, there is no evidence to indicate that the owners lived or worked on the site. Whether the complex had a residential or industrial function is unknown; it is possible, that the site was leased or was used as part of John Holland's neighbouring orchard, William Hews brickworks, or could perhaps be associated with the period of timber-getting. However, there are no surviving records to verify any hypothesis.

However, there is potential for archaeological evidence associated with the complex to survive in situ. The post-war construction of houses over the site of the buildings is unlikely to have removed all physical evidence of the buildings and any associated features; walls, floors, well, cistern, rubbish pits etc. Any physical evidence associated with the building complex would have the potential, when analysed, to provide information concerning the date of construction and function of each building, which would enhance the available information concerning the development of this area.

The Aquatic Drive study area has likely remained undeveloped since as early as 1892, when it was resumed by the Manly Water Supply. There is no evidence to indicate significant use of this area since European settlement.

5 Conclusion

The aim of the Northern Beaches Hospital Development is to consolidate a number of medical and ancillary services, currently dispersed over a number of sites, into one facility at Frenchs Forest. A multi-storey hospital building is to be constructed to house over 250 beds, multiple operating theatres and space for associated and ancillary services on the Bantry Bay Road site. Options are under investigation for use of the Aquatic Drive study area as an offset area for the Duffys Forest Endangered Ecological Community to mitigate biodiversity impacts on the hospital site.

There is one listed heritage item within the vicinity of the Bantry Bay Road study area; Former Holland's Orchard Trees, listed on the Warringah LEP as a local heritage item. The surviving two apple trees are likely related to John Holland's early twentieth century orchard, and stand adjacent to the southern boundary of the Forest High School, facing Warringah Road. Holland's orchard was located on the site of the current Forest High School and adjacent to the western part of the Bantry Bay Road site.

The early history of both sites is as a source for the timber-getters supplying the Sydney building market from the mid-nineteenth century. The Aquatic Drive site has remained largely undeveloped, other than as a possible source of timber for the Manly Water Supply, following its resumption in c.1892. Although the Bantry Bay Road site also remained largely undeveloped until after WW II, it is within the vicinity of William Hews' brickworks as well as the Holland's and Alderton's orchards established during the late nineteenth or early twentieth century. It was not until the post-war boom of the mid-twentieth century, that part of the site was subdivided for residential development. There are no indications that the site was developed prior to the 1950s subdivision, other than the complex of buildings seen on the 1943 aerial. While they appear to be functionally related, documentation is sparse or in poor condition and the purpose or date of construction of the complex could not be determined. Today all that remains of the overlying mid-twentieth century residential dwellings are a number of concrete foundations and remnant gardens. The major part of the study area is dominated by dense scrub and woodland.

Although no potential heritage items have been identified by the background research and physical assessment, there is potential for evidence associated with the building complex, adjacent to the south-east corner of the Bantry Bay Road study area, to be present. This area was subsequently developed for residential use during the second half of the twentieth century such that the integrity of potential archaeological resources.

The indication that there is potential for archaeological relics to be present in the Bantry Bay Road study area means that these must be managed in accordance with the relics provisions of the Heritage Act. The lack of documentary evidence associated with the complex means that the significance of the potential archaeological resources cannot be assessed. The unknown significance of the potential archaeological resources is such that an application to the Heritage Council should be made for an Exception under Section 139(4) of the Heritage Act, in accordance with Exception Type 1B:

the excavation or disturbance of land will have a minor impact on archaeological relics including the testing of land to verify the existence of relics without destroying or removing them.

This report should be appended, as supporting documentation, to an Application for an Exception.

The following archaeological management strategy has been developed to provide guidance to the project with regard to the protection of potential archaeological resources associated with the building complex in the Bantry Bay Road study area, in accordance with the *Historical Archaeology Code of Practice*, endorsed by the Heritage Council in 2006.

5.1 Archaeological Management Strategy

- Where excavation is required within the vicinity of the building complex on the Bantry Bay Road study area, an excavation director whose experience complies with the Heritage Branch criteria (see Heritage Council 2011 document *Criteria for the Assessment of Excavation Directors*) should be nominated to advise on archaeological procedure.
- Prior to activities associated with the initiation of ground breaking works, the excavation director would develop information for induction to brief contractors on the 'relics' provisions of the *Heritage Act 1977*. The excavation director would be contacted in the first instance to verify significance of any archaeological features or relics that are exposed during works.
- Construction activities for the project have potential to expose archaeological relics associated with the building complex, and the excavation director should be on call to monitor, supervise and record the process, as required.
- Provision should be made in the works program to allow for open area excavation, where the physical remains associated with the building complex warrant this approach. This would be determined by the excavation director in consultation with the Heritage Branch and the client.
- All archaeological deposits, features and relics that are exposed during the works associated with the proposed Project would be recorded in accordance with heritage best practice standards and Heritage Branch guidelines by, or under the supervision of, the excavation director.
- It is unlikely that works associated with the project would expose State significant relics. However, should unexpected relics which are identified as having State significance by the excavation director, be exposed, work would be required to cease and the Heritage Branch would be informed, to determine the appropriate management strategy. The duration of this would depend on the integrity and significance of the relic.
- Following completion of all archaeological investigations the excavation director would prepare a report detailing the results of the fieldwork and post excavation analysis. The report would be prepared in accordance with current heritage best practice guidelines as identified by the Heritage Council of NSW, and would address the relevant research questions.

Recommendation

Construction activities associated with the project would be managed in accordance with heritage best practice, as outlined in the Historical Archaeology Code of Practice, and the Archaeological Management Strategy outlined in this report. In this way the archaeological resources associated with the building complex would be realised.

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Other Resources

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